



## Montana Bump N Run, LLC 2011 Track & Race Day Guidelines

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Board Members have the right, following the intent of the rules, to rule on any matter not definitely covered in the rules. Montana Bump-n-Run, LLC reserves the right to make changes to the rules during the course of the season, to ensure greater safety. Any other rule changes must be approved by more than only the Board members; possibly at the next driver's meeting.

### General Information:

- Safety is our #1 priority!
- **Unsportsmanlike conduct, abuse of officials/competitors/spectators and disregard for safety or track rules WILL NOT BE TOLERATED.** Officials are completely in charge of the race. Drivers are responsible for all action of crewmembers and powder puff drivers. Drivers may be issued penalties for pit crew misconduct. Such penalties may extend to the car as well as the driver. This also applies to track officials.

Minimum penalties for unsportsmanlike conduct:

Level One: \$50 fine, which must be paid before driver may race again.

Level Two: \$100 fine, loss of all points for the day, forfeiture of entry fee, ejected from the race facility. Driver is not allowed to race, officiate, or be at the any race facility until the fine is paid in full.

Level Three: \$200 fine, loss of all points for the season, forfeiture of entry fee, ejected from the race facility. Driver is not allowed to race, officiate, or be at the any race facility for one (1) calendar year AFTER fine is paid in full.

Any bodily physical contact will result in an automatic Level Three. Any fine assessed will be subject to review by a three-member MTBNR committee and a final decision will be made within five (5) days following the incident in question.

**REGISTRATION:**

- \$45 per class will be paid by each driver at registration. \$5.00 of each registration goes to the LLC, regardless if Points race or non-Points.
- Driver must present a valid driver's license and MTBNR registration card at time of registration. Work permits and learner's permits are not considered to be valid.
- Cars must be inspected prior to the driver's meeting. If a driver notifies a track official that an unforeseen incident will make him late, he must be at the track when the pit meeting starts. Driver can then be inspected as soon as the meeting ends. Anyone arriving once the pit meeting has started does not race that day.
- **NO ONE UNDER 15 YEARS OLD WILL BE ALLOWED IN THE PIT AREA. NO EXCEPTIONS. Proof of age will be required.**
- Extra pit people are usually charged \$10 each. Actual amount is a track decision. Extra pit people must sign a release.
- Send original or copies of announcer sheets to Secretary to track address changes and new drivers.
- Entry fees must be paid at the time of registration. Tech Inspection sheets and release forms signed by driver and crewmembers required at registration.

LAPS: All laps are subject to change due to track conditions, weather, car count, etc.

<u>Heats:</u>	<u>8 Laps</u>	<u>C Main:</u>	<u>8 Laps</u>
<u>B Main:</u>	<u>10 Laps</u>	<u>A Main:</u>	<u>12 Laps</u>

**FLAGGERS:**

- Must meet with LLC Tech ½ hour prior to hot laps to familiarize with the sport & rules.
- One flagger on each corner, minimum of 4 flaggers per track.
- Each flagger will have a working fire extinguisher, air horn and radio.
- Throw a red or black flag to stop a race due to a safety issue.

**PAY OUT:** State at Pit Meeting:

- How many cars will move up from Heats and Mains. Specify if there are allowances if cars chose not to move up. i.e. may #3 move up if #2 chooses not to?
- If special allowances made for #3, etc car to move up, is there an added pay place?
- If track changes decision during the race, make sure drivers are informed of the change BEFORE that race.
- At driver's meeting state how many places to be paid and stick to it. Consider paying deeper to give money back to drivers who attend. Even race fee is an incentive to attend races.
- Consider how to split extra money between Limited/Modified.
- Suggest mailing checks to ensure accuracy. Some preliminary race results not correct.
- The track official is responsible for mailing payout to the driver within two weeks.
- Will a Calcutta be held? MTBNR is researching MT state law to determine whether drivers under 18 years of age can not be auctioned.

**PIT AREA RULES:**

- No one under the age of 15 allowed in pit area, **NO EXCEPTIONS**. Pit passes distributed at registration must be worn on the wrist at all times while in the pit.

