

2025 RULES GUIDE



QUESTIONS?

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STATEMENT OF PURPOSE:

These rules and regulations are designed to promote fair and competitive Sportsman stock car racing events within the Mid-Am Racing Series. The Mid-Am Racing Series, and Mid-American Stock Car Series are an Illinois LLC devoted to keeping alive the colorful and exciting history of sportsman racing within the Midwest through competitive and organized speed contests.

DISCLAIMER

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR A COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the event and are in no way a guarantee against injury or death to a participant, spectator, or official.

All equipment is subject to the approval of Mid-Am Racing Series officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications, intent, or tolerances contained in this Mid-Am Racing Series rulebook, will not be eligible for approval.

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2024 Rulebook notice:

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DEFINITIONS

Terms that appear throughout this Rule Book have the following meanings:

CAR: A race vehicle, prototype, or model that fits the specifications set forth in this rule book intended for competition within the Mid-Am Racing Series.

DRIVER: The Registered Competitor participating in the Event with a Mid-Am Racing Series legal Car.

COMPETITOR: A driver, car owner, mechanic, crew member, or another person (other than a Mid-Am Official) who participates competitively in a Mid-Am Racing Series Event. Determination of Competitor affiliation will not be limited to the pit sign-in sheet. It will be a determination made by the Mid-Am/Raceway staff

E.I.R.I.: Except in Rare Instances. Referencing an occasion or circumstance that may not be contemplated and may require an adjustment, addition, or revision to the posted Specifications and Procedures. EIRI rules are always in effect!

EVENT: A Mid-Am Racing Series sponsored gathering that includes but is not limited to registration, inspection, qualification, racing activities, testing, and any other activity in which Mid-Am is a sponsor.

LAB: Any 3rd party facility where a part/tool/substance is taken for further testing and verification

K.I.S.S PRINCIPLE: The KISS principle states that most systems work best if they are kept simple rather than made complicated; therefore, simplicity should be the key goal. In relation to Mid-Am rules, this is interpreted as keeping the rules clear of solving for every situation, "what if", or nuance. This will keep the rules clear of solving for every situation, "what if", or nuance. Overanalysis, seeking loopholes, failure of a competitor to clarify with Mid-Am officials, and/or seeking grey areas will result in disqualification

MID-AM: The name of the "Mid-Am Racing Series"/"Mid-American Stock Car Series"

MID-AM RULES: The rules in this Rule Book, as amended when necessary.

MID-AM OFFICIALS: Officials, Director of Competition, Series Director, Scorers, Flagman, Mid-Am Tech, or any persons serving under the direction of Mid-Am including Raceway management.

MID-AM TECH: Mid-Am Racing Series officials are responsible for determining whether a car meets applicable specifications. The head Technical Inspector is Ron Blood.

OEM: Original Equipment Manufacturer. OEM Products are those built specifically by, or for, major automotive manufacturers. (IE - Ford, Chrysler, General Motors.)

OWNER: A Registered Competitor participating in an event that owns the Car participating but is not driving.

PROMOTER: Local Raceway management.

RACE EQUIPMENT: Any equipment on the car, any equipment used to adjust the Car, and any equipment used to fix or repair the Car.

RACEWAY: Any track or facility where the Mid-Am Racing Series Event is taking place.

SAFETY CREW: Mid-Am officials, ambulance crews, tow truck crews, push Car crews.

SERIES DIRECTOR: Tim Scrogam

SOCIAL MEDIA: Websites and applications that enable users to create and share content or to participate in social networking including but not limited to Facebook, Instagram, and Twitter

(S.O.C.) SPIRIT OF COMPETITION: Every effort has been made towards complete, understandable, and correct rules. The Mid-Am Racing Series cannot anticipate every situation, circumstance, or interpretation. With this in mind, we must refer to the SPIRIT OF COMPETITION RULE. This means the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be assumed to be legal under the SPIRIT OF COMPETITION RULE. Mid-Am Officials will be the final entity by which rules will be interpreted and enforced. SOC rule is always in effect.

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RULES/REVISIONS:

This rulebook contains all official rules and updates for the 2025 season. The rules in this edition are final upon release, with the exception of necessary safety-related revisions.

FOR CLARITY, PLEASE NOTE THE FOLLOWING:

- Initial Rule Changes for 2025 – These are new or updated rules introduced in this edition. They are fully integrated into the rulebook and are not considered revisions. For easy reference, all Initial Rule Changes for 2025 are highlighted in RED throughout this document.
- Revisions – Any minor modifications, clarifications, or additions made after the rulebook's initial release will be documented in the section below.

2/26/25 V-25-02

1. Updated Cheryl Hryn contact number.

3/3/25 V-25-03

1. Updated verbiage from points fund to driver impact fund.
2. Deleted disqualification verbiage from former point fund section.
3. Corrected page numbers

PAY, FEES, POINTS, GENERAL



MID-AM
RACING SERIES TM

SECTION 1

- DRIVER IMPACT FUND
- POINTS SYSTEM
- GENERAL ELIGIBILITY
- DRUG POLICY

SECTION 1 - 2024 FEES, PURSE, POINTS FUND, BONUSES, POINTS

1.1 FEES AND DEDUCTIONS

2025 ANNUAL MEMBERSHIP FEES

1. \$100 (prior to April 1st) Early Registration
2. \$150 (after April 1st) Late Registration
3. \$50 Temporary Membership (Total of 3 races per season)

2025 RACE REGISTRATION FEES

1. \$0 race registration fee if submitted by deadline
2. \$30 late fee if submitted after the deadline (8 days before event)

1.2 END OF NIGHT RACE PAYOUT:

1. **All competitors must have completed tax paperwork to receive a check. NO EXCEPTIONS!**
2. Payouts are completed in the Mid-Am tech trailer or other designated area starting 20 minutes of the conclusion of the "Main Feature" via check.
3. Any Competitor not able/willing to pick up their check may provide a self-addressed stamped envelope (SASE) to the Mid-Am Racing Series or can pick up their winnings at the next event.
4. Checks can be mailed at a cost of \$11.00 (deducted from pay) and shipped via UPS or FedEx if no SASE is available.
5. Check re-issue fee \$50.
6. For rain-shortened events and points, please see ***Rainout Points and Pay see section 2.4

1.2.3 DRIVER IMPACT FUND

1. See supplemental document titled "DRIVER IMPACT FUND" for financial details

1.2.4 FORCE MAJEURE

Defined as unforeseeable and unavoidable catastrophes interrupting the expected course of events and preventing participants from fulfilling obligations. These clauses generally cover both natural disasters and catastrophes created by humans.

1. The Force Majeure adjustment is as follows. The total Driver Impact Fund is divided by the full scheduled races and multiplied by actual completed events.
2. Force Majeure adjustment ONLY applies in the event of the cancellation of 1/3 or more of the total Events.

1.3 ROOKIE OF THE YEAR:

1. Must be a Mid-Am Racing Series annual member and may not have previously finished in the top 10 of Mid-Am Racing Series points. May not have competed in the Mid-Am Racing Series (Mid-American Stock Car Series) for more than three seasons
2. Drivers can compete in 2 sanctioned asphalt oval races per season (dirt/road courses are unlimited) without effect on Rookie status.
3. Rookie of the Year status "may" be revoked if there is a major rules infraction (disqualification)

1.4 TIE-BREAKERS

Qualifying: The person who set the identical time first shall earn the points/position.

Heats/Feature: In the event two (2) or more Drivers have the same finishing position(a tie), and cannot be determined by timing/scoring or video, the tiebreaker in points shall be determined in the following order:

- 1.highest in points for current season
- 2.highest in points for previous season (if first event of the year)
- 3.highest cumulative points for current event

End of season points: In the event two (2) or more Drivers have the same number of points (a tie), the tiebreaker in points shall be determined in the following order:

- 1.Events competed in (current season)
- 2.Most victories
- 3.Most fast qualifier awards
- 4.Most heat race wins

1.5 POINTS STRUCTURE:

*See Section 2.2 Rain Outs for points distribution during inclement weather

MID-AM RACING SERIES FEATURE EVENT POINTS:		
1ST - 100	10TH - 78	19TH - 58
2ND - 96	11TH - 76	20TH - 56
3RD - 92	12TH - 74	21ST - 54
4TH - 90	13TH - 70	22ND - 52
5TH - 88	14TH - 68	23RD - 50
6TH - 86	15TH - 66	24TH - 48
7TH - 84	16TH - 64	25TH - 46
8TH - 82	17TH - 62	REST - 42
9TH - 80	18TH - 60	

SEMI-FEATURE EVENT POINTS:	
1ST - 0	10TH - 35
2ND - 0	11TH - 34
3RD - 0	12TH - 33
4TH - 0	13TH - 32
5TH - 40	14TH - 31
6TH - 39	15TH - 30
7TH - 38	16TH - 29
8TH - 37	17TH - 28
9TH - 36	REST - 24

*TRANSFER NUMBER MAY VARY.
*TRANSFER POSITIONS ONLY RECEIVE POINTS FOR FEATURE EVENT

QUAL & HEAT RACES	
1ST	-11
2ND	-9
3RD	-8
4TH	-7
5TH	-6
6TH	-5
7TH	-4
8TH	-3
9TH	-2
10TH	-1

1.6 GENERAL MID-AM POLICIES

1.6.1 EFFECTIVE DATE

The Mid-Am Rules are effective on the date of adoption by Mid-Am, regardless of when the Competitor receives actual notice.

1.6.2 AMENDMENTS

1. Mid-Am Rules may only be amended by posting a bulletin by Mid-Am.
2. Amendments or Bulletins to Mid-Am Rules or updated on the Mid-Am website (www.midamracing.com) and Mid-Am Social Media.

1.6.3 APPLICABILITY

Mid-Am Rules are applicable to all Events sponsored by Mid-Am. The 2024 Mid-Am Rules supersede all previous rules as of the Effective Date unless previously allowed items are otherwise approved in writing by the Mid-Am Officials.

1.7 INTERPRETATION AND APPLICATION

1. Mid-Am Rules are intended to ensure that Mid-Am sponsored Events are conducted in a manner that is as fair as possible for all Competitors. If there is a dispute regarding the interpretation or application of Mid-Am Rules, the interpretation and application by Mid-Am shall prevail. Minor corrections, adjustments, and accommodations may be made by Mid-Am Officials in the spirit of rules interpretation and application to ensure fair competition.
2. Mid-Am has adopted a "Keep it Simple" approach to the interpretation and application of this rule set. Competitors should not seek loopholes, grey areas, or areas within this rule set that have not been defined. Any attempt at doing so is considered a violation of this rule set.
3. On occasion, circumstances that are either unforeseen or otherwise extraordinary will be presented, in which strict application of the Mid-Am Rules may not achieve this goal. In such rare circumstances, the Mid-Am Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the Mid-AM Rules in order to achieve this goal. Mid-Am intends to defer to the S.O.C., K.I.S.S. Principle, and E.I.R.I. rule in these scenarios.
4. **Questions on interpretation can be addressed by emailing admin@midamracing.com. Within the email should be the item in question, the competitor's interpretation, and what the competitor is looking to accomplish with their interpretation. Mid-Am requires these items to better understand the "scope" of what the competitor is looking to accomplish.**
5. Verbal agreements on interpretation are no longer valid. This written rule set is the rule set in which Mid-Am governs.

1.7.1 FINALITY OF INTERPRETATION AND APPLICATION

1. The interpretation and application of the Mid-Am Rules by the Mid-Am Officials are final.
2. ALL MID-AM COMPETITORS EXPRESSLY AGREE THAT DETERMINATIONS BY MID-AM OFFICIALS AS TO THE INTERPRETATION AND APPLICATION OF THE MID-AM RULES ARE NON-LITIGABLE AND THAT THEY WILL NOT INITIATE OR MAINTAIN ANY LITIGATION AGAINST MID-AM OR ANYONE ACTING ON BEHALF OF MID-AM TO REVERSE OR MODIFY DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF. A MID-AM COMPETITOR WHO INITIATES OR MAINTAINS LITIGATION AGREES TO REIMBURSE MID-AM FOR ALL COSTS OF LITIGATION, INCLUDING ATTORNEY'S FEES.

