

# MODEL RACE CAR NEWS

SPECIAL ISSUE



AUG 1963



*Published by*  
**AMERICAN MINIATURE RACING CAR ASSN.**

President, Glenn Fairabend, Utica, Michigan  
Vice-President, Wm. E. Wunderlich, New Orleans, La.  
Secretary, Paul C. Kruse, Grabill, Indiana

*Devoted to*  
**MINIATURE CAR AUTO RACING**

**World's Most Sensational Hobby**

## F O R E W O R D

The Competition Rules of AMRCA under which we have been racing for the past many years were compiled in the 1930's when the organization was first established. They were good and covered racing of model cars very well in those days.

But in the years that followed there were many changes in the types of cars and many improvements in the engines that powered them. Soon, some cars began to drop behind and were outclassed by the newer models. New classes were set up and the rules amended to provide a regrouping of the cars and still allow the slower cars to win in their class.

The advent of exotic fuels widened the gap in cars as did the plating of parts and the design and manufacture of special parts. Still more revisions seemed needed in the rules to provide an opportunity for all to enter cars in a class fitting their ability.

The rules became confused with the various revisions and there were misunderstandings and some arguments. This did not help the hobby. Finally, a committee was formed to revise the competition rules and bring them up to date.

The revised version of the rules now being submitted to you for study, comment and final adoption are the results of some two years of letter-writing, consultations, phone calls and personal contacts with interested parties throughout the membership of AMRCA. It is difficult to write rules which will please each one of us, but we have honestly tried to devise the very best set of regulations to govern the sport so that the interest of the greatest number was protected. Some of the approaches may be considered bold, but it is requested that you study the various rules carefully and make an effort to understand the reasons behind them and give them fair consideration.

We are deeply interested in perpetuating the sport and are dedicated to the hobby of racing miniature automobiles. We hope that we may have been of service to all the members of AMRCA in compiling this revised version of the Competition Rules.

- Competition Rules Committee  
William S. More, Bethlehem, Penna.  
W.E. Wunderlich, New Orleans, La.

July 1963

AMERICAN MINIATURE RACING CAR ASSOCIATION, COMPETITION RULES. Revised 1963

1. PURPOSE. The American Miniature Racing Car Association has undertaken to revise the Competition Rules which were originally written in the 1930's to bring them up to date, clarify certain sections of the original rules and amendments, and rearrange the contents to assist in better governing of the competition. The revised rules will govern all sanctioned races so that competition will be standardized throughout the country.
2. MEMBERSHIP. Membership is open to anyone regardless of age or sex, provided he/she adheres to the rules, regulations and principles herein set forth. The Race Committee may prohibit any minor under 14 years of age from racing unless they deem him to be properly supervised by an adult guardian while participating in any race.

The American Miniature Racing Car Association reserves the right to refuse membership to anyone for cause.

In order to receive trophies, awards of any kind, and points for placing, the contestant in any sanctioned race must be a member of AMRCA in good standing at the time of the race. A contestant may become a member of AMRCA at any time before the start of a sanctioned meet by paying the current dues to the local AMRCA official in charge of the meet.

Non-members may be invited to participate in a sanctioned race only insofar as they do not interfere with the running schedule of the meet and do not receive any trophies, awards, or points for their efforts. Such invitation may be issued at the discretion of the host club if it is deemed to be in the best interest of the hobby and may result in the guest joining the AMRCA. Repeated invitations to the same individual are considered to be not in the best interest of the hobby and should be avoided.

3. DUES. Membership dues in the American Miniature Racing Car Association shall be Five Dollars (\$5.00) annually. Dues are payable in advance for the period 1 January through 31 December regardless of when the person becomes a member. In the event that a membership has expired prior to a race, the contestant shall have the privilege of paying his dues to the Referee who will issue a temporary receipt and forward the remittance to the Secretary, AMRCA.
4. ASSOCIATE MEMBER. A person may become an Associate Member of AMRCA on payment of an annual fee of Two Dollars (\$2.00). Such members will receive the Bulletin and will be eligible to race in strictly club races and win

trophies in these races, but will not be eligible to compete in a sanctioned race nor to vote on matters pertaining to the membership at large. An Associate Member may become a Regular Member of AMRCA upon paying the difference in annual dues.