- Pit members are limited to the driver, and two crewmembers. Additional personnel in your pit will be required to pay an additional fee determined by each track. Because of LLC liability, ensure only those with pit passes are in the pit. **Dogs must be on a leash.**
- Each registered car is allowed one support vehicle. Remove trailers if required by track. Tracks must enforce the limited amount of support vehicles.
- 5 MPH speed limit in pits for **all** vehicles at **all** times.
- No alcohol or controlled substances in pit area before and during races. Drivers, crewmembers, officials or volunteers who drink before end of all races will be removed from pit area. Anyone planning to drive Pitman or Powder Puff may not consume alcoholic beverages prior to that race. All entry fees and winnings forfeited for anyone violating this. Track officials or volunteers drinking during races may forfeit their right to host future races. The Association may decide further penalties.
- **All pit members must be present at the PIT meeting. It is the driver's responsibility to make sure all his/her pit crew is present at the meeting.**  
-Offenders will be dealt with on a case by case basis. Point and/or monetary fine may be assessed.

### **ON TRACK RULES:**

- Helmets, seatbelts, neck collars, and **FIRESUITS (starting July 3, 2011)** must be worn and fastened at all times while on the track. Drivers violating this will not race any more that day.
- Repairs allowed during race only in pit area or designated repair area. Any repairs must be tested during the race. No testing on the track between races. Cars leaving the track will lose their positions. No work is allowed on or off the track during red flag conditions. Cars leaving the track under green flag, before red flag, will line up at last position at the restart. If you leave under a red flag situation, you are disqualified! Don't come back onto track.
- Red flag restarts: If less than one lap has been completed, cars will line up in original order. After one complete lap, cars will start single file at the start/finish line in the order they were running on the last full lap **completed** when the red flag was thrown. A red flag situation after lead car has taken the checkered flag results in end of race with trailing cars finishing in the order of their last completed lap.
- Cars involved in a red flag situation are out for that heat/main.
- If you are involved in a roll over, all involved cars are out for that heat/main. This includes cars assisting in a rollover. Red-flagged car must be re-inspected before racing again. If deemed a blatant hit, driver is done racing for the day. Any driver/sportsmanship level decisions will be made by the majority of Board members present, as long as they are not involved in the situation. If rollover is deemed unintentional (hard racing), all involved cars will finish the race in whatever position they are in at end of race. Drivers receive points and any payout of their final position. Any question of an assisted rollover results in both cars being ejected from that race.
- Race format to be determined by the number of cars entered. Each track may distribute cars in heats and mains as they see conducive for their car count, track and spectator enjoyment. Track will determine how many cars in each heat/main will move up. Drivers will be informed of this during the driver's meeting.
- No cutting corners allowed. If you go off course, re-enter as close as possible to where you went off. If pushed off at a jump, you don't have to go back to the jump. Wait until it is safe to re-enter the track. May not gain a position. Each promoter has the right to make track specific requests/consequences based on each unique track situation. Red flag may be thrown to clear track of stalled cars possibly causing danger to racers.

- If any part of the car comes loose and is a safety hazard, **officials WILL throw an ORANGE flag. The car must go the designated area and follow official's instruction.** Hoods and trunks that fall off the car result in **DISQUALIFICATION from heat/main.**
- Do not disrupt track officials, flagmen, or lap counters with on-track problems. Any issues that you feel need to be discussed should be written down on paper and given to a track official or LLC member. Your issue may be handled on race day or may be brought up before the next race date.
- Driver must remain in the car at all times while on the track unless directed to exit by a track official. If driver chooses to remain in the car, they must be wearing their harness, helmet, neck collar and have window net fastened.
- Only track officials are allowed on the track. No one else may enter the track unless directed to do so by a track official.
- If you do not take the green flag, you cannot race in that race. At the completion of Heat 1, Heat 2 drivers will be in position, safety equipped and ready to race. Same for rest of Heats. At completion of C Main, if the B main winner chooses to move up, he has 10 minutes before the green flag will drop. Same time frame between B Main and A main if there is no Calcutta.
- Deliberate or excessive contact to the driver's door may be grounds for a black flag. Any hitting that officials deem excessive may cause black flag or possible suspension. Drivers will not be allowed to use their cars in demolition derby style tactics.
- Disqualification will result if car and /or driver are substituted after qualifying for the heat.
- Driver has the responsibility of knowing when the race is over. Any excessive contact after checkered flag is thrown may result in disqualification.
- No winner's celebration maybe performed in the arena or pit for safety reasons. Sportsmanship penalty applies to violators.
- No passengers except in an exhibition.
- **ANY DRIVER INTENTIONALLY THROWING A RACE FORFEITS ALL MONEY, POINTS, AND TROPHY FOR THAT DAY. THAT RACE WILL COUNT TOWARD YEAR-END POINTS STANDINGS.** The President will appoint one (1) person at each race to be the judge of a "thrown" race. This judge's decision is FINAL.

