

MID-AMERICAN STOCK CAR SERIES RULES 2019



Series phone: Greg Oliver (608)386-8266

Tech Phone: Ron Blood (262)903-0132

General

NOTICE

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

1) INSPECTIONS AND PENALTIES

- a. The racing officials and management will resolve any disagreement over technical questions or operations. When their decision is rendered, such decision is final and binding.
- b. Competitor Obligations - A competitor must take whatever steps are required, including teardown of the car, as requested by a Mid-Am official to facilitate inspection of the car. Failure to submit to inspection, or take all steps requested of inspection shall result in immediate disqualification, suspension of the driver and car owner and/or a cash fine.
- c. All competing cars will be subject to technical inspections at each event throughout the season at a time and interval determined by the Director of Competition. No forewarning will be made.
- d. Any car not conforming to the rules will be subject to several method penalties:
 - A. Car may be disqualified, forfeiting all points for the event, plus any moneys earned during the race meet.
 - B. Points and moneys may be forfeited in the amount and severity decided upon by the Director of Competition.
 - C. Additional weight may be required to be added as determined by the Director of Competition. It may be doubled if the infraction is not corrected by the next race

meet. If not corrected by the 3rd meet, the car will be disqualified.

- e. Continuous developments in racing may necessitate changes. If necessary, we may update, modify and add to or delete rules. ***The NASCAR "EIRI" (except in rare instances) rule is always in effect and applicable.***
- f. **GO Racing Promotions is a member of P.O.W.A.R. (Promoters Of Wisconsin Auto Racing). Any member track of P.O.W.A.R that suspends a race team/ driver, that suspension may be upheld as well at by GO Racing Promotions.**

2) GENERAL

- a. At any time, before, during or after an event, officials may require additional measures or equipment or make additional determinations, as they deem necessary to further reduce the risk to competitors.
- b. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare each car FREE of defects and in safe racing condition.

3) UNSPORTSMAN-LIKE CONDUCT:

While Mid-American Stock Car Series (Mid-Am) understands that auto racing is a highly emotional sport, we understand that good sportsmanship is the cornerstone of any race program. This must include respect for all participants, Mid-Am Officials, track ownership & staff, wrecker crews, fans, and sponsors. While we understand the emotion, Mid-Am will not tolerate public displays of poor sportsmanship, stopping your race car on the track to dispute a call or scoring placement, fighting, harassment, or verbal abuse. Threatening or obscene gestures and/or language aimed at an official or competitor, rough driving, fighting, pushing or assaulting an official, or destroying Mid-Am property can result in disqualification, forfeiture of money, banishment from premises, probation, and/or suspension. In case of suspension, if a number of race dates are handed out, rain-outs do not count. If money has been paid prior to an infraction of any kind and a penalty assessed, the money MUST BE returned to Mid-Am prior to any further competition with the Mid-Am.

Drivers and owners are responsible for the actions of their crews. Entering another racer's pit stall in an aggressive manner is already a fault and in situations where problems escalate because of it, will have that taken into consideration,

thus stay out of other competitor's pit stalls. The Mid-Am cannot control situations where the track ownership bans individuals from future Mid-Am events at their facility due to poor prior conduct at that venue, nor are we above the law if trouble escalates to that point. In closing, sportsmanship does not just pertain to activities at the track. Remember what you say, or type, has meaning and what you do has consequences, so please think before you lash out.

- **No alcohol, or illegal drugs may be consumed by a driver before or during an event. We reserve the right to have the track medical staff determine if a driver, who we may suspect of doing either, be fit for competition.**
- **Parents are responsible for their minor children's actions and safety whom they sign a release for to gain entry to the pit area. The pit area is considered a restricted area.**
- **Drivers must remain with their car, until instructed otherwise by Mid-Am officials or safety crew during any red or yellow they are involved in.**

Rules

I. FRAME

- A. 1978 through 1988 108" GM Metric frame only.
- B. Frames must be cross-braced or X-ed through center.
- C. Frames must be plated on inside of frame rails.
- D. Rear tail section may be replaced beginning 5" behind rear axle centerline.
- E. Factory frame horns must extend 23 1/2" minimum from top of spring center forward.
- F. Front cross member may be notched for fuel pump, power steering pump and oil filter.
- G. Minimum fuel pump clearance 1".
- H. Top half of cross member may be removed and replated 3/4" for oil pan clearance.
- I. Outer spring skirt may be trimmed a maximum of 2 1/2" up and 7" long to aid spring changes. A minimal amount may be removed and replated for shock clearance.
- J. All other areas of stock frame may not be altered or changed from original design and size.
- K. Minimal alterations allowed for tie rod, lower a-frame and rear axle clearance.
- L. Rusted or damaged areas may be repaired or replaced but must match original design and size.