5. DISQUALIFICATION. Contestants must operate their cars in sanctioned purely for pleasure and not for financial gain. They must maintain their status as an amateur. Contestants shall not receive cash awards as prizes or compensation for the use of their cars, nor shall they operate them for hire in any sanctioned race. The foregoing shall not be construed to mean compensation received for design, manufacture or sale of engines, plans, kits, accessories or complete cars. Payment for writing in connection with the hobby will not be cause for losing amateur status. Violation of the foregoing rule may be considered as cause for disqualification. It shall be the duty of the officials of the Association to revoke the amateur status and expel any member, upon satisfactory proof, of violation of this rule.

The Referee or a two-thirds majority of the Race Committee may disqualify any member of the Association from competition for unsportsmanship behavior or objectionable activities at any sanctioned meet. A written report of such action will be submitted to the Officials of the Association who may suspend or expel the guilty member according to the seriousness of the complaint.

6. CLUB REGISTRATION. The fee for Club Registration shall be One Dollar per year. A certificate of Registration will be issued to officially recognized clubs upon payment of this fee.

Registered Clubs shall appoint a member to serve as Referee at all open and closed meets. Upon being informed of the appointment, the Secretary, AMRCA, will issue a Referee's Certificate of Appointment. The Referee shall be responsible for compliance of all rules and regulations under which the race is being conducted.

Sanctions for race meets shall be issued by the Secretary, AMRCA, to officially recognized clubs upon receipt of a written request from the Officers of the local club. There will be no charge for issuing a sanction to officially recognized clubs. (See Annex for form to be used in requesting a sanction)

7. SANCTIONS. The AMRCA will issue sanctions for a race meet to Officially recognized clubs only.

Officially recognized clubs shall have a membership of not less than three (3) with current AMRCA Membership Cards.

All race meets promoted under AMRCA sanction shall have an official entry blank and this blank shall carry the official release clause. (See Annex for typical entry blank).

8. TYPES OF CARS. The cars will be divided into three(3) general types as follows:

- a. Prototype cars driven through bevel gears.
- b. Cars driven through spur gears.
- c. Cars driven by air propellers.

The car shall be modeled after an accepted prototype and have the appearance generally of a man-carrying racing car. Freak designs may be ruled out at the discretion of the Governing Committee if, in their judgement, they are considered to be unsafe, unfair, or detrimental to the hobby.

When being operated in competition, the car must be fully assembled with body and all component parts attached intact.

The car shall have four wheels and be propelled by an internal combustion engine. The car shall be propelled by a mechanical connection between the engine and the drive wheels or may be driven by utilizing the crankshaft of the engine as part of the drive axle (direct connected). Any ratio of drive gears may be used.

Cars driven by internal combustion engines and air propellers shall compete only with cars of similar design and drive. No restriction is placed upon the construction of air-propeller driven cars other than they be safe to operate.

Jet propelled cars shall not be allowed.

9. DESCRIPTION OF CARS. All cars except those driven by air propellers shall have four (4) wheels which may be of any size provided that they do not violate specifications for car measurements to be found elsewhere in these rules. There shall be two (2) front wheels and two (2) drive wheels and none of the wheels shall be retractable. The wheels shall be arranged in a rectangular pattern and shall be equidistant in both wheelbase and tread.

Tires may be of any consistency of rubber. They shall be tested to stand not less than 10,000 RPM without being thrown off the wheel. Tires must be approved before running in a race

Each car shall have a hitching device (known as bridle or panhandle) attached to the car and sufficiently strong to withstand the maximum force of the car at top speed. The point of connection with the cable shall be not less than nine (9) inches from the centerline of the car. In the case of Mite Cars, this distance shall be not less than six (6) inches from the centerline of the car.

Each car shall be equipped with a satisfactory fuel shut-off valve so that the car can be stopped at any desired time during a race. The shut-off valve shall be arranged so that the car will come to a complete stop in a reasonable time and distance after the valve has been activated. The device shall be designed to stop the flow of fuel to the engine when in the "off" position.

The maximum weight of the car shall not exceed one and one-half ( $1\frac{1}{2}$ ) pounds for each 1/10th.cubic inch displacement of the engine. The weight shall include the complete car, ignition, fuel and other essentials for running the car when it is placed on the track.

10. SAFETY INSPECTION. The Race Committee shall inspect each car for safety before the car is entered in the first event of the race. If, in the opinion of the Committee, the car is considered to be unsafe, it shall be ruled out of competition. The operator may correct deficiencies and submit the car for reinspection. A car shall be given a safety inspection after any mishap on the track.

11. RACING DEVISIONS. There shall be established two (2) racing divisions as follows:

"36" Division shall consist of cars powered by engines having a displacement up to .360 cubic inches. Maximum reboring shall not exceed ten-thousandths over the catalog bore of the engine.

