



**2026**

**MID-AM**

**RACING SERIES**

**RULEBOOK**

The background features a stylized American flag with red and white diagonal stripes and blue vertical stripes on the right side. White stars are scattered across the blue background. The text is overlaid on this background, with '2026' in a large, bold, black and white font, 'MID-AM' in a blue and red font with a star outline, 'RACING SERIES' in a red and blue font, and 'RULEBOOK' in a large, bold, black and white font.

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# DEFINITIONS – MID-AM RACING SERIES

1. **Approved Tire** – Any tire brand, compound, or model listed in the current Mid-Am 2026 TIRE SUPPLEMENTAL or approved in writing.
2. **Backup Car** – A secondary Car used after on-track activity begins; must start at the rear unless otherwise approved.
3. **Bulletin** – A written, publicly issued update or amendment to the Rulebook by Mid-Am.
4. **Car** refers to any vehicle entered for competition.
5. **Car Owner** – The individual or entity listed as Owner of Record and eligible to receive purse Payout and tax reporting.
6. **Cold Pit** – A pit area closed to all Cars during green-flag conditions unless directed by Officials.
7. **Competitor** – Any Driver, Car Owner, or Crew Member participating in a Mid-Am sanctioned Event.
8. **Competition Director** – The Official responsible for competitive rulings, grids, lineups, penalties, and procedural enforcement.
9. **E.I.R.I.** – Except in Rare Instances Rule: Rules may be adjusted only when fairness, safety, or competitive balance requires it.
10. **Ejection** – Immediate removal of an individual from a Restricted Area or competition areas due to conduct violations or safety concerns.
11. **Event** – Any Mid-Am practice, qualifying session, race, or related activity.
12. **Good Standing** – A status indicating the Competitor is not suspended, fined, under investigation, disqualified, or otherwise restricted by Mid-Am or POWAR.
13. **Hot Pit** – A controlled pit area where live, active repairs may be performed only when allowed by Mid-Am Officials.
14. **Impound** – A restricted area or condition in which Cars and/or components may be held, secured, or confiscated by Mid-Am Officials after qualifying or competition for inspection, verification, or investigation. No work, removal, alteration, or access is permitted without explicit Mid-Am approval.
15. **K.I.S.S.** – Keep It Simple Principle: Competitors must not search for loopholes, gray areas, or undefined gaps in the Rules.
16. **Minimum Speed** – A required pace established by Mid-Am Officials to ensure safety and competitive balance.
17. **O.E.M. (Original Equipment Manufacturer)** – The factory manufacturer of a vehicle or component. Identifies parts built to original specifications, not aftermarket or modified.
18. **Official** – Any authorized Mid-Am Race Director, Competition Director, Tech Official, or series staff member.
19. **Payout** – Purse, awards, bonuses, or compensation earned through participation in competition.
20. **P.P.E.(Personal Protective Equipment)** – Safety gear required or recommended for Drivers and Crew, including fire suits, gloves, shoes, helmets, HNR devices, and other injury-mitigating equipment.
21. **Provisional** – A Car permitted into the Feature field through a defined provisional method (points, past champion, fan vote, or Director's Option).
22. **Race Director** – The Official with full authority over Race Control, on-track decisions, and Event flow.
23. **Restricted Area** – Pits, staging, grid, Tech, or any location requiring a pit wristband or credential.
24. **Rulebook** – The current published Mid-Am Racing Series Rules document and any written Bulletins.
25. **S.O.C.** – Spirit of Competition Rule: Decisions are made to support fair, respectful, competitive racing.
26. **Social Media** – Any digital platform or channel used to post, share, communicate, or broadcast content publicly or privately (e.g., Facebook, X/Twitter, Instagram, TikTok, YouTube, websites, group chats). Governed by Mid-Am's Social Media Policy.
27. **Tap-Out Rule** – A restart procedure where one Driver may accept responsibility for a two-Car incident, allowing the other Driver to retain position (feature only).
28. **Tech** – The Official Mid-Am technical inspection process conducted before and after on-track activity.
29. **Tech Director / “Mid-Am Tech”** – The Official with final authority over mechanical legality, safety inspection, and technical compliance.
30. **Tech Hold** – A status in which a part or Car remains in Mid-Am custody for additional testing or verification.



# **SECTIONS O-J**



# **MID-AM**

# **RACING SERIES**

**MEMBERSHIP, ADMINISTRATION  
& GENERAL POLICIES**

## 0.0 RULEBOOK AUTHORITY & INTENT

The Mid-Am Racing Series is committed to fair, affordable, and competitive racing built on consistency, safety, and integrity.

Every Competitor is responsible for knowing, understanding, and complying with this Rulebook.

Participation in any Mid-Am Event constitutes full agreement to all Rules, policies, and procedures contained herein.

Mid-Am reserves the right to interpret, apply, and enforce these Rules in the best interest of competitive balance, safety, and the Spirit of Competition. All official decisions, interpretations, Clarifications, and Bulletins Carry full authority and may amend or override printed Rules at any time.

Mid-Am determines which individuals are designated as Officials at each Event, and their authority applies at all times while performing Series duties.

## 0.1 PURPOSE OF THIS RULEBOOK

This Rulebook exists to:

- Provide clarity, consistency, and transparency.
- Promote affordability and competitive parity.
- Establish expectations for Drivers, Owners, Crew, and Officials.
- Protect the integrity, reputation, and long-term sustainability of the Series.

If this Rulebook does not explicitly permit something, it is not allowed.

## 0.2 RULEBOOK VERSION & UPDATES

- The most current Rulebook is available at [www.midamracing.com](http://www.midamracing.com).
- The version number appears at the bottom of each page.
- Competitors are responsible for ensuring they are using the latest version.
- Only written Rulebook text, written Bulletins, or written approvals issued by Mid-Am are valid.
- Verbal approvals or interpretations are not recognized.

## 0.3 WHY RULES CHANGE

Mid-Am updates Rules only when necessary to:

- Improve safety
- Maintain affordability and accessibility
- Address parts, tire, or supply availability
- Correct discrepancies, clarify intent, or resolve legal matters

Rules are not changed arbitrarily.

## 0.4 GUIDING PRINCIPLES

S.O.C. — Spirit of Competition: Decisions support fair, respectful, competitive racing.

K.I.S.S. — Keep It Simple: Competitors must not search for loopholes or technicalities.

E.I.R.I. — Except in Rare Instances: Rules may be adjusted only when fairness or safety requires it.

## RESPONSIBILITY NOTICE

It is the **SOLE RESPONSIBILITY** of each Competitor—not Mid-Am, its Officials, Tech Officials, or the Series Director—to ensure that all safety equipment and vehicle safety systems are correctly installed, properly worn, well maintained, and used according to manufacturer instructions.

## ASSUMPTION OF RISK

Racing is inherently dangerous.

By participating in a Mid-Am Event, each Competitor voluntarily assumes the risk of serious injury or death and accepts full responsibility for the condition, preparation, maintenance, and suitability of their vehicle and safety equipment.

## MID-AM'S ROLE IN SAFETY

Mid-Am does not act as a safety authority or standards organization and does not certify, inspect, design, or guarantee the adequacy of vehicles, equipment, or components.

No warranty—express or implied—results from the publication, interpretation, or enforcement of these Rules.

## ONGOING COMPETITOR OBLIGATIONS

Competitors must continuously inspect:

- Their race vehicle and safety equipment
- Pit, track, and facility conditions
- Emergency and safety personnel availability

Any safety concern must be reported promptly to the Series Director or Mid-Am Officials.

## RULEBOOK NOTICE & LEGAL DISCLAIMER

- Participation in Mid-Am Racing Series Events is voluntary and inherently dangerous. All Competitors, Car Owners, and Crew assume all risks associated with participation.
- Mid-Am makes no warranty, express or implied, regarding the safety or fitness of any Car, equipment, or procedure. Compliance with this Rulebook does not guarantee the prevention of injury, accident, or death.
- Competitors are solely responsible for the condition, installation, and operation of their Cars and safety equipment. Mid-Am Officials may restrict, prohibit, or require correction of any item deemed unsafe or inconsistent with the Spirit of Competition.

## RULEBOOK AUTHORITY

- This Rulebook and all official Mid-Am Bulletins govern every Series Event.
- Bulletins carry full authority and may amend or override printed Rules at any time upon issuance.
- All interpretations, clarifications, technical judgments, and decisions made by Mid-Am Officials are final and binding.

## INTELLECTUAL PROPERTY NOTICE

All Mid-Am Racing Series logos, branding elements, written materials, Rulebook content, diagrams, and technical documentation are the exclusive property of T&C Mid-Am Racing Series LLC.

They may not be copied, reproduced, distributed, or used for derivative works without written permission.

## OFFICIAL COMMUNICATIONS

Only written statements, Bulletins, Clarifications, or approvals issued directly by Mid-Am Racing Series management or authorized Tech Officials are considered official.

Verbal approvals or interpretations are not valid.

## 0.5 INGENUITY OVER ENGINEERING

Mid-Am supports innovation that improves racing without increasing cost or creating an unfair advantage.

Craftsmanship and problem-solving are part of the sport – manipulating Rules is not.

## IF A PART, MATERIAL, MODIFICATION, OR METHOD IS NOT EXPLICITLY ALLOWED, IT IS AUTOMATICALLY ILLEGAL UNLESS APPROVED IN WRITING BY MID-AM PRIOR TO COMPETITION.

### PERMITTED:

- Adjustments or improvements that comply with both the written Rule and its intended purpose.

### NOT PERMITTED:

- Modifications intended to circumvent Rule intent.

Verbal approval is not valid under any circumstances.

### WRITTEN APPROVALS ARE:

- Issued only by authorized Mid-Am Officials
- Documented and retained for Series records
- Subject to review, revision, or revocation if competitive imbalance occurs

Competitors must request clarification before race day.

Failure to do so does not excuse a violation.

Mid-Am is the **sole authority** on determining compliance with Rule intent.

## 1.0 FEES & MEMBERSHIP

- All fees must be paid in full prior to competition.
- Unpaid fees, fines, or penalties suspend eligibility until resolved.
- All fees are non-refundable and non-transferable.

### 1.0.1 MEMBERSHIP :

A valid Mid-Am Racing Series Membership is required prior to participation in any Event unless otherwise specified by Mid-Am.

Membership details and pricing are published at [midamracing.com](http://midamracing.com) (Team Resources) and are incorporated by reference into this Rulebook.

Memberships are season-specific, non-refundable, and non-transferable, and may be denied, suspended, or revoked in accordance with this Rulebook.

## FEES & MEMBERSHIP (CONT)

### 1.0.2 RACE FEES

- All Cars entered in a Mid-Am Racing Series Event must pay the applicable race entry fee prior to competition.
- Race entry fees, including single-Event entries, bundled membership/entry options, and any Event-specific variations, are published on the official Mid-Am Racing Series website ([midamracing.com](http://midamracing.com)) in the Team Resources section and are incorporated by reference into this Rulebook.
- Entry fees must be paid by the deadline specified in the Event registration materials.
- Failure to submit required fees by the designated deadline may result in denial of entry, loss of qualifying position, or other penalties as determined by Mid-Am.
- All race entry fees are non-refundable and non-transferable unless expressly stated otherwise in writing by Mid-Am.

### 1.0.3 RACE PAYOUT POLICY

- No Payout will be issued without all IRS-required tax forms completed.
- Payout may be released on race night only if Mid-Am receives full payment from the host track.
- If track payment is delayed, Payout is released once funds are received.
- Mid-Am is not responsible for delays caused by the host track.
- Unclaimed Payout may be collected at the next Event or mailed for an \$11 handling fee.
- Checks expire after 180 days and will not be reissued, except where prohibited by law.
- Refusing Tech or leaving before Tech forfeits all Payout and points.
- Illegal parts may be confiscated and will not be returned without reimbursement or replacement.
- Payout is issued only to Competitors in Good Standing.

### 1.0.4 FORCE MAJEURE

If one-third (1/3) or more scheduled Events are canceled due to circumstances beyond Mid-Am's control, championship Payouts may be adjusted proportionally.

## 1.1 COMPETITOR ELIGIBILITY

Participation in the Mid-Am Racing Series is a privilege, not a right.

Mid-Am may approve, deny, or revoke eligibility at any time to protect safety, competitive fairness, operational integrity, contractual obligations, or the reputation of the Series.

### TO BE ELIGIBLE FOR COMPETITION, A COMPETITOR MUST:

- Be 15 years of age or older (age requirements may vary by track or insurance).
- Hold a valid Mid-Am Membership.
- Complete all required forms, waivers, registrations, and onboarding processes.
- Be physically and mentally fit for competition, as determined by Mid-Am.
- Not be currently suspended by Mid-Am or any recognized sanctioning body, series, POWAR, or racetrack.

### ELIGIBILITY MAY BE DENIED, SUSPENDED, OR REVOKED FOR:

- Unsafe driving or repeated on-track incidents
- Harassing, threatening, defamatory, discriminatory, or abusive behavior (including online)
- Conduct harming safety, operations, reputation, relationships, or business interests
- Technical dishonesty, intentional Rules violations, or refusal to comply with inspection
- Failure to complete required payments, forms, or reporting obligations

### ADDITIONAL NOTES:

- Eligibility determinations are made in the interest of safety, fairness, and the Spirit of Competition.
- Mid-Am may provide notice or request discussion unless immediate safety concerns require urgent action.
- Eligibility decisions are final for that Event and are not subject to protest or appeal, except where prohibited by law.
- All fines, suspensions, and penalties must be resolved before eligibility is restored.
- Mid-Am may issue penalties, suspensions, disqualification, removal from the facility, or other actions as necessary to enforce this Rulebook.

## UNITS OF MEASURE

Unless otherwise stated in this rulebook, all linear measurements are in inches, all weights are in pounds (lb), and all tubing dimensions are listed as outside diameter × wall thickness, in inches (example: 1 $\frac{3}{4}$ " × .095" wall DOM or ERW steel tubing).

## 1.2 CAR ELIGIBILITY

Car eligibility is determined solely by Mid-Am.

To compete, a Car must:

- Comply with the current Mid-Am Technical Rulebook.
- Pass all safety and mechanical inspections before and after competition.
- Be structurally sound and safely prepared for racing.
- Be owned, entered, and registered by a Member in Good Standing.

### MID-AM MAY REFUSE OR REVOKE ELIGIBILITY FOR:

- Safety concerns
- Unapproved modifications
- Competitive imbalance
- Incomplete, missing, or falsified documentation

### ADDITIONAL NOTES:

- Approval for one Event does not guarantee eligibility for future Events.
- Cars may be inspected at any time.
- Failure to present a Car for Tech results in disqualification.

### 1.2.1 AREA SPORTSMAN (AS) PARTICIPATION POLICY – Effective 2026

Area Sportsman (AS) Cars are not eligible to compete in Mid-Am Events during the 2026 season except at tracks that:

1. Run a regularly scheduled AS division, and
2. Do not use breakout rules.

### ELIGIBILITY REQUIREMENTS AT THOSE TRACKS:

1. Driver must be a registered AS Competitor at that track and participate in its regularly scheduled AS Events.
2. Driver must be ranked top 10 in AS points at that track.
3. Driver must have competed in at least 60% of that track's scheduled AS Events prior to the Mid-Am Event.