#### **FLAGS:**

Green: Go! Race started

White: One lap left in race

Yellow: Caution only. Keep racing but be cautious. Hanging yellow flag is the same obstacle. Waving yellow flag is a new hazard.

Red: Danger! Stop immediately.

**ORANGE: STOP AT DESIGNATED AREA AND FOLLOW OFFICIAL'S INSTRUCTION. This flag will be used for loose parts on cars and can also be used for cutting corner, aggressive driving, etc.**

Checkered: Race is over. **No matter how many laps completed the race is over.**

Waved Black: Go to pit. Done for that race.

2 Crossed flags: Half way through race.

## **Safety Rules and Minimum Requirements Limited & Modified**

## 1. Driver Controlled

- A. Helmets, Neck Collars & Eye Protection: Helmets must be Snell 90 certified or better. Must have a helmet shield or goggles for eye protection. Neck collars must be worn.
- B. **FIRESUITS- Minimum single layer or fire retardant equivalent (FR Rated) is required by the July 3<sup>rd</sup>, 2011 race in Wibaux. Jacket and pants or one piece suit must be worn during all events, including powder puff and pitman's race.**
- C. Amber Light/Brakes: every vehicle will have to show that it can lock-up at least two wheels at 'Tech'. An amber running light no less than 3" or 2"x5" needs to be mounted in back window for visibility in dusty conditions. No excessively bright lights.
- D. Any racers with 2-way radios must inform track of their use so there is no conflict between track frequencies.

## 2. Driver's Area

All glass, chrome, plastic, fiberglass, bolts, screws, and loose metal must be removed from exterior of car, inside of doors and driver's compartment (non-glass mirrors allowed).

- A. Dashboards must be removed. After market gauges allowed.
- B. Doors, hood, and trunk must be welded, bolted, pinned or chained shut. No chain from hood to/around core support or bumper.
- C. Sun roofs or T-tops must be covered with aluminum or sheet metal that is securely fastened.
- D. Hood and trunk must have 6" or bigger, or 4"X10" hole on passenger side unblocked access hole for fire hose.
- E. Gas tanks may be left in original position but NOT used for gas or as a fuel cell. Only UL approved manufactured gas tanks; no homemade. Fuel cell recommended. Must be securely fastened in trunk and vented. Car must have firewall between fuel tank and driver.
- F. Battery must be mounted inside driver's compartment or trunk. Battery must be securely mounted within the battery box, which must also be securely mounted.
- G. Car numbers up to a max of 3 digits must be a minimum 13" high and appear on driver and passenger sides. Number fin on top of car is required with number being no less than 7" high. Number must. Number fin must match door number and be contrasting to car for easy visibility.
- H. Cars with electric fuel pump must have a 3" letter "E" painted behind car number. No other alpha-characters are allowed in the car number.
- I. Mud flaps mandatory for all cars and must be 18" x 4" from ground and made of mud flap material no less than 5/16" thick. Mud flaps must be mounted in the rear for front and rear wheel drive cars, and line up with the tires. Flaps are not allowed to spin or flop. Mud flaps must be on car at lineup or the car starts at back of that race.
- K: Seats and mounting: aluminum aftermarket racing seats are highly recommended for all classes. All seats must have reinforced mounts, preferably to roll cage or by using sandwich steel plating to solid areas of the vehicle, to insure that the seat can't break away from the belts/harness. **Manufactured racing seats will be required in 2012**
- L: Harness and Mounting: a five-point racing style 3" lap and shoulder safety harness is mandatory. All belts must be in good condition and not sun bleached or fatigued. NO home made belts. All belts need to be mounted securely and correctly.
- M: Roll Cage: a roll cage must be in a six-point configuration. Use a minimum of 1 1/2 inch round tubing with .095-inch wall. The roll cage must consist of a rear loop, one front loop with interconnecting bars, two rear braces and one diagonal brace with three horizontal door bars to protect the driver. Door bars need to be placed high enough and low enough