"60" Division shall consist of cars powered by engines having a displacement of from .361 cubic inches to .610 cubic inches. Maximum reboring shall not exceed ten-thousandths over the catalog bore of the engine

"Mite" Division normally is covered by the specifications for the "36" Division.

12. SPECIFICATIONS. For cars in the "36" Division the wheelbase shall not be more than nine (9) inches nor less than four (4) inches; the tread shall not be more than six and one-half ( $6\frac{1}{2}$ ) inches nor less than four (4) inches; The tires shall not exceed three and five-eighths ( $3\frac{5}{8}$ ) inches diameter when the car is standing still.

For cars in the "60" Division, the wheelbase shall not be more than thirteen (13) inches nor less than ten (10) inches; the tread shall not be more than eight and one-half ( $8\frac{1}{2}$ ) inches nor less than five (5) inches; the tires shall not exceed four (4) inches diameter when the car is standing still.

Prototype cars shall be distinguished by their body design. They must resemble a man-carrying car somewhat. The engine shall be located between the front and rear axles. It may be either a front wheel or rear wheel drive. The drive shall be effected through a right angle drive mechanism except that in direct drive cars using the crankshaft as part of the drive axle the gear mechanism may be omitted. The chassis may be of the open-frame, cast pan, or skin type construction. The engine may be exposed to the lower cooling fin, but all other equipment must be covered by the body so that these parts cannot be seen when the car is viewed at eye-level. Prototype cars must operate on four (4) wheels. Spur gear cars may operate on the two (2) inner wheels when under way. The bodies shall be securely fastened to the chassis to avoid accidental loss while running.

The cars shall be identified by a suitable numeral or letter in plain view of the Officials when the car is in operation on the track.

Spur gear cars shall be generally of the tear-drop design with the engine mounted in a horizontal position. They may be either a front wheel drive or a rear wheel drive with the engine driving the axle through a set of spur gears. Any gear ratio may be used. when a direct drive is desired, the crankshaft of the engine may be considered as part of the axle and no gears will be required. The chassis may be of any type of construction considered to be safe. The car may operate on the two (2) inner wheels when in action.

The cars shall be identified by a numeral or letter in plain view of the Officials when the car is in operation on the track.

### 13. CLASSES OF CARS.

Class I. Cars powered with an engine of standard manufacture and available from recognized retail outlets on an over-the-counter basis on which no work has been done except that the front plate may be altered to permit mounting a magneto. The engine and component parts shall be the same as furnished by the manufacturer for the retail trade. No special parts nor plating of parts will be permitted. Where the manufacturer of the engine no longer continues to build a particular engine, parts may be replaced by reasonable duplicates manufactured by second parties as replacements.

No alterations to the basic design measurements will be permitted in the replacement parts.

Class II. Cars powered with an engine of standard manufacture on which certain revisions have been made by the owner. These revisions shall be limited to those which can be accomplished by standard hand tools. No special part nor the plating of any parts will be permitted.

Class III. Cars powered by custom built engines. These engines may be of special design or may be standard engines reworked by the owner and having special parts and/or plated parts. There are no limitations in this class beyond the the displacement of the engine.

Class IV. Cars powered with engines other than the Dooling "61" and its replica manufactured abroad. The engines may be Hornet, McCoy, Super-Tigre, Cyclone, Fox, etc. The engines may be modified as desired by the owners. When desired handicaps may be established for strictly stock engines by the host club provided it is announced in the notice of the race sent to contestants.

Class V. Experimental cars which do not meet the requirements of the other classes or which may vary from the specifications for cars found elsewhere in these rules.

Class VI. Any MITE car powered with a .19, .29, or .35 engine on which no work has been undertaken and in which there are no plated parts.

Class VII. Any MITE car powered with a .19, .29 or .35 engine which has been reworked or has special or plated parts.

Both Class VI and Class VII will compete in the same heat, but a 5 MPH handicap will be allowed to the car powered with a stock engine.

Cars will be raced against cars of equal engine displacement.

14. FUEL. Unless specifically authorized for a special reason, the fuel used in all AMRCA Sanctioned Meets shall have a nitro content of not to exceed 20% of the total mixture. The fuel shall consist of 20% lubricant (Castor oil or equal) + 20% Nitromethane + 60% Methanol. The fuel shall be furnished by the host club and all contestants will draw their supply from the same container.

Where it is desired to attempt to set a new World's Record as a special event and not in regular competition, authority may be granted by AMRCA to use such fuel combinations as the owner desires.