- M. No frame lightening will be allowed such as hole drilling, acid dipping, etc.
- N. Minimum 6" frame height except front cross member with driver seated in the car.
- O. Rear upper control arm mounting may be raised a maximum of 1" without other alteration.

II. ROLL CAGE

- A. All cars must have a full 4-point roll cage mounted to the main frame. All tubing listed or shown and within the cage must be constructed with a minimum 1-3/4"x.095 wall round DOM or EW steel tubing unless otherwise stated.
- B. The main hoop behind the driver must be diagonally cross-braced from left frame rail without bends and securely welded on both ends.
- C. Main hoop set back 82 1/2" measured from center of lower ball joint to back of main hoop tubing.
- D. No 'laid-back' or offset roll cages.
- E. The roof hoop or halo bar and main hoop should be mounted as close to the roof as possible.
- F. Roof hoop (halo bar) shall be a minimum of 39" wide, 32" long and should be a safe distance from the driver's head and padded.
- G. Side halo bars must be centered with frame rails.
- H. Halo support cross bar required.
- I. Center dash to halo bar mandatory, minimum 1 1/2"x .095.
- J. The front of the cage must have at least two (2) cross supports side-to-side, one at a dash level and one at the roof.
- K. Foot protection bars required. A perimeter foot protection bar from outside edge of door bars forward and curving into the frame is required. Minimum 1 3/4"x.095.
- L. Four (4) driver side door bars mounted flush with the outer door panel are mandatory.
- M. Driver side door bars must have a minimum two (2) upright bars between each door bar.
- N. Passenger side door must have three (3) door bars mounted no closer to the driver than the center of the passenger side frame rail.
- O. Roll bar padding required.
- P. Engine compartment hoop and rear main hoop supports are mandatory.
- Q. All right angles should be gusseted.
- R. All competing cars must have a full perimeter roll cage to compete.

S. All drivers' door bars must be plated from the frame to the top of the top door bar.

T. Wing window bars mandatory on both sides mounted 10" from front corner upright and be perpendicular to door bar.

III. SUSPENSION

A. All lower a-frame, trailing arm and suspension mountings must remain stock for frame in factory frame position. (See I. Frame, N.)

B. Front suspension upper A-arm mounting pad may be moved on the frame but must remain inside the spring bolt as a one-piece stock appearing mount.

C. Front upper a-arms may be replaced with one-piece tubular replacement a-arms with a maximum length of 9 inches, w/bushed shafts only, mounted to original a-arm mounting pad.

D. Spindles must maintain GM OEM Metric dimensions, geometry and appearance.

E. OEM style one-piece metric dimension ball joints.

F. Shocks may be moved from stock location.

G. Only 1 shock per wheel. No bump stops allowed.

H. Shocks must be Mid-American approved, steel, non-adjustable, no schrader valves and retail for less than \$150 each. Approved shocks are as follows:

PRO "WB", "SB", "TA" gas monotube; QA1 26,50, 51, 55, 70 series; Bilstein SG & SZ series, Carrera/AFCO 10, 12, 14,15,24,7400 series.