### ADDITIONAL CONDITIONS:

- Eligibility applies only at the Driver's home AS track, defined as the track where they are registered for points and have run the majority of their AS Events.
- AS Cars must pass full Mid-Am safety inspection.
- AS Cars are not eligible for Rookie of the Year unless fully Mid-Am legal.
- Mid-Am may deny entry for competitive imbalance, safety concerns, or rule discrepancies.
- Approval for one Event does not guarantee eligibility for future Events.

### MID-AM IS THE SOLE AUTHORITY ON ALL AS ELIGIBILITY DETERMINATIONS.

## 1.3 TIE-BREAKERS

### 1.3.1 QUALIFYING

If two Drivers record identical qualifying times, the Driver who recorded the time earlier in the session earns the higher position.

### 1.3.2 HEATS & FEATURES

If finishing position cannot be determined, the tie-breaker order is:

1. Highest in current-season points
2. If first Event: highest in prior-season points
3. Highest cumulative points earned during the Event

Race Control has final authority.

### 1.3.3 SEASON-LONG AWARDS

Applies to championships, ROTY, and all points-based awards.

Tie-breakers are applied in the following order:

1. Events competed in
2. Most Feature victories
3. Most fast-qualifier awards
4. Most Heat-race wins

If still tied, Mid-Am may apply the Spirit of Competition Rule.

## 1.4 ROOKIE OF THE YEAR (ROTY)

### ELIGIBILITY REQUIREES:

- A current Annual Membership.
- No prior Top 10 finish in final Mid-Am championship points.
- No more than three prior seasons of Mid-Am competition.

### ADDITIONAL GUIDELINES:

- Up to two asphalt Events per season may be run without affecting Rookie status.
- Dirt and road course Events do not count toward eligibility limits.
- Rookie status may be revoked due to major Rules violations.

Mid-Am is the sole authority on Rookie eligibility, scoring, and status determination.

## 1.5 CHAMPIONSHIP POINTS STRUCTURE

The Mid-Am Racing Series Championship is determined by cumulative points earned throughout the season. Competitors are responsible for understanding how points are earned, lost, or adjusted based on performance, attendance, penalties, rainouts, or Rulebook provisions.

Mid-Am may issue point deductions, fines, disqualification, suspension, removal from the facility, or other penalties as necessary to enforce this Rulebook.

### 1.5.1 POINTS TABLES (NEW FOR 2026):

FEATURE EVENT POINTS			QUALIFYING, HEAT RACE, SEMI FEATURE POINTS		
1ST -100	9TH -78	17TH -58	1ST -15	• Feature Event points awarded to Cars that start Feature Event.	
2ND -96	10TH -76	18TH -56	2ND -12	• Standard Feature field consists of twenty-four (24) Cars.	
3RD -94	11TH -70	19TH -54	3RD -11	• When Feature field exceeds twenty-four (24) Cars, 25th-place points apply to the first additional starter, regardless of additional starter is due to optional Promoter's Choice or approved expanded field at a larger track.	
4TH -92	12TH -68	20TH -52	4TH -10	• REST points apply to all additional Feature starters beyond 25th position.	
5TH -90	13TH -66	21ST -50	5TH -9	• Semi-Feature (LCQ) only: points awarded to highest-finishing non-transfer Cars. Transfer Cars receive Feature points only.	
6TH -84	14TH -64	22ND -48	6TH -6		
7TH -82	15TH -62	23RD -46	7TH -4		
8TH -80	16TH -60	24TH -44	8TH -3		
		*25TH -42	9TH -2		
		*REST -40	REST -1		

### 1.5.2 PERFECT ATTENDANCE BONUS

- Competitors who attempt to qualify at every scheduled Mid-Am Racing Series Event during the season will receive a one-time fifteen (15) championship point Perfect Attendance Bonus, applied after the final Event.
- An attempt to qualify is defined as a Car that has completed Event registration, passed Tech, and taken the green flag in at least one competitive on-track session (Qualifying, Heat Race, or Semi-Feature).

### 1.5.3 RAINOUT POINTS & PAY DISTRIBUTION

- **ELIGIBILITY FOR RAINOUT POINTS**
  - Rainout points are awarded only to Competitors physically present at the Raceway who have completed Event check-in prior to cancellation.
  - Events canceled before pit gate opening award no points and no pay.
- **FEATURE NOT STARTED**
  - All eligible Competitors receive feature-win points for championship scoring.
  - Qualifying and Heat Race points earned prior to cancellation stand.
  - Heat Races are non-paying Events; no Heat Race pay is awarded under any circumstances.
  - If no on-track activity (including Qualifying or Heat Races) has occurred, eligible Competitors receive feature-win points unless the Event is postponed.
- **FEATURE STARTED BUT NOT COMPLETED**
  - Finishing positions and championship points are based on the last completed lap.
  - Rainout feature-win points do not apply.
  - Pay distribution, if any, is determined by host Track policy for that Event.
- **4. POSTPONEMENTS**
  - If an Event is rescheduled and a Competitor cannot attend, previously earned Qualifying/Heat points and pay do not transfer.
- **5. PIT PASSES & REFUNDS**
  - Pit pass and wristband policies are determined solely by the host track.

## 1.6 GENERAL MID-AM POLICIES

### 1.6.1 EFFECTIVE DATE

These Rules take effect upon publication.

### 1.6.2 AMENDMENTS

- Rule changes may occur only through written Bulletins published on the Mid-Am website or official Social Media channels.
- Bulletins take effect immediately upon publication and override printed Rules.
- Only written updates are valid.

### 1.6.3 APPLICABILITY

The 2026 Mid-Am Rules supersede all previous versions and apply to all Mid-Am Events, unless a previously permitted item has written approval.

## 1.7 INTERPRETATION & APPLICATION

Mid-Am Rules exist to ensure fair, affordable, and consistent competition.

When questions arise regarding a Rule's intent, meaning, or application, the interpretation of Mid-Am Officials prevails.

Competitors must not search for loopholes, gray areas, or omissions within this Rulebook.

Doing so is considered a Rules violation and contrary to the Spirit of Competition.

Mid-Am may issue determinations outside written language when necessary to preserve safety, competitive balance, or Series integrity, under:

- S.O.C. – Spirit of Competition
- K.I.S.S. – Keep It Simple
- E.I.R.I. – Except in Rare Instances

Requests for Rule interpretation must be emailed to [admin@midamracing.com](mailto:admin@midamracing.com) and include:

- The Rule in question
- The Competitor's understanding or interpretation
- The intended purpose or intended use
- Verbal approvals, discussions, text messages, or unofficial opinions do not override written Rules.
- Written clarifications explain the intent or application of an existing Rule and apply to all Competitors.
- Written exceptions apply only to the specific Car, part, situation, or Event identified in the approval and do not modify the Rulebook.
- Exceptions may be conditional, time-limited, revoked, or reviewed at any time.
- Mid-Am is the sole authority on the interpretation, intent, and application of all Rules.

### 1.7.1 FINALITY

Eligibility, Rule interpretation, Tech, scoring, and competition decisions are final for that Event. Participation constitutes agreement to resolve disputes through Series procedures. Legal disputes, if any, are governed by the Competitor Agreement and applicable state law.

## 1.8 INDEPENDENT CONTRACTOR STATUS

All Competitors, Car Owners, Crew, Officials, and Tech personnel are independent contractors—not employees, partners, or representatives of Mid-Am.

Each Competitor is responsible for:

• Their own actions and decisions	• Reporting and paying all required taxes
• The conduct of their Crew under this Rulebook	• Providing their own tools, equipment, and safety gear
• Maintaining their own medical and health coverage	

### MID-AM DOES NOT:

- Withhold or remit federal or state taxes
- Provide workers' compensation, unemployment insurance, or any employment benefits
- Guarantee future participation or compensation

### NOTE TO COMPETITORS:

- Required IRS forms must be completed before payout is issued.
- Payout is made to the Owner of Record or as designated on tax documentation.
- Participation is voluntary and may be suspended or restricted at any time for safety, integrity, or Rulebook compliance.

## **1.9 MID-AM PRESS RELEASES & PUBLIC STATEMENTS**

Only designated Mid-Am Officials are authorized to speak on behalf of the Mid-Am Racing Series.

Mid-Am determines which Officials are authorized to make public statements for the Series.

Official Series communications are issued through:

- The Mid-Am website ([www.midamracing.com](http://www.midamracing.com))
- Official Mid-Am Social Media channels

Any written communication issued elsewhere will clearly state:

“On behalf of the Mid-Am Racing Series.”

Press releases may include:

- Event summaries and results
- Penalties, disqualifications, and suspensions
- Procedural updates and Series notices

## **1.10 MEDIA, CONTENT & BROADCAST RIGHTS**

By entering a Mid-Am Event, each Competitor grants Mid-Am the worldwide, perpetual, royalty-free right to record, use, and publish their name, likeness, voice, Car, number, and participation in any media without further consent or compensation.

All Event-created video, audio, photos, and timing/scoring data are the property of Mid-Am Racing Series.

Competitors may create and monetize personal content—including in-Car cameras—provided it does not:

- Interfere with Event operations or safety
- Violate host Track media or streaming policies
- Include recordings from Restricted Areas
- Harm the reputation or interests of Mid-Am, Tracks, partners, or Competitors

Mid-Am is the sole determiner of what constitutes reputational or operational harm.

### **TRACK MEDIA RIGHTS**

- Host Tracks may employ or contract their own photographers, videographers, or media partners.
- Track media rights take precedence over Competitor-created content at that facility.
- Competitors may not interfere with Track media personnel.
- Content created by Track-contracted media is the property of the host Track.

### **LIVESTREAMING & RECORDING**

- Livestreaming must follow host Track policies.
- If a Track restricts livestreaming, the restriction applies to all participants.
- Recording is prohibited in Tech, Race Control, scoring, medical, or other Restricted Areas unless approved by Mid-Am.
- Mid-Am may request access to footage for safety or officiating review.

### **VIOLATIONS**

Violations may result in removal of content, loss of media privileges, fines, penalties, disqualification, or suspension.

## **1.11 NONDISCLOSURE**

Competitors must not share or disclose any information marked or communicated as confidential, including Event planning, policies, or procedural updates.

Violations may result in loss of privileges, penalties, fines, disqualification, suspension, or removal from the facility.

## **1.12 DRUG & ALCOHOL POLICY**

Mid-Am may require drug or alcohol testing (urine, blood, saliva, hair, or breath) following an incident, observed unsafe behavior, a safety violation, or reasonable suspicion of impairment.

Testing may be administered by a third-party facility selected by Mid-Am.

A positive test, refusal to test, interference with testing, or failure to appear when directed results in immediate suspension until reinstatement requirements are met.

Reinstatement requires re-testing at a Mid-Am-approved facility at the individual's expense and receiving a confirmed Negative result.

### **1.12.1 PROHIBITED SUBSTANCES**

Being under the influence of illegal drugs, controlled substances without a valid prescription, or misused prescription medication at a Mid-Am Event is prohibited.

State-legal marijuana does not exempt a Competitor from impairment-related discipline.

### **1.12.2 PRESCRIPTION & MEDICAL USE**

Competitors using physician-prescribed medication that may impair judgment, alertness, or physical control must notify the Series Director before participating.

Medical information will remain confidential.

Failure to disclose may result in disqualification, suspension, or additional penalties.

### **1.12.3 ALCOHOL**

On the day of a Mid-Am Event, any Competitor, Crew Member, or Official performing competition-related duties is prohibited from consuming alcohol before or during the Event.

Non-participating individuals must follow host Track policies.

### **1.12.4 AUTHORITY TO REMOVE**

Mid-Am may remove or deny participation to any individual suspected of impairment—regardless of test availability or test result—in the interest of safety.

# **SECTION 2**



# **MID-AM**

# **RACING SERIES**

**RACE DAY OPERATIONS &  
ON-TRACK PROCEDURES**

## 2.0 GENERAL EVENT PROCEDURES

- All Competitors must stand (if able) during the National Anthem. Cars must be stopped with engines off and no work performed.
- All race-day procedural decisions by Mid-Am Officials are final and not subject to appeal.
- Any Driver change must be approved in advance. Unauthorized changes may result in penalties or disqualification.
- Visual scoring may be used when electronic scoring is unavailable or inconclusive.
- Failure to hear or receive Race Control instructions does not exempt a Driver from compliance or penalties.

## 2.1 ON-TRACK COMMUNICATIONS & DEVICES

### 2.1.1 RACECEIVER REQUIREMENTS

- Racereceivers are mandatory for all Cars at all Events.
- Spot checks may be conducted at any time.
- Cars without a functioning Raceceiver will be black-flagged until corrected, unless approved by the Competition Director.
- Primary frequency: 454.000
- Backup frequency: 464.550
- Rentals: \$20 when available (availability not guaranteed).
- Drivers are responsible for ensuring their Raceceiver is audible and operational at all times.

### 2.1.2 TRANSPONDERS

- Mandatory for all on-track activity.
- Cars without a functioning transponder will be black-flagged until corrected, unless approved by Mid-Am Officials.
- Must be mounted near the right-front A-pillar, 38" behind the RF lower ball joint, unobstructed to the ground.
- Rental transponders may be available but are not guaranteed.

## 2.2 RACEWAY DRYING, PACKING & PREP

- All Cars must assist in drying the Raceway when instructed.
- At dirt Events, Cars must help pack the surface when requested.
- Failure to assist may result in a \$125 fine and/or being placed at the rear of the next competitive session.

## 2.3 WEIGH-IN & PRE-RACE TECHNICAL INSPECTION

- All Cars must pass Pre-Tech before any on-track activity.
- All Cars must weigh before qualifying, unless instructed otherwise.
- Pre-Tech sheets must be completed before entering Tech.
- Cars failing Pre-Tech may not practice, qualify, or compete.
- Scale readings (Mid-Am or Track) are final.
- Passing Pre-Tech does not guarantee legality at any later time.

### 2.3.1 TECH & WEIGH-IN PENALTIES

If a Car or equipment is unsafe, illegal, altered, expired, or out of specification, Mid-Am may:

• Require correction before further activity	• Declare the Car ineligible
• Require the Car to start at the rear	• Disallow qualifying times
• Impose penalties under <b>(SECTION 3.5-3.6)</b>	• Deny further qualifying attempts
• Remove the Competitor from the Event for repeated or intentional violations	

## 2.4 DRIVER'S MEETING

- Attendance is mandatory for each Driver or a designated Car representative.
- Failure to attend may result in starting at the rear for all competitive sessions.
- Instructions announced at the meeting supersede all previously posted information.

## 2.5 QUALIFYING, HEAT RACES & FEATURE FIELD DETERMINATION

- Mid-Am uses a flexible qualifying structure that adapts to Car count, track size, and Event needs.
- Any format changes will be announced at the Driver's Meeting.

