Grays Harbor Raceway 2012 Ford Focus Midgets - USAC RULES APPLY - SEE USAC

RULE BOOK DISLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules and regulations are intended as a guide for the conduct of auto racing at Grays Harbor Raceway and are no way a guarantee against injury, or death to a participant, spectator, officials or others.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision is final.

Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book.

COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which GHR track events will be governed. GHR Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules.

GHR officials can and will disqualify a race car in violation of the spirit or intent of these rules. If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by GHR officials by passing through prior technical inspections.

GENERAL INFORMATION

The Driver of each car represents to the Promoter and all others, that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice or competitive laps.

The Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach and Official, in a civil manner to resolve the situation.

All participants are expected to take pride in being part of Grays Harbor Raceway's weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.

Any prohibited or illegal part found would become the property of Grays Harbor Raceway.

All construction rules will be decided by Grays Harbor Raceway Technical Officials. Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the driver and car owner.

These rules are a guideline. Contact the Grays Harbor Raceway Technical Officials for final approval of your racecar.

To register a car and obtain a Grays Harbor Raceway Ford Focus Midget number call (360) 482-4374

ELIGIBILITY

- 1. Ford Focus Midget Drivers must have a membership and be a minimum of 14 years of age. **NO EXCEPTIONS.**
- 2. All Ford Focus Midget Drivers and Crew Members under 18 years of age must present a notarized minors release or a minors release that is signed by both parents or guardians to Grays Harbor Raceway before they will be allowed in the pit area.
- 3. Releases signed by individuals under 21 years of age are not valid in the State of Washington.
- 4. All Ford Focus Midget Driver's, must be registered members of Grays Harbor Raceway in good standing.
- 5. All entrants must have a valid Grays Harbor Raceway pit pass. **ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES.**
- 6. You must sign in as Driver at the pit gate, and only you can drive the car that night. If you fail to register as the Driver for the night, your car will not receive points or money. **PROTEST, APPEALS AND COMPLAINTS:**
- 1. All manner in which protests and appeals must be made in the Ford Focus Midget Division, shall be governed by the 2011 rulebook.
- 2. Any complaints, disputes, questions, or problems must be directed, **by the Driver or the registered Car Owner to the Race Director.**
- 3. Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the **Race Director** within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class may submit a protest.
- 4. If a Grays Harbor member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is

in violation of the rules, the member may protest such action to a Grays Harbor Raceway Official. The protest must be made in writing by the competitor (or his or her Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a \$100.00 protest fee. The Race Director and/or Technical Director shall decide whether the matter is protest able, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision A decision that the matter is not protest able is final and non-appeal able. In deciding the protest, Grays Harbor Raceway Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification's, suspension, fines, and/or loss of finishing position(s) in the event), awarding or subtracting of points, or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting. If the protest is disallowed, the money will go to the person being protested, less \$25.00 for chassis or \$50.00 for the engine, for administrative fees.

TRACK RULES

- 1. It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. If a race team member disputes or protests the rules and that team does not have a current set of rules in their possession in their pits the protest will be disallowed.
- 2. The **Race Director** will be the sole **authority** in the pits concerning the running of the races. The Race Director and the Starter/Flagman will be in charge of on-track competition. The Technical Director will handle all technical protests.
- 3. Officials will establish the race event procedures; starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather and once the race has passed the half waypoint, it will be an official race.
- 4. Any complaints, disputes, questions, or problems must be directed, **by the Driver or registered Car Owner**, to the Race Director immediately following the event.
- 5. When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.
- 6. Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scores or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call will result in the driver of the car being fined and or suspended.
- **7.** Any Driver stopping on the racing surface to argue with an Official, in regards to an Officials decision, will be automatically disqualified from the event.
- 8. Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants. Medical transportation from the racetrack to the hospital is the competitors' responsibility.