I. No aluminum body or coil-over shocks allowed.

J. Shock and all shock components must be of the same manufacturer.

K. One 5-inch minimum diameter coil spring per corner.

L. Upper trailing arm mounts may be raised a maximum of 1 inch.

M. Rear trailing arms must be stamped one-piece OEM type with no mono-balls or bearings.

N. Rear spring buckets must be enclosed.

O. Non-offset bushings of rubber or urethane maintaining stock dimensions only, in rear suspension arms.

P. Any OEM type one-piece sway bar permitted in stock location.

Q. Adjustable aftermarket sway bar mount permitted.

R. No rear sway bar permitted.

S. Approved safety hubs required.

T. Front and rear full faced steel hubs only.

U. No lightening of suspension or brake parts (such as drilled rotors, etc.).

- V. Weight jacks or screw jacks allowed.
- W. No driver adjustable weight.
- X. No mono-balls.
- Y. Maximum tread width is 62 1/2". Road course racing 63 1/2".

IV. STEERING

- A. OEM steering boxes and metric car linkage.
- B. Centerlink OEM dimensions must be retained.
- C. Spindles must maintain GM OEM Metric dimensions, geometry and appearance.
- D. Outer tie rod ends only, may be 1/2" or 5/8"x5/8" chromoly or aircraft type heim joint with aluminum sleeves.
- E. No heim joints except for outer tie rod ends.
- F. No rack and pinion steering.
- G. No quick steer devices.
- H. Quick release steering wheel required.
- I. Safety padding in steering wheel required.
- J. Impact collar in steering shaft required.
- K. Aftermarket steering shaft must have safety sleeve.

V. BODY

- A. The 2009 – 2019 bodies approved for competition in Mid-American is the NGB Body family from AR Bodies and the S2 Body family from Five Star. **AR asphalt street stock/sportsman bodies approved w/Mid-Am specs.**
- B. All previously legal bodies (pre-2009) are still legal for competition. All bodies are subject to MidAmerican & manufacturers guidelines, templates & measurements.
- C. Absolutely no cut-up bodies, chopped or slanted roofs, ground effects, panels, side-boards, wings, airfoils, Lexan side (door) windows, hood bubbles or scoops, "Late Model" bodies, or any other alterations to the stock body unless Mid-American approved.
- D. Wheel wells may be enlarged for tire clearance only.
- E. Fabricated panels must retain stock appearance and dimensions.
- F. No aluminum, plastic, or rubber panels or parts that are not Mid-American approved.
- G. Aluminum door panels allowed.
- H. Clear glass or lexan windshield, rear window & quarter windows required.

- I. Windshield must have a minimum three upright braces 3/8" steel or aluminum.
- J. Side window opening, measured from 'B' pillar forward, must be a minimum of 31".
- K. 'B' pillar wings must be perpendicular to or angled back from pillar inward.
- L. Windshield angle as specified by body manufacturer.
- M. Hood must be sealed and flat or near flat with no bubbles or pushed up centers.
- N. Pin-type hood and trunk fasteners only.
- O. No chained or bolted hoods or trunks.
- P. Minimum roof height is 51".
- Q. Two (2) 1/2" roof aero strips allowed. No aero strips allowed on rear window.
- R. A maximum 5"x 60" rear spoiler, measured on back side, may be mounted on the trunk lid only and may not have sides or lips.
- S. Flat rear spoiler will be allowed on NGB AR or S2 Five Star Bodies.
- T. AR Bodies or Five Star "wing" may be used mounted, thin edge of blade up, w/o modification, rear edge of up-rights flush with the rear edge of bumper cover to not ahead of bumper cover/quarter seam and may adjust only within manufacture limits.
- U. The front bumper must be in stock location and no wider than the front tires.
- V. Front spoiler may not protrude forward of the front bumper or be wider or lower than the stock panel or wider than the front tires.
- W. Front spoiler and lowest point of body may be no lower than 5" from the ground.
- X. The Mid-American Stock car Series reserves the right to rule whether a body panel meets the stock appearing body rule or not.
- Y. No mixing noses and bodies. No mixing of body panels.
- Z. Body, frame, ballast, fuel cell, etc. behind rear tires must be a minimum of 11" off the ground.
- AA. All body, frame and weight measurements taken with driver in car in drivers seat.

VI. AIR INTAKE

- A. Maximum 21/2" X 20" air box opening.
- B. Older Sportsman cars may be equipped with optional windshield cowl panel (part no. 661-5100).
- C. Remove only bottom of opening in panel leaving lip on all sides allowed.
- D. Hood, fender, cowl and windshield area must be sealed.