15. CABLE TRACKS. All speed contests on cable tracks shall be run in a circular course. This may be accomplished by attaching the steel cable to a pole set in the center of the race course. The free end of the cable shall be attached to the bridle or panhandle of the car in such a manner that the cable cannot come off while the car is in motion. Only three (3) size tracks are recommended for sanctioned races: 220-foot circumference with a 35-foot radius, 264-foot circumference with a 42-foot radius, and 330-foot circumference with a 52-foot, 6-inch radius. The latter is the maximum size track recognized.

The center pole shall be rigid and strong enough to withstand a pull of 400 pounds without flexing. A bearing or pivot shall be mounted on the post to permit the free swing of the cable without binding or twisting. The pole shall be provided with a step plate so that the person handling the line may step up clear of the cable when the car is in motion.

On a 1/24th-mile track (220-feet), the pivot shall be attached to the pole not less than 0-inches below the track surface nor more than 6-inches above the track surface; on a 1/20th-mile track (264-feet) these dimensions shall be 0-inches and 8-inches; on a 1/16th-mile track (330-feet) the dimensions shall be 0-inches and 9-inches.

The cable used on all tracks where "61" Division cars are running shall be .050" diameter music wire. The same size cable is required for the "36" Division except that when Mite Cars are running, the cable shall be not less than .030" diameter music wire. End connections at the center pole and at the car shall be securely fashioned. Wrapping with wire or placing in a sleeve and soldering will not be permitted.

Prior to the start of a race, the Committee shall measure the cable with a steel tape. The length of the cable between the center pole and the hook on point shall be 34-feet, 3-inches for the 1/24th-mile track; 41-foot, 3-inches for the 1/20th-mile track; 51-feet, 9-inches for the 1/16th-mile track. When the car is attached to the cable, the center of the car shall rest at a point not less than the radius specified for the size track in use.

A crash wall or safety fence shall extend completely around the track and can be at the edge of the running strip or not more than four (4) feet from the edge. It shall be of sufficient strength to hold the car within the circle in case of accident. A spectator fence at least 6-feet high is recommended to protect spectator and contestants from flying parts.

The track shall be equipped with an approved timing device. No claims for records shall be granted where the timing is accomplished by an electric clock using other than power from the same source serving the community and in use in the area for keeping accurate time. When devices are used to operate a mechanical stop-watch, the watch shall be inspected by a recognized watchmaker prior to the race and certified accurate to 1/10th second in 10 minutes.

16. OFFICIALS. All sanctioned races shall be conducted under the jurisdiction of a Race Committee composed of a Referee, Steward, Timer-Recorder and a Line-Master. The Race Committee shall be selected by a majority vote of the host club. All members of the Committee shall be members of AMRCA in good standing. All members of the Committee shall have a full knowledge of the AMRCA Competition Rules. A copy of the AMRCA Competition Rules shall be available at all sanctioned meets for ready reference.

The Referee shall enforce all rules and regulations. He shall arbitrate all disputes. His decisions shall be final. The Race Committee is privileged to submit a written statement of any incident to the Officers of the AMRCA. A committee of not less than two contestants may appeal a ruling of the Referee by furnishing a written statement of the incident to AMRCA within five (5) days after the racing date. Those appealing the ruling shall sign the statement giving their full names and AMRCA number and stating that they were in good standing at the time of the appeal.

The Steward shall be in charge of all racing activity and is responsible only to the Race Committee. He shall see that each official properly carries out his duties. He shall have authority in all matters pertaining to the running of the race and its management except in the matter of decisions by the Referee. It shall be the duty of the Steward to notify the contestants of the racing schedule and all other matters necessary to expedite the running of the racing program.

The Timer-Recorder shall keep a record of the starts, runs, times and speeds and make this information available to the public immediately after each contestant has run. He shall furnish the Race Committee a complete and detailed record of every run in the race immediately upon completion of the meet. A copy of the speed records in each sanctioned race shall be forwarded to the Secretary of AMRCA within five (5) days after the race date on forms furnished for the purpose by AMRCA.

The records compiled by the Timer-Recorder shall be countersigned by the Referee.

During the running of a race, the Timer-Recorder shall give his undivided attention to the timing of the contestant's car. The time registered on the timing device shall be verified before the device is reset for the next run. The Timer-Recorder shall not begin timing the car until it has completed at least three (3) laps under its own power.