- 9. Driver's meeting is mandatory. Driver must attend, if the Driver does attend the drivers meeting he/she will receive no passing points in their respective heat races.
- 10. Radios are **NOT** allowed in the Midget division, but Raceceivers will be mandatory in the Midget division. **All cars must run a transponder.**
- 11. Permission must be obtained from the Race Director or Technical Director before any practice and or safety laps, other than the designated practice time may be taken. All cars **MUST** go through Tech prior to entering the racing surface each race day. All cars will run under the approval of the Technical Inspectors.
- 12. Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.
- 13. No personal cars or vehicles in the pit area.
- 14. One person should remain with the race car at all times.
- 15. All Rookie drivers must start at the back of all events for the first two weeks of racing. Rookies must have a rookie ribbon on the back of the car.
- 16. Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00.
- 17. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
- 18. Verbal or physical abuse of anyone will not be tolerated. Minimum one week suspension, fine or both.
- 19. Any competitor or Crew Member who participated in a fight in the pits, or on the race track, or on the premises, will result in a minimum of \$500.00 fine, suspension, and/or loss of points and positions in the event.
- STAY IN YOUR OWN PITS! ANY DRIVER OR CREWMEMBER THAT GOES INTO SOMEONE ELSE'S PITS, YELLING OR WITH ANY KIND OF AGGRESSIVE BEHAVIOR WILL NOT BE TOLERATED!! YOUR CAR WILL BE LOADED AND YOU WILL NEED TO LEAVE THE RACE TRACK PREMISES.
- 20. Any competitor or Crew Member, who has a pit band, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs or is otherwise under the influence will result in disqualification and a minimum fine of \$500.00 along with a suspension.
- 21. Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Officials.
- 22. End of the year tie breaker procedures: Most first place A-Main wins, if still tied after wins, the tiebreaker will continue as follows until tie is broken. Most A-Main second place finishes, most third place A-Main
- finishes, most top five finishes (all events), highest win percentage in all events.
- 23. **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, and you run more than five (5) races in your division and/or an upper division, in any year, you are not eligible to compete for Rookie of The Year in the future.
- 24. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.

- 25. Any Driver or Crew that does not take their car to the line-up grid, when requested to by the Officials, they may be required to start at the back of the line-up for that event. 26. If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.
- 27. No racecars will be allowed on the track until the track has been opened for official practice or racing.
- 28. No person shall be permitted to ride on the outside of a racecar, tow vehicle or trailer at any time.
- 29. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No donuts, burnouts, etc. allowed. We need to keep the pits safe for Drivers and all others.
- 30. Per the GHR track insurance company, quads will be limited to Sprint Car Teams ONLY, with restrictions. One quad per team and the quad must come with the team not in a separate vehicle. There will be a posted speed limit of 5 mph at all times, absolutely no passengers on quads. Quads must be registered and proof of insurance is mandatory. Only licensed drivers are allowed to drive a quad. THERE WILL BE NO TOLERENCE FOR ANY INFRACTIONS.
- 31. No firearms allowed in the pit area.

FLAGS

- **1. ORIGINAL START:** You must take the Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, you will be black flagged and parked.
- 2. On the original start of any race, Drivers must stay double file nose to tail and may not pass until you cross the chalk line in turn four. If you pass before the chalk line, you will be penalized two positions at the next yellow flag or at the end of the race. There will be a mark on the wall in the middle of turn three & four where the leaders will pick up the throttle. Drivers on the front row of any race, get one (1) chance on the original start. If the start is waved off, they will go back a row and the second row will move to the front row.
- **3.** On any start of a race, if a car drops out, the line will move up. Example: If a car on the inside row, say the third place car, falls out of line and cannot start the race, then that row only will move ahead. Same as if the sixth place car falls out, then only the outside row will move ahead.
- **4. RE-STARTS:** All restarts will be double file behind the leader, the leader will set the pace. No passing until you pass the chalk line in turn four. If you pass before the chalk line, you will be penalized two positions at the next yellow flag or at the end of the race.
- **5. GREEN FLAG:** On any start or re-start, you will always receive the green. If the Race Director does not like the start, he will then throw the yellow, and re-start the race. Drivers on the front row of any race, get on (1) chance on the original start. If the start is waved off, they will go back a row and the second row will move
- to the front row. You must remain side by side until you pass the chalk line in turn four.
- **6. YELLOW FLAG:** When a yellow flag or yellow lights comes on, you will slow and maintain your position, you may not pass, failure to do so will result in being put to the back of the field. Under each caution, yellow laps will **NOT** count. No racing back to the yellow. If you are unsure what position you are in, pull up beside the Driver in question