### 2.5.1 RACE DIRECTOR AUTHORITY

Mid-Am Officials may:

- Adjust the number of laps for any race due to time, weather, or conditions
- Increase or decrease the Feature field or Provisional count
- Start any Car at the rear as deemed necessary
- Require backup Cars used after qualifying begins to start at the tail unless otherwise approved
- Require Cars to start the Feature on their qualifying tires (**SEE 2026 TIRE SUPPLEMENTAL**)

### 2.5.2 STANDARD HEAT RACE PROCEDURES

All scheduled Heat Races award championship points in accordance with the official Points Structure, regardless of transfer status, inversion, or qualifying system used.

#### 2.5.2.1 NUMBER OF HEAT RACES (BASED ON CAR COUNT)

##### 18 CARS OR FEWER:

- Two (2) Heats
  - Odd Heat: inverted
  - Even Heat: inverted

##### MORE THAN 18 CARS:

- Three (3) Heats
  - Odd Heat (inverted)
  - Even Heat (inverted)
  - Challenger Heat (straight-up)

#### 2.5.2.2 CHALLENGER HEAT

- Assigned strictly by qualifying times (slowest qualifiers).
- Lined up straight-up.
- Does not eliminate Cars unless the >24 system is triggered.

#### 2.5.2.3 ODD/EVEN HEATS

- Cars are split based on qualifying order.
- Full invert, unless designated as Qualifying Heats in the >24 System.

#### 2.5.2.4 HEAT RACE DNF POLICY

- Cars that DNF a Heat remain eligible for all remaining sessions.

#### 2.5.3 FEATURE FIELD SIZE POLICY

- On all tracks under one mile, the standard Feature field is:
  - 24 Cars, plus
  - +1 Promoter's Choice (only if necessary)
- Fields larger than 25 Cars will be used only at tracks deemed wide and safe enough.
- Mid-Am may start fewer than 24 Cars if conditions require.
- Final Feature field size will be announced at or prior to the Driver's Meeting and is final, at the sole discretion of Mid-Am Officials.

#### 2.5.4 QUALIFICATION SYSTEM (WHEN MORE THAN 24 CARS ATTEMPT TO QUALIFY)

##### 2.5.4.1 LOCKED-IN CARS (TOP 14 ON TIME)

- Fastest 14 Cars are locked into the Feature.
- They run two inverted Odd/Even Heats.
- These Heats do not transfer.

##### 2.5.4.2 NON-QUALIFIER HEATS (CARS 15+)

- Cars 15+ are split into Odd/Even Heats, lined up straight-up.
- Top 2 from each Heat transfer directly to the Feature (4 total).
- All remaining Cars go to the LCQ.

##### 2.5.4.3 SEMI FEATURE/LAST CHANCE RACE (LCQ)

- Straight-up lineup based on Non-Qualifier Heat finish.
- Standard transfers: Top 2.
- Additional transfers may be taken if needed to fill the standard Feature field.
- Remaining Cars become Provisional-eligible.

## 2.5 QUALIFYING, HEAT RACES & FEATURE FIELD DETERMINATION (CONT)

### 2.5.5 PROVISIONAL STARTERS

Mid-Am may award up to four (4) Provisionals:

- Past Champion Provisional
- Points Provisional (highest in current points not qualified)
- Fan Vote Provisional (if used for that Event)
- Director's Option (corrections, safety, special circumstances)
- Provisionals do not guarantee a 25-Car field.

Provisionals do not guarantee a 25-Car field.

### 2.5.6 FINAL FIELD SIZE

- Standard Feature field: 24 Cars
- With Promoter's Choice (if necessary): 25 Cars
- Only selected tracks may exceed 25 Cars, at the sole discretion of Mid-Am Officials.

## 2.6 INCIDENTS & ON-TRACK EMERGENCY PROCEDURES

These procedures apply to any stopped, damaged, or disabled Car.

### 2.6.1 DRIVER SAFETY PROTOCOL

- Shut off all electrical power immediately.
- If uninjured, lower the window net to signal condition to safety personnel.
- Do not loosen or remove belts, helmet, HANS, or nets until instructed by:
  - Safety Crew
  - Mid-Am Official
  - Track Emergency Personnel
- After exiting, the Driver must follow all safety instructions, including:
  - Reporting to the ambulance
  - Being escorted as directed
  - Remaining in the designated safe zone
  - Submitting to medical evaluation, if requested
- Refusal to follow instructions from safety or medical personnel may result in penalties or disqualification.

### 2.6.2 RESTRICTED AREAS

No Driver or Crew Member may enter or approach:

- The racing surface
- Any hot zone (areas active with Cars, safety vehicles, or recovery)
- Any moving vehicle

Approaching another Competitor's Car – moving or stopped – is prohibited and may result in penalties, disqualification, or suspension.

### 2.6.3 Caution-Involved Cars

#### HEAT RACES

- Any Car involved in a caution – stopped, spinning, or deemed part of the incident – restarts at the rear.

#### FEATURE EVENTS

- Cars involved restart at the rear unless a Tap-Out Rule is in effect.

### 2.6.4 TAP-OUT RULE (FEATURE ONLY)

- Used when two Cars make contact and both are assigned involvement.
- One Driver may "tap out," accepting responsibility and allowing the other to retain position.
- Procedure will be explained at the Driver's Meeting.
- If neither Driver taps out, all Cars involved restart at the rear.

### 2.6.5 DAMAGE & RACE CONTINUATION

- Cars must be safe and able to maintain Minimum Speed to rejoin the race.
- Mid-Am Officials may prevent a Car from returning for:
  - Leaks, Loose or dragging body panels, exposed components, broken suspension, tires rubbing or contacting the chassis, any unsafe or hazardous condition.

Officials' decisions are final.

## **2.6 INCIDENTS & EMERGENCY PROCEDURES (CONTINUED)**

### **2.6.6 RESTART PROCEDURE**

- Restarts are aligned using the last fully completed green-flag lap.
- Timing/Scoring and Race Control decisions are final.

### **2.6.7 ROLLOVER PROCEDURE**

- Any Driver involved in a rollover must report to the ambulance for mandatory evaluation.
- Driver may not re-enter competition until cleared by medical personnel.
- Refusal results in immediate removal from the Event.

## **2.7 PARKING (ORDERING A CAR OFF THE TRACK)**

Mid-Am may direct a Competitor to "park" the Car at any time for reasons including, but not limited to:

- Unsafe mechanical condition
- Failure to maintain minimum speed
- Rough driving or repeated contact
- Disregard for Race Control
- Violations of procedures or conduct rules

A parked Car may be required to:

- Return to the pits
- Remain parked for a specified number of laps
- Remain parked for the remainder of the Event

All parking decisions are at the discretion of Mid-Am Officials and are final.

## **2.8 REPAIRS**

### **2.8.1 REPAIR LOCATION**

- All repairs must be performed in designated pit areas.
- Any Car repaired on the racing surface or in the infield (other than by safety crews) will:
  - Restart at the rear, and
  - Be subject to additional penalties, including possible disqualification.

### **2.8.2 RE-ENTERING THE RACEWAY**

Cars may rejoin the race only when:

- It is safe to do so
- They comply with pit-out procedures
- They are cleared by the Pit Steward or a Mid-Am Official

Failure to follow re-entry procedures may result in penalties.

### **2.8.3 PIT ENTRY SPEED**

- Cars entering the pit area must slow to a reasonable or posted pit road speed.
- Failure to do so may result in penalties up to and including disqualification.
- Determining what constitutes "reasonable speed" is a judgment call of Mid-Am Officials and is final.

## **2.9 REPORTING INJURIES**

- All injuries must be reported to Mid-Am Officials and Raceway management before leaving the premises (unless the Competitor is physically unable).
- An insurance report form must be completed before leaving the Raceway to be eligible for coverage.
- Insurance will not cover unreported injuries.
- Any Driver involved in a rollover or significant accident must be checked and cleared by safety or ambulance staff before returning to the Raceway.
- Competitors consent, in advance, to the release of necessary medical records to Mid-Am in the Event of injury or death arising from participation.
- Any Competitor injured on racing premises must report the incident as soon as practicable, unless physically unable.

## 2.9 VICTORY LANE OBLIGATIONS

### VICTORY LANE PARTICIPATION REQUIRED

- The winning Driver and Car Owner (if present) must report directly to Victory Lane and participate in ceremonies, photos, interviews, and sponsor recognition.

### SPONSOR DISPLAY REQUIREMENTS

Mid-Am may display the following items in Victory Lane:

- One (1) item from a Mid-Am Series sponsor
- One (1) item from an Event sponsor
- One (1) item from a third-party company selected by Mid-Am
- One (1) item from the Car's primary sponsor

### PHOTOS & MEDIA INTERVIEWS

The winning Driver and Owner must participate in:

- Event sponsor photos
- Series sponsor photos
- TV, radio, livestream, and announcer interviews
- Guest/VIP photos
- Victory Lane activities conclude only when released by a Mid-Am Official.

### PROFESSIONAL CONDUCT

- Failure to participate or conduct unbecoming of the Series may result in penalties under **(SECTION 3.5-3.6)**.

## 2.10 FLAG SIGNALS & RACE CONTROL COMMUNICATION

Mid-Am uses standard oval-track flag signals.

All Drivers must obey all flags, Raceceiver instructions, and safety lights at all times.

Failure to comply may result in penalties.

- **Green Flag** – Start or restart
- **Yellow Flag** – Caution, reduce speed
- **Red Flag** – Stop safely
- **White Flag** – One lap remaining
- **Checkered Flag** – Race complete
- **Black Flag** – Report to pit area
- **Black w/ Orange Dot (Meatball)** – Mechanical/safety issue
- **Blue w/ Stripe** – Faster traffic approaching

### 2.10.1 FAILURE TO RECEIVE SIGNAL

- Not seeing a flag or hearing instructions does not excuse non-compliance.
- Race Control decisions are final.

### 2.10.2 RACE CONTROL AUTHORITY

If conflicting signals occur, authority is as follows (highest to lowest):

1. Raceceiver
2. Flagstand
3. Track lights

**RACE CONTROL MAY OVERRIDE ANY PRIOR INSTRUCTION FOR SAFETY OR COMPETITION.**

## 2.11 START & RESTART PROCEDURES

### 2.11.1 ORIGINAL START

- Double-file, nose-to-tail start in lanes assigned by Mid-Am.
- No passing until crossing the start/finish line on the initial start.
- The Flagstand releases the field at its discretion.

## 2.11 START & RESTART PROCEDURES (CONT)

### 2.11.2 FEATURE CONE RESTARTS

- Cone restarts are used for all Feature restarts unless Race Control instructs otherwise.
- The cone may be used a maximum of three (3) times.
- Once the lineup is confirmed, the cone is placed at a designated point on the track.
- The leader chooses inside or outside; second place takes the opposite lane.
- All other Cars choose their lane by driving past the cone.
- Lapped Cars and Cars involved in the caution may not choose and must restart at the rear.
- **No cone restarts with five (5) laps or fewer remaining.**
- Officials may switch to single-file restarts early if excessive cautions occur.

### 2.11.3 GENERAL RESTART RULES

- The leader controls the restart and may accelerate only in the designated restart zone or when shown green.
- Front-row Cars must remain even and execute a fair, consistent launch.
- All Cars must remain in their lane until the green flag/light is displayed.
- The leader may not be passed before the green.
- Jumping the start, lane violations, or contact used to improve position may result in penalties.

### 2.11.4 RESTART PASSING RULES (2026 STANDARD)

- At the display of the green flag, Cars are expected to reasonably accelerate.
- If a Car fails to reasonably accelerate at the green flag, as determined by Mid-Am Officials, the Car immediately behind may pass in the adjacent lane, except for Cars starting on the front row.
- Passing may only occur after the green flag is displayed and must be done safely.
- Intentional slow starts, brake checks, or other restart manipulation will be subject to penalty.

# **SECTION 3**



# **MID-AM**

# **RACING SERIES**

**TECHNICAL INSPECTION, PENALTIES,  
PROTESTS & CONDUCT POLICIES**

## **3.0 POST-RACE GENERAL PROCEDURES**

### **WINNER CELEBRATION -**

- The first-place Car may perform reasonable, safe celebratory actions (controlled victory lap, burnout, donuts) before reporting to Victory Lane.
- Celebrations must not endanger anyone or damage the facility.
- Mid-Am Officials may stop celebrations at any time.

### **IMPOUND & REPORTING -**

- After the cool-down lap, all Cars – except those directed to Victory Lane – must report immediately to the designated inspection area.
- Once the checkered flag is received, all Cars are under Impound, and no work may be performed unless approved by Mid-Am Tech.

### **CARS SELECTED FOR INSPECTION -**

- Mid-Am may select any Car for post-race inspection, including:
  - Podium finishers
  - Predetermined positions
  - Random selections
  - Targeted inspections as needed

### **AUTHORITY OF MID-AM TECH**

- Mid-Am Tech may inspect any Car, part, or component to determine compliance.
- Inspections may occur at the Raceway or at approved off-site or third-party facilities.

### **CONTROL OF THE IMPOUND AREA**

- Cars remain under Impound until released by Mid-Am.
- Failure to report, unauthorized work, interference, or refusal to comply may result in penalties up to and including disqualification.

## **3.1 INSPECTION AREA ACCESS**

### **AUTHORIZED PERSONNEL ONLY**

- Only Mid-Am Tech Officials, the Driver, the Car Owner, and one (1) crew member approved by Tech may enter the inspection area.
- Additional personnel may be permitted at the discretion of Mid-Am Tech.

### **TECH AUTHORITY**

- Mid-Am Tech may limit or revoke access at any time to maintain safety, preserve the integrity of inspection, or prevent interference.

### **COMPETITOR RESPONSIBILITIES**

- Authorized individuals must follow all Tech instructions immediately.
- Failure to comply may result in removal and/or penalties under **(SECTIONS 3.5-3.6)**.

### **NO WORK WITHOUT APPROVAL**

- Repairs, adjustments, or part removal may only occur when directed or approved by Mid-Am Tech.

### **NO RECORDING DEVICES**

- Competitors may not film, record, or photograph the inspection area unless explicitly permitted.
- Unauthorized recording may result in penalties.

## **3.2 INSPECTION EQUIPMENT & OFFICIAL MEASUREMENT TOOLS**

### **OFFICIAL EQUIPMENT**

- All inspections are conducted using Mid-Am-supplied gauges, templates, scales, and digital equipment. These are the official instruments for determining compliance.

### **OFFICIAL SCALES**

- The scales provided at the Raceway are the official scales.
- Weight measurements from these scales are final, unless otherwise determined by Mid-Am Tech.

## 3.2 INSPECTION EQUIPMENT & OFFICIAL MEASUREMENT TOOLS (CONT)

### CALIBRATION & ACCURACY

- Mid-Am may verify, adjust, or recalibrate any measuring device at any time.
- Competitors may not dispute inspection results based on differences with personal tools or equipment.

### SUPPLEMENTARY EQUIPMENT

- Mid-Am may use additional equipment – including digital imaging, electronic tools, portable devices, or third-party testing – to verify compliance.

### COMPETITOR EQUIPMENT

- Competitor-supplied tools or equipment may not be used to challenge or override official measurements.