The Line Master shall attach the cable to the car and lead it on its course until the car has developed sufficient speed to hold the cable taut. He shall inspect the hitch to the bridle or panhandle, cables and track equipment and report any deficiencies to the Steward for immediate correction.

The Referee, Steward, and Timer-Recorder shall not be eligible to compete unless properly relieved of their duties by other members of the Race Committee who shall assume the duties of the relieved official only for the time required to run his car.

In the case of a dispute over a run in which a race official is competing, he shall not be allowed to vote on the matter.

17. CONDUCTING A RACE. A race meet shall consist of three (3) heats in all classes stipulated in the application for a sanction. The host club shall state in its application for a sanction and all advertisements of the meet the classes involved and the distance of the race.

In the event of rain, one full heat shall constitute a race and the results shall stand as determined by that heat. If the rain stops a race before all of the contestants have had at least one heat, the meet shall be called off or postponed. In the case of rain or darkness before completion of three heats, the winners shall be decided by the results of the completed heats.

The line-time for all heats shall be three (3) minutes. The Race Committee may reduce the time to two (2) minutes for the second and third heats if time does not permit the full three (3) minutes. Once a heat has been started, the line-time cannot be reduced until the start of the next heat.

In the event of a tie, the contestants can determine the winner by the toss of a coin or the running of a single 1/4-mile event. The contestants will draw lots to determine which one will run first if a runoff is decided upon. The results of the settlement of the tie will in no way affect the position of other contestants in higher positions and is only done to determine which of the tying contestants shall be placed in the lower position.

The AMRCA recommends two methods of determining the winner of a race meet.

(a) The contestant making the fastest time in any of the three heats in each class shall be declared the winner of that class. (b) Points are awarded for the finishing position of the cars in their respective classes. The points are then added for all heats and the average taken to declare the winner.

If any part of a car falls off during a heat, the cars shall be given another opportunity to run.

When a contestant has been notified to race, he shall attach his car to the cable immediately. Timing of the car will begin when the cable is made available to the contestant at the starting point on the track and the Line Master has adjusted the attachment. The contestant shall be allowed three (3) minutes to get his car started. There are no restrictions on the number of times the contestant may stop his car for adjustments within the three (3) minute period. If the car is in motion under its own power at the end of the three (3) minute period, but has not yet reached maximum speed, the Timer-Recorder will start to take time and permit it to complete its official number of laps. If the car starts immediately upon being pushed off, there are no restrictions on the number of laps it may run before time is called by the contestant. If the contestant fails to get his car started within the time allowed, or if the car fails to make the required number of laps before the engine stops, one heat will be charged for the attempt.

A contestant may have an assistant to help him start his car.

A contestant's car may be run by proxy provided the officials are notified of the arrangement prior to the start of the race. No car will be permitted to be entered in a race by anyone other than the owner or his official deputy.

No car shall be run by proxy if the owner is present unless he is physically incapable of operating the car.

Ownership of a car may not change during any race meet. If the car ownership changes, the car shall not be eligible to participate in the particular meet.

Not more than two (2) cars may be entered in any one class by a contestant and only the faster of the two will be officially credited with the speed attained. A contestant is defined as one individual, Team entries are permitted, but must adhere to the ruling of not more than two (2) cars per class.

When a car has been entered by a team, the same car may not be entered by a member of the team acting as an individual in another heat of the meet.

No car shall be eligible to compete in a class lower than its own rating. However, cars may be entered in the next higher class at the discretion of the owner if there insufficient cars to justify a class for his particular car.

Three (3) cars of any one class shall be required to justify a heat.

Only a car which sets a new record will be impounded and the engine measured to determine whether it meets specifications. The engine will be dismantled only far enough to allow measurement of the displacement. This will be done in strict privacy. The owner shall be present when his engine is measured or represented by his deputy.

If there is any doubt that an engine used to power a car entered in a race is irregular and does not meet specifications, a member may protest and request that the engine be measured. In this case, he will post a bond of Ten Dollars (\$10.00) and the money will be returned if the engine is found to be irregular. However, if the engine is found to meet all specifications, the money will be forfeited to the owner of the challenged engine to compensate him for the work of dismantling and reassembling his engine. If it is proven that a contestant has knowingly changed his engine so that it no longer meets specifications, he may be suspended or expelled from the Association at the discretion of the AMRCA Officials. A complete written report will be made of the incident and kept in the AMRCA files.

To figure the displacement of an engine, multiply the cylinder bore by itself, multiply the product by 0.7854 and multiply this product by the stroke. All dimensions are in inches. If the dimensions are given in millimeters, follow the same method but use the constant 0.000061. The maximum boring over the catalog size of the engine shall be ten-thousandths oversize.