1.8 INDEPENDENT CONTRACTOR STATUS

1. All Competitors, Mid-Am Officials, and Mid-Am Tech are considered independent contractors and not employees of Mid-Am. A Mid-Am Official who participates in an Event is considered a Competitor while on the Raceway. The Competitor is responsible for the compensation of and for all actions of their employees or representatives. The Competitor is responsible for reporting and paying all fees, expenses, or taxes, if any, on any funds received as a result of activities as a Competitor.
2. All Competitors MUST complete appropriate tax forms prior to receiving any purse. The tax forms must include all information required. No payment will be issued without the required information. Payout is to the Owner of the Car or as designated by the 1099 form.
3. Mid-Am Racing series does not withhold FICA (Social Security and Medicare taxes) from Contractor's payments or make FICA payments on Contractor's behalf, make state or federal unemployment compensation contributions on Contractor's behalf, or withhold state or federal income tax from Contractor's payments.
4. Mid-Am officials and Mid-Am-Tech understand that they are not eligible to participate in any employee pension, health, vacation pay, sick pay, or other fringe benefit plans. Additionally, Mid-Am does not offer Unemployment Compensation or Workers' compensation.
5. All Mid-Am Independent Contractors are considered "at-will". This means your participation is for an indefinite period of time and it is subject to termination by Mid-Am, with or without cause, with or without notice, and at any time. Nothing in this policy or any other policy of Mid-Am Racing shall be interpreted to be in conflict with or to eliminate or modify in any way, the at-will agreement status of Mid-Am Competitors, Mid-Am Officials, and Mid-Am Tech.

1.9 MEDIA RIGHTS

Each Competitor, by entering a Mid-Am sanctioned Event, acknowledges that Mid-Am, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any Mid-Am sanctioned event or the participant's performance in the Event, and that, except for works created pursuant to the fair use doctrine or the Mid-Am Media Access Policy, Mid-Am Racing Series LLC, are and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and into any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any Mid-Am Event or the participant's performance in the Event. Each participant agrees to take all steps reasonably necessary and all steps requested by Mid-Am, to protect, perfect or effectuate Mid-Am ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these Mid-Am rights

1.10 AUTHORIZATION/E-SIGNATURE AUTHORIZATION:

The Driver, or as the case may be, the Car Owner, identified on the signature lines of all Mid-Am related race entry sheets has the right, to execute on the Owners' behalf the Mid-Am entry application coupons and entry forms. I understand and agree that some of these forms are found and will be executed electronically via Mid-Am's websites. I hereby agree to protect and keep confidential all user information and use it only as authorized in this paragraph

1.11 DRUG POLICY

GENERAL:

Mid-Am may require a Competitor or Mid-Am Official to submit to a test or tests, including without limitation urine, blood, saliva, hair, and/or breath tests, following an incident in which Mid-Am safety precautions were violated, or careless acts were observed during a Mid-Am Event.

Upon being notified by Mid-Am's designated testing location that a Competitor or Mid-Am Official has tested "true positive" for a prohibited substance or is a no-show, that Competitor or Mid-Am Official will be suspended for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the Mid-Am Rules.

If that Competitor or Mid-Am Official wishes to attend any Mid-Am Event, that Competitor or Official must submit to a re-test(s). This will be done at a time and place and under conditions specified by Mid-Am at the Competitor's expense(s). Those retest(s) must show a negative result to be eligible to return

1.11.1 GENERAL PROHIBITION

Possession or use of federally illegal drugs or substances, in any form, by any Competitor or Mid-Am Official at any Mid-Am Event, either on the Raceway grounds or in any area used in the operation of the Raceway, such as parking lots or leased properties is prohibited. Alcohol consumption must follow any local Raceway policy in place. Any Competitor found in the possession of or under the influence of any federally illegal drug or substances on the Raceway grounds is subject to disciplinary action. Penalties will be imposed in accordance with SECTION 3.5 - 3.7 - PENALTIES.

1.11.2 PRESCRIPTION DRUGS

If a Competitor is using prescription drugs on the advice of a physician, their use must be reported to the Competition Director or Series Director prior to entry into any race activities. Failure of a Competitor to notify of prescription drug use is subject to disqualification and/or disciplinary action.

1.11.3 ALCOHOL

On the day of a Mid-Am Event, a Competitor or Official who is participating in the Event is prohibited from consuming any alcohol prior to or during an Event.

1.12 MID-AM PRESS RELEASES

Only select Mid-Am Officials are specifically authorized by Mid-Am to speak on behalf of the Mid-Am Racing Series. All written statements (outside of Mid-Am official news outlets) will be noted as authorized with the verbiage "On behalf of the Mid-Am Racing Series"

Press releases are made via the Mid-Am website (www.midamracing.com) and Mid-Am Social Media Press releases may include information such as results, disputes, disqualifications, suspensions, etc

1.13 NONDISCLOSURE:

Competitors agree to keep confidential any and all communication identified as such and pertaining to, but not limited to, future Event venues, policies, and contemplated procedure changes.

RACE DAY PROCEDURES



SECTION 2

- GENERAL RACE DAY
- RAINOUT POINTS/PAY
- PRE-TECH
- RACECEIVER/TRANSPONDER
- RACE LINE UP AND PROCEDURES
- FLAGS
- STARTS/RESTARTS

RACE DAY PROCEDURES

2.0 GENERAL

1. All competitors will stand (if possible) at attention during the National Anthem. All Cars must be stopped with engines off.
2. No Competitors shall be working on Cars.
3. E.I.R.I rule, Spirit of Competition rule, and K.I.S.S. are always in effect
4. All decisions by Mid-Am Officials involving Raceway procedures are final and non-appealable
5. Change of Driver at any time must not be made without advance notification/approval by Mid-Am

2.1 ON TRACK COMMUNICATIONS/RACECEIVER FREQUENCY

Mid-am Officials will use flags, Raceceiver one-way radio, and/or light signals to provide information to the Drivers. The Mid-Am Raceceiver frequency is 454.000 (primary) and 464.5500 (backup). See section 2.9 for Flag rules

2.2 RAIN OUTS

1. Mid-Am Officials will consult to determine Event postponement/cancellation.
2. Makeup dates will only apply to special events.
3. The series email address is admin@midamracing.com. The Mid-Am website is www.midamracing.com. The Mid-Am Facebook page will also be used for notifications.
4. Rainout passes if issued, or wristbands from the Event, are at the discretion of the Raceway
5. RAINOUT POINTS/PAY will be awarded as follows
 - a. Feature win points only for all competitors present at the Raceway.
 - b. ALL heat races must be completed, and if so actual heat race points and pay will be awarded to Competitors. If heat races are not completed before a determined rainout the points and pay awarded to all competitors will be 0
 - c. Qualifying must be completed and if so actual qualifying points and pay will be awarded to Competitors. If qualifying is not completed before a determined rainout the points and pay awarded to all competitors will be 0

2.2.1 RACEWAY DRYING/RACEWAY PACK/RACEWAY PREP

1. All Cars are required to assist in drying the Raceway in the event of a weather delay.
2. All Cars are required to pack the Raceway at a dirt race.
3. Any Cars that do not assist in packing/drying the Raceway be assessed a \$125 fine.

2.3 WEIGH IN/PRE-RACE TECHNICAL INSPECTION/COMPETITOR OBLIGATIONS

1. Mid-Am typically conducts a technical inspection (Pre-Tech) prior to all practice sessions. All Cars must weigh prior to qualifying. Weigh-in can occasionally take place after qualifying.
2. Competitors MUST have all pre-tech sheets (available on the Mid-Am website or tech trailer completed in order to line up for Pre-Tech
3. Cars will not be permitted to compete without passing a technical inspection.
4. Weights will be determined by Mid-Am and/or Raceway scale, which is considered official.

2.3.1 WEIGH IN/PRE-RACE TECH INSPECTION INSPECTION PENALTIES

If Mid-Am determines that any Cars / Race Equipment used by a Competitor does not meet Mid-Am specifications or is used or altered in violation of the Mid-Am Rules, Mid-Am may:

1. Declare the vehicle and/or Race Equipment ineligible for the Event
2. Disallow the Competitor's Qualifying times
3. Withdraw the Competitor's opportunity to qualify for the Event

2.4 SERIES RACE FREQUENCY/RACECEIVER

1. RACEceivers Required for all Cars
2. Spot checks will be conducted and any Car found racing without a RACEceiver will be black-flagged and will be done competing in that Event unless there has been prior approval from the Competition Director to compete without a RACEceiver
3. The primary RACEceiver code for the Mid-Am Series is 454.000 and a backup frequency of 464.5500
4. If you are without a RACEceiver Mid-Am mandates a rental at a cost of \$20.00 per race

2.4.1 TRANSPONDERS

1. It is the Competitors' responsibility to pick up and properly secure the transponder to the Car
2. Cars entering the Raceway without a transponder will be black-flagged and will not be allowed back on the Raceway until the transponder is in place unless there has been prior approval from the Competition Director to compete without a transponder
3. There must be no metal or suspension parts directly below the transponder Mid-Am does NOT guarantee transponders to be available at all Events for rental
4. Transponders are mandatory and must be mounted with no obstructions to the ground near the right front "A" pillar 38" rear of the right front lower ball joint center.

2.5 DRIVERS MEETING

1. All Drivers, and/or a representative from each Car, must attend the Driver's meeting
2. Attendance may be taken. If the Driver or Car representative is not present, the Car may start all Events in the rear of all races for which it is qualified

2.6 RACE LINE UP AND PROCEDURES

GENERAL

1. Mid-Am Officials reserve the right to adjust the number of laps for Competition for any Event.
2. Mid-Am Officials reserve the right to increase/decrease the feature field and provisional starters.
3. Mid-Am Officials reserve the right to start any car in the rear of any race for any reason.
4. Once Qualifying has begun (whether completed or not), or the starting field has been determined, if a backup car is used, the car must start the evening events at the tail of the field.
5. Must start the feature on your qualifying tires (Please see tire rule supplemental for more details)

2.6.1 QUALIFYING

1. Each Car will generally be given multiple laps of qualifying, with the faster of those laps to determine the starting position for the Event
2. Cars may be asked to qualify in groups or qualifying may be determined by practice laps
3. Drivers must run the tires qualified on in the feature and ALL other races raced in that Event
4. A Competitor may not attempt to qualify more than one (1) vehicle
5. A vehicle may only make one (1) qualifying attempt per Qualifying session unless otherwise authorized by a Mid-Am official
6. No adjustments to car pre-qualifying after crossing scales. Exceptions are tape and slight air pressure adjustments.
7. Qualifying tie breakers see section 1.4

2.6.2 HEAT RACES

1. The number of heats will be based on the number of qualified cars. All cars will then run even/odd qualifying heats (inverted) and potentially a "Futures" heat race first (NOT inverted) and line up by qualifying times.
2. The Futures race will consist of our slowest cars in the field. To be eligible for the Futures race, drivers must have never won a feature event in the Mid-Am Series or any racing championship in an equal or greater series/division. The total car count determines the Futures race size. Mid-Am reserves the right to utilize this race as a transfer race in lieu of or in conjunction with a last-chance race. Slow cars not qualifying for the Futures race will be in the even/odd heats.
3. All drivers MUST make a bonafide effort for heat races. Any driver who leaves the race without merit will start last in the feature.

2.6.3 LAST CHANCE RACE

Cars not transferring through qualifying or heat races may run a "last chance race". Cars will be lined up by qualifying time. Number transferring will depend on Car count and Raceway size

2.6.4 PROVISIONAL POSITIONS:

1. No Competitor is guaranteed a provisional position. Competitors must, in good faith, attempt to race their way into any Event in which they have not yet qualified. Competitors that simply "log laps" or fail to maintain the competitive spirit or nature of an Event or maintain minimum speeds will not be allowed to use such provisional for the Event
2. One provisional is reserved for a past Mid-Am champion Driver who failed to qualify for the Event
3. If more than one Champion Driver is eligible, the most recent past champion will be the recipient.

2.6.5 FEATURE LINE UP

1. All Cars must be lined up in the staging area, in their proper position, when the front row of Cars begins to move out of the staging area.
2. Cars entering the staging area or race field after the front row of Cars begins to move must start the race at the rear, in the order, they join the field.
 - a. Exceptions will be made for Drivers competing in more than one division per night, or a Competitor who notifies a Mid-Am Official of extenuating circumstances
3. Feature lineup inverted by the roll of dice plus 6. A full invert if there are 10 cars or less.

2.6.6 INCIDENTS

During an Event, if a Car sustains damage and/or is stopped on or near the racing surface and cannot continue (unless emergency conditions exist) Drivers should complete the following steps:

Shut off the electrical power and, if the Driver is uninjured, lower the Driver's window net

Do not loosen, disconnect, or remove any Driver personal safety equipment until directed to do so by safety personnel or a Mid-Am Official or Safety Crew

After being directed to exit the vehicle, the Driver must follow all mandated safety protocols which may include being directed to an ambulance, another vehicle, or as otherwise directed by safety personnel or a Mid-Am Official or Safety Crew

1. At no time should a Driver or other Competitor approach any portion of the racing surface and at no time should a Driver or other Competitor approach another moving vehicle
2. Failure to comply with safety protocols may result in disqualification
3. In the event a Car does not sustain damage, all Cars involved in a caution during a heat race will fall to the tail of the field. During the feature, a "tap-out" rule can apply

2.6.6 INCIDENTS (CONT)

4. The last completed lap will be used for all restarts
5. Any Driver in a rollover incident must take a mandatory check ride in the ambulance and be approved by the medical staff before being allowed to re-enter the Event

2.6.7 PARKING

Mid-Am may direct a Competitor to cease competition or to bring the Car to the designated pit area(s) and/or tech area for a specified number of laps and/or a specified time penalty, for the balance of the Event.