## 3.3 CONFISCATION OF ILLEGAL OR NON-CONFORMING PARTS

### AUTHORITY TO CONFISCATE

- Mid-Am Tech may confiscate any part deemed illegal, non-conforming, altered, or used in violation of Mid-Am Rules.

### NO REIMBURSEMENT

- Confiscated parts become the property of Mid-Am Racing Series LLC.
- No reimbursement, credit, or replacement will be issued.

### RETENTION & DOCUMENTATION

- Confiscated items may be retained for further evaluation, training, or disposal.
- Mid-Am may document confiscated parts via photographs, video, or written description.

### REFUSAL TO SURRENDER PARTS

- Refusal to surrender an illegal or non-conforming part may result in disqualification, fines, and suspension.

### CHAIN OF CUSTODY

- Confiscated items may be placed in Tech Hold if additional testing is required.
- Parts and/or Cars remain in Mid-Am custody until inspection is complete and a final ruling is issued.

## 3.4 TECHNICAL INFRACTIONS

All inspection findings are categorized as either a Minor Infraction or a Major Infraction, based on competitive impact, intent, and safety considerations.

### 3.4.1 MINOR INFRACTION

A Minor Infraction is a violation that:

- Does not create a significant competitive advantage
- Does not compromise safety
- Does not materially impact performance
- Is unintentional or procedural in nature

#### Examples:

- *Minor measurement discrepancies*
- *Non-performance-related equipment issues*
- *Labeling or identification oversights*
- *Cosmetic or non-critical variances*

Penalties are listed in **(SECTION 3.5.2)**

### 3.4.2 MAJOR INFRACTION

A Major Infraction is any violation that:

- Provides or attempts to provide a competitive advantage
- Compromises safety
- Intentionally circumvents the Rules
- Involves altered, non-approved, or illegal parts

Examples include, but are not limited to:

#### A) ENGINE & DRIVETRAIN

- Excessive displacement
- Exceeding compression limits
- Altered or non-approved block, crankshaft, rods, valves, lifters, rocker arms, cylinder heads, intake manifolds
- Altered or non-approved flex-plate, flywheel, torque converter, clutch, transmission, or rear-end components

### 3.4.2 MAJOR INFRACTION (CONT)

#### (B) CARBURETION / INDUCTION

- Illegal or modified Carburetor spacers
- Altered boosters or metering blocks
- Milling, filing, or non-approved modifications

#### (C) FUEL & TIRES

- Altered, treated, softened, or chemically modified tires
- Non-approved tire compounds or brands
- Altered fuel, additives, oxygenators, or any substance used to modify fuel legality

#### (D) SUSPENSION, CHASSIS, BRAKES

- Non-approved or altered suspension or steering components
- Illegal brake components
- Non-approved shocks or modified shock components

#### (E) TEARDOWN / INSPECTION VIOLATIONS

- Failure or refusal to disassemble required components
- Failure or refusal to surrender parts (**SEE SECTION 3.3**)
- Attempts to hide, obstruct, or alter components before or during inspection

#### (F) PROHIBITED SYSTEMS

- Traction control
- Telemetry systems or devices that provide real-time data to the Car or Competitor
- Any electronic/mechanical device used to alter performance outside driver control

Penalties for Major Infractions are listed in (**SECTION 3.4.2**)

## 3.5 COMPETITION INFRACTIONS & PENALTIES

- Penalties may be issued for violations of any Mid-Am Rule, procedure, or Official directive.
- Penalties are based on the nature of the infraction, competitive impact, safety implications, and whether it was intentional.
- Mid-Am may apply one or multiple penalties for any incident.

### 3.5.1 MINOR INFRACTION PENALTIES

A Minor Infraction (**DEFINED IN SECTION 3.4.1**) may result in one or more of the following penalties:

- Warning (verbal or written)
- Probation for one (1) race up to one (1) calendar year
- Loss of practice time at the next Event
- Loss of starting position at the next Event
- Black flag during the Event
- Parking for the remainder of the Event
- Disqualification from any portion of the Event, including qualifying or Heat Races

### 3.5.2 MAJOR INFRACTION PENALTIES

A Major Infraction (**DEFINED IN SECTION 3.4.2**) may result in one or more of the following penalties:

- Disqualification from the Event, awarded last-place points (0 points) and no pay
- Suspension from one (1) race up to thirteen (13) months
- Fine up to \$1,000 per incident
- Loss of eligibility for awards, bonuses, or contingency programs
- Referral to POWAR for additional review (when applicable)
- Equipment confiscation (**SEE SECTION 3.3**)

### 3.5.3 TECH REFUSAL PENALTIES

A refusal to participate in a required inspection, teardown, or protest-related disassembly is treated as a Major Infraction and results in:

- The Car being declared illegal
- Forfeiture of all points and earnings for the Event
- An automatic \$200 fine
- Additional penalties at Mid-Am's discretion, including suspension

## 3.5 COMPETITION INFRACTIONS & PENALTIES (CONT)

### 3.5.4 CONDUCT-RELATED PENALTIES

Conduct violations — including behavior, interference, or actions that disrupt Event operations — may result in:

- Warning or probation
- Fines
- Disqualification
- Suspension
- Referral to POWAR
- Ejection from the Event (**SEE SECTION 3.6.1**)

Conduct violations include, but are not limited to:

- Verbal abuse directed at Officials or Competitors
- Threatening, intimidating, or disruptive behavior
- Public statements or Social Media posts that materially harm Mid-Am, Officials, Competitors, or sponsors
- Actions that impede inspection, protest procedures, or Event operations
- Attempts to interfere with Tech during Impound or teardown

## 3.6 UNSPORTSMANLIKE CONDUCT

Unsportsmanlike conduct includes any action that disrupts, threatens, or interferes with:

- The safety of Officials or Competitors
- The orderly operation of an Event
- The integrity of competition
- The inspection or protest process

These standards apply at all times, including:

- On-track
- In the pits
- During Tech
- Anywhere on Raceway property
- During protests
- On Social Media
- Any interaction with Mid-Am Officials

Mid-Am Officials have full discretion to determine whether conduct is unsportsmanlike.

Examples include, but are not limited to:

- Verbal abuse or profanity directed at Officials or Competitors
- Threatening, intimidating, or confrontational behavior
- Aggressive physical actions or attempts to strike another individual
- Interference with Tech procedures, protests, or post-race inspection
- Refusal to follow instructions or repeated argumentative behavior
- Tampering with a Car while it is under Impound or Tech Hold
- Any behavior that materially harms the Series, the sport, or the Event environment

Penalties for unsportsmanlike conduct are listed in (**SECTION 3.5**)

### 3.6.1 EVENT EJECTION POLICY

A Mid-Am Official may immediately eject any Competitor, Crew Member, or individual whose actions:

- Jeopardize safety
- Interfere with Tech procedures
- Violate conduct standards
- Disrupt Event operations

An ejected individual must leave all Restricted Areas immediately and may not return that day unless expressly permitted by Mid-Am Officials.

Ejection from an Event is not appealable.

However, penalties resulting from the incident (fines, suspensions, points, etc.) may be appealed through the process in (**SECTION 3.12.1**)

Ejection may also result in additional penalties under (**SECTION 3.6.1**), including suspension or referral to POWAR.

### 3.6.2 INDEFINITE BAN CLAUSE

Any Car, Driver, or Competitor may receive an indefinite ban for severe conduct violations, intentional rule violations, or actions that compromise the safety, integrity, or fairness of competition.

Individuals subject to an indefinite ban may submit a written appeal once per year, between January 1 and January 31, for review by the Mid-Am Competition Committee.

If reinstated, Mid-Am may impose conditions or probation terms as part of the reinstatement.

The Indefinite Ban Clause is reserved for the most serious violations and exists to protect the safety, credibility, and integrity of the Mid-Am Racing Series.

### **3.7 TECHNICAL PROTESTS**

A protest is a formal request by an eligible Competitor for Mid-Am Tech to inspect another Car for a potential violation that may create a significant competitive advantage.

All protests must follow the procedures in **(SECTION 3.7)**

Mid-Am retains full authority to accept, deny, expand, or modify any protest based on Event conditions or new information discovered during inspection.

#### **3.7.1 PROTEST ELIGIBILITY**

1. They competed in the Event, and
2. They finished within the top six (6) on the lead lap or are top ten (10) in current Mid-Am points

#### **ADDITIONAL RULES:**

- Protests must be filed within 15 minutes of the conclusion of the Event.
- A Mid-Am Protest Form must be completed and submitted directly to Mid-Am Tech.
- No anonymous or unsigned complaints will be accepted **(SEE SECTION 3.15)**.
- Counter-protests are not permitted.

#### **3.7.2 FILING PROCEDURES**

- The protest must clearly identify the specific component or system being protested.
- The protesting Competitor must pay the applicable protest fee at the time of filing.
- Mid-Am may also inspect the protesting Competitor's Car for the same item(s) being protested.
- The protested Competitor must remove required parts for inspection or submit parts for off-site testing if directed.
- Mid-Am Tech may expand the inspection if additional issues are discovered.
- Refusal to comply with a protest inspection triggers the penalties listed in **(SECTION 3.5.3)**
- Mid-Am may decline any protest that is frivolous, retaliatory, vague, or not in the interest of fair competition.

#### **3.7.3 PROTEST CATEGORIES & FEES**

- Visual / External Inspection – \$50 (Carburetor check, mounts, external measurements, etc.)
- Fuel, Tire, or Shock Protest – \$100 each, plus laboratory testing fees
- Major Removal or Disassembly of Part(s) – \$500
- Engine Part Requiring Disassembly – \$750
- Crate Engine Removal for Dyno Testing – \$1,000 plus dyno fees
- Other or Specialty Protest – At Mid-Am's discretion

#### **3.7.4 PROTEST FEE BREAKDOWN**

- All required inspection expenses (labor, tools, gaskets, fluids, rentals, testing, dyno time, transport, etc.) will be deducted from the protest fee.
- After expenses, 25% of the remaining balance is automatically retained by Mid-Am to cover administrative and processing costs (non-refundable).
- If the protested Car is found legal, the remaining balance—after expenses and the Mid-Am portion—is paid to the protested Competitor as compensation for teardown inconvenience.

### **3.8 SOCIAL MEDIA POLICY (CONDUCT & PENALTIES)**

The Mid-Am Racing Series recognizes social media as a valuable tool for communication and promotion. Competitors and Officials must uphold the values and integrity of the Series in all online activity.

This policy applies to all platforms, including public posts, private groups, direct messages, and any other digital communication.

#### **3.8.1 EXPECTATIONS FOR COMPETITORS**

##### **PROFESSIONAL CONDUCT**

All posts, comments, photos, videos, and messages must remain respectful and professional toward Mid-Am, Officials, Competitors, teams, sponsors, and fans.

##### **PUBLIC NATURE OF CONTENT**

Social media should be treated as public communication at all times. Deleted content may still exist through screenshots or archives.

## **3.8 SOCIAL MEDIA POLICY (CONDUCT & PENALTIES)(CONT)**

### **PROTECTION OF PERSONAL INFORMATION**

Competitors may not disclose private, personal, or confidential information involving Mid-Am, Officials, Competitors, sponsors, or Series operations.

### **ZERO TOLERANCE AREAS**

The following conduct is strictly prohibited:

- Bullying or harassment
- Threats or intimidation
- Discriminatory or abusive behavior
- Statements that harm the reputation or business interests of Mid-Am, its Officials, Competitors, or partners

### **REPRESENTATION OF MID-AM**

Freedom of speech does not exempt Competitors from consequences.

Statements that materially harm the Series may result in penalties under (**SECTION 3.5-3.6**)

### **COPYRIGHT COMPLIANCE**

Competitors must respect copyright, licensing, and fair-use guidelines when posting content.

#### **3.8.2 PROHIBITED ONLINE CONDUCT**

The following actions are prohibited and may result in penalties under (**SECTION 3.5-3.6**)

- Public accusations of cheating or rule violations
- False, misleading, or defamatory statements that harm the Series or its participants
- Personal attacks on Officials, Competitors, teams, or staff
- Posts that incite hostility, escalate disputes, or damage the reputation of Mid-Am, its tracks, partners, or sponsors
- Posting content from Restricted Areas (**SEE SECTION 3.1**)

#### **3.8.3 PENALTIES FOR SOCIAL MEDIA VIOLATIONS**

Violations may result in one or more of the following penalties:

• Warning or probation	• Disqualification
• Fines	• Suspension from competition
• Loss of points or finishing position	• Ejection from an Event
• Referral to POWAR	

Severity is determined by the intent, impact, and nature of the violation.

## **3.9 GENERAL SUSPENSION TYPES**

Suspensions may be issued for violations of rules, procedures, conduct standards, or safety expectations.

All suspensions fall into one of the following categories:

### **3.9.1 MID-AM ONLY SUSPENSION**

A suspension that applies only to Mid-Am-sanctioned Events.

Characteristics:

- Typically used for less severe offenses
- Not automatically submitted to POWAR
- Duration may range from one (1) Event up to one (1) calendar year
- May include additional terms such as probation, fines, or conditions
- Appeals follow the Mid-Am Appeals Process (**SECTION 3.10**)

### **3.9.2 POWAR-ELIGIBLE SUSPENSION**

A suspension may be submitted to POWAR (Promoters of Wisconsin Auto Racing) when the violation involves:

- Severe conduct
- Major safety issues
- Major competition infractions

When submitted to POWAR:

- The suspension may be recognized by all POWAR member tracks and organizations
- The Competitor becomes subject to POWAR's review
- Appeals follow the POWAR Appeals Process (**SECTION 3.11**)

## **3.10 MID-AM APPEALS PROCESS**

The right of appeal applies only to penalties designated as appealable by Mid-Am.

Appeals ensure fairness but are not intended to re-argue judgment calls, scoring decisions, or Event Ejections.

Indefinite bans are handled through the reinstatement process (**SECTION 3.6.2**) and are not subject to the standard three-day appeal window.

### **3.10.1 APPEAL REQUESTS**

Appeals must be submitted within five (5) business days of the public penalty notice.

The request must include all supporting evidence and relevant information.

Mid-Am will review the submission and determine whether the appeal is accepted for formal review.

If accepted, Mid-Am may conduct interviews, review video, and evaluate any relevant evidence.

Appeal decisions are final.

### **HOW TO SUBMIT AN APPEAL**

#### **A. EMAIL SUBMISSION**

ATTN: Competition Committee  
admin@midamracing.com

#### **B. MAILED SUBMISSION**

Mid-Am Racing Series (ATTN: Competition Committee)  
PO BOX 4 Posen, IL 60469

### **APPEALS MUST INCLUDE:**

- Name, Car number, and contact information
- The penalty being appealed
- A clear explanation of the grounds for appeal
- Any supporting evidence or documentation

Incomplete appeals may be dismissed without review.

### **3.10.1.1 SUBMISSION VERIFICATION**

The Competitor is solely responsible for ensuring an appeal is properly submitted, transmitted, and received by Mid-Am within the required timeframe. Mid-Am assumes no responsibility for emails or mailed appeals that are lost, blocked, misaddressed, delayed, or otherwise not received.