and wait for the Officials to direct you to your proper restart position. If you are involved in or cause a caution, you go to the rear of the field. Any driver spinning or causing two yellow flags in heat races and three yellow flags in the main event will be black flagged from that event.

- **7. RED FLAG:** Cars must come to a complete, safe stop. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a two (2)-lap penalty. Repairs or service of any nature or refueling will **NOT** be permitted when the race is halted due to a red flag
- **8. BLACK FLAG:** Drivers receiving a black flag will leave the track immediately **RACE PRODECURES AND LINEUPS**
- 1. Group qualifying sessions will be performed at all Grays Harbor Raceway events. Pill draw will determine qualifying groups. Drivers will receive five (5) laps to qualify, those drivers missing their qualifying groups, will receive no passing points in their respective heat races.
- 2. Heat Races will be ten (10) laps. Heat races will be lined up fully inverted from qualifying times..
- 3. A maximum of twenty (20) cars will start the A-Main.
- 4. Feature will have up to six rows lined up by pill draw to determine the inversion of 0, 2, 4, or 6..
- 5. On Mid-season and Championship night, the top six (6) in points will be locked into the A-Main. The remaining cars will qualify and start straight up behind the top six. The top six will race a six lap scramble race. Lined straight up by points, the finish determines the starting lineup for the A-Main
- 6. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his/her heat race. An exception to this rule will be a two day race.
- **7.** Grays Harbor officials will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
- 8. The lineup posted on the pit board when cars entering the racing surface for any race shall be the final lineup. In the event of a car dropping out of the lineup for mechanical reasons, the row will move straight forward.
- 9. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. *GHR* shall be empowered to disqualify or penalize any driver violating this rule.
- 10. A white line or Cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until they pass the chalk line or cone.. Flag man will be instructed not to throw the green flag until then. If, in the Officials judgment, the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position, in the Officials judgment, will be penalized a minimum of 2 positions plus one position for each position gained over one. This penalty will be imposed on the

next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.

- 11. Any car requiring a second push on start or restart of race will be placed at rear.
- 12. On all single file starts after one lap the restarts will start at a Cone to be placed on the front straightaway.

The leader must start race at or near the cone and all cars must go outside of cone in the proper

aligned order. Leader must set a consistent pace, leader can pick up the pace up in the middle of turn three and four, there will be a stripe on the outside wall to designate where the pace may be picked up. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.

- 13. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at drivers meeting.
- 14. Alternates will not be taken to fill any vacancies that occur.
- 15. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

POINTS SYSTEM

A Feature Points

1. 150	9. 113	17. 96
2. 142	10. 110	18. 94
3. 135	11. 108	19. 92
4. 130	12. 106	20.90
5. 125	13. 104	
6. 122	14. 102	
7. 119	15. 100	
8. 116	16. 98	

75 points will be awarded to all drivers that take a competitive green flag but fail to make the "A" feature.

60 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action.

Heat Race Points

The passing point system will be used to determine starting positions in feature events. Heat points will NOT be used for season championship points.

In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual starting position on the final parade lap.

Starting Position											
	1	2	3	4	5	6	7	8	9	10	
1	100	105	110	115	120	125	130	135	140	145	
2	91.5	93	98	103	108	113	118	123	128	133	
3	83	84.5	86	91	96	101	106	111	116	121	
4	74.5	76	77.5	79	84	89	94	99	104	109	
5	66	67.5	69	70.5	72	77	82	87	92	97	
6	57.5	59	60.5	62	63.5	65	70	75	80	85	
7	49	50.5	52	53.5	55	56.5	58	63	68	73	
8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	
9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	

2011 FORD FOCUS MIDGET RULES (CHANGES FROM 2007 IN RED)

1. DESIGN AND CONSTRUCTION

All phases of design and construction are subject to the approval of the Technical Director. The Chief Steward and the Technical Director may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

2. INSPECTIONS

A. All parts indicated on the USAC inspection forms must be tested by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual. This inspection shall be performed by an approved USAC inspection station prior to the start of each racing season. The Chief Steward or the Technical Director may require proof that this inspection has been done.