2.6.8 INTENTIONAL DAMAGE:

Hitting, spinning, or damaging another Competitor's Car under pace laps, race conditions, caution, or upon completion of the race is considered a major infraction see 3.5-3.7 for penalties

2.6.9 REPAIR

1. All Car repairs must be performed in the designated pit area(s). Repair of Cars on the Raceway or infield will result in starting in the rear and may result in disqualification
2. Cars exiting and performing repairs in the designated pit area(s) may be allowed to re-enter the Raceway when it is both safe and in conformance with the rules of the Raceway
3. When entering the designated pit area(s), Cars must slow to a "reasonable" or posted speed Failure to slow to a "reasonable" or posted speed may result in disqualification.
4. The determination of reasonable speed is a judgment call by Mid-Am Officials, which is final

2.7 REPORTING INJURIES

All injuries must be reported to Mid-Am Officials and Raceway management, prior to leaving the race premises unless the Competitor is physically unable to make such a report. An insurance report form must be completed before leaving the Raceway to be eligible for insurance coverage.

1. Mid-Am/Raceway insurance will not cover any unreported injuries
2. Any Driver involved in a roll-over or severe accident must be checked and cleared by the safety team/ambulance staff prior to returning to the Raceway
3. Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, to sign in advance of the Event the necessary waivers to release and provide to Mid-Am access to copies of any and all medical records of the Competitor related to such an injury or death
4. Any Competitor involved in an accident or otherwise injured while on the racing premises at an Event (e.g. racing surface, pit area, garage area, etc.), must report such incident to a Mid-Am Official or medical liaison as soon as practicable, prior to leaving the premises, unless such Competitor is physically unable to make such a report

2.8 VICTORY LANE OBLIGATIONS:

1. The winning Driver and Owner (if available) of a 2024 Event agrees to permit the display on the Owner's Car in victory lane, as designated by Mid-Am, one item from sponsor, one item from a third party company in Mid-Am's sole discretion, one item from the Event sponsor and one item from the Car's primary sponsor, subject at all times to the Mid-Am Rule Book.
2. Driver and Owner agree that the winning Car and Competitors will be required to take a photograph with the Event sponsor(s) and their guests. Driver and Owner also agree that they are required to participate in victory lane ceremonies. Victory lane ceremonies include (but are not limited) to tv, radio, print, and announcer interviews. Victory lane ceremonies will conclude once a Mid-Am Official releases the Driver and Owner

FLAGS AND RESTARTS:

GENERAL

Mid-Am Officials will establish and enforce the flag rules for each Event. The procedure for use of flags by Mid-Am Officials may vary for individual Raceways or Events. Raceceiver one-way radio, and/or light signals to provide information to the Drivers

2.9 FLAGS

2.9.1 GREEN FLAG

The green flag, and/or green light, indicate the start of the race or the restart of the race after a caution period

1. At the initial start of the race, the flagman will display the green flag at his/her discretion. Cars must maintain their respective track position/lane as designated by Mid-Am Officials until they have crossed the start/finish line
2. All race starts will be double file, "nose to tail" and side-by-side. "Nose to tail" means staying in the tire tracks of the Car ahead of you. The Car on the inside of the first row controls the start of the race, but both front row Cars must work together to perform an even and fair start

2.9.2 BLACK FLAG.

The black flag indicates that a Driver must enter the pits or infield immediately and report to the Mid-Am Officials. This flag is shown when a Driver violates a rule, if the Car has sufficient mechanical damage that it is a hazard to other Drivers, if the Car cannot maintain a minimum required speed, or if a Driver has been driving overly aggressively

- a. Mid-Am Officials will also make notification of a black flag via Raceceiver
- b. Any ignored black flag will result in disqualification of the Driver
- c. Must be served immediately

2.9.2.1 "MECHANICAL" BLACK FLAG:

- a. Does not signify automatic disqualification. "mechanical" black flags will be allowed to return to the Raceway after the problem has been corrected, the Car has been inspected by Mid-Am Tech, and cleared to return

2.9.2.2 "DISCIPLINARY" BLACK FLAG:

- a. **Potential** Loss of points, contingency, and/or prize money for the Event

2.9.3 BLUE FLAG WITH DIAGONAL YELLOW (OR ORANGE) STRIPE

1. The blue flag with a diagonal yellow (or orange) stripe signifies that faster traffic is overtaking the Cars begin signaled.
2. Cars being given this flag must prepare to yield to overtaking traffic

2.9.4 RED FLAG

1. If the red flag occurs before the completion of one lap, the Cars will be lined up in their original starting order except those Cars involved in the incident, which must restart the Event at the rear.
2. If the red flag occurs after the completion of one lap, regular restart rules will apply

2.9.5 Yellow Flag / Light

1. The yellow flag/light indicates a problem on the Raceway. The yellow flag will be displayed and the caution (yellow) lights illuminate immediately following any cause for the yellow flag condition. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead Car. The track position of each Car will be determined by the Mid-Am Officials and NO PASSING WILL BE PERMITTED unless directed by Mid-Am Officials. Cars must maintain, under their own power, a reasonable speed considering the conditions that exist on the Raceway. Determination of a reasonable speed is a judgment call and will be made by Mid-Am Officials
2. In the event of a caution flag, before one lap is completed, there will be a complete restart EXCEPT for the Cars involved in the caution or those entering the pits. They will be placed at the rear of the field. Any Cars causing the Event to be stopped, such as a spin-out, shall be considered as involved in an accident. Any Cars stopping due to a mishap and not driving immediately to the starting line shall be considered as involved in the accident.
3. Cars returning to the race track from the Designated Pit Area during a caution period must wait for the continuous line of Cars behind the caution vehicle unless otherwise directed by Mid-Am Officials.
4. Cars may not pass the caution vehicle unless directed to do so by a Mid-Am Official. Any Cars illegally passing the caution vehicle or Event leader will be black-flagged or re-positioned at the discretion of the Mid-Am Officials.
5. Any Driver who, in the judgment of Mid-Am Officials, intentionally causes or attempts to cause a caution (yellow flag) condition by stopping or spinning out or any other action will be black-flagged. Please see section 3.5-3.7 for penalties.

2.9.6 WHITE FLAG

The white flag indicates that there is one lap remaining in which a Competitor will be scored.

2.9.7 CAUTION ON THE WHITE FLAG LAP

The race will continue back to the checkered flag if Mid-Am Officials determine conditions are safe to do so.

2.9.8 YELLOW FLAG AFTER WHITE FLAG IS DISPLAYED AND LEADER HAS CROSSED START/FINISH LINE

1. The Event is considered complete. All Cars that have passed the start/finish line will be scored as they crossed the start/finish line. All remaining Cars, except those involved in the incident, will be scored according to their last completed lap. The Cars involved in the incident will be scored at the end of their last completed lap behind those cars not involved in the caution.
2. If Mid-Am Officials consider one or more Cars the primary cause of the caution, they will be scored behind the other Cars involved in the caution.

2.9.9 CHECKERED FLAG

The checkered flag signifies that the Event is complete. All Cars receiving this flag must slow to a "reasonable speed" and proceed safely, with the exception of the winner and designated Event finishers, return to the pit area. Failure to slow to a "reasonable speed" and proceed safely may result in disqualification. The determination of reasonable speed and proceeding safely is determined by Mid-Am Officials and is non-appealable.

2.10 RESTARTS

1. Mid-Am utilizes a "lane cone" for feature restarts. Double file front row (with the leader choosing inside our outside) and all other Cars may choose a lane, double file behind the leader. Lapped Cars and Cars involved in the caution may not participate and must start at the tail end of the longest line. Lapped Cars behind lead lap Cars
2. The cone will be utilized a maximum of 3 times and no utilization of the cone with less than 10 laps to go
3. If there is an excessive amount of cautions Mid-Am Officials reserve the right to line Cars up single file.
4. On the original start, no passing is allowed until across the start/finish line
5. On restarts, passing is allowed only on the non-preferred racing line as soon as the flagman waves the green flag. The leader must be the first Car across the start/finish line.
6. Any restart in which a competitor passes on the preferred before the green flag will result in a black flag or upon review may result in a points/position deduction equal to the number of Cars passed before the green as well as Cars passed entering turn one and exiting turn two

2.10.1 RESTART ZONE

1. The leader of the field on the start or under a yellow flag condition is required to maintain pace lap speed until reaching a designated restart point where the leader is required to accelerate smoothly back to racing speed and the green condition will be declared
2. If the leader or any other car accelerates before the restart cone, the restart may be waved off and/or cars may be penalized
3. All cars must maintain their respective track positions until the green condition is declared
4. If the leader does not accelerate within the restart zone, the starter will show the green flag to the field at the second restart cone (closest to the flagman) to accelerate
5. Exact start/rezone cone locations are determined at each track
- 6.



The restart point is typically located between the final turn and the start-finish line on an oval or the final two turns of a road course and is marked with a bright green cone(s) (usually on the bottom of the track)



SECTION 3

- TECHNICAL INSPECTION
- FINES AND PENALTIES
- PROTESTS
- SOCIAL MEDIA
- POWER
- APPEALS

TECH, FINES, PROTESTS, SOCIAL MEDIA

3.0 POST RACE GENERAL

1. The first-place Car may engage in the appropriate celebratory activity (such as a victory lap, burn-out(s), or donuts) prior to reporting to victory lane along with any designated finishers.
2. Upon finishing a cool-down lap after the completion of the Event, all other vehicles must report to the designated inspection area, as directed by Mid-Am Officials.
3. All Cars are considered under impound from the moment they receive the checkered flag.
4. Any non-designated victory lane, pre-determined, and randomly selected Cars must report to the Designated Inspection area.
5. Mid-Am Tech, at its sole discretion, may analyze the performance capabilities of a Car, Car part, component, or Race Equipment at the Raceway or any other location, including but not limited to remote or third-party testing facilities.

3.1 INSPECTION AREA

Only those persons authorized by Mid-Am Tech are permitted in the inspection area. Authorization is limited to the Owner, Driver, and Mid-Am Tech.

3.2 INSPECTION EQUIPMENT:

Mid-Am equipment, gauges, and measuring devices will be used to determine whether a Car meets the applicable specifications. The scales at the Raceway are considered the "official" scales and will be used to determine whether a Car meets the applicable weight requirements.

3.3 VEHICLES / EQUIPMENT / PARTS FAILING TO MEET SPECIFICATIONS

Mid-Am Tech may confiscate any part, without obligation for payment or reimbursement, that fails to meet applicable Mid-Am specifications during an Event or that is used or altered in violation of the Mid-Am Rules, at Mid-Am's sole discretion.

3.4 TECHNICAL INSPECTION INFRACTIONS

GENERAL

1. MINOR INFRACTION - ANY INFRACTION THAT IS NOT A MAJOR INFRACTION

2. MAJOR INFRACTION INCLUDING BUT NOT LIMITED TO

1. ENGINE & DRIVETRAIN

- a. Excessive engine displacement, exceeding compression limits, using non-approved or altered cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, cylinder heads, and intake manifold. Any non-approved or altered flex-plate, flywheel, torque converter, clutch & transmissions; non-approved or altered rear-end

2. CARBURETOR

- a. Carburetor spacer, altering of stock boosters, metering block violations, visible milling, filing, or modifications not approved by Mid-Am.

3. FUEL & TIRE

- a. Non-approved or altered tires, wheels, and components. Alterations to fuel.

4. SUSPENSION & CHASSIS

- a. Non-approved or altered suspension and steering components, non-approved or altered brake components; non-approved shocks and components

5. FAILURE TO TEAR DOWN CAR FOR INSPECTION/PROTEST WHEN REQUESTED

6. FAILURE TO SURRENDER TO MID-AM ANY PART AND/OR EQUIPMENT FOUND DURING AN INSPECTION THAT DOES NOT MEET MID-AM SPECIFICATIONS.