#### **Email Verification Requirements**

- The Competitor is fully responsible for ensuring the email appeal is successfully transmitted.
- A valid appeal must include verifiable proof of submission, such as:
  - A sent-email timestamp from the Competitor's email provider
  - A copy of the message from the Competitor's "Sent" folder
  - Mid-Am is not responsible for lost, undelivered, or misrouted emails.
  - An email appeal is not considered received unless Mid-Am issues a written confirmation email.
  - If confirmation is not received within 24 hours, the Competitor must follow up.
  - Failure to obtain written confirmation means the appeal was not received and will not be reviewed.
- Mail Verification Requirements
  - Competitors are strongly encouraged to use certified mail or a trackable delivery service (USPS Certified, UPS, FedEx, etc.).
  - Mid-Am is not responsible for lost, delayed, or misdirected mail.
  - A mailed appeal is not considered received unless Mid-Am issues written confirmation of receipt.
  - Failure to obtain written confirmation means the appeal was not received and will not be reviewed.

### **FINAL BURDEN OF PROOF**

The burden of proof of submission lies entirely with the Competitor. Appeals that do not receive written confirmation from Mid-Am within the required deadline are considered not filed.

### **3.10.2 APPEARANCE OF COMPETITOR**

- The Competitor may participate in the appeal hearing via teleconference.
- No representatives, crew members, advisors, or attorneys may participate in place of the Competitor.
- Frivolous, misleading, or bad-faith appeals may be dismissed immediately and may result in further penalties at Mid-Am's discretion.

### **3.10.3 COMPETITION COMMITTEE REVIEW**

Upon receipt of a valid appeal, Mid-Am will convene the Competition Committee to review the matter.

The Committee may:

- Uphold the original penalty
- Reduce the penalty
- Increase the penalty
- Modify any portion of the penalty
- Forward the matter to POWAR for additional review when appropriate

Decisions are based on available evidence and the best interest of Series integrity and safety.

### **3.10.4 FINALITY OF MID-AM DECISIONS**

Decisions made by the Competition Committee are final and non-litigable.

No further appeals, reviews, or legal actions will be recognized by Mid-Am.

### **3.10.5 COMPETITION COMMITTEE MEMBERS (2026)**

• Bill Prietzel	• Eddie Wolf
• Steve Bechtel	• Joe Shelby
• Josh Nelms	• Russell Willingham

Committee membership may be updated at Mid-Am's discretion.

## **3.11 POWAR SUSPENSION POLICY**

Suspensions submitted to POWAR are subject to POWAR's guidelines, enforcement, and appeal procedures. Mid-Am will honor all POWAR-issued suspensions affecting its Competitors.

A Competitor suspended by POWAR is not eligible to participate in any Mid-Am Event until officially cleared through the POWAR process.

Mid-Am and POWAR operate independently. POWAR is not required to honor every Mid-Am suspension, and Mid-Am is not required to honor every POWAR suspension; however, both organizations generally recognize each other's rulings to promote consistent safety and conduct standards.

### **3.11.1 RECOGNITION OF POWAR SUSPENSIONS**

Suspensions submitted by Mid-Am to the POWAR office may be reviewed and, if accepted, enforced by all POWAR member raceways and organizations.

#### **POWAR SUSPENSIONS MAY INCLUDE CONDITIONS SUCH AS:**

- Fines
- Conduct requirements
- Probation
- Mandatory meetings or reinstatement steps

A POWAR suspension remains in effect across all POWAR member organizations until officially cleared through the POWAR appeal process.

The POWAR Committee may:

- Uphold the suspension
- Modify the suspension
- Disallow the suspension entirely

### **3.11.2 POWAR APPEAL COMMITTEE**

Appeals of POWAR-recognized or POWAR-issued suspensions are handled by the POWAR Appeal Committee.

Committee Structure:

- Appeals of POWAR-recognized or POWAR-issued suspensions are reviewed by POWAR in accordance with POWAR's internal processes.
- Members may not represent any Raceway or Series in which the Competitor currently participates
- Once the Committee reaches a decision, POWAR will notify Mid-Am and the Competitor.

## **3.11.1 RECOGNITION OF POWAR SUSPENSIONS (CONT)**

### **3.11.3 FILING A POWAR APPEAL**

A Competitor wishing to appeal a POWAR suspension must submit their appeal within five (5) business days of receiving the suspension notice.

All POWAR appeals must be submitted using the same email and mailing procedures outlined in (**SECTION 3.10.1 APPEAL REQUESTS**) and must follow the verification and confirmation requirements in (**SECTION 3.10.1.1 "SUBMISSION VERIFICATION"**).

The Competitor is fully responsible for ensuring the appeal is properly submitted and confirmed received by Mid-Am. Mid-Am will forward the appeal and all supporting materials to POWAR upon receipt.

Competitors do not submit appeals directly to POWAR.

Filing a POWAR appeal does not delay or pause the suspension unless POWAR explicitly grants temporary relief.

### **3.11.4 WHEN POWAR APPEALS APPLY**

A Competitor may submit a POWAR appeal when:

- They choose to compete at a POWAR member facility while serving a Mid-Am suspension that Mid-Am has submitted to POWAR for recognition, or
- They believe a Mid-Am-issued, POWAR-eligible suspension was submitted to POWAR unfairly and are seeking additional review through POWAR.

Competitors suspended directly by POWAR must use the POWAR Appeal Process exclusively. Mid-Am cannot modify, shorten, or override any POWAR ruling.

### **3.11.5 FINALITY OF POWAR DECISIONS**

Decisions issued through the POWAR appeal process are final.

All POWAR member raceways and organizations – including Mid-Am – will honor and enforce POWAR's final ruling. Mid-Am cannot alter, modify, shorten, or override any decision made through the POWAR appeal process.

## **3.12 REINSTATEMENT PROCEDURES**

Reinstatement governs how a Competitor may return to competition following a suspension issued by Mid-Am or recognized through POWAR.

A suspended Competitor may not participate in any Mid-Am Event until officially reinstated under the procedures below.

### **3.12.1 MID-AM REINSTATEMENT**

Competitors suspended by Mid-Am must complete their full suspension term unless Mid-Am modifies the penalty.

To be reinstated, the Competitor must:

1. Complete the full suspension term.
2. Satisfy all fines, penalties, or conditions issued by Mid-Am.
3. Be in good standing with Mid-Am at the time of reinstatement.
4. Attend a reinstatement meeting if requested by Mid-Am.
5. Reinstatement becomes effective only when confirmed by Mid-Am in writing.

### **3.12.2 POWAR REINSTATEMENT**

- Competitors suspended through POWAR must complete the reinstatement process required by POWAR.

To be reinstated:

- POWAR must officially clear the suspension.
- Mid-Am must receive confirmation of clearance from POWAR.
- The Competitor must satisfy any unrelated Mid-Am obligations (fines, conditions, etc.).
- Mid-Am cannot alter, shorten, or override any POWAR suspension.
- A Competitor remains ineligible until POWAR clearance is received.

### **3.12.3 INDEFINITE OR OPEN-ENDED BANS**

Indefinite bans are not eligible for the standard appeal process.

Competitors subject to an indefinite ban may request reinstatement once per calendar year.

#### **REQUESTS MUST:**

- Be submitted in writing to Mid-Am
- Include any information the Competitor believes relevant to reinstatement

#### **MID-AM MAY:**

• Reinstate the Competitor	• Impose additional conditions
• Deny reinstatement	• Extend the ban if warranted

Each request is reviewed independently regardless of prior outcomes.

### **3.12.4 CONDITIONS OF RETURN**

Mid-Am may impose additional conditions for reinstatement, including but not limited to:

• Probation (term set by Mid-Am)	• Additional inspections or oversight
• Conduct requirements	• Loss of accumulated points
• Completion of outstanding fines or penalties	• Limitations on Event participation until conditions are met

Failure to comply with reinstatement conditions may result in immediate re-suspension.

### **3.12.5 FINALITY OF REINSTATEMENT DECISIONS**

- Reinstatement decisions made by Mid-Am are final and not subject to appeal.
- Reinstatement granted by POWAR is governed solely by POWAR and cannot be reviewed or modified by Mid-Am.
- Mid-Am retains the authority to deny reinstatement based on conduct, safety concerns, or the best interest of the Series.

## **3.13 ADDITIONAL DISCIPLINARY ACTIONS**

Mid-Am may issue disciplinary actions separate from, or in addition to, suspensions. These penalties address conduct, safety, or competition violations that do not rise to suspension level or that require supplemental consequences.

#### **3.13.1 PROBATION**

- A Competitor may be placed on probation for a specified period.
- Any further violations during probation may result in increased penalties, including suspension.

#### **3.13.2 FINES**

- Mid-Am may issue monetary fines.
- Fines must be paid in full before a Competitor may participate or receive Series benefits.
- Unpaid fines may result in further penalties.

#### **3.13.3 POINT PENALTIES**

- Mid-Am may deduct race, Event, or season points for violations affecting competition integrity or safety.
- Point penalties are final unless specifically designated as appealable.

#### **3.13.4 EVENT REMOVAL**

- Mid-Am may remove a Competitor from an Event for conduct, safety, or competition-related violations.
- Event removal may include loss of finish, points, or Payout.
- Event removal is not appealable.

#### **3.13.5 EVENT EJECTION POLICY**

A Mid-Am Official may immediately eject any Competitor, Crew Member, or individual whose actions:

- Jeopardize safety
- Interfere with Tech procedures

An ejected individual must leave all Restricted areas immediately and may not return that day unless expressly permitted by Mid-Am Officials.

#### **EJECTION FROM AN EVENT IS NOT APPEALABLE.**

However, penalties resulting from the incident (fines, suspensions, points, etc.) may be appealed through the process in **(SECTION 3.12.)**

Ejection may also result in additional penalties under **(SECTION 3.5-3.6)**, including suspension or referral to POWAR.

## **3.13 ADDITIONAL DISCIPLINARY ACTIONS (CONT)**

### **3.13.6 INDEFINITE BAN CLAUSE**

- Any Car, Driver, or Competitor may receive an indefinite ban for severe conduct violations, intentional rule violations, or actions that compromise the safety, integrity, or fairness of competition.
- Individuals subject to an indefinite ban may submit a written appeal once per year, between January 1 and January 31, for review by the Mid-Am Competition Committee.
- If reinstated, Mid-Am may impose conditions or probation terms as part of the reinstatement.
- The Indefinite Ban Clause is reserved for the most serious violations and exists to protect the safety, credibility, and integrity of the Mid-Am Racing Series.

### **3.13.7 CONDITIONS OF PARTICIPATION**

- Mid-Am may require conditions for continued participation, including equipment corrections, conduct requirements, meetings, or other restrictions.
- Failure to meet conditions may result in additional penalties.

### **3.13.8 REFERRAL TO POWAR OR OTHER ORGANIZATIONS**

Mid-Am may refer violations to POWAR or another governing body for broader review when appropriate.

## **3.14 REPORTS & ANONYMOUS COMPLAINTS**

Mid-Am reviews all legitimate reports submitted in good faith.

However:

- Anonymous complaints, unsigned submissions, or vague accusations will not be acted upon.
- Competitors are encouraged to communicate concerns directly and professionally to Mid-Am Officials.

**FALSE OR MALICIOUS COMPLAINTS MAY RESULT IN PENALTIES.**

# **SECTION 4**



# **MID-AM**

# **RACING SERIES**

**GENERAL SAFETY &  
EQUIPMENT REQUIREMENTS**

## **4.0 GENERAL SAFETY & RESPONSIBILITY**

Safety is the highest priority of the Mid-Am Racing Series.

The requirements in this chapter establish the minimum acceptable standards for Driver equipment, vehicle safety systems, and cockpit protection.

Every Competitor is responsible for ensuring that their Car and personal safety equipment meet or exceed these standards at all times.

Mid-Am may prohibit any Car, component, or equipment that is unsafe, damaged, improperly installed, expired, or otherwise inadequate.

Compliance with these Rules is required for participation.

Mid-Am may update or revise safety requirements at any time.

## **4.1 MANDATORY DRIVER SAFETY P.P.E.**

### **4.1.1 FIRE SUIT**

- Suit must be clean and free of holes, tears, burns, fuel/oil saturation, or excessive wear.
- One of the following is required:
  - **A)** SFI-rated double-layer fire suit, or
  - **B)** SFI-rated single-layer suit with fire-resistant long underwear (top and bottom).

### **4.1.2 HELMET**

- Full-face helmet meeting **Snell SA2020, FIA 8859-2015, FIA 8860** or newer.
- Shield must function properly and provide unobstructed vision.
- No motorcycle (M-rated) helmets permitted.

### **4.1.3 GLOVES, SHOES & SOCKS**

- Fire-resistant gloves required.
- Fire-resistant shoes required.
- Fire-resistant socks required.

### **4.1.4 HEAD-AND-NECK RESTRAINT (HNR)**

- SFI- or FIA-certified HNR required at all Events.
- Device must be worn and connected properly.
- Tethers must be in safe condition.

### **4.1.5 EQUIPMENT CONDITION**

Mid-Am may reject any damaged, expired, or improperly maintained safety equipment.

## **4.2 RECOMMENDED COMPETITOR SAFETY P.P.E.**

- Fire-resistant underwear, head socks, and socks (TPP 19+ preferred).
- Anyone entering the Designated Pit Area is encouraged to wear a fire-resistant uniform and motorsport-rated shoes.
- Anyone fueling or handling fuel should use:
  - One-piece fire-resistant uniform
  - Fire-resistant gloves & shoes
  - Fuel-resistant apron
- All P.P.E. should be clean, well maintained, and free of damage or contamination.

## **4.3 SEAT BELT RESTRAINT SYSTEM**

Each Driver is solely responsible for ensuring that their restraint system is approved, current, correctly installed, and properly used.

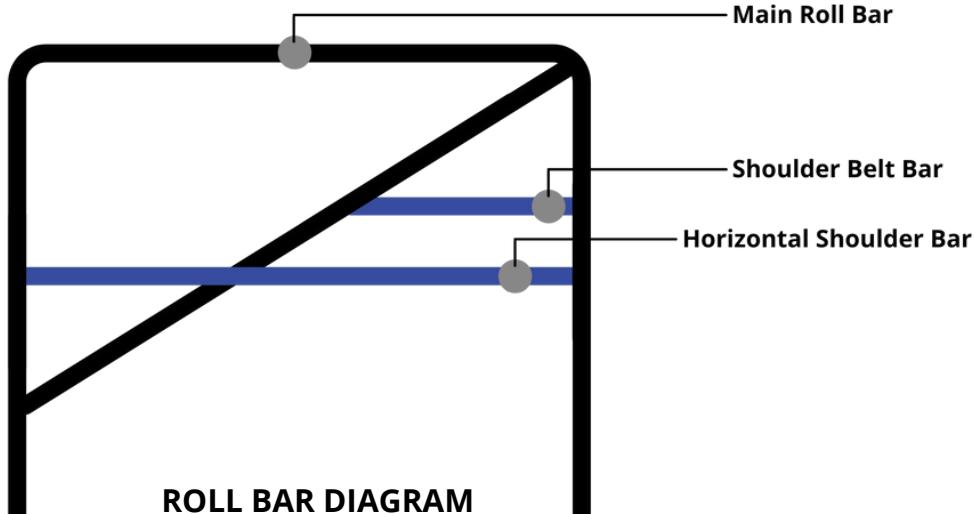
### **System Requirements**

1. A current, non-expired 5-point harness, maximum webbing width 3", approved by SFI or FIA.
2. No mixing of brands.
3. Approved Release Types:
  - Latch Lever with accidental-release safeguard
  - Cam Lock with minimum 30° rotation release

## 4.0 GENERAL SAFETY & RESPONSIBILITY (CONT)

### 4.3.1 SHOULDER BELT MOUNTING REQUIREMENTS

- Shoulder belts must mount to a horizontal shoulder bar or shoulder belt bar.
- Y-type harnesses are not permitted.
- Seat must have single or double-open belt slots with finished edges or grommets.
- Wrap-around mounting is allowed only if belts do not cross behind the driver and are captured by a guide to prevent lateral movement.
- Shoulder belts may cross behind the driver only when using tab-style mounts (not wrap-around).