- to protect the occupant. Plating in driver door recommended. Welds must be of good quality, good penetration and may be hammer-tested. No brazing, grinding welds or using body filler around welds. Roll cage must be at least 3" in any direction from the driver's helmet. Cage bars must be padded anywhere drivers helmet may come in contact. The cage must be securely mounted; body mounted cages must be bolted through and attached by using a sandwich method, or welded on 12" square inch 1/8<sup>th</sup> plate. Cage bars ahead of firewall differ by class so see specific class competition rules. Cage recommended around fuel cell.
- N. Switches: track workers must be able to quickly find and turn off the ignition. The switch is to be painted orange and must be labeled "on" and "off". It must be located in the center of the dash area so track workers can reach it from either side of the vehicle. Cars with electric fuel pump; a pump cutoff switch must be mounted with the master kill switch and painted orange for visibility. Car must have a 3" letter "E" behind car number and on fin.
- O. Floor boards and Fire Walls: all must be in good, solid condition with all holes and damage repaired better than original strength. Plating is recommended to prevent materials from puncturing floor. Station wagons and other vehicles without trunks, must build a rear firewall to protect the driver's compartment from fluids and/or flames, which could come from the fuel cell, filler cap, fuel lines, etc.
- P. Fire Extinguisher: a working, U.L. approved fire extinguisher must be in each pit.
- Q. Nets: Driver's side window must be covered with a factory racing window net. All nets must be mounted very securely to the doors and must be accessible and detachable from the bottom or top. No Velcro closure mechanisms allowed.
- R. Windshield mesh screen: all window mesh/screens must be strong enough to stop a softball-sized rock.
- S. Oil, Water & Fuel lines: Lines should have no leaks, and not in danger of abrasion from any moving parts. Both classes must have secondary protection for any lines and tanks routed through driver's compartment, and escape holes for the hot fluids behind the secondary protection shields and guards.
- T. Throttle return: 2<sup>nd</sup> safety spring is recommended.
- U. Radiators must be in stock position. If radiator mount is broken, a mount may be made to put around radiator.

### Front end/Rear End:

Steering Linkage: All fasteners must have cotter keys or locknuts.

Hubs & Axles: Must be in good, safe condition without excessive wear

- a. Brakes & Lines: At least two wheels must lock up.
- b. Shocks & Mounting: For this safety inspection, everything must be well mounted and in good condition. All coil type rear ends in all classes must have chain or strap type limit devices. This is to keep the rear end of the car under the vehicle if the shocks fail to limit "drop" while vehicle is airborne.
- c. Exhaust System: See Specific Class
- d. Drive Shaft Loop and Scatter Guard: A drive shaft retainer hoop/loop is required, 6 - 10 inches from the front universal joint sufficiently mounted to secure the drive shaft if it fails. The hoop may be made of 2" nylon webbing, 1/4" x 2" steel strap or chain. 1/4" plate shield or aftermarket scatter shield around clutch & flywheel required on all manual transmission cars.

- e. Bumpers: All cars must have a stock bumper that is well secured to the vehicle. Bumpers will not be “oversized” compared to stock equipment. Secure with chains or strap. Bumpers must be capped with a piece of up to 2” tubing or a strap of metal not to exceed bumper height. Must be contained within original body line of car.
- f. Skid plate allowed, no more than 24” wide. It may extend from main frame cross member to core support or front bumper.
- g. No transmission cooler may be in the driver compartment. Cooler may be in stock position or in trunk with a firewall in place.
- h. Weight added to car must be properly secured.

#### WHEELS:

**IT IS HIGHLY RECOMMENDED THAT YOU DO NOT RUN STOCK STEEL WHEELS. STOCK STEEL WHEELS WILL NOT BE ALLOWED IN 2012.**

### **Modified Class Rules**

Passenger cars or station wagons using only two wheel drive, either front or rear wheel drive, produced in quantities of at least 5000 vehicles and available for sale in the USA.

- 1. Front and rear suspension: original concept of suspension and springs such as A-arm, leaf or coil springs must be used.

#### **Allowed:**

- A. Stock suspension pieces from any vehicle in the same manufacturers series
- B. Any ball joint adaptations but only in stock locations.
- C. Spindles may be aftermarket or modified but must be as heavy or strong as OEM.
- D. Different spring rates or added springs and weight jacks. Longer than stock, springs & shackles are allowed.
- E. Reinforcement by plating, gussets, or other means.
- F. **Any shock combinations and configurations are allowed.** Reservoir shocks allowed. Driver must be shielded from shock explosion danger. Coil over shocks ok.
- G. **Any exposed shock(s) must be covered.**
- H. Suspension parts may be moved to a maximum of + or – 1” from stock location
- I. Travel limits may be increased to a maximum distance of 12” front 15” rear. Any combination of sway bars either stock or aftermarket.
- J. Any rear axle from any manufacturer under ¾-Ton rating, narrowed and reinforced housings ok.
- K. Any style wheels. D.O.T. approved pneumatic tires only.
- L. One radiator in stock location only.
- M. Frame must be contained within body configurations.
- N. Wheel base: stock length base measurement must be retained + or – 2”
- O. Steering: steering system components must be located within + or – 3” original location. It may consist of after market or custom parts as long as stronger and safer than stock. Steering brakes not allowed.
- P. Bumpers: Non-stock mounts allowed. See Page 7, “e”. Bumper “mud guards” must be made with flexible material, not metal or tin.
- Q. Engine and Transmissions: engine and transmission must be a unit offered by vehicle manufacturer, available stock or as an option. Internal and external modification is