7. USE OF TELEMETRY OR TRACTION CONTROL.

3.5 FINES AND PENALTIES

GENERAL COMPETITION INFRACTIONS

1. Minor Infraction Penalty
 - a. Any Infraction that is not a Major Infraction
2. Major Infraction Penalty Examples (but not limited to)
 - a. Harassment
 - b. Verbal abuse
 - c. Defamation
 - d. Assault to any Competitor, Mid-Am Official, Technical Official, or any persons serving under the direction of Mid-Am
 - e. Un-sportsman like conduct
 - f. Drug Policy violations

3.6 PENALTIES FOR COMPETITION AND TECHNICAL INFRACTIONS:

1. MINOR INFRACTION PENALTY (MAY INCLUDE 1 OR MULTIPLE FROM BELOW):

- a. Issuance of a Warning.
- b. Probation for the Competitor and/or Team ranges from (1) one race up to (1) one calendar year
- c. Loss of practice time at the following event
- d. Loss of starting position at the following event
- e. Black flag
- f. Parking
- g. Disqualification from a portion of the Event

2. MAJOR INFRACTION PENALTY (MAY INCLUDE 1 OR MULTIPLE FROM BELOW):

- a. Any Competitor/Car found with a major infraction will be disqualified and credited with a last-place finish with no points and no pay for the entire Event
- b. Suspension for the Competitor(s) ranges from (1) one race up to (13) thirteen months. Excludes Indefinite Ban Clause.
- c. Up to a \$1000.00 fine
- d. Any tech refusal will result in being deemed illegal, forfeiting all points and earnings for the entire Event and assessed a \$200 fine.

3.7 UNSPORTSMANLIKE CONDUCT DURING A PROTEST/TECH/EVENT

GENERAL:

Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine per action and/or suspension.

3.7.1 EJECTION/EMERGENCY ACTION

1. A Mid-Am Official may eject a Competitor from an Event or from the Raceway if they threaten the orderly conduct of an Event as determined by such Mid-Am Official. An ejection is final, non-appealable, and non-reviewable

3.7.2 INDEFINITE BAN CLAUSE

1. Any Car ejected from an event under sections 2.3.5, 3.5.2, and 3.6.2 is subject to an indefinite ban.
2. Any indefinite ban can be appealed annually in writing from Jan 1 to Jan 31.
3. Please see section 3.11 for appeal process procedures

3.8 PROTESTS:

TECHNICAL PROTEST OVERVIEW

GENERAL:

If a Competitor believes by some action that another Competitor has or will obtain a significant unfair competitive advantage that is in violation of the Mid-Am Rules the Car Owner or Driver (who has a Car that has participated in the event) may protest such action to Mid-Am Tech.

1. All technical protests must be filed using the Mid-Am Protest Form within fifteen (15) minutes from the conclusion of the Event.
2. Protest forms must be filed with the Mid-Am Tech
3. Determinations made by independent Lab facilities will be final, non-appealable, **and may delay a final decision/points/pay to all Competitors**
4. Any Competitor within the top 6 finishing order and on the lead lap OR in the top 10 in points may petition for a protest.
5. Competitors must remove any parts to submit to a third party for analysis.
6. During a protest, a vehicle may be determined to be illegal by locating item(s) that are outside of the scope of the protest.
7. Any Competitor that refuses a protest Inspection will be deemed illegal and forfeit all points and earnings for the entire Event.
8. Unsportsmanlike conduct during any protest will result in an immediate minimum \$100 fine and possible ejection from the Event
9. Mid-Am reserves the right to decline a protest
10. No counter-protests
11. K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect
12. Any parts deemed illegal may be confiscated
13. All Technical Protest details will be part of the Mid-Am press release.

14. TECHNICAL PROTEST CATEGORIES AND FEES PER INCIDENT:

- | | |
|---|----------------------------------|
| a. Visual Inspection (carb, mounts, etc): | \$50 |
| b. Fuel, tire, and shock protest | \$100ea Plus lab costs |
| c. Major removal or disassembly of a part or parts: | \$500.00 |
| d. Engine part requiring disassembly: | \$750.00 |
| e. Removal of a Crate engine for Dyno purposes: | \$1,000.00 Plus Dyno Fees |
| f. Other | DISCRETIONARY |

14.1 TECHNICAL PROTEST FEE BREAKDOWN:

- a. All necessary expenses will be paid out of the Fee
- b. No matter the outcome 25% of the remaining Fee (after Expenses) will automatically go to Mid-Am
- c. If the protested Car is deemed legal, the remaining fee goes to the Protested Driver
- d. If the protested Car is deemed illegal, the remaining fee goes to the Owner/Driver who filed the protest. All costs incurred for inspection will be charged to the illegal Car.

14.2 FINISHING POSITION PROTEST

1. Protests to finishing positions in any race must be made within fifteen (15) minutes after the race has concluded to the Race Director.
2. Scoring re-check decisions are final, and can not be appealed.
3. Owner or Driver may initiate the protest.
4. Mid-Am reserves the right to review photo and video evidence before making a decision. E.I.R.I rule is always in effect.

3.9 SOCIAL MEDIA POLICY:

MID-AM'S COMMITMENT:

The Mid-Am Racing Series recognizes the importance of using social media to communicate and engage with our fans directly. Social media allows Mid-Am to share stories, hear fan stories, and start conversations with people worldwide. We understand the responsibilities that come with having a large social media following. It is important to the Mid-Am Racing Series that fans can engage with us and each other in a respectful, positive, and safe environment.

The vision of Mid-Am is to achieve sustainable growth online and offline and is guided by certain shared values that we live by as an organization and as Competitors:

- **LEADERSHIP:** The courage to present and shape a better future;
- **COLLABORATION:** Leveraging our collective genius;
- **INTEGRITY:** Being genuine and transparent;
- **ACCOUNTABILITY:** Recognizing and owning our achievements, failures, and mistakes
- **PASSION:** Showing commitment in heart, mind, and actions;
- **DIVERSITY:** Being all-inclusive; and
- **QUALITY:** Ensuring what we do, we do to the best of our abilities

COMPETITORS EXPECTED COMMITMENT:

Competing for the Mid-Am Racing Series is a privilege. Mid-Am competitors are held in the highest regard and seen as community role models. As leaders, Competitors are responsible for always portraying themselves and Mid-Am positively. Competitors and Mid-Am Officials, to guide social media practices, are required to adhere to the following practices to be compliant with the social media policy:

- Remember many different audiences will see your posts, including fans, sponsors, children, peers, faculty, etc.
 - Remember the Internet is permanent. Even if you delete something on the Internet, it still exists somewhere.
 - Remember your actions represent your entire team and will be treated as such.
1. Be professional and ensure all communications/posts (written, photos, videos) are family-friendly and feature positive news and events.
 2. Treat all social media postings, blogs, and status updates as public "comment"
 3. Not disclose personal information about any community members without consent
 4. Understanding and complying with a zero-tolerance policy on racism, homophobia, bullying, abuse, hate speech, or discrimination of any kind on social media channels. Competitors participating in such actions are not welcome in our online community or within the Mid-Am Racing Series.
 5. Respect copyright laws and fair use of copyrighted material.
 6. Understand that freedom of speech is not unlimited. Social media websites are NOT a place where you can say and do whatever you want without repercussions.

3.9.1 SOCIAL MEDIA NON-COMPLIANCE

Those Competitors not found within compliance of the Competitors Commitment section of the social media policy are subject to (but not limited to) the following see section 3.5-3.7 for more details

1. Warnings
2. Penalties
3. Ejection/Emergency Action

3.10 GENERAL SUSPENSION TYPES

1. MID-AM ONLY - Any suspensions not submitted to POWAR. These are typically less severe offenses.
2. POWAR - Mid-Am submits the following suspensions to the POWAR office. Examples include (but are not limited to)
 - a. Any competitor ejected under the Ejection/Emergency Action
 - b. UNSPORTSMANLIKE CONDUCT DURING A PROTEST/TECH/EVENT
 - c. Major Competition Infractions resulting in suspension

3.11 APPEALS

Right of appeal is hereby given to any Mid-Am Competitor who has been penalized for any appealable infraction of rules, regulations, procedures, or specifications of Mid-Am.

1. Must be received by Mid-Am within three (3) calendar days of a penalty notice or press release
2. Any suspensions submitted to POWAR will be updated as part of the incident file.

3.11.1 APPEAL REQUESTS

Appeal requests must be in email or written form

A. EMAIL REQUEST:

ATTN: COMPETITION COMMITTEE
email: admin@midamracing.com

B. WRITTEN REQUEST:

Mid-Am Racing Series:
PO Box 4
Posen, IL 60469

3.11.2 APPEARANCE OF COMPETITOR

Appealing Competitors may participate in the hearing with the Mid-Am Competition Committee via teleconference but not through a representative or attorney. If the Competitor's appeal is determined to be unsubstantiated, invalid, and/or frivolous, the matter will be closed and considered complete.

3.11.3 COMPETITION COMMITTEE

Once the decision is convened, the competition committee may increase, uphold, or decrease the penalty originally assessed by Mid-Am at its sole discretion.

3.11.4 FINALITY OF DECISION

Decisions made by the Mid-Am Competition Committee on appeals shall be final and nonlitigable

3.11.5 COMPETITION COMMITTEE

The members of the Competition Committee for 2025:

- Josh Nelms
- Eddie Wolf
- Russell Willingham
- Bill Prietzel

3.12 POWAR SUSPENSION POLICY **(PROMOTERS OF WISCONSIN AUTO RACING)**

Effective January 1, 2021 all POWAR member Raceways/organizations may choose to enforce any suspensions issued by another POWAR member Raceway/organization. This includes suspensions imposed with fine payment satisfaction requirements. Suspensions and fines that are reported to the POWAR office will be recognized by the terms imposed by all member Raceways/organizations. Mid-Am reports all POWAR suspensions to the POWAR office within three business days of the notification letter sent to the Competitor.

This policy has been agreed to by all POWAR members to promote good sportsmanship of motorsports in general. All POWAR members recognize the impact that the negative actions of competitors have on the public perception of our sport and business. This damages the entire industry's product and image. Therefore, POWAR members agree that the following appeal process will be used:

1. A committee of three POWAR members, none of which is a Raceway/Series that the competitor currently races at will hear the appeal.
2. Appeals Committee members will be appointed by the currently elected president of POWAR. The secretary of POWAR shall keep the minutes of the committee meeting and present the decision report to the president within 48 hours of the committee's decision.
3. The committee may uphold, modify or disallow the suspension based on their investigation of the incident that caused the suspension.
4. Appeals must be made to the POWAR office within five business days of receipt of the suspension notification.

This procedure may be modified or amended as needed by the approval of the POWAR board of directors. All decisions regarding the matter following the hearing of the appeal process are made by the appeals committee are final and cannot be re-appealed.

Submission of appeal to POWAR from a Competitor would be applicable when:

- Leaving the Mid-Am Racing Series to pursue an Event at a POWAR member track when there is still a suspension in place via Mid-Am
- The competitor feels that Mid-Am has unfairly penalized them, and is dissatisfied with the results of the competition committee.

Appeals can be mailed to:

Mid-Am POWAR appeals
PO Box 4
Posen, IL 60469

SAFETY, PERSONAL PROTECTION



SECTION 4

- GENERAL SAFETY
- FIRESUITS
- GLOVES
- SHOES
- HELMETS
- HEAD AND NECK RESTRAINT
- SEATS
- FIRE SUPPRESSION
- WINDOW NETS
- PADDING

SAFETY

4.0 GENERAL:

1. Racing is an inherently dangerous sport. Each Competitor assumes the risk of injury or death when he/she participates in an Event. Competitors are solely, and directly, responsible for the safety of their Cars and racing equipment. MID-AM, MID-AM OFFICIALS, AND MID-AM TECH ARE NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITORS CAR OR RACING EQUIPMENT. NO EXPRESS, OR IMPLIED, WARRANTY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE, WITH THESE RULES
2. Driver and/or owner each hereby release and waive any and all claims pursuant to the RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT which must be signed in order to compete at Mid-Am Events
3. Mid-Am is not and does not hold itself out as an expert in safety standards, designs, products, practices, or procedures, nor is Mid-Am a standards organization or a designer, manufacturer, or seller of safety-related products, facility designs, or race vehicle designs
4. All Competitors are obligated to inspect for any unsafe condition of the racing facilities, his/her Car and all related Racing Equipment, safety personnel and equipment, and/or conditions at the Raceway on a continuing basis before, during, and after the Event. Competitors are responsible for promptly reporting to the Series Director and Mid-Am Officials any inadequacies in the racing facilities, safety personnel, and equipment, or other conditions at the racing facilities that are observed and considered to be, in their best judgment, inconsistent with the interests of safety. Competitors are solely and directly responsible for the safety of their race vehicles and racing equipment and are obligated to perform their duties in a manner designed to minimize to the degree possible the risk of injury to themselves and others

4.1 PERSONAL SAFETY EQUIPMENT

GENERAL

1. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment
2. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. MID-AM, Mid-Am OFFICIALS, Mid-Am Tech, OR THE Series director ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT. IT IS THE RESPONSIBILITY OF THE Competitors TO ENSURE THAT HE/SHE MAINTAINS, WEARS, AND PROPERLY USES PROTECTIVE CLOTHING
3. Each Competitor should also wear fire-resistant accessories that effectively cover the remaining parts of the body. Shoes, gloves, head socks, and/or helmet skirts should meet the SFI 3.3 label. It is recommended that underwear and socks meet the SFI 3.3 specification
4. Roll bar padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage.