VII. BUMPERS, RUB RAILS & TOW HOOKS

- A. Mandatory front and rear tow hooks, cables or straps must be within easy reach of the track crews and be made of a material that will not break when the car is being removed from the track.
- B. All front and rear bars must be concealed.
- C. Stock appearing bumpers or bumper covers mandatory on front and rear of car.
- D. Rub rails must be securely mounted, trimmed and/or capped.
- E. Any racecar part that comes loose during a race may cause a black flag for the car at the official's discretion.

VIII. INTERIOR

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

IX. DRIVE TRAIN

- A. Engine must be centered between frame rails.
- B. Minimum engine crankshaft height 13 inches at 6-inch frame height.
- C. Synchronized manual Chrysler, Ford and GM OEM 3 or 4 speed transmissions allowed. All forward and reverse gears must be functional as manufactured.
- D. No spur cut, phase tooth, dogtooth or internal clutch transmissions allowed.
- E. OEM automatic transmissions with factory cases only.
- F. Automatics must have a scatter shield for flex plate.
- G. Automatics must have working internal front pump, all forward and reverse gears.
- H. No aluminum front drum or reverse ring gear in automatic transmissions.
- I. No external lightening or alterations except engagement and shifting modifications.

- J. No couplers, buttons, carbon fiber, in/out boxes or quick-change transmissions.
- K. Clutch and pressure plate may be stock production minimum 10 1/2" diameter.
- L. Multi-disc, open style, button type, 7 1/4" minimum diameter clutch assemblies with OEM type full face flex plate allowed. No spoke type flex plates.
- M. Single disc, full cover, 8 1/2" minimum diameter clutch assemblies with OEM type flex plate allowed.
- N. Flywheel must be full-face steel or aluminum only. No spoke type, cut down or lightened flywheels or flex plates.
- O. Steel blow proof bell housing mandatory with clutches over 7 1/4" diameter.
- P. Clutch and flywheel/flex plate must be clearly visible for inspection.
- Q. Rear ends must be passenger car, light truck (1/2 ton or less) or quick change. Quick change must have minimum ring gear diameter of 10".
- R. Iron or steel carriers and housings on passenger car and light truck rear ends.
- S. Drive shafts shall be magnetic steel or aluminum only with a minimum diameter of 2 1/2".
- T. No aluminum or lightweight axle tubes.
- U. No magnesium quick-change rear ends or bells. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel.
- V. Rear ends must be locked (recommend spool lock).
- W. No traction control devices or traction compensating differentials.
- X. Full floater rear end is mandatory. All floater parts must be steel with the exception of the drive flange.
- Y. No gun drilled axles.
- Z. No cambered rear tubes, snouts etc. as to cause rear camber.

X. BRAKES

- A. All cars must have four-wheel foot operated hydraulic brakes in good working order with no shut off or cut-off valves or traction control devices in brake system.
- B. A brake-metering valve may be used.
- C. Un-lightened OEM style metric cast iron brake calipers only.
- D. Brake ducting is permitted, front only. Electric blowers permitted w/one switch. (no wheel brake fans)
- E. Aftermarket mounting brackets may be used on rear axle.
- F. No torque transferring caliper floater devices.
- G. No re-circulators.
- H. No self-aligning, scalloped or drilled rotors.

XI. WHEELS, SPACERS & TIRES

- A. 8-inch maximum width steel wheel.
- B. All wheels must be full racing design.
- C. 2" minimum backspacing (offset).
- D. No single center, flat back wheels.
- E. Minimum clean wheel weight 19 lbs.
- F. No wheel bleeders or bead locks allowed.
- G. Minimum 1" solid steel lug nuts.
- H. 5/8" solid steel studs must be installed with correct press fit. No welding of studs. Stud length must be at least flush with outside edge of lug nut.
- I. Wheel mounting surface must be a minimum 7" diameter, full face, steel hub or use a minimum 7" diameter x 3/16" formed steel or 7"x 1/4" flat steel, full faced support plate or spacer.
- J. No multiple spacers or plates. No spacer thickness more than 1/4". Minimum diameter for any spacer is 7". Spacers must be magnetic steel.
- K. Tire rule will be Hoosier **D800** only. This rule may be modified for special events if the Mid-American Stock Car Racing Series, the racetrack owner/promoter or the tire manufacturer deems it necessary for safety or other reasons.
- L. Must start the feature on your qualifying tires. (Also see Tire Rule)
- M. No altering of tire composition.
- N. All wheel weights must be glued on and taped over for safety.