Clubs holding races under the auspices of AMRCA shall have not less than three (3) members of the Association who are in good standing at the time of the race. Sanctions shall not be issued to clubs having fewer than three (2) AMRCA members in good standing.

All members of the Race Committee shall be supplied with the proper forms on which to submit records.

It shall be the duty and responsibility of each member of the Race Committee and each contestant to exercise the greatest care to insure maximum safety at all times.

Claims for speed records shall be submitted to the Secretary of AMRCA on forms provided for this purpose. The claim shall be signed by the Referee, Steward and Timer-Recorder. An award will not be granted unless made by a member of AMRCA in good standing while participating in a sanctioned race. A record will not be recognized unless made in competition with not less than three (3) members of AMRCA competing in the same event. When a record has been made, the Race Committee shall impound the engine and measure it to determine that it meets specifications. Records will not be recognized unless established on one of the three standard size tracks.

Single cars may try for a world's record as a separate event of any meet provided that the notice is filed with the Officials that such an attempt will be made. In such a case, it must be determined in advance of the trial whether the attempt will be made with the official 20-20-60 fuel or with the contestant's own mixture.

There shall be four (4) Regions of the National Association with the boundary lines as follows:

- a. Eastern Region (Area under Eastern Standard Time)
- b. Southern Region (Area south of line through Atlanta, Ga.)
- c. Central Region (Area under Central Standard Time)
- d. Western Region (Area under Mountain and Pacific Time)

The Central Region shall include all that area except that described under Southern Region.

Regional Championships shall be decided once a year at a time and place approved by AMRCA. The Regional Meets shall be run prior to the National Meet, preferably during the month of June or July. The host club shall obtain a special sanction for the event. The two (2) fastest cars in each class at the Regional Meet shall be qualified automatically for participation in the National Championship Meet.

The National Championship Meet shall be held once each year at a time and place to be decided upon by the delegates attending the yearly business meeting. The month of August is the preferred time. The dates shall be selected so that the last day of the meet will fall on a Saturday. The Sunday following will be reserved as a rain date. Details of the National Meet shall be published as early as practicable to permit members to arrange travel schedules.

All cars described in these rules and meeting the specifications are eligible to race in the Regional and National Meets.

The AMRCA shall furnish a medal, medallion, ribbon or certificate of award for the cars qualifying in the Regional Meets for participation in the National Meet and these awards will be made at the annual supper meeting of the AMRCA.

The AMRCA shall stage the National Championship Meet, furnish the trophies and assume other expenses in connection with the race. The AMRCA will collect all of the entry fees to defray these expenses. The meet will be self-supporting and the entry fee will be adjusted accordingly. The host club will furnish the facilities and put the track in condition and will make all of the preliminary arrangements as a representative of AMRCA. The host club will assist in staging the races during the meet.

Members of an established and recognized model race car association may be invited to participate in the National Championship Races without joining AMRCA, but upon payment of the regular entry fee. This is contingent upon the agreement being reciprocal.

ANNEX I.

APPLICATION OF RACE SANCTION

American Miniature Racing Car Association  
( c/o Secretary )

Date \_\_\_\_\_

Gentlemen:

The undersigned makes application for sanction of a race as follows:

( ) "36" Division

( ) "61" Division

Type of cars to compete \_\_\_\_\_

Type of track is ( ) Rail, ( ) Cable. Surface is \_\_\_\_\_

Circumference of the track is \_\_\_\_\_ feet

Distance to be run is \_\_\_\_\_ mile, or \_\_\_\_\_ laps.

Date of event \_\_\_\_\_

Location of the track \_\_\_\_\_

Method of scoring is ( ) Fastest Time, ( ) Point System

It is hereby agreed that the race will be run and managed in strict accordance with the rules and regulations of the AMRCA.

The AMRCA Referee at this meet will be \_\_\_\_\_

Name of Club, Club address, application signed by President of Club.

-----0-----

ANNEX II.

ENTRY BLANK

Name:

Address:

City:

State:

Club:

AMRCA NO.

Make of Car:

Make of engine

No.

Class:

Division:

Entry Fee:

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Miniature Racing Car Association and I further agree to hold blameless the American Miniature Racing Car Association, The Contest Committee, the (Name of Club), or (Name of landowner where track is located) for any loss or injury to myself or property and to assume responsibility for any loss or injury in which I may become involved by reason of participating in this event.

I have read the above and understand same. (Date and Signature)