4.2 DRIVER HEAD AND NECK RESTRAINT DEVICES / SYSTEMS

1. HEAD AND NECK RESTRAINT SYSTEM MANDATORY AT ALL TRACKS

PERSONAL SAFETY EQUIPMENT (CONT)

4.3 FIREPROOF SUIT/SHOES/GLOVES

1. Each Driver must use an SFI 3.2a/5 (minimum) specification double-layer suit with a visible and valid SFI 3.2A/5 label on the outside surface of the left sleeve
2. Each Competitor must also wear fire-resistant shoes and gloves that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 label. Clothing should be kept clean according to manufacturers' specifications and professional looking
3. It is recommended that underwear and socks meet the SFI 3.3 specification
4. It is recommended during Events, any Competitor who steps into the Designated Pit Area area should wear a fire-resistant uniform meeting the SFI 3.2A/1 and fire-resistant shoes meeting the SFI 3.3 specification as a minimum. A valid SFI-label should be visibly displayed on the outside surface of the left sleeve of the uniform and an SFI label should be visibly displayed on the shoes
5. It is recommended during the Event, any Competitor involved in fueling the Car, handling, or transporting fuel in the pit area, if any, should have all parts of the body protected by fire-resistant clothing and/or equipment. The fuel handlers should wear a fire-resistant uniform meeting the SFI 3.2A/5 specification, as a minimum and display a valid SFI 3.2A/5 label on the outside surface of the left sleeve. A one-piece uniform is recommended. Shoes and gloves should meet the SFI 3.3 specification and visibly display a valid SFI 3.3 label. A fuel-resistant apron should be worn during refueling operations. The fueler apron should meet the SFI 52.1 specification and visibly display a valid SFI 52.1 label. It is recommended that underwear, head socks, and socks meet the SFI 3.3 specification

4.4 HELMETS

1. IT IS THE RESPONSIBILITY OF THE DRIVER/COMPETITOR, NOT MID-AM, MID-AM OFFICIALS, MID-AM TECH, OR THE SERIES DIRECTOR, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED
2. Full Face Snell SA2015, Snell SA2020, FIA 8859-2015, FIA 8860 rated helmets are the only Mid-Am approved helmets for 2025. Helmet certification (label) should be affixed to the helmet at all times.
3. **STARTING IN 2026 THE RECOMMENDED HELMET RATING WILL BE A SNELL SA-2020 RATING**
4. SFI 3.3 labeled (minimum) Hood, Face Sock, or Balaclava are highly recommended
5. The Driver/Competitor should wear the helmet in accordance with directions provided by the helmet supplier and/or manufacturer. Any modification to helmet for any purpose should not detract from its effectiveness. Helmet surface protrusions such as visor tear-off posts should be removed
6. During an Event, any Competitor in the Designated Pit Area, if any, should wear a helmet
7. During an Event, any Competitor involved in refueling the Car should wear a full-face helmet with a covering face shield and a fire-resistant head sock or helmet skirt

4.5 WINDOW NETS & PADDING:

1. Ribbon style nets only, no "mesh style" window nets
2. All Cars are required to run a minimum 12" Driver-side window safety net
3. The window net should be a rib type, made from a minimum $\frac{3}{4}$ inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs
4. A triangle head protector window net is highly recommended.
5. Roll cage padding is mandatory within the contact area of the Driver, including but not limited to the center of the steering wheel.
6. No rivets shall used to attach window nets to the Car

4.6 WINDOW NETS & PADDING (CONT)

7. All window net mounts should be a magnetic steel rod or a thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when closed, should fit tight and be secured with a lever-type quick release acceptable to Mid-Am Officials. The latch should be mounted at the top, in the front roof bar, and release from the inside. No "seat-belt" style releases.

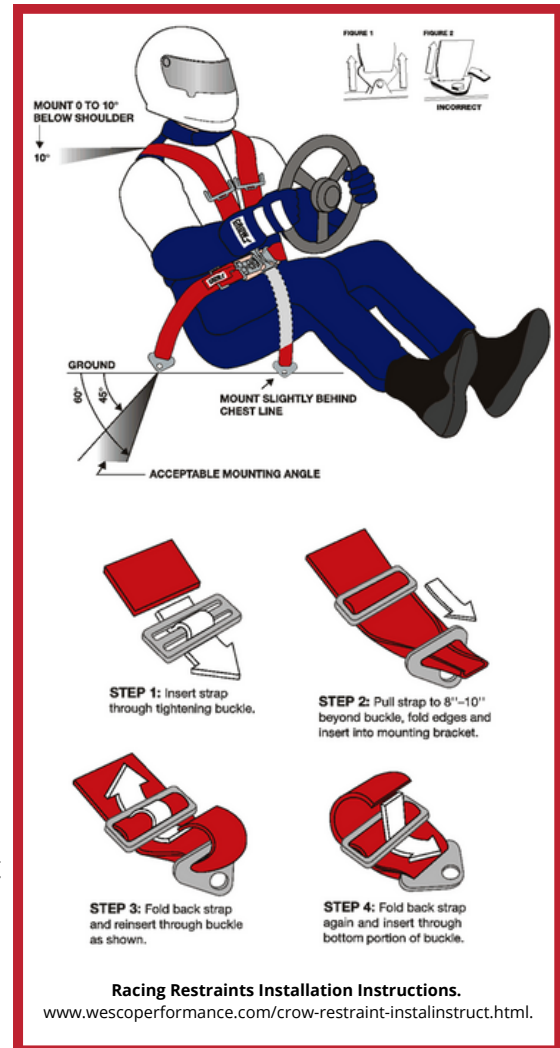
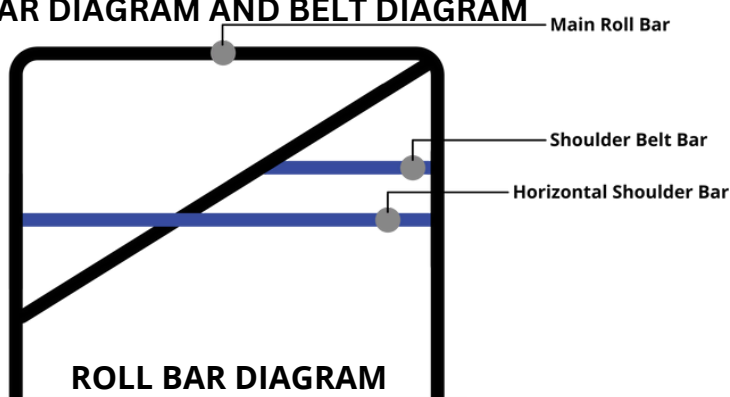
4.7 SEAT BELTS

1. IT IS THE RESPONSIBILITY OF THE COMPETITOR/DRIVER, NOT MID-AM, MID-AM OFFICIALS, MID-AM TECH, OR THE SERIES DIRECTOR TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARESFI 16.5, 16.6, OR FIA STANDARD 8853/98-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED
2. Each Car should be equipped with a current (no expired belts) SFI 16.1 minimum (16.5-16.6 recommended) or FIA standard equivalent-approved, three (3) inches nominal in width maximum, minimum 5-point seat belt restraint system, and display a valid SFI SFI 16.5, 16.6, or FIA standard 8853/98 label. It should have one (1) of two (2) approved release designs
3. Latch Lever: Utilizes a lever opening away from the body in a right to left-hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release
4. Cam Lock: A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward-facing tab or toggle may be used provided that its length does not extend more than ½ inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided
5. The seat belt restraint system should be installed in accordance with directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:
 - a. Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. When the Competitor is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
 - b. If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eye bolt style mounts should not be permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted

SEAT BELTS (CONT)

- c. **** See Diagrams**** Shoulder belts should mount to a horizontal shoulder bar or shoulder belt bar only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double-open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted, provided the belts do not cross behind the Driver, and all the wrap-around mount style shoulder belts should be retained by a guide on the horizontal shoulder bar or shoulder belt bar to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the Driver, provided they use a tab-style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through a horizontal shoulder bar or shoulder belt bar and be secured with a minimum grade 5 nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the Driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.

4.7.1 ROLL BAR DIAGRAM AND BELT DIAGRAM



- d. All belts shall be mounted with grade 5 or better hardware.
- e. All mountings shall be in accordance with the belt/harness manufactures instructions.
- f. Belts/harness' shall not pass through or near any sharp edges and be mounted according to the manufacturer's specifications. The manufacturer's label should not be located under the adjusting mechanism when the Driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label may be removed and relocated in a manner that does not affect the integrity of the belt material.
- g. The date of manufacture should remain visible on the belt at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture
- h. The Driver should use the seat belt restraint system at all times on the Raceway. In accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.
- i. It is recommended that each Car should be equipped with an SFI approved seat and headrest/head surround assembly displaying valid SFI labels.
- j. Holes and/or modifications that, in the judgment of Mid-Am Officials, were made with the intent of weight reduction will not be permitted. All seat coverings and/or upholstery should be flame retardant.
- k. No mixing of brands

4.8 SEATS

1. IT IS THE RESPONSIBILITY OF THE COMPETITOR/DRIVER, NOT MID-AM, MID-AM OFFICIALS, MID-AM TECH, OR THE SERIES DIRECTOR, THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED, AND PROPERLY USED
2. It is recommended that each Car should be equipped with an approved seat and headrest/head surround assembly displaying valid SFI labels and be acceptable to Mid-Am Officials.
3. Minimum of 16 1/2' to the center of the seat from inside of door bars
4. Holes and/or modifications that, in the judgment of Mid-Am Officials, were made with the intent of weight reduction will not be permitted
5. All seat coverings and/or upholstery should be flame retardant
6. Seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer
7. A headrest/head surround assembly, acceptable to Mid-Am Officials should be used
8. Headrests/head surround assemblies should be designated to provide rigid support around both sides of the helmet and across the back and from the forward most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact. The head area of the seat must be braced from the rear
9. Optional strap-type headrest supports or nets should be equipped with a quick-release fastener accessible to the Driver
10. The upper seatback should be secured to the horizontal shoulder bar or to a bracket that is secured to the horizontal shoulder bar with a minimum of two (2) 3/8 size grade 5 (minimum) bolts with large washers
11. The seat bottom should be secured to the Car's structure with a minimum of two (2) grade 5 (minimum) bolts per side. When mounting through aluminum seats or brackets, large-diameter washers should be used
12. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the Driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seatback to the front of the Driver's chest

4.9 FIRE SUPPRESSION:

1. All cracks and holes in the cockpit must be filled or covered
2. It is recommended that each Car have, within the Driver's reach, a manually controlled push or pull that activates a built-in, fully charged fire-extinguishing pressurized cylinder with a visible, operating pressure gauge. The extinguishing equipment should be fully charged with Dupont FE-36, 3M Novec 1230, or an equivalent type agent. This fire extinguisher cylinder must be securely mounted. Hose clamps, worm drive clamps, or cable ties should not be used to mount this cylinder.
3. The primary purpose of this equipment is to protect the Driver. Any Car not outfitted with a fire suppressant system must have an adequate fire extinguisher with a working pressure gauge that is clearly visible to the Driver.
4. It is recommended that each Car have an additional fire extinguishing cylinder solely dedicated to extinguishing the fuel cell area, and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment.
5. All entrants should have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound Class B fire extinguisher with a visible operating pressure gauge

FUEL, SHOCKS, DRIVETRAIN, COMPONENTS



MID-AM
RACING SERIES

SECTION 5

- FUEL SYSTEM
- COOLING SYSTEM
- SUSPENSION
- DRIVETRAIN
- BRAKES
- CARB
- ELECTRICAL
- EXHAUST

FUEL, SUSPENSION, COMPONENTS, DRIVETRAIN

5.0 FUEL CELL

GENERAL

1. A Fuel cell is required. The fuel cell must be located in the trunk between frame rails as far from the rear bumper as possible. The fuel cell must remain in a rectangle and/or square shape for measuring and calculating capacity. The fuel cell must be mounted securely in its container and centered between the frame rails. **BLADDER TYPE CELL IS HIGHLY RECOMMENDED**
2. The fuel pick-up must be positioned on the top of the fuel cell and be constructed of metal. The vent line must have a check valve within 12'-inches of the fuel cell
3. Fuel cell can min 20 guage steel
4. ****SEE FUEL CELL IN SECTION 7.3 FOR OTHER REQUIREMENTS**

5.1 FUEL LINES

1. Fuel lines must be mounted in a position to reduce damage, usually on the front side of the pump
2. Fuel Lines Fuel lines should be clearly marked and encased in metal tubing "if" installed inside the Driver's compartment
3. Fuel lines may be flexible hose or rigid as desired, but no rubber vacuum hose, clear lines, or plastic may be used. All lines must be securely fastened to the racing vehicle.
4. No plastic pressure lines

5.2 FUEL PUMP

1. Only OEM mechanical-type fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted
2. Minimum fuel pump clearance (1) one inch
3. Engine compartment cross member may be notched for a minimum 1" fuel pump clearance. Remove only what is necessary for fuel pump clearance and plate this area

5.3 FUEL FILTER/FUEL SAFETY CHECK VALVE

1. Plastic and/or glass fuel filters will not be permitted
2. The use of an Oberg-style Fuel Safety Check Valve installed in the fuel line coming out of the fuel cell within the first 12 inches from the fuel cell is mandatory

5.4 FUEL

1. For the purpose of inspection, Competitors must be prepared to drain fuel upon request for inspection and/or measurement at any time.
2. Fuel coolers of any type will not be permitted.
3. No fuel with an ethanol content of more than 15% is permitted
4. No performance-enhancing additives are permitted to be blended with fuel

5.5 COOLING SYSTEM:

1. Radiator must be of stock configuration and as close to the stock location as possible
2. All Cars must have a minimum of 18-gauge fan protection covering the upper 180 degrees of the fan
3. Minimum 2-quart overflow container required
4. No radiator or fan shrouds shall protrude through the hood
5. No cooling system components inside the Driver's compartment
6. No antifreeze or dex-cool allowed

5.6 SUSPENSION

GENERAL

1. K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect
2. All components must remain in stock and in stock location, except where otherwise stated.