XII. ENGINE BLOCK (See engine options at the end of rules section)

- A. American made production V-8 engines only. No V-6 or 4 cylinders.
- B. Must be production cast iron block with standard external measurements.
- C. Maximum cubic inches 360 GM and Ford, 366 Mopar.
- D. No aluminum blocks permitted. Stock production only.
- E. No removing of identification numbers. No grinding or lightening.
- F. No 'Bowtie', 'SVO', or 'R' blocks (exceptions GM cast # 1005482, Ford 'B351' & 'M351', Mopar P5249515 & P5249447 59-degree standard tappet bore).

XIII. CRANKS

- A. Minimum 50-lb. sportsman type magnetic cranks only.
- B. Stock stroke for block.
- C. Unaltered except for normal cleanup and balancing.
- D. Cranks should not be gun drilled, contoured or sculptured.

XIV. RODS

- A. Magnetic steel type connecting rods only.
- B. No titanium OR aluminum rods.
- C. 6.0" maximum length. 560 grams minimum weight.

XV. PISTONS

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

XVI. CAMSHAFT & VALVETRAIN

- A. Any magnetic steel camshaft with a maximum 1/2" (.500) lift measured at the valve retainer.
- B. Stock diameter magnetic steel hydraulic or solid flat tappets only.
- C. No mushroom or roller tappets. No stud girdles or rev kits.
- D. Standard timing chain only. No gear drive or belt drive.
- E. Full roller rocker arms allowed.

XVII. HEADS

- A. Cylinder heads must be a stock steel production only. "906" and "062" only, Vortec heads allowed.
- B. No angle plug, bowtie or 461X heads. No aftermarket heads.
- C. Limited to two valves per cylinder.
- D. No titanium valves or valve retainers permitted.
- E. Combustion chamber, intake and exhaust ports must be in the original 'as cast' configuration.
- F. Three angle valve job permitted.
- G. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, ceramic work, abrasive blasting, alteration of the original form or the addition of material to the ports or combustion chambers is prohibited.
- H. No external sanding, grinding, or removal of I.D. number or symbols.
- I. Valves must be stock size and in stock location and at stock angle.
- J. Maximum valve diameter measured across the face: Intake 2.02"; exhaust 1.60". GM Vortec intake 1.94"; exhaust 1.50".
- K. Stock production valve spring diameter only. No Beehive springs allowed.
- L. Screw in studs and guide plates allowed.

- M. 10.8:1 maximum compression ratio as measured on the 'whistler'.
- N. Ford and Mopar. Must call for approval.

XVIII. INTAKE MANIFOLD

- A. Aluminum intakes unmodified in any way include GM; GM PN 12366573, Edelbrock 2101, 7101 & 7116. Wieand 7546 or 7547. Ford; (N351 or OE Windsor head) M-9424-C358, M-9424-Z351, Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieand 8015.
- B. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is prohibited.
- C. Cooling bleed lines allowed.

XIX. CARBURETOR/SPACER

- A. One Holley 4779 carburetor allowed.
- B. The carb must pass top and bottom dimension tool specs.
- C. Choke horn may be removed. No other visible modifications allowed on or inside the carb.
- D. Standard boosters only and must be tightly mounted. No annular boosters. Epoxying or safety wiring of boosters recommended.
- E. No vacuum leaks. No turtles or other induction performance enhancing devices. No other systems allowed. No HP carbs.
- F. Two (2) return springs mandatory. An over-center throttle stop is recommended.
- G. May use single or multi-bore straight bore spacer.
- H. Maximum height for spacer is 1 1/4" including gaskets.
- I. Holley 4412 carburetor on 'blended cars' must be pre-approved.

XX. IGNITION

- A. Factory stock type ignition only.
- B. No crank triggers.
- C. No external super coils.
- D. No aftermarket multiple spark discharge, rev limiters or similar devices. No traction control devices in ignition system or wiring.
- E. "MSD" module P.N. 83645 or 83647 with rev limiter is allowed.