### 4.3.2 RESTRAINT INSTALLATION NOTES

- Belts must follow a straight, unobstructed path from mounting points through seat openings to the latch.
- Lap belts must align properly with adjusters and hardware.
- Left-side adjuster must be part of the latch assembly; right-side adjuster may be located anywhere except the frame tab.
- 3-bar sliders must be installed per manufacturer instructions and positioned outside the seat opening.
- Wrap-around and hook/eye-bolt mounts are not permitted. Only tab-style mounts allowed.
- Must be secured using Grade 5 or higher fasteners.
- Date of manufacture or expiration must remain visible at all times.

## 4.4 SEAT & HEAD SURROUND REQUIREMENTS

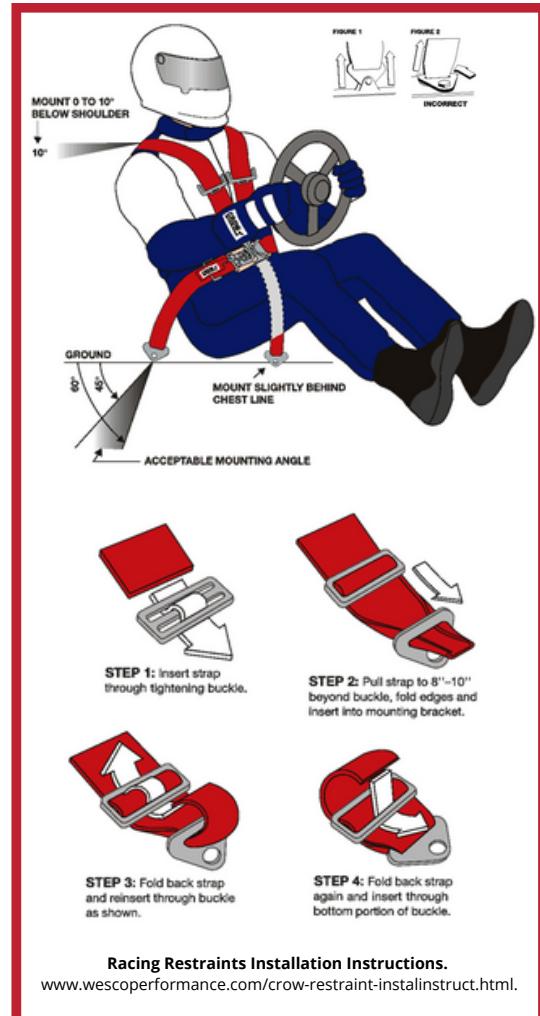
It is the driver's responsibility to ensure proper installation, use, and maintenance of all seat components.

### 4.4.1 GENERAL GUIDELINES

1. Professionally manufactured high-back aluminum racing seat with head supports is required. Full-containment seats are allowed but not required.
2. Seat centerline must be at least 16½" from the inside of the door bars.
3. No modifications/drilling for weight reduction.
4. All seat coverings must be flame-retardant.

### 4.4.2 HEADREST / HEAD SURROUND ASSEMBLY

1. Must provide rigid support on both sides and behind the helmet, with adequate forward clearance.
2. Headrest/head surround area must be securely rear-braced to the roll cage.
3. Optional head nets or strap-style supports must include a quick-release accessible to the driver.



## 4.0 GENERAL SAFETY & RESPONSIBILITY (CONT)

### 4.4.3 SEAT MOUNTING (CONT)

- Upper seatback must be mounted to the horizontal shoulder bar (or a securely welded bracket attached to it) using 2 (two)  $\frac{3}{8}$ " Grade 5 or higher fasteners with large-diameter washers.
- Seat bottom must be attached to the vehicle structure using at least 2 (two) Grade 5 or higher fasteners, with large washers when mounting through aluminum.
- Rib/chest supports must:
  - Allow unrestricted driver entry/exit
  - Provide continuous support from seatback to chest
  - Not interfere with the natural path or alignment of any seat belt
- All seat-mount hardware must be magnetic steel using Grade 5 or higher fasteners
  - No rivnuts, sheet-metal screws, self-tappers, or similar fasteners.

## 4.5 WINDOW NETS & ROLL CAGE PADDING

- Ribbon-style nets only; no mesh-style nets.
- Minimum 12" driver-side window net made of rib-type material with  $\frac{3}{4}$ "–1" ribs.
- Triangle head-protector window net recommended.
- Roll cage padding mandatory anywhere the driver may contact.
- Window nets may not be attached with rivets.
  - Mounts must be magnetic steel rod or thick flat steel welded to the cage.
- When closed, the net must fit tightly and latch securely using:
  - Lever-type quick-release latch only
  - Latch mounted at the top, on the front roof bar
  - Seat-belt style releases not permitted
- Must not be faded, brittle, torn, or frayed.

## 4.6 FIRE SUPPRESSION & COCKPIT SAFETY

- All cracks, holes, and openings in the cockpit must be sealed to prevent fire, fluids, or debris from entering the Driver compartment.
- Teams are strongly encouraged to keep a minimum 10lb fire extinguisher in their pit area.

### 4.6.1 APPROVED SUPPRESSION DEVICES

- Each Car must be equipped with one (1) approved fire safety device.
- All onboard and handheld fire suppression devices must carry a current SFI, FIA, or equivalent motorsport certification label.

#### OPTION A — HANDHELD FIRE EXTINGUISHER (MINIMUM REQUIRED IF NO ONBOARD SYSTEM)

- Each Car must have one (1) handheld fire extinguisher meeting the following requirements:
- Minimum size: 2½lb
- Securely mounted in the cockpit
- Easily accessible to the Driver
- Fully charged with a readable pressure gauge or dated service tag
- Mounted using proper brackets
- No zip ties or hose clamps

#### OPTION B — ONBOARD FIRE SUPPRESSION SYSTEM (RECOMMENDED ALTERNATIVE)

- An onboard fire suppression system may be used in place of a handheld extinguisher unless otherwise mandated by the track or venue.
- If installed, the system must be:
  - Fully charged
  - Properly mounted
  - Plumbed with at least one nozzle directed at the Driver area
  - A second nozzle directed toward the fuel cell area is strongly recommended

### 4.6.2 MAINTENANCE

Extinguishers must be replaced if discharged, expired, damaged, or lacking certification.



# **SECTION 5**



# **MID-AM**

# **RACING SERIES**

**FUEL, COOLING SYSTEM,  
SUSPENSION, DRIVETRAIN,  
EXHAUST, CARB**

## 5.0 FUEL CELL

### GENERAL

- A fuel cell is required and must be mounted in the trunk area, centered between the frame rails, and positioned as far forward from the rear bumper as possible.
- The fuel cell must remain in a square or rectangular shape for capacity verification.
- The cell must be securely mounted inside an approved container and centered between the frame rails.
- Bladder-type fuel cells are highly recommended.
- Fuel pick-up must be metal and located on the top of the cell.
- Vent line must contain a check valve within 12" of the outlet.
- Fuel cell can must be constructed of minimum 20-gauge steel.
- **(SEE SECTION 7.4)** for additional fuel-cell requirements and installation specifications.

## 5.1 FUEL LINES

- Fuel lines must be routed and mounted to minimize exposure to damage, typically on the front side of the fuel pump or along protected chassis areas.
- Any fuel line routed through the Driver's compartment must be:
  - Clearly marked, and
  - Fully enclosed in continuous metal tubing.
- Fuel lines may be flexible or rigid, but the following are not allowed: rubber vacuum hose; clear hose; plastic line of any type; or plastic pressure lines.
- All fuel lines must be securely fastened and protected from heat, abrasion, sharp edges, and moving parts.

## 5.2 FUEL PUMP

- Only O.E.M. mechanical fuel pumps permitted.
- No fuel injection, electric pumps, or any pressurized fuel systems.
- Minimum 1" clearance required around the fuel pump.
- Engine crossmember may be notched only for pump clearance and must be plated.

## 5.3 FUEL FILTER / FUEL SAFETY CHECK VALVE

- No plastic or glass fuel filters are permitted.
- A spring-loaded, one-way fuel safety check valve meeting Oberg-style design and safety standards is required.
  - The check valve must be installed within 12" of the fuel cell outlet.

## 5.4 FUEL

- Maximum fuel grade is 110 octane (blended fuels permitted).
- Fuel may not contain more than 15% ethanol.
- Competitors must be prepared to drain fuel for inspection upon request.
- No fuel coolers permitted.
- No oxygenated or performance-enhancing additives unless specifically allowed in a supplemental rule.
- Fuel must pass dielectric testing and any additional chemical analysis required by Mid-Am or the host facility.

## 5.5 COOLING SYSTEM

- Radiator must be of stock configuration and mounted in the stock location.
- Minimum 18-gauge fan shield covering the upper 180° of the fan is required.
- **Cooling system must include either:**
  - A minimum 2-quart overflow container, OR
  - A vent tube routed to a visible location where the Driver can observe coolant discharge.
- Any coolant discharge must be directed away from the racing surface and tires.
- No radiator or fan shrouds may protrude through the hood.
- No cooling system components may be located in the Driver's compartment.
- No antifreeze or Dex-Cool permitted.

## 5.6 SUSPENSION

### GENERAL

- All suspension components must remain stock and in the stock location, except where otherwise stated.

### 5.6.2 FRONT SUSPENSION

- Front upper control arms may be replaced with one-piece tubular A-arms, maximum 9½" length.
- Bushed shafts only; no heims, mono-balls, spherical bearings, or bearings permitted.
- Must mount to O.E.M. upper control arm mounting pads.
- No relocation, slotting, or modification of mounting points permitted.

### 5.6.3 REAR SUSPENSION

- Rear trailing arms must be stamped, one-piece O.E.M.-type.
- No tubular, fabricated, adjustable, or multi-piece trailing arms permitted.
- No mono-balls, spherical bearings, or bearings permitted.

### 5.6.4 REAR SUSPENSION BUSHINGS

- Rear suspension bushings (control arms and rear-end housing) must be stock style and design.
- Rubber or urethane only; full-width, non-offset, maintaining stock dimensions.
- No heims or spherical bushings permitted.

### 5.6.5 SUSPENSION TRAVEL

- Rear-end travel-limiting chains (if used) must allow a minimum of 2" of suspension travel past legal ride height.
- All front suspension components must allow a minimum of 2" of suspension travel past legal ride height.
- Travel requirements are enforced consistently with (**SECTION 5.7**)

## 5.7 SHOCKS

### GENERAL SHOCK RULES

- Shocks must be stock-style, off-the-shelf construction with no exotic/non-approved internals; max cost \$210 total; no Schrader valves or gas-charging; IMCA valve allowed.

### 5.7.1 PENALTIES FOR SHOCK VIOLATIONS

- Shock violations result in a 13-month suspension, \$1,000 fine, and Mid-Am may publicly disclose confiscated shocks and violations.

### 5.7.2 SHOCK TECH

- All shocks must have minimum 2" of travel (compression and rebound) in the mounted position.
- Mid-Am may compress and hold the front end; upon release, the Car (Driver seated) must return to legal frame and body height within 13 seconds.
- Shocks may be impounded at any time for dyno inspection or teardown.
- Shocks may be protested.
- The rise-time test will be performed on a flat, Mid-Am-designated surface, with the Driver seated in normal position.

### 5.7.3 APPROVED SHOCKS

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

## 5.8 SPRINGS

- Springs must be magnetic steel.
- One 5½" x 8½" coil spring per corner.
- No trick or progressive springs.

## 5.9 SCREW JACKS

- One screw-jack adjuster permitted per wheel (front & rear).

## 5.10 HUBS

- Approved safety hubs required.
- Full-face steel hubs only (front and rear).

## **5.11 BALL JOINTS FINAL RULES WEEK OF 12/15**

- Lower ball joints must retain stock O.E.M. pin length.
- Upper ball joints may utilize up to  $\frac{1}{2}$ -inch additional pin length.

### **APPROVED HOWE BALL JOINTS**

- **UPPER:**
  - 22302 (complete)
  - 22360 (0 stud)
  - 22365 (+0.5 stud)
- **LOWER:**
  - 22420 (complete)
  - 22470 (stud)
- All ball joints must be of stock mounting style and stock dimensions, except for the permitted upper ball joint pin-length allowance.
- Ball joints must mount in stock O.E.M. locations and be installed without any control arm alterations, including but not limited to drilling, slotting, welding, machining, or relocation of mounting points.

## **5.12 STEERING**

- O.E.M. steering box and GM metric steering linkage required.
- Center link, idler arm, and pitman arm must be stock and non-adjustable.
- Spindles must maintain GM metric O.E.M. geometry and appearance.
- Outer tie-rod ends may use  $\frac{1}{2}$ " or  $\frac{5}{8}$ " chromoly or aircraft-type heims with aluminum sleeves.
- No other heim joints permitted anywhere in the steering system.
- Quick-steer devices allowed.
- Steering-wheel padding required.
- Impact collar required.
- Aftermarket steering shafts must have a safety sleeve.

## **DRIVE TRAIN**

### **5.13 DRIVESHAFT**

- Driveshaft must have a safety strap (**SEE SECTION 7.2**).
- Driveshaft must be painted white or a bright reflective color.
- Driveshaft must be magnetic steel or aluminum, minimum  $2\frac{1}{2}$ " diameter.

## **5.14 TRANSMISSION**

### **MANUAL TRANSMISSIONS**

- O.E.M.-type 3 or 4-speed synchronized manual transmissions (GM/Ford/Chrysler) permitted.
- All forward gears must function.
- No spur-cut, dog-tooth, phase-tooth, or internal-clutch transmissions.

### **AUTOMATIC TRANSMISSIONS**

- O.E.M. automatic transmissions with factory cases only.
- Automatics must have a scatter shield and a functioning internal front pump.
- No aluminum front drums or aluminum reverse ring gears.

### **GENERAL TRANSMISSION RULES**

- No external lightening of transmission components except for shift-engagement modifications.
- Transmission must operate safely and as intended by O.E.M. design.