SUSPENSION (CONT)

3. Front upper a-arms may be replaced with one-piece tubular replacement a-arms with a maximum length of 9 inches, w/bushed shafts only, mounted to the original a-arm mounting pad
4. Rear trailing arms must be stamped one-piece OEM type with no mono-balls or bearings
5. Non-offset bushings of rubber or urethane maintaining stock dimensions only in rear suspension arms
6. Rear suspension: bushings at control arms and rear-end must be stock style and design, full-width
7. poly or rubber (no heims or spherical bushings)
8. Chains on the rear end must allow travel of 2" past ride height rule, all front suspension must allow travel of 2" past ride heights rule

5.7 SHOCKS PLEASE READ:

GENERAL:

1. No exotic internals, internals from a non legal brand, or elaborate shocks allowed. All shocks should mirror the function and components of an off-the-shelf/stock shock.
2. \$210.00, all in shock cost.
3. No Schrader valves, nor method to charge with gas or bladder type valve allowed. IMCA valve approved
4. Applying the "Keep it Simple" principle, the thought process for shocks should be brand, compression, and rebound. Any attempt to circumvent the shock rules will result in the following:
 - a. 13-month suspension from Mid-Am
 - b. \$1,000 fine to re-enter Mid-Am
 - c. A press release with confiscated shocks containing an article on why they are detrimental.

5.7.1 SHOCK TECH

1. All shock absorbers will have a min of 2" inches of travel (compression and rebound) in mounted position at all times and must have full compression and rebound when unmounted from the Car.
2. The front of the Car will be pushed down to the ground by Mid-Am Staff and held in place.
3. Once released, the Car will have 13 seconds to be at both a legal frame height and legal body height requirements, with the Driver in the Car
4. Shocks may be impounded during or after any Event for dyno testing or disassembly to ensure compliance.
5. Shocks may be protested.

5.7.2 Approved shocks for 2024

- o PRO SB Series
- o QA1 26,50, 51, 55, 5Q (5Q75-1), and 70 series
- o PRO TA Series
- o Bilstein SG & SZ series
- o Carrera/AFCO 10,14,15,24 and 7400 series.

5.8 SPRINGS

1. Spring must be magnetic steel
2. One minimum 5"x8 1/2" coil spring per corner
3. No trick or progressive rate springs

5.9 SCREW JACKS

1. One Screw type (screw jack) adjuster is allowed per wheel front and rear

5.10 HUBS:

1. Approved safety hubs are required
2. Front and rear full-faced steel hubs only

5.11 BALL JOINTS

1. Stock pin length for bottom ball joint only
2. 1/2 inch length allowance for top ball joint

Approved HOWE ball joints

- | | |
|---------------------------|---------------------------|
| ○ UPPER: | ○ Lower: |
| ▪ 22302 (complete) | ▪ 22420 (complete) |
| ▪ 22360 (0 stud) | ▪ 22470 (stud) |
| ▪ 22365 (+.5 stud) | |

***Must be stock mounting style, of stock dimension, plus allowed alterations, and mount without any control arm alterations.**

5.12 STEERING

1. OEM steering boxes and metric linkage
2. Stock type non-adjustable center link, idler arm, and pitman arm
3. Spindles must maintain GM OEM Metric dimensions, geometry, and appearance.
4. Outer tie rod ends only, maybe 1/2" or 5/8"x5/8" Chromoly or aircraft-type heim joint with aluminum sleeves
5. No heim joints except for outer tie rod ends
6. Quick steer devices are permitted
7. Safety padding in the steering wheel is required
8. Impact collar in steering shaft required
9. Aftermarket steering shaft must-have safety sleeve

DRIVE TRAIN

5.13 DRIVESHAFT:

1. Driveshaft must be equipped with a safety strap
2. Driveshaft must be painted white or a bright reflective color
3. Drive shafts shall be magnetic steel or aluminum only with a minimum diameter of 2 1/2"

5.14 TRANSMISSION:

1. Synchronized manual Chrysler, Ford, and GM OEM 3 or 4-speed transmissions allowed.
2. All forward and reverse gears must be functional as manufactured
3. No spur cut, phase tooth, dogtooth, or internal clutch transmissions are allowed
4. OEM automatic transmissions with factory cases only
5. Automatics must have a scatter shield for the flex plate and working internal front pump
6. No aluminum front drum or reverse ring gear in automatic transmissions
7. No external lightening or alterations except engagement and shifting modifications

5.15 CLUTCH/BELL HOUSING/FLYWHEEL

1. Clutch and pressure plate may be stock production-minimum 10 1/2" diameter
2. Multi-disc, open style, button type, 7 1/4" minimum diameter clutch assemblies with OEM type full-face flex plate allowed. No spoke-type flex plates
3. Single disc, full cover, 8 1/2" minimum diameter clutch assemblies with OEM type flex plate allowed
4. Flywheel must be full-face steel or aluminum only. No spoke-type, cut down, or lightened flywheels or flexplates
5. Steel blow proof bell housing mandatory with clutches over 7 1/4" diameter
6. The Clutch and flywheel/flexplate must be clearly visible for inspection

5.16 REAR-END:

1. Rear ends must be a passenger car, light truck (1/2 ton or less), or quick change. Quick change must have a minimum ring gear diameter of 10"
2. Iron or steel carriers and housings on passenger car and light truck rear end.
3. No aluminum or lightweight axle tubes
4. Magnesium or aluminum quick-change rear ends are allowed with aluminum bells. No titanium or other exotic metal is allowed in the rear end. All shafts and gears must be magnetic steel
5. Rear ends must be locked (recommend spool lock)
6. No traction control devices or traction compensating differentials.
7. Full floater rear end is mandatory. All floater parts must be steel. With the exception of the drive flange.
8. No gun-drilled axles.
9. Rear camber is not allowed
10. No rear skew! Mid-Am reserves the right to make an immediate rule change with no warning.

5.17 BRAKES

GENERAL: All Cars must have four-wheel foot-operated hydraulic brakes in good working order with no shut-off or cut-off valves or traction control devices in the brake system

1. Hub-mounted wheel fan allowed
2. Stock-type, cast-iron brake calipers only that are unlightened
3. A brake-metering valve may be used
4. One adjuster allowed for brakes
5. Brake ducting is permitted, front only. Electric blowers permitted for front with one switch.
6. Aftermarket mounting brackets may be used on the rear axle
7. No torque-transferring caliper floater devices
8. No re-circulators
9. No self-aligning, scalloped, slotted, or drilled rotors

5.18 ENGINE OPTIONS

GENERAL:

1. Ford and Mopar call Mid-Am Tech for approval and have all specs ready to discuss
2. NO exotic material is allowed in the engine or engine components
3. K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect

ENGINES (CONT)

5.19 CRATE ENGINE

1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602 are the only Crate engines allowed. The sealed engines must remain intact, must meet all GM specifications, and not be tampered with. Mid-Am will consider any engine with tampered seals to be an "open" motor subject to standard tech process.
2. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part/or parts on/or in the engine.)
3. Mid-Am reserves the right to request a competitor remove the subject engine to send to a third party for analysis
4. MSD Soft Touch Rev Control Part No. 018-8728 with a maximum 6200 chip required
5. Legal Holley 4 bbl 650 #80541-1 must be used
6. Only Mid-Am legal headers must be used
7. GM rates the 602 crate engine at 350 hp @ 5000 rpm and 390 ft lbs torque @ 3800 rpm and when engine dynoed, cannot rate at more than 2% above stock specs otherwise it will be deemed illegal and banned from the series

5.20 NON CRATE ENGINE

1. American-made production V-8 engines only. No V-6 or 4 cylinders
2. Must be production cast-iron block with standard external measurements, no grinding or lightening
3. Maximum cubic inches 360 GM and Ford, 366 Mopar
4. No aluminum blocks are permitted. Stock production only
5. No 'Bowtie', 'SVO', or 'R' blocks (exceptions GM cast # 1005482, Ford
6. 'B351' & 'M351', Mopar P5249515 & P5249447 59-degree standard tappet bore)
7. Removal of Identifying Marks, casting marks, casting numbers, or any other identifying marks or numbers on any engine part will automatically render that part illegal

5.21 CRANKS:

1. Minimum 50-lb. sportsman-type magnetic cranks only
2. Stock stroke for the block
3. Unaltered except for normal cleanup and balancing
4. Cranks should not be gun-drilled, contoured, or sculptured

5.22 RODS:

1. Magnetic steel-type connecting rods only
2. No titanium OR aluminum rods
3. 6.0" maximum length. 560 grams minimum weight

5.23 PISTONS:

1. Any flat top or reverse dome (dished) piston may be used
2. No portion of the piston may protrude above the top of the block

5.24 CAMSHAFT & VALVETRAIN:

1. Any magnetic steel camshaft with a maximum 1/2" (.500) lift measured at the valve retainer
2. Stock diameter magnetic steel hydraulic or solid flat tappets only
3. No mushroom or roller tappets, or rev kits
4. Standard timing chain only. No gear drive or belt drive.
5. Full roller rocker arms allowed

ENGINES (CONT)

5.25 HEADS:

1. Cylinder heads must be a stock steel production only. Vortec "906" and "062" only,
2. No stud girdles or Jesel system
3. No angle plug, bowtie, or 461X heads. No aftermarket heads.
4. Limited to two valves per cylinder
5. The combustion chamber, intake, and exhaust ports must be in the original 'as cast' configuration.
6. Three-angle valve job permitted
7. Valves must be stock size, in-stock location, and at a stock angle
8. Maximum valve diameter measured across the face: Intake 2.02"; exhaust 1.60". GM Vortec intake
9. Maximum valve size for Vortec heads 1.94"; exhaust 1.50"
10. Stock production valve spring diameter only. No Beehive springs allowed
11. Screw-in studs and guide plates allowed
12. 10.8:1 maximum compression ratio as measured on the 'whistler'

5.26 INTAKE MANIFOLD:

1. Aluminum intakes unmodified in any way include GM; GM PN 12366573, Edelbrock 2101, 7101 & 7116. Wieand 7546 or 7547. Ford; (N351 or OE Windsor head) M-9424-C358, M-9424-Z351, Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieand 8015
2. Cooling bleed lines allowed

5.27 OIL SYSTEM:

1. Aftermarket oil pans and breathers are allowed
2. The oil pump must remain in stock location. NO dry sumps
3. Single-stage external pump as OE replacement on Ford only
4. Oil coolers are allowed outside of the Driver's compartment only
5. A 3/4" pipe plug inspection hole must be installed in the oil pan and easily accessible for inspection purposes. The inability to determine crankcase components will result in oil pan removal
6. If a windage tray is used an inspection hole must be provided through it
7. 'Aeroquip' type oil lines only

5.28 PLACEMENT AND SETBACK:

- The engine must be centered between frame rails
- Minimum engine crankshaft height 13 inches at 6-inch frame height
- Engine compartment cross member may be notched for a minimum 1" fuel pump clearance. Ford engines may notch the front cross member for the oil pan and filter and remove only what is necessary for clearance and plate in this area
- Maximum setback from top steering box mounting bolt measured to back of block mounting surface: GM-33 1/2", all others-35"