- permitted. One naturally aspirated carburetor allowed. Headers allowed. **Any engine can be used in any car, i.e. Chevy in a Ford.**
- R. Chassis: Must have factory frame. Strengthening the frame by adding material is acceptable. However, no frame member may be removed except to allow the addition of heavier and stronger pieces. Must pass tech for safety. Frame connectors allowed.
  - S. Body: the original shape size and concept must be maintained. Body mounting and location in respect to wheel base must be maintained. No fiberglass or hard plastic allowed on exterior of car. Wheel wells may be cut for tire clearance. Stock core support must be in stock location.
  - T. All roll cage must be behind core support and contained within body panels and trunk. 1/8 inch expanded metal and or flexible material such as tin or soft plastic can be used in front of the core support.

#### **Not allowed in Modified class**

- a. Custom fabricated components to lighten un-sprung weight of vehicle.
- b. Studded tires
- c. Pickup bodies or frames. Convertibles, Vans or SUV's.
- d. Fuel injection systems except stock system as provided on that specific model and year.
- e. Blowers nor turbos. Nitrous Oxide or any other oxygen injection systems!

#### **Limited Class**

**This class MUST remain within its manufacturers factory components. i.e. GM to GM parts only; FORD to FORD; DODGE to DODGE, etc.**

#### **CLAIM RULE**

- A. "A" Main Winner's Car is eligible for claim for 10 minutes after the last moving car has taken the checkered flag.
  - B. Car's finishing the "A" Main have an option to buy the winner's car beginning with 2<sup>nd</sup> place followed by 3<sup>rd</sup> place, to 5<sup>th</sup> place.
  - C. "Virgin" cars are allowed one race day before being eligible for claim.
  - D. Claim is \$1000 cash or \$500 cash AND the car of the claiming driver. Seller's choice. Cash must be given to any flagman with communication within the 10 minute claim time. Seller has 30 minutes to make decision. Once the claim has been made, neither the buyer nor the seller may back out of the claim. No one may back out of a claim.
  - E. If "A" Main winner refuses to sell or the buyer decides not to buy, they lose money, points and trophy. Drivers are ineligible for any race in any class for one calendar year. Placement money must be returned to the track and paid out at the next race at that track.
  - F. In the event of a claim, racing seat, racing harness, window net, fuel cell, tires & rims may be removed from the claim car.
  - G. If the car is claimed, it will not run in any more races that day.
  - H. Claiming driver must run the claimed car the next time the driver races. It will not be sold or given to another person until it is run one time by that driver.
1. Allowed Front & Rear Suspension:
- A. Stock suspension pieces from any vehicle in the same manufacturers series.
  - B. Any ball joint adaptations but only in stock location.

- C. Different spring rates or added springs & weight jacks. Longer than stock, springs and shackles allowed.
- D. Reinforcement by plating, gussets, or other means on suspension components, rear ends, and frames.
- E. 1 shock located in original location only, must be OEM style shock (designed to fit a production vehicle. Either a direct replacement of original or after market upgrade). Coil over shocks ok.
- F. Tires must be DOT approved.

## 2. Engine

- A. OEM cast exhaust manifolds exiting below heads.
- B. Exhaust must run under the body and exit behind transmission cross member. Dual or single allowed. If two pipes converge to one, they must meet in a "Y" to merge into one pipe.
- C. Stock components and parts only! The engine must be in stock position and have components such as fan & alternator hooked up and working at tech inspection.
- D. Only 1 carburetor allowed.
- E. Mechanical OEM fuel pump only Electrical fuel pumps only if originally on vehicle. Provisional electric pumps allowed on new style engine block.
- F. Ignition system must use OEM stock systems. Spark plug wires may be silicone style for heat control. Distributor caps may be changed. Rev limiter allowed.
- G. NO AFTERMARKET INTAKE MANIFOLD ALLOWED. MUST HAVE FACTORY STAMP.