B. Decorative chrome plating cannot be used on any parts requiring magnetic inspection.

3. DIMENSIONS AND WEIGHT

A. The wheelbase must be at least 66 inches and no more than 76 inches.

- B. The overall width will be a maximum of 65 inches.
- C. All cars must weigh a minimum of **1,100 lbs**., including water, oil, fuel, and the driver with his personal equipment. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement. Any ballast, excluding floor pans, must be securely bolted within the confines of the frame tubes and must be forward of the rear engine mounting plate, and behind the front axle. An official scale will be provided to all participants at the beginning of the event and all cars, with drivers, must weigh 1100 pounds on these scales. The accuracy of these scales after an event is not protestable.

4. CAR CONSTRUCTION

A. All cars shall be rear drive only. Engines must be mounted on the centerline of the chassis and the crankshaft must be parallel to the bottom plane of the chassis. The front surface of the engine plate may not be more than 35 inches or less than 33 inches from the centerline of the rear axle.

Engine height is limited to 5/8 inch (.625) from the flat on the bottom of the bellhousing to the bottom of the engine mounting plate. Engine inclination must be thirty degrees from vertical as measured form the vertical centerline of the cylinder bores. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. Driveshaft restraining hoop required on all cars built after 1/1/07. It is recommended for all cars. The driver shall be seated directly behind the engine and on the centerline of the chassis. Radius rods may not be attached within the confines of the cockpit. B. The cockpit must be located directly behind the engine compartment. The cockpit opening must be at least five hundred (500) square inches measured on a plane parallel to the ground and level with the uppermost part of the body or windscreen. C. All Body panels must be readily removable. Body panels rigidly attached to the

- frame, to prevent chassis flex, will not be permitted. The car's bodywork must be on the centerline of the chassis.
- D. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame.

The top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills. The nose assembly may not extend forward beyond the confines of the front bumper. Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable. E. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine. However, a forward facing scoop, or sealed ducting, supplying "forced air induction" to the injection inlets is not permitted. Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.

Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle. The sides of the frame must be covered from the firewall to the leading edge of the seat

F. Right side cockpit panels may be a maximum of 33 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearwards. (See Illustration #5.) Left side cockpit panels may be a maximum of 20 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearward. (See Illustration #5.) Any hood or cowl panels higher than 33 1/2 inches on the right side and 20 1/2 inches on the left side may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube.

Side panels cannot extend rearward past the rear diagonal roll cage tube/brace or an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage member. The rear roll cage member is defined as the top tube behind the driver where the a-frame connects. Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights. The trailing edge of side panels may be flared a maximum of one inch. Sail panels between the rear cage upright and brace are allowed. Sail panels and/or the trailing edge of

side panels may not be flared outward. Sail panels may not extend forward past a cross plane established by the most rearward part of the seat.

G. All cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy, extending from in front of the engine to behind the leading edge of the seat. The cockpit floor or bellypan must be bolted to the chassis and should be mounted above the frame mounting tabs. The bellypan may not extend rearward past the leading edge of the rear axle. The underpan or car bottom must be flat from side to side and no tunnel structures, spill plates, skirts or horizontal panels may be extended from the bottom of the underpan of the car or fuel tank contours. It is recommended that a fireproof absorbent pad be used under the engine.

H. Sun visors are limited to five (5) inches in length from top to bottom including any tabs, extensions, etc. and may not be wider than the width of the cage. Sun visors cannot extend above the cage. (See Illustration #8.)

For fan recognition, all teams are required to place the drivers' name on their visors in large letters. It is