5.29 CARBURETOR/SPACER

1. One Holley 4779 (non-aluminum) carburetor is allowed (NO HP CARBS)
2. Holley 4412 carburetor on 'blended Cars' must be pre-approved
3. The carb must pass top and bottom dimension tool specs
4. The choke horn may be removed with straight cuts only. No other visible milling, filing, or modifications are allowed on or inside the carb. *Please ask if there are questions do not assume*
5. Standard boosters only and must be tightly mounted. No annular boosters.
6. Epoxying or safety wiring of boosters is recommended
7. No vacuum leaks. No turtles or other induction performance-enhancing devices. No other systems are allowed
8. Two (2) return springs are mandatory. An over-center throttle stop is recommended.
9. May use single or multi-bore straight-bore spacer
10. The maximum height for a spacer is 1 1/4" including gaskets
11. (2) two holes on each side for metering blocks. No 3 (or more) hole setups

5.30 ELECTRICAL

1. On/Off battery disconnect switch, should be located on the center bar as far forward toward the dash as the Driver can reach and be easily accessible from either side
2. Maximum 12-volt electrical system with one battery only
3. The battery must be securely mounted outside the Driver's compartment
4. Starter, in good working order, must be mounted in OEM position
5. All Cars must be capable of starting under their own power

5.31 IGNITION

Factory stock type ignition only

No crank triggers

No external supercoils

No aftermarket ignition systems IE: MSD, CRANE, JMS

No traction control devices in the ignition system or wiring

"MSD" module P.N. 83645 or 83647 with rev limiter is allowed

5.32 EXHAUST

1. Maximum 1 5/8" over or under chassis, single pipe collector, spec header only.
2. No stainless-steel collectors
3. No 180 degree or step headers
4. 3" maximum exhaust before muffler or 'Y'
5. Must exit behind Driver under Car or body panels
6. No body panel modifications for exhaust
7. Mufflers are mandatory. Maximum of 2 mufflers allowed. 100dB noise level.
8. Exhaust exiting from door must be flush and must have door flange mounted per manufacturer spec
9. Spec header numbers:
 - a. GM; Cyclone 10S10, Black Jack 93020, Schoenfeld 135, 145 or 185, Hedman Hustler direct #15800
 - b. Ford; Howe H-3020 or 380-1, Dynatech 04-64500, Shoefeld 335, 335N any other headers will need to be pre-approved by Mid-Am Tech
 - c. Mopar; Schoenfeld 455, Dynatech 35-14520

WEIGHTS, MEASUREMENTS, BODY, WHEELS



MID-AM
RACING SERIES

SECTION 6

- WEIGHTS
- BALLAST
- TRACK WIDTH
- RIDE HEIGHT
- BODY
- WHEELS, SPACERS, TIRES

WEIGHT & MEASUREMENTS

6.0 GENERAL:

1. All weight, frame, and body measurements are taken with the Driver seated in the Car
2. Weights for engines other than the traditional Mid-Am Racing Series engine may be adjusted for competition and must be approved by Mid-Am officials
3. Cars must meet all the applicable rules of either their local Area Sportsman rulebook OR Mid-Am Racing Series rules. No mixing of rules packages is permitted

6.1 WEIGHTS:

1. Mid-Am minimum starting **3,100-pound** base weight in competition trim at any time during competition on Mid-Am approved scales with the Driver sitting upright in the seat.
 - a. Once your heads have been inspected, pass the go/no-go gauge, and sealed by Mid-Am OR any Raceway on the 2025 Mid-Am schedule, your starting weight will be 3,000.
 - b. You may weigh 3,000 at the first Event of the 2025 season but you will need to be teched BEFORE you leave the track.
 - c. Upper control arm mounts not in approved location PLUS 50 pounds per side altered. See section 7.1 for approved mounting
2. Road-course racing **2,950-pound** base weight in competition trim at any time during competition on Mid-Am Racing Series approved scales with the Driver sitting upright in the seat
3. 602 Crate Engine in Mid-Am **2,900-pound base weight** in competition trim at any time during competition on Mid-Am Racing Series approved scales with the Driver sitting upright in the seat
4. Pre-Approved: Area Sportsman **3100-pound** base weight in competition trim at any time during competition on Mid-Am approved scales with the Driver sitting upright in the seat
 - a. LaCrosse 9:1 3100 lbs. can use approved headers and carb with no weight penalty.
 - b. Area Sportsman utilizing Mid-Am approved headers PLUS 25 pounds
 - c. Area Sportsman utilizing Mid-Am 4779 carburetor PLUS 75 pounds
 - d. Area Sportsman utilizing World Products Head part# SR1052, Thunder Head #167270, Dart Iron Eagle SS PLUS 25 pounds
 - e. Area Sportsman utilizing GM 602 Crate Engine MINUS 100 pounds
5. Fuel Burn off: ½ pound per lap on small Raceways (below 1/2 mile in size) and 1 pound per lap on large Raceways (1/2 half-mile and above) and Road Courses

6.2 PERCENTAGES

1. Maximum left side weight 58% of the total weight.
2. Area Sportsman 52% front weight

6.3 BALLAST

1. **Must be lead, no Tungsten**
2. There is a \$10 per pound fine for any lead that is mounted loose or falls off the car on track at any time and may result in disqualification .
3. All weights must be bolted to the frame or roll cage
4. All weight must be painted white or bright reflective color
5. All weight must have the Car number on it and may not pass tech if this is not completed
6. No Driver-adjustable weight
7. Weights behind rear tires must be installed with a minimum ground clearance of 11 inches, in front of rear tires, 6 inches. The body panels must conceal them
8. Weights behind rear tires must have a minimum of 2 (two) 1/2 inch grade 5 or higher bolts or 1/2inch threaded rod and secured with nylock nuts or must be double nutted

6.4 TRACK WIDTH

- MID-AM LEGAL IS 62 1/2", (ROAD COURSE IS 63 1/2")

6.5 FRAME RIDE HEIGHTS

- MID-AM LEGAL CARS 6" MEASURE WITH DRIVER IN CAR

BODY:

6.6 GENERAL

1. **K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect**
2. **No mixing of body panels without prior Mid-Am approval**
3. **The body must not be skewed on the car. All bodies must be centered.**
4. All bodies are subject to the Mid-Am Racing Series and manufacturers' guidelines, templates & measurements. All bodies must have the stock body lines. No slanting, angling, or lowering
5. Any sort of Panning, shelving, or tunneling of the car is not permitted.
6. No louvers or vents in the fenders, doors, or quarter panels. No fins, vortex generators, vertical lips, or wicker bills anywhere on the body.
7. Wheel wells may be enlarged for tire clearance only
8. Aluminum door panels allowed
9. All Fabricated panels must retain stock appearance and dimensions
10. All body, frame, and weight measurements are taken with Driver in Car in Driver's seat

6.6.1 APPROVED BODIES:

1. The 2020 Five Star North American Sportsman Body is approved for competition in Mid-Am.
2. The previously approved 2009 – 2019 NGB Body family from AR Bodies and the S2 Body family from Five Star still legal for competition
3. AR asphalt street stock/sportsman bodies approved w/Mid-Am specs. All previously legal bodies (pre-2009) are still legal for competition
4. No mixing of body panels without prior Mid-Am approval

6.6.2 GLASS/LEXAN:

1. Clear glass or Lexan windshield, rear window & quarter windows are required
2. Windshield must have a minimum of three upright braces 3/8" steel or aluminum
3. Windshield angle as specified by body manufacturer
4. 'B' pillar wings must be perpendicular to or angled back from pillar inward

6.6.3 SPOILERS/BUMPERS/TOW HOOKS:

1. A maximum 5"x 60" rear spoiler, measured on the backside, may be mounted on the trunk lid only and may not have sides or lips
2. AR Bodies or Five Star "wing" may be used mounted, thin edge of blade up, w/o modification, the rear edge of up-rights flush with the rear edge of bumper cover to not ahead of bumper cover/quarter seam and may adjust only within manufacturer limits
3. All front and rear bars must be concealed
4. Stock-appearing bumpers or bumper covers are mandatory.
5. The front bumper must be in stock location and no wider than the front tires
6. Front bumper valance may only be a single layer and may only be a maximum 3/16" thick and may be only a maximum of 3" tall
7. Mandatory front and rear tow hooks, cables or straps must be within easy reach of the Safety/Raceway crews and be made of a material that will not break when the Car is being removed from the Raceway

6.6.4 HOOD/TRUNK/ROOF/DOORS/PANELS:

1. The Hood must be sealed and flat or near flat with no bubbles, scoops, or pushed-up centers
2. Pin-type hood and trunk fasteners only.
3. No chained or bolted hoods or trunks
4. Two (2) 1/2" roof aero strips are allowed. No aero strips are allowed on rear window
5. Rub rails must be securely mounted, trimmed and/or capped. No pointed edges

6.6.5 MINIMUM HEIGHT MEASUREMENTS:

1. Side window opening, measured from the 'B' pillar forward, must be a minimum of 31"
2. The minimum roof height is 51"
3. The front spoiler and lowest point of the body may be no lower than 5" from the ground.
4. The body, frame, ballast, fuel cell, etc. behind the rear tires must be a minimum of 11" off the ground

6.6.6 AIR INTAKE:

1. Maximum 21/2" X 20" air box opening
2. Remove only bottom of opening in panel leaving lip on all sides allowed
3. Hood, fender, cowl and windshield area must be sealed
4. No Cowled hoods

6.6.7 INTERIOR

1. Interior sheet metal from the top drive shaft tunnel must remain flat or rise on a plane to passenger window opening with a maximum 4" window ledge
2. No 'boxed in' or 'tunneled' Driver's compartments
3. No plastic or composite material may be used inside the Driver's compartment.
4. The Driver's compartment must be fully enclosed around the Driver
5. A securely mounted, 1/8 inch steel or 3/16 inch aluminum one piece protective plate wrapping around left side of the drive shaft from floor bottom over the shaft to a line parallel to the right edge of the shaft and extending from the back of the transmission to the back of the Driver's seat is mandatory

6.7 WHEELS, SPACERS, AND TIRES

1. 8" steel racing design wheels only (no single center)
2. Minimum weight 19 pounds clean weight
3. 2" minimum backspacing (offset)
4. 5/8" solid steel studs must be installed with correct press fit. No welding of studs. Stud length must be at least flush with outside edge of lug nut
5. Wheel mounting surface must be a minimum 7" diameter, full face, steel hub or a minimum 7" diameter x 3/16" formed steel or 7"x 1/4" flat steel, full-faced support plate or spacer
6. Minimum 1" solid steel lug nuts
7. No air bleeding devices
8. Wheel covers are allowed on dirt Events, but no bead locks.
9. Single Spacers (no multiple spacers) must be magnetic steel with a thickness more than 1/4". Minimum diameter for any spacer is 7"
10. D800 Hoosier tires are the official tire of Mid-Am and the only tires allowed at asphalt races
11. F70, F75 Hoosier tires and American Racer AR-870 tires will be allowed at any dirt races
12. **SEE TIRE SUPPLEMENTAL FOR MORE INFORMATION

CHASSIS & BUILD SPECS



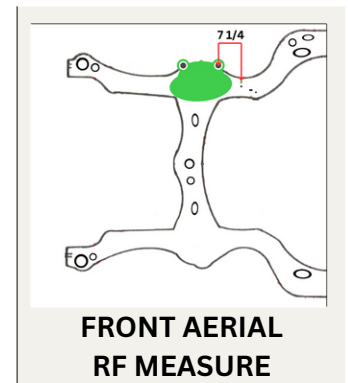
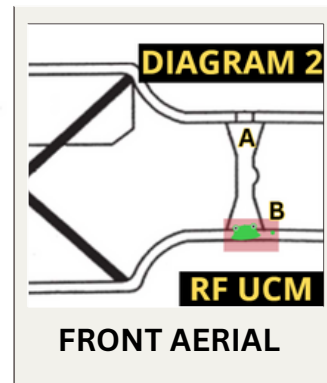
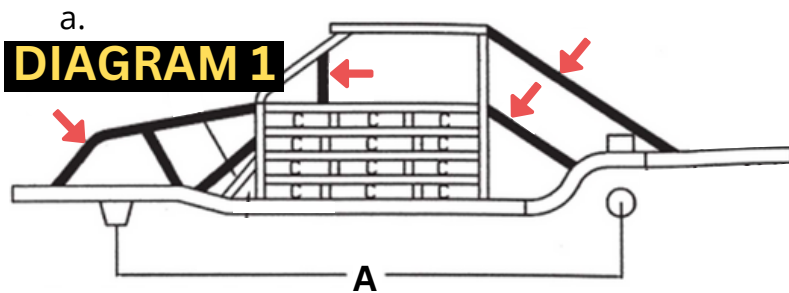
SECTION 7