## **5.15 CLUTCH / BELLHOUSING / FLYWHEEL**

- Stock-production clutch and pressure plate required;  $10\frac{1}{2}$ " minimum.
- Multi-disc/open  $7\frac{1}{4}$ " clutches allowed with O.E.M.-type full-face flexplate (no spoke flexplates).
- Single-disc  $8\frac{1}{2}$ " clutches allowed with O.E.M. flexplate allowed
- Flywheel must be full-face steel or aluminum; no lightened or cut flywheels.
- Steel blow-proof bellhousing required for clutches over  $7\frac{1}{4}$ ".
- Clutch and flywheel must be visible for inspection.

## 5.16 REAR END

- Passenger Car, light truck (½-ton or less), or quick-change rear ends permitted
  - Quick-change rear ends must utilize a minimum 10-inch ring gear
- Carriers and housings must be iron or steel, unless otherwise noted
  - No aluminum or lightweight axle tubes permitted
  - Aluminum or magnesium quick-change center sections with aluminum bells are permitted
  - No titanium or other exotic metals permitted
  - All shafts and gears must be magnetic steel
- Rear ends must be locked
  - Spool recommended
  - No traction-control devices or traction-compensating differentials
- Full-floater rear axle required
  - All floater components must be steel, except the drive flange
  - Axles must be of solid, conventional construction
    - No gun-drilled axles
    - No twist axles
- Axle tubes must be straight and indexed square to the center section
  - No rear camber, skew, twist axles, or intentionally rotated axle tubes that alter wheel or hub orientation relative to the center section or chassis
- Axle housings may not be constructed or modified to intentionally induce rear steer or alignment change under load
- Any rear axle assembly providing a performance or geometry advantage beyond O.E.M.-style intent may be disallowed at the discretion of Mid-Am Tech

## 5.17 BRAKES

- Four-wheel hydraulic brakes required; no shut-off valves allowed.
- Hub-mounted wheel fans allowed.
- Calipers must be stock-type, cast iron, non-lightened.
- One brake-bias adjuster allowed.
- Brake ducting allowed front only; electric blowers allowed front only (one switch).
- Aftermarket rear-axle brake brackets permitted.
- No torque-transferring caliper floaters.
- No re-circulators.
- No scalloped, slotted, or drilled rotors.

## ENGINE RULES

### 5.18 ENGINE OPTIONS — GENERAL

- No exotic materials allowed.

#### 5.18.1 FORD / MOPAR APPROVAL

- Ford and Mopar engines require written approval by emailing [admin@midamracing.com](mailto:admin@midamracing.com) and must provide full engine specifications.

### 5.19 CRATE ENGINE — GM 602

- Only GM 88958602 and GM 19258602 engines allowed.
- Engine must remain sealed and untampered; broken seals = open motor.
- Mid-Am may require engine removal for third-party verification.
- MSD Soft-Touch 018-8728 required with 6200 max chip.
- Holley 650 #80541-1 Carburetor required.
- Only Mid-Am legal headers allowed.
- Engine may not dyno more than 2% over GM stock HP/TQ rating.

## **5.20 NON-CRATE ENGINE GENERAL**

- American-production V-8 only.
- Cast-iron block with stock measurements; no grinding or lightening.
- Max cubic inches: GM 360 / Ford 360 / Mopar 366.
- No aluminum blocks.
- No Bowtie/SVO/R blocks except: GM #1005482, Ford B351/M351, Mopar P5249515/P5249447 (59° standard tappet bore).
- Removal of any casting or ID marks = illegal.

## **5.21 CRANKSHAFT**

- Magnetic-steel sportsman crank required; 50-lb minimum weight.
- Stock stroke required.
- Only normal cleanup and balancing allowed.
- No gun-drilling, profiling, or sculpting.

## **5.22 RODS**

- Magnetic-steel rods only; no aluminum or titanium.
- 6" length and 560-gram minimum weight.
- Rod weight verified dry, without bolts.

## **5.23 PISTONS**

- Any flat-top or reverse-dome piston permitted.
- No piston may protrude above the deck.

## **5.24 CAMSHAFT & VALVETRAIN**

- Any magnetic-steel camshaft permitted.
- Net valve lift at the retainer may not exceed .500" on any valve when checked with zero lash or preload.
- Stock-diameter steel hydraulic or solid flat tappets only.
- No roller, mushroom, or keyway lifters; no rev kits permitted.
- Standard timing chain drive only; no gear or belt drives allowed.
- Stud-mounted rocker arms only; shaft-mount rocker systems prohibited.
- Maximum rocker arm ratio 1.6:1 on any valve; split ratios permitted.
- Full roller rockers permitted.

## **5.25 HEADS (UPDATED FOR 2026)**

- Cylinder heads must be stock steel production or approved aftermarket replacements.
- Legal heads: GM Vortec 906, GM Vortec 062, EQ Vortec EQ-CH350C.
- No angle-plug, Bowtie, 461X, or other performance heads.
- Two valves per cylinder only.
- Valves must be stock size, stock angle, and in stock location.
- Max valve diameters: Standard 2.02"/1.60", Vortec/EQ 1.94"/1.50".
- Stock-diameter valve springs only; no beehive springs.
- No stud girdles or Jesel-type systems.
- Combustion chambers and intake/exhaust ports must remain as-cast; three-angle valve job permitted.
- 10.8:1 maximum compression, measured via whistler.
- EQ heads must remain as-cast from manufacturer; no rework, blending, gasket-matching, CNC cleanup, or port reshaping allowed.
- All cylinder heads must pass the Mid-Am-approved go/no-go inspection gauge.

## **5.26 INTAKE MANIFOLD**

- Unmodified aluminum intakes only.
- Approved GM intakes: 12366573.
- Approved Edelbrock intakes (Chevy): 2101, 7101, 7116.
- Approved Weiand intakes (Chevy): 7546, 7547.
- Approved Ford intakes: M-9424-C358, M-9424-Z351, Edelbrock 2181/7181, Edelbrock 2980/2981.
- Approved Mopar intakes: Edelbrock 2176, Edelbrock 2915, Weiand 8015 (W2).
- Cooling bleed lines allowed.

## 5.27 OIL SYSTEM

- Aftermarket oil pans and breathers allowed.
- Oil pump must remain in the stock location; no dry-sump systems.
- Single-stage external pump allowed on Ford only.
- Oil coolers permitted outside the Driver's compartment.
- Oil pan must have a  $\frac{3}{4}$ " pipe-plug inspection hole.
- Windage tray must also have an inspection hole.
- Only Aeroquip-type oil lines allowed.

## 5.28 ENGINE PLACEMENT & SETBACK

- Engine must be centered between the frame rails.
- Minimum crank height is 13" at a 6" frame height.
- Crossmember may be notched for fuel-pump clearance; Fords may notch for oil pan/filter as needed.
- Maximum setback (top steering-box bolt to back of block): GM 33 $\frac{1}{2}$ ", All Others 35"

## 5.29 CARBURETOR / SPACER

- One Holley 4779 non-HP Carburetor allowed.
  - Option A: 4779 aluminum Carb = 20lb weight penalty (no penalty in 2027).
  - Option B: 4779 zinc main body = no penalty.
  - Option C: Any 4779 with zinc main body PN 134-338 = no penalty.
- Holley 4412 allowed on blended Cars with approval.
- Carb must pass top and bottom go/no-go gauges.
- Choke horn may be removed with straight cuts only; no other modifications allowed.
- Standard boosters only; boosters must be tight — no annular boosters.
- Booster epoxying or safety-wire recommended (not required).
- No vacuum leaks, turtles, or induction devices.
- Two return springs required.
- Straight-bore spacer allowed.
- Maximum spacer height 1 $\frac{1}{4}$ " including gaskets.
- Two holes per metering block only.

## 5.31 IGNITION

- Factory-type O.E.M. ignition only.
- No crank triggers.
- No external supercoils.
- No MSD/Crane/JMS aftermarket systems.
- No traction-control devices of any kind.
- MSD 83645 or 83647 module with rev limiter allowed.

## 5.32 EXHAUST

- Spec header only; 1 $\frac{1}{8}$ " max primary; over/under chassis routing permitted.
- No stainless collectors.
- No 180° headers and no step headers.
- 3" max pipe before the muffler or Y-pipe.
- Exhaust must exit behind the Driver under the Car or body panels.
- No body-panel modification for exhaust clearance.
- Mufflers mandatory (max two); noise limit 100 dB at track's standard measurement point.
- Door-exit exhaust must be flush with an O.E.M.-spec flange.

### Approved Headers:

- GM: Cyclone 10S10, Black Jack 93020, Schoenfeld 135/145/185, Hedman 15800.
- Ford: Howe H-3020, Howe 380-1, Dynatech 04-64500, Schoenfeld 335/335N.
- Mopar: Schoenfeld 455, Dynatech 35-14520.

# **SECTION 6**



# **MID-AM**

# **RACING SERIES**

**WEIGHTS, MEASUREMENTS,  
BODY, WHEELS**

## 6.0 GENERAL

- All body and body-location measurements are taken with the Driver out of the Car. Ride height, weight, and suspension-related measurements are taken with the Driver seated in the normal driving position.
- 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.

## 6.1 WEIGHTS

### • BASE WEIGHT

- Minimum 3,100lb in competition trim on Mid-Am approved scales with Driver seated.
- Once cylinder heads pass the go/no-go gauge and are sealed by Mid-Am or any approved facility, minimum becomes 3,000lb.
- Cars may weigh 3,000lb at the first Event only, but must be inspected by our Tech Director before leaving the track.
- Upper control arm mounts not in approved location: +50lb per altered side (**SECTION 7.1**).

### • ROAD COURSE WEIGHT

- Minimum 2,950lb.

### • 602 CRATE ENGINE (MID-AM)

- Minimum 2,900lb.

### • FUEL BURN-OFF

- Cars will be permitted a burnoff allowance of  $\frac{1}{2}$ lb per lap at asphalt tracks under  $\frac{1}{2}$ -mile,
- 1lb per lap at all asphalt tracks  $\frac{1}{2}$ -mile or larger, all dirt tracks, and all road courses.

## 6.2 WEIGHT PERCENTAGES

- Maximum left-side weight: 58%.

## 6.3 BALLAST

- Lead only. No tungsten.
- Loose or fallen ballast: \$10 per lb fine and possible disqualification.
- All ballast must be bolted to the frame or roll cage.
- Ballast must be painted white or bright reflective color.
- Car number must be clearly marked on all ballast.
- No driver-adjustable weight systems.
- Ballast located behind rear tires:
  - Minimum 11" ground clearance
  - Must be concealed by body panels
  - Ballast ahead of rear tires requires 6" ground clearance
- Ballast behind rear tires must use:
  - Two (2)  $\frac{1}{2}$ " bolts using Grade 5 or higher fasteners. OR
  - $\frac{1}{2}$ " threaded rod with nylock or double-nuts.

## 6.4 TRACK WIDTH

- Mid-Am legal:  $62\frac{1}{2}$ "
- Road course package:  $63\frac{1}{2}$ "

## 6.5 FRAME RIDE HEIGHTS

- Minimum ride height: 6" Measured with Driver seated.

## 6.6 BODY

### 6.6.1 GENERAL BODY RULES

- All body and body-location measurements are taken with the Driver out of the Car. Ride height, weight, and suspension-related measurements are taken with the Driver seated in the normal driving position.
- No mixing of body panels without Mid-Am approval.
- Bodies must be centered; no skewing.
- **CONT ON NEXT PAGE**

## **6.6.1 GENERAL BODY RULES (CONT)**

- Bodies must follow manufacturer templates and retain stock body lines. No slanting, angling, or lowering.
- No panning, shelving, tunneling, or aero devices.
- No louvers, vents, fins, vortex generators, vertical lips, or wicker bills.
- Wheel wells may be enlarged for clearance only.
- Fabricated panels must match stock appearance and dimensions.
- No cowl hoods

## **6.6.2 APPROVED BODIES**

- 2020 Five Star North American Sportsman
- 2009–2019 AR Bodies NGB family & Five Star S2 family
- AR asphalt street stock/sportsman bodies meeting Mid-Am specs

## **6.6.3 GLASS / LEXAN**

- Clear windshield, rear window, and quarter windows required (glass or Lexan)
- Windshield must have three (3) upright  $\frac{3}{8}$ " steel/aluminum braces
- Windshield angle must match O.E.M. manufacturer spec
- B-pillar wings must be perpendicular or angled inward

## **6.6.4 SPOILERS, BUMPERS & TOW HOOKS**

- Rear spoiler: 5" x 60" max, trunk lid only, no side panels
- AR or Five Star "wing" permitted unmodified; blade thin-edge up; uprights flush with bumper cover
- Front/rear bars must be fully concealed
- Stock-appearing bumpers/covers required
- Front bumper in stock location and no wider than front tires
- Front valance: single-layer, max  $\frac{3}{16}$ " thick, max 3" tall
- Mandatory tow hooks/cables/straps, easily accessible and strong enough for recovery

## **6.6.5 HOOD, TRUNK, ROOF, DOORS & PANELS**

- Hood must be flat/near-flat; no scoops, bulges, or raised centers
- Pin-type fasteners only; no chained or bolted hoods/trunks
- Two (2)  $\frac{1}{2}$ " roof aero strips allowed; none on rear window
- Rub rails must be secure, capped, and not pointed

## **6.6.6 MINIMUM HEIGHT MEASUREMENTS**

- Body height & roof height must meet the published manufacturer specifications for the approved body style used.
- Bodies must be mounted per manufacturer guidelines with no roof chopping, lowering, sectioning, or dimensional alteration.
- All measurements are subject to manufacturer tolerances.
- Front spoiler / lowest body point: 5" minimum ground clearance.
- Body, frame, ballast, and fuel cell behind rear tires: 11" minimum ground clearance.

## **6.6.7 AIR INTAKE**

- Max air box opening:  $2\frac{1}{2}$ " x 20"
- Only the bottom of the opening may be removed; lip must remain on all sides
- Hood, fender, cowl, and windshield areas must be sealed
- No cowl hoods

## **6.6.8 INTERIOR**

- Maximum passenger-side window ledge width: 4".
- Passenger-side interior sheetmetal may be flat over the driveshaft tunnel and rise in one straight angled panel to the window opening or window ledge; no steps, shelves, tunnels, boxed, or multi-plane designs permitted.
- No boxed, tunneled, stepped, or multi-plane interior designs.
- Interior panels must be steel or aluminum only; no plastic or composite materials.
- Driver compartment must be fully enclosed.

## **MANDATORY LEFT-SIDE DRIVESHAFT CONTAINMENT PLATE:**

- $\frac{1}{8}$ " steel or  $\frac{3}{16}$ " aluminum
- One-piece wrap
- From floor → over shaft → parallel with right side of shaft
- Full length from transmission tailshaft → back of Driver seat

## 6.7 WHEELS, SPACERS & TIRES

- 8" steel racing wheels only
  - No single-center designs permitted
- Minimum wheel weight: 19 lb (clean)
- Minimum backspacing: 2 inches
- $\frac{5}{8}$ " solid steel wheel studs required
  - Correct press fit required
  - No welded studs permitted
  - Studs must extend a minimum of two (2) full threads past the lug nut
- Approved wheel mounting surfaces:
  - Full-face steel hub, 7-inch minimum diameter, or
  - 7" x  $\frac{3}{16}$ " formed steel plate, or
  - 7" x  $\frac{1}{4}$ " flat steel support plate
- Minimum lug nut size: 1-inch solid steel
- No air bleeding devices permitted
- Dirt Events only:
  - Wheel covers permitted
  - No beadlocks
- Wheel Spacers:
  - Single spacers only (no stacking)
  - Must be magnetic steel
  - Maximum spacer thickness:  $\frac{1}{4}$  inch (0.250")
  - Minimum spacer diameter: 7 inches

**SEE 2026 TIRE SUPPLEMENTAL FOR FULL TIRE RULES**

# **SECTION 7**



# **MID-AM**

# **RACING SERIES**

**CHASSIS AND CAGE  
CONSTRUCTION**

## 7.0 CHASSIS & CONSTRUCTION — GENERAL

### APPROVED FRAME

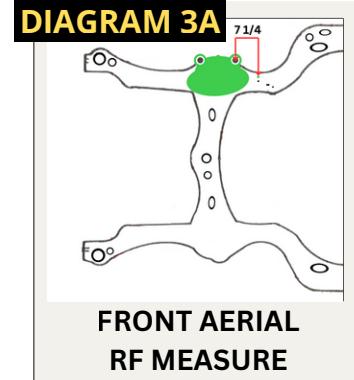
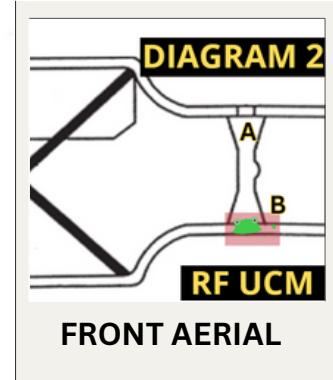
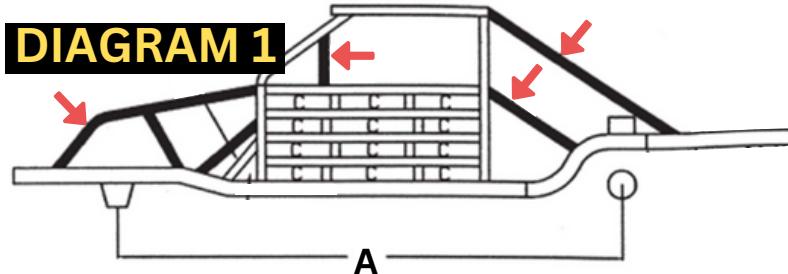
- O.E.M. GM Metric 108" wheelbase frame (1978–1988) required.
- Aftermarket replacements (Johnson City, DCA, etc.) must be pre-approved by Mid-Am Tech via email prior to construction.
- No offset, laid-back, asymmetrical, or modified geometry frames without written approval.

### ROLL CAGE REQUIREMENTS

- Full perimeter roll cage required, mounted to the main frame.
- No offset, laid-back, or asymmetrical cage designs; unapproved cages may be disallowed from competition.
- All tubing must be  $1\frac{3}{4}'' \times .095''$  minimum wall round DOM or ERW unless otherwise noted.
- Chromoly or exotic materials are prohibited.
- All 90° tube intersections must be gusseted.
- Required cage components:
  - Dash bar
  - Roof/halo structure
  - Center X-brace (or equivalent)
  - Driver-side and passenger-side door bars
  - Driver foot-protection bars
  - Rear down-tubes to frame

### FRAME PLATING & REPAIRS

- Both frame rails must be plated internally with  $4'' \times \frac{1}{8}''$  flat steel for safety reinforcement only.
- Plating may not be used to alter geometry or enhance performance.
- Rusted or damaged sections may be repaired or replaced but must match O.E.M. design, dimensions, and location.
- Prohibited Construction Practices
- No frame lightening:
  - No drilling
  - No acid dipping
  - No thinning
  - No grinding for weight removal
- Engine-compartment hoop and rear main-hoop supports are mandatory.



## 7.1 FRONT CHASSIS

### CROSSMEMBER & CLEARANCE

- Front crossmember may be notched only for fuel pump, power steering pump, or oil filter clearance.
- Minimum fuel-pump clearance: 1".
- The top half of the crossmember may be removed and re-plated with  $\frac{3}{4}''$  steel for oil-pan clearance. (SEE DIAGRAM 2A)
- No other cutting, trimming, or reshaping permitted.

### FACTORY FRAME HORMS

Frame horns must extend a minimum of  $23\frac{1}{2}''$  forward from the spring-pocket centerline.

### UPPER CONTROL ARM (UCA) MOUNTS

- UCA mounts must remain in the O.E.M. location.
- Measurement from the factory locating hole to the rearward UCA bolt hole must be  $7\frac{1}{4}'' \pm \frac{1}{4}''$ . (SEE DIAGRAM 3A)
- UCA mounting pad may pivot, but must:
  - Remain inside the spring bolt
  - Be one-piece
  - Maintain a stock-appearing design

### GEOMETRY REQUIREMENTS

- Visible anti-dive geometry is required.

## 7.1 FRONT CHASSIS (CONT)

### APPROVED UCA MOUNTS

- O.E.M. stock
- Progress Manufacturing MA-023-001
  - Contact RJ: (262) 744-2609
  - Sontag Speed Lab MA-026-1385
    - Contact Mark: (815) 302-0389

### STRUCTURAL RESTRICTIONS

- No modifications to the O.E.M. front-clip structure except where explicitly permitted above.

## 7.2 CENTER CHASSIS

### 7.2.1 MAIN HOOP, HALO & STRUCTURE (SEE DIAGRAM 4 UNLESS OTHERWISE NOTED)

#### MAIN HOOP (DIAGRAM 6F)

- Main hoop must measure 39" vertically from the top of the frame rail.
- Main hoop must be set back 82.1/2" measured from the center of lower ball joint to the back face of main-hoop tubing.
- Diagonal brace must be straight tubing with no bends.
- Cars built before 2021 with non-standard hoop widths may be permitted if the design does not reduce safety or create a competitive advantage.
- Mid-Am Tech reserves the right to approve or reject any cage design based on safety, regardless of measurements.

#### HALO (ROOF HOOP)

- Roof hoop must be mounted as close to the roof as safely possible.

Minimum dimensions: 39" wide x 32" long.

- Any area where the helmet may contact must be padded.

#### DOOR BARS & SIDE STRUCTURE (DIAGRAM 4-B)

- Door bar height: Minimum 20" from top of the frame rail.
- Door bars should be mounted flush to the door skin.
- A crossbar behind the driver at approximately 20" height is recommended.

#### CROSSBARS & FRONT CAGE STRUCTURE (DIAGRAM 4-D)

- The front cage section must include two (2) horizontal crossbars:
  - a. One at dash height
  - b. One at roof height
- Minimum tubing size for all cage components:
  - 1 3/4" x .095" wall DOM or ERW.

#### DRIVESHAFT PROTECTION (DIAGRAM 4-F)

- Mandatory driveshaft containment plate:
  - 1/8" steel or 3/16" aluminum

### 7.2.2 Cage Aerial, X-Brace & Floor Structure

#### (SEE DIAGRAMS 5A, 6B, 6C, 6E)

#### DASH BAR (DIAGRAM 5A)

- Dash bar must be constructed from 1 1/2" x .095" minimum wall tubing.

#### FRAME PLATING (DIAGRAM 6B)

- Mandatory frame plating: 4" x 1/8" flat steel strap installed on the inside of both frame rails.
- Plating is for safety reinforcement only and may not be used to alter geometry.

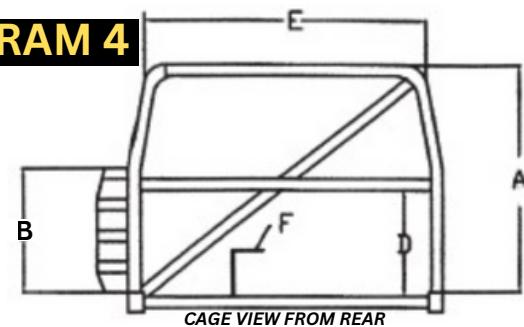
#### DRIVER FLOORPLATE (DIAGRAM 6E)

- Floorplate under the driver seat must be 1/8" steel, minimum 20" wide.
- Must extend fully beneath the seat and integrate securely with the cage structure.

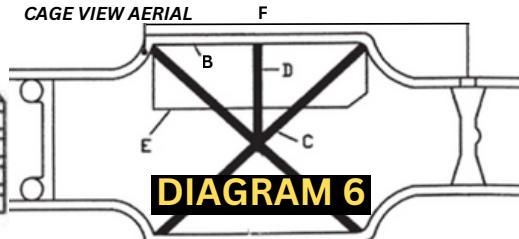
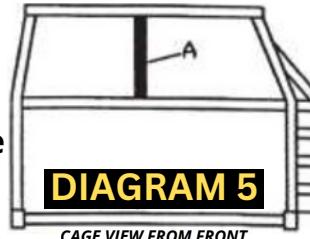
#### MAIN-HOOP X-BRACE (DIAGRAM 6C)

- X-brace must be constructed using straight tubing with no bends.
- Must tie directly into the O.E.M. frame, not into frame plating or added structure.

**DIAGRAM 4**



**DIAGRAM 5**



**DIAGRAM 6**

## 7.2.3 DOOR BARS, UPRIGHTS & FOOT PROTECTION (SEE DIAGRAMS 7G & 8)

### FOOT-PROTECTION BAR

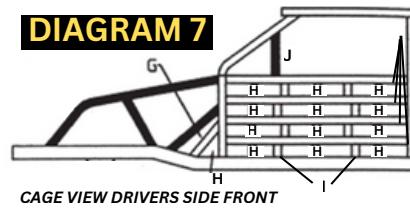
- A perimeter foot-protection bar must run forward from the outer door-bar structure and curve into the frame for added intrusion protection. (**DIAGRAM 7G**)

### DRIVER-SIDE DOOR BARS

- Driver-side must have four (4) horizontal door bars.
- Bars must be mounted flush with the inside of the outer door skin.
- Driver-side door bars must be fully plated from the top door bar down to the frame using  $\frac{1}{8}$ " steel.
- Plating must be continuous, secure, and cover the entire door-bar area.

### PASSENGER-SIDE DOOR BARS

- Passenger-side must have three (3) horizontal door bars.
- Passenger-side door bars must be mounted no closer to the driver than the centerline of the passenger-side frame rail.



### VERTICAL UPRIGHTS

- A minimum of two (2) vertical uprights are required between each door bar on both sides.
- Uprights must be securely welded top and bottom.

### WING-WINDOW BARS

- Wing-window bars required on both sides.
- Tubing:  $1\frac{1}{2}$ " x  $.065$ " minimum.
- Must be mounted 10" behind the front corner upright. (**DIAGRAM 8**)

### SIDE-HALO BARS

- Side-halo bars must be centered directly over the frame rails for proper load distribution. (**DIAGRAM 8**)

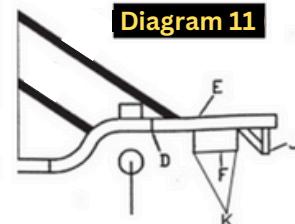
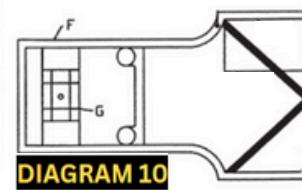
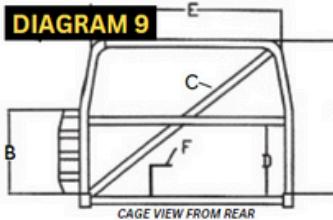
## 7.3 REAR CHASSIS

### 7.3.1 REAR CAGE & STRUCTURE

O.E.M. rear-frame areas may not be altered except where specifically allowed.

Minimal trimming is permitted only for:

- Tie-rod clearance
- Lower trailing-arm clearance
- Shock or axle clearance
- Main-hoop rear diagonal must run from the left frame rail to top of the main hoop using straight tubing with no bends



### 7.3.2 REAR CLIP, TAIL SECTION & GEOMETRY

#### REAR CLIP / TAIL SECTION

- Rear tail section may be replaced beginning 5" behind the rear-axle centerline.
- Replacement clip must maintain O.E.M. geometry, dimensions, and alignment unless specifically allowed.

#### SPRING SKIRTS

- Outer spring skirts may be trimmed:
  - Up to  $2\frac{1}{2}$ " vertically, and
  - Up to 7" longitudinally
- Trim may only be for easier spring/shock access.
- O.E.M. shape and plane must be retained.

#### TRAILING-ARM BRACKETS

- The centerline of the lowest bolt hole on any bracket may not be more than  $3\frac{1}{4}$ " below the bottom of the axle tube. Split or unequal brackets are permitted, provided this maximum is not exceeded.
- Bushing centerline must remain directly beneath the axle-tube centerline.

#### AFTERMARKET REAR TRAILING ARM MOUNTS

- Oval Engineering MA-023-002
  - Dave Gentile at (815)-693-9287

#### UPPER CONTROL-ARM SHELF

- Rear upper control-arm shelf may be raised up to 1", maximum.
- No forward or rearward relocation is permitted.

## 7.4 FUEL CELL STRUCTURE

### 7.4.1 FUEL CELL MOUNTING & SAFETY STRAPS (DIAGRAM 10)

- Fuel cell must be secured with a minimum of four (4) mounting straps.
- Strap material options:
  - 1" x 1½" steel, or
  - ¾" aluminum
- Straps must cross in both directions (X-pattern).
- Must be secured using Grade 5 or higher fasteners.
- Fuel cell must be mounted rigidly and centered between frame rails.

### 7.4.2 FUEL CELL GUARD & FRAME INTERFACE (DIAGRAM 11)

#### GROUND CLEARANCE

- Minimum fuel-cell and component ground clearance: 11", measured race-ready.
- Fuel-cell guard minimum ground clearance: 9½".

#### GUARD CONSTRUCTION

- Fuel-cell guard must be constructed from .065" steel minimum.
- No components may mount to the guard (no suspension, ballast, etc.).

#### FUEL-CELL CAN PROTECTION

- Front and rear faces of the fuel-cell can must be protected with:
  - ½" steel, or
  - ¾" aluminum
- If the fuel-cell can is plastic, it must be enclosed on all sides with ½" steel.

#### CLEARANCES

- Minimum clearance between the fuel cell and the guard hoop: 1½".

### 7.4.3 FRAME CONTINUITY & TAIL SECTION CONSTRUCTION (SEE DIAGRAM 11)

- O.E.M. rear frame rails must remain stock forward of the fuel-cell guard.
- Rear tail section may be constructed from either:
  - 2" x 3" x .095" steel tubing, OR
  - 2" x 2" x .095" steel tubing in a dual-rail configuration.
- All fuel-cell rules and technical specifications in Section 5.0 also apply.