## Miscellaneous

- A. Transmission cooler may be in trunk, original location or elsewhere in the engine compartment.
- B. Firewall may be curved or bent for more distributor clearance.
- C. Posi-traction rear ends or welded are recommended.
- D. Frame connectors allowed on uni-body cars.
- E. Any fan either OEM or aftermarket.
- F. 1 radiator only in stock location, added water allowed for cooling.
- G. Strengthening of A-arms allowed.
- H. Tire protection allowed. Up to 2" bar welded to bumper then extending along quarter panel and bending into frame. Not to exceed original body line. Black flag is used as a ram.
- I. A full roll cage kept within the body of the car and behind the core support is allowed. The stock core support must be in place.
- J. Damaged core supports may be repaired, but no stronger than stock.
- K. 1/8<sup>th</sup> expanded metal and/or flexible material such as tin or soft plastic can be used in front of radiator and behind core support.
- L. "Mud guards" in front of radiator must be made with flexible material, not metal or tin.

## Not Allowed: Limited Class

- Custom fabricated components to lighten unsprung weight of vehicle
- Studded tires.
- ¾ rear end or custom fabricated rear end housings.
- Pickup bodies or frames. No convertibles, Van's or SUV's.
- Steering brakes.

- Fuel injection systems except stock system as provided on that specific model and year.
- Blowers nor turbos. No Nitrous Oxide or any other oxygen injection systems!
- Alteration of suspension pieces or location other than reinforcement.

## 2011 POINTS SYSTEM

Winner of A Main = 100. 98 for 2<sup>nd</sup> place, 96 for 3<sup>rd</sup> place, etc. maintaining a 2-point gap between each place. Add 1 point for every lap led per driver.

Winner of B Main = 5 points less than last place of A main. Maintain a 2-point gap between each place. (No added points for laps lead)

Winner C Main = 5 points less than last place of B Main. Maintain a 2-point gap between each place. (No added points for laps lead)

Heats: 5 points to winner of each heat. 3 points to 2<sup>nd</sup> place and 1 point to 3<sup>rd</sup> place of each heat. Minimum of 10 points for taking a green flag.

For every 5 races, one will not count toward total points. (i.e. for 10 races, top 8 finishes count for points. If you race 9 of the 10 events, your best 8 finishes will count for points. If you race 8 of 10 events all 8 of your races will count toward year end point totals).

### **MT Bump N Run LLC, Officers:**

**President:** Bob Jones 620 S/ Sargent, Glendive MT 59330 406/939-3041 [mkjones7@msn.com](mailto:mkjones7@msn.com)

**Vice President:** Brad Johnson Homestead, MT 489-2090 [bcjfarm@yahoo.com](mailto:bcjfarm@yahoo.com)

**Sec/Treas:** Casey Schladweiler, 1116 2<sup>nd</sup> St. W, Roundup, MT 59072 406-262-2687, [bumpnrun\\_77@yahoo.com](mailto:bumpnrun_77@yahoo.com)

### **2011 Board Members:**

Jim Kutzler, 989-1031

Lucas Waterland 775-6224, (C) 860-5837 [jennifer\\_kays@hotmail.com](mailto:jennifer_kays@hotmail.com)

Dan Eslinger 406-320-0564 [eslinger5@srt.com](mailto:eslinger5@srt.com)

### **Track Contacts:**

Acton/Billings: Wes Nelson 256-6348 [profab1racing@aol.com](mailto:profab1racing@aol.com)

Baker: Courtney Dietz 778-2524 [cldietz@encoreacq.com](mailto:cldietz@encoreacq.com)

Circle: Ty Eissinger [eissinger@midrivers.com](mailto:eissinger@midrivers.com)

Nancy Hanson [nancyjo80@yahoo.com](mailto:nancyjo80@yahoo.com)

Ekalaka: Lucas Waterland (H) 775-6224, (C) 860-5837

Forsyth: Jim Fulton 351-1410 [jj\\_fulton@midrivers.com](mailto:jj_fulton@midrivers.com)

Glendive: Clint Perkins 939-2603 [perkie7@midrivers.com](mailto:perkie7@midrivers.com)

Plentywood: Doyle Becker 765-2879 [dmbecker@nemontel.net](mailto:dmbecker@nemontel.net)

Terry: Delite Dukart 486-5505

Wibaux: Ken Goroski 701-872-4154 kgoroski@westplains.com