XXI. EXHAUST

- A. Maximum 1 5/8" over or under chassis, single pipe collector, spec header only.
- B. No stainless steel collectors
- C. No 180 degree or step headers.
- D. 3" maximum exhaust before muffler or 'Y'.
- E. Must exit behind driver under car or body panels.
- F. No body panel modifications for exhaust.
- G. Mufflers mandatory. Maximum of 2 mufflers allowed. 100dB noise level.
- H. Side exhaust exiting no higher than 3" from the bottom of the rocker panel, allowed.
- I. Spec header numbers: GM; Cyclone 10S10, Black Jack 93020, Schoenfeld 135, 145 or 185, Hedman Hustler direct #15800. Ford; Howe H-3020 or 380-1, Dynatech 04-64500. Mopar; Schoenfeld 455, Dynatech 35-14520.

XXII. OIL SYSTEM

- A. Aftermarket oil pans and breather allowed.
- B. Oil pump must remain in stock location. No dry sumps.
- C. Single stage external pump as OE replacement on Ford only.
- D. Oil coolers allowed outside of driver's compartment only.
- E. 3/4" pipe plug inspection hole must be installed in oil pan and easily accessible for inspection purposes. Inability to determine crankcase components will result in oil pan removal.
- F. If windage tray is used an inspection hole must be provided through it.
- G. 'Aeroquip' type oil lines only.

XXIII. FUEL & OIL LINES

- A. No alcohol or additives.
- B. OEM type mechanical fuel pumps only.
- C. Fuel lines must mount in a position to reduce damage, usually on front side of pump. No fuel lines shall pass through the driver's compartment.
- D. No plastic fuel filters.
- E. No plastic pressure lines.

XXIV. ENGINE SETBACK

- A. Engine must be centered in frame.
- B. Engine compartment cross member may be notched for minimum 1" fuel pump clearance. Remove only what is necessary for fuel pump clearance and plate this area.
- C. Maximum setback from top steering box mounting bolt measured to back of block mounting surface: GM-33 1/2", all others-35".

XXV. KILL SWITCH/ELECTRICAL SYSTEM

- A. On/off battery disconnect switch must be located on center bar as far forward toward the dash as the driver can reach and be easily accessible from either side.
- B. Maximum 12-volt electrical system with one battery only.
- C. Battery must be securely mounted outside the drivers compartment
- D. Starter, in good working order, must be mounted in OEM position.
- E. All cars must be capable of starting under their own power.
- F. Transponders are mandatory and must be mounted with no obstructions to the ground near right front "A" pillar 38" rear of right front lower ball joint center.

XXVI. UNALTERED DEFINITION

- A. All engine parts must be in their original and 'as cast' configuration.
- B. Any evidence of machining, sanding, polishing, relieving, grinding, porting, coating, chemical treating, abrasive blasting or any other alterations to the original form or the addition or removal of any material is prohibited.

XXVII. SEATS, BELTS, HELMET & DRIVER SUIT

- A. Only high back aluminum racing seats will be allowed. Fitted seat is recommended.
- B. Minimum of 16 1/2' to center of seat from inside of door bars.
- C. This seat is to be securely mounted to the floor and roll cage in a minimum of three places with six bolts and large flange washers according to manufactures specifications.
- D. Head area of seat must be braced from rear.
- E. Approved minimum 5 point racing harness/belts only. Single snap release 3" lap belt and shoulder harness and sub-belt mandatory. All belts/harness' and hardware to be certified within last five seasons.

F. All belts shall be securely mounted with grade 5 or better hardware. All mountings shall be in accordance with the belt/harness manufactures instructions. Belts/harness' shall not pass through or near any sharp edges and be mounted according to manufactures specifications.

G. Snell rated SA2005 helmet with face shield or goggles mandatory and fire retardant head sock or

helmet skirt. Care should be taken with helmets, do not throw or drop. Any helmet involved in any type of impact should be immediately replaced. All manufactures instruction and warnings should be followed.