- FRONT CHASSIS
- CENTER CHASSIS
- REAR CHASSIS

CHASSIS AND CONSTRUCTION

7.0 GENERAL

1. **K.I.S.S. Principle, E.I.R.I, and S.O.C. ALWAYS in effect**
2. 108" GM Metric frame from MY 78-88 (**Diagram 1A**). Call to discuss Johnson City, DCA, and other aftermarket chassis.
3. All competing cars must have a full perimeter roll cage to compete
4. NO 'laid-back' or offset roll cages. Any cage not conforming to the rulebook will need to speak with Mid-Am Tech for pre-approval. You may not be allowed to compete by just showing up to an Event with a non-approved cage.
5. NO Chromoly or exotic materials allowed.
6. All right angles should be gusseted.
7. Frames must be plated on the inside of frame rails
8. Engine compartment hoop and rear main hoop supports are mandatory
9. No frame lightening will be allowed, such as hole drilling, acid dipping, etc
10. Rusted or damaged areas may be repaired or replaced but must match the original design and size.
11. All cars must have a full 4-point roll cage mounted to the main frame. All tubing listed or shown and within the cage must be constructed with a minimum 1-3/4"x .095 wall round DOM or EW steel tubing unless otherwise stated.
12. All cages must have these support bars:



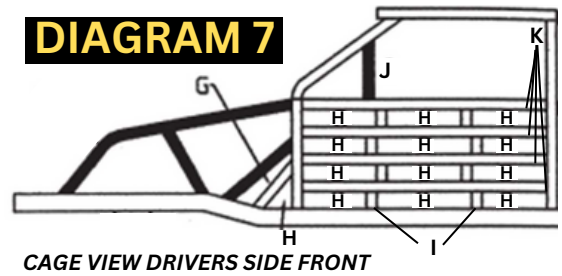
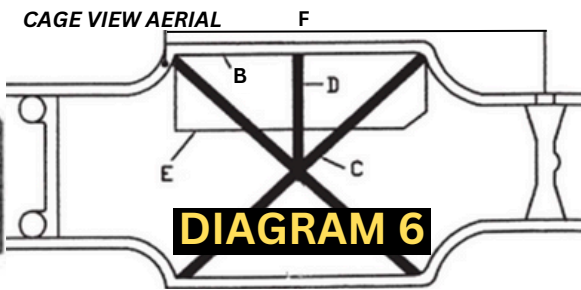
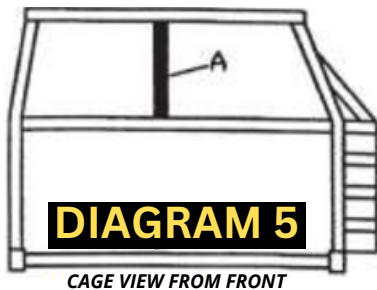
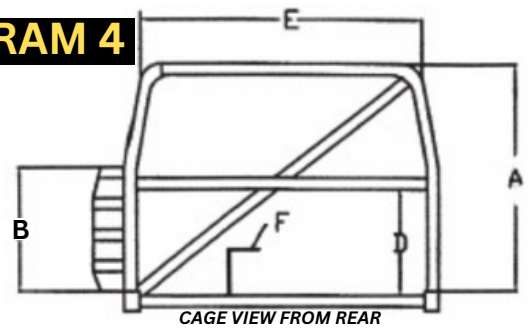
7.1 FRONT CHASSIS:

1. Front cross member may be notched for fuel pump, power steering pump, and oil filter. Minimum fuel pump clearance 1" (**Diagram 2A**) The top half of the cross member may be removed and re-plated 3/4" for oil pan clearance. (**Diagram 2A**)
2. Factory frame horns must extend 23 1/2" minimum from the top of the spring center forward.
3. Upper Control Arm Mounts (location shown on Diagram 2A) distance from measuring hole on frame to rear facing upper control arm mount hole is 7 1/4 inches plus or minus 1/4 (Diagram 3A)
4. Front suspension upper A-arm mounting pad may be pivoted on the frame but must remain inside the spring bolt as a one-piece stock appearing mount.
5. Must have visible anti-dive
6. Aftermarket upper control arm mount available through Progress Manufacturing (Part Number MA-023-001). Contact RJ at 262-744-2609. Stock mount and Progress mount are only options for 2024/25.

7.2 CENTER CHASSIS

1. Main hoop (vertical to frame) 39" high **(Diagram 4A)**
2. Door bar height minimum 20" from top of frame and should be flush to door panel **(B)**
3. Cross bar recommended height 20"
4. The roof hoop (halo bar) and main hoop should be mounted as close to the roof as possible.
5. 1/8" steel or 3/16" aluminum driveshaft protection required **(F)**
6. The front of the cage must have at least two (2) cross supports side-to-side, one at a dash level and one at the roof. Minimum 1 3/4"x .095. **(D)**
7. The roof hoop (halo bar) minimum of 39" wide, 32" long, and should be a safe distance from the driver's head and padded. **(E)**

DIAGRAM 4

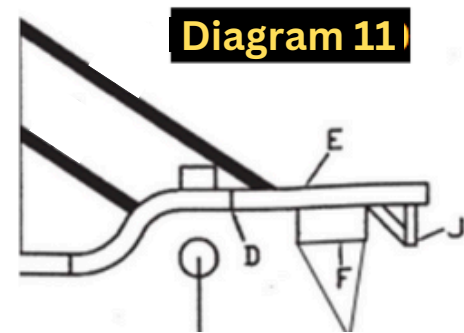
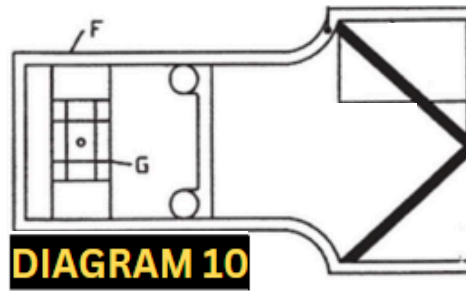
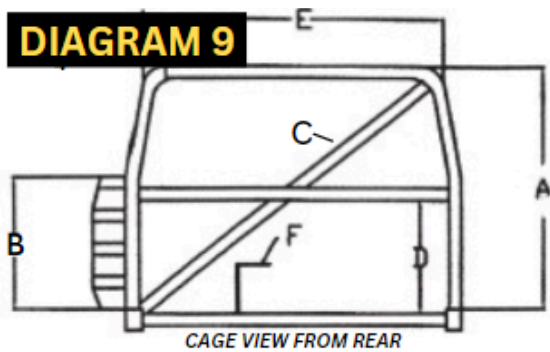


1. Minimum 1 1/2" .095 dash bar to halo required **(Diagram 5A)**
2. Frame plating material (4"x1/8") flat strap steel **(Diagram 6B)**
3. Frames must be cross-braced or X-ed through the center **(Diagram 6C)**
4. Driver compartment safety bar (same material as X) **(Diagram 6D)**
5. Floorplate 1/8" steel plate minimum 20" width at seat **(Diagram 6E)**
6. Roll cage main hoop set back 82 1/2", measure from center of the lower ball joint to back of main hoop tubing **(Diagram 6F)**
7. Foot protection bars are required. A perimeter foot protection bar from the outside edge of door bars forward and curving into the frame is required. **(Diagram 7G)**
8. All drivers' door bars must be plated from the frame to the top of the top door bar with 1/8 plating minimum **(Diagram 7H)**
9. Driver side door bars must have a minimum of two (2) upright bars between each door bar **(I)**
10. 1 1/2 x .065 Wing window bars are mandatory on both sides, mounted 10" from the front corner upright and perpendicular to the door bar **(Diagram 7J)**
11. Four (4) driver-side door bars mounted flush with the outer door panel are mandatory **(Diagram 7K)**
12. The passenger side door must have three (3) door bars mounted no closer to the driver than the center of the passenger side frame rail. **(Diagram 8)**
13. Side halo bars must be centered with frame rails **(Diagram 8)**
14. **NOTE: X-braces must tie into the original frame, not frame plating**



DIAGRAM 8

7.3 REAR CHASSIS



1. All OEM areas of the frame may not be altered or changed from the original OEM design.
2. Minimal alterations allowed for tie rod, lower a-frame, and rear axle clearance.
3. The main hoop behind the driver must be diagonally cross-braced from the left frame rail without bends and securely welded on both ends (Diagram 9C)
4. The rear tail section may be replaced beginning 5 inches behind the rear axle centerline (Diagram 10)
5. Outer spring skirts may be trimmed a MAX of 2 1/2" up and 7" long to aid spring change. A minimal amount may be removed and re-plated for shock clearance.
6. Rear trailing arm mounts must measure 3 1/4" from the bottom of the axle tube to the center of the lowest hole. The center of the bushing must be under the center of the axle tube.
7. Aftermarket rear trailing arm mounts available through Oval Engineering. Contact Dave Gentile at 815-693-9287.
8. Rear upper control arm mounting (shelf) may be raised a MAX of 1" with no other alterations.

7.3.1 FUEL CELL:

1. MIN 4 Fuel cell safety straps 1" X 1 1/8" steel or 3/16" aluminum straps (2 in each direction) with MIN grade 5 hardware (**Diagram 9G**)
2. Fuel cell and all components ground clearance of 11."
3. Braced .065 fuel cell guard required
4. Fuel cell guard MIN 9 1/2" ground clearance. Nothing else may be mounted to cell guard.
5. Fuel cell MUST have 1/8" steel or 3/16" aluminum covering the front and rear surface of cell can.
6. Plastic cells must be surrounded by 1/8" steel plating
7. MIN clearance between the cell and guard hoop is 1 1/2"
8. Stock frame from this point forward (**Diagram 10D**)
9. Rear tail section (2X3" X .095 wall steel tubing OR 2x2" X .095 ok with dual rail (**Diagram 10E**))
10. **SEE SECTION 5.0 FUEL CELL FOR ACTUAL FUEL CELL REQUIREMENTS**

FOR AREA SPORTSMAN CARS LEGAL AT DELLS, ELKO, SLINGER, JEFFERSON, TOMAH,

As Sportsman style rules vary greatly track by track, Mid-Am reserves the right to adjust rules regarding visiting Area Sportsman cars for fair competition. If your car is deemed to have parts or alterations that Mid-Am determines are outside of the normal scope of Area Sportsman rules or do not represent what Mid-Am defines as Sportsman Racing, you may not be allowed to compete, or you may be mandated an additional weight penalty

AREA SPORTSMAN CARS ARE LIMITED TO TEMPORARY MEMBERSHIPS ONLY, AND MUST BE REGISTERED TO COMPETE. NO EXCEPTIONS IN 2025

CAR EXCLUSIONS FROM MID-AM:

- Mid-Am does not have enough data to guide an AS LSW engine program at this time.
- Mid-Am does not permit cars that are 116" or larger
- Mid-Am does not permit cars with a track width larger than 63.5"
- Mid-Am does not permit laid-back or offset cages
- Mid-Am does not permit Chromoly or any other exotic materials allowed in cages
- Mid-Am does not permit titanium or any other exotic materials allowed in engines
- Mid-Am does not permit rear shelves raised more than 1 inch.

WHERE MID-AM RULES SUPERSEDE YOUR LOCAL RULES:

- **K.I.S.S. PRINCIPLE WILL APPLY**
- All Mid-Am safety rules in its entirety in section 4
- All Mid-Am fuel cell rules in sections 5.0-5.4
- All Mid-Am spring/shock/shock tech rules in section 5.7
- All Mid-Am rear-end rules in section 5.16
- All Mid-Am wheel, tire, and spacer rules 6.7
- Fuel Burn off: ½ pound per lap on Raceways below 1/2 mile in size and 1 pound per lap on 1/2 mile and larger/ Road Courses

WEIGHTS:

- **3000# GM 602 CRATE MOTOR WITH GAUGE LEGAL 650 4 BBL**
- **3100# OPEN MOTOR WITH GAUGE LEGAL HOLLEY 4412 CARB**
- **MIN FRONT 52%, MAX LEFT 58% OF TOTAL**
 - +75# Clutchless/Brinn Transmission allowed for 602 Crate engine cars only
 - +50# For clutch smaller than 10.5". 7.25 diameter, two disk minimum.
 - +50# for crankshafts weighing less than 44 lbs.
 - +25# for headers (excludes 602) maximum of 1.625". No stepped, 180 degree or Tri-Y
 - +50# for 4779 carb (does not apply to 602)
 - -30# for metric style brakes

TRACK WIDTH/RIDE HEIGHT

- 63 1/2" tread width max
- Minimum Ride Height is 4 3/4"

MISC:

- One 5" by 60" spoiler allowed