H. Head and neck restraint system recommended, SFI 38.1 or FIA 8858 specifications, certified with in the last 5 years. (Does not include "dog collar type devices")

I. Approved fire-retardant double layer or single layer suits w/fire retardant underwear, shoes and gloves mandatory. Clothing should be kept clean according to manufactures specifications and professional looking.

XXVIII. WINDOW NETS & PADDING

A. All cars will be required to run a minimum 12" driver side window safety net.

B. Window nets will fall down and will snap with a seat belt type snap on top front corner of window.

C. Triangle head protector window net highly recommended.

D. Roll cage padding is mandatory within contact area of the driver, including the center of the steering wheel.

XXIX. FIRE/SAFETY

A. On board fire systems highly recommended.

B. Quick release type extinguisher mounted within easy reach of the driver is mandatory.

C. Must have gauge and be fully charged.

D. All cracks and holes in cockpit must be filled or covered to prevent flames or flammable fluids from reaching the driver.

XXX. FUEL CELL

A. Dated bladder type fuel cell in steel can mandatory. Home track competitors may be exempted.

B. Maximum capacity 15 gallons. (All new and replacement cells '09)

C. Must use foam and rollover and check valves.

- D. Inline vent/overflow check valve or prepare to remove cell and/or components for inspection.
- E. All competing cars must have a minimum 1/8" steel or 3/16" aluminum protection covering the complete front and rear surface of the cell can.
- F. All fuel cells must have two straps in both directions, fully surrounding cell. Straps must be minimum 1"x 1/8" steel using minimum 5/16" grade 5 hardware.
- G. All cells must be top fill. No dry breaks.
- H. Car must have a minimum 1 1/2"x .065" wall fuel cell 'hoop' with two braces to the frame.
- I. Maximum clearance between cell and guard (hoop) is 1 1/2 inches.
- J. Minimum 9 1/2" cell guard ground clearance.
- K. Square or rectangle cell and containers only. No U shape, horseshoe or any other configuration allowed.
- L. Fuel cell and components ground clearance is 11".

XXXI. COOLING SYSTEM

- A. Radiator must be of stock configuration and as close to stock location as possible.
- B. All cars must have minimum 18-gauge fan protection covering upper 180 degrees of fan.
- C. Minimum 2-quart overflow container required.
- D. No radiator or fan shrouds protruding through hood.
- E. No cooling system components inside of drivers compartment.
- F. Electric fans allowed.
- G. NO ANTI-FREEZE!!! Fine may result at official's discretion.

XXXII. WEIGHT RULE

- A. Minimum starting 3,000 pounds in competition trim at any time during competition on Mid-American approved scale with driver sitting upright in seat. Road course racing 2,950 pounds. Gas allowance: ½ pound per lap on small tracks and 1 pound per lap on large tracks (1/2 half mile).
- B. Maximum left side weight 58% of total weight.
- C. All weight, frame and body measurements taken with driver seated in car.
- D. Minimum starting 2,900 pounds for the 602 crate motor.

E. Weights for approved engines other than the traditional Mid-American engine may be adjusted for competition and must be approved by Mid-American officials.

F. Sealed crate engines may be subject to removal and confiscation for a third party inspection.

XXXIII. BALLAST

A. All weights must be welded or bolted to the frame or roll cage and identified with car number. Make sure weight is secure.

B. No driver adjustable weight.

C. Weights behind rear tires must be installed with a minimum ground clearance of 11 inches, in front of rear tires, 6 inches. The body panels must conceal them.

D. If weight falls out during the race disqualification may result.

XXXIV. ENGINE OPTIONS

A. The 602 sealed crate engine will be allowed and must remain sealed and unaltered.

B. MSD Soft Touch Rev Control Part No. 018-8728 with a maximum 6400 chip required.

C. Legal Holley 4 bbl 650 #80541-1 must be used.

D. Only Mid-Am legal headers must be used.

E. Other engine options must be approved by the Mid- American Stock Car Series.

XXXV. Area Sportsman

A. Must use Mid-American Series tires

B. Must weigh 3100 lbs.

C. Can use Mid-American approved headers (see XXI).

D. Can use Mid-American Series 4 bbl. Holley 4779 Carb (see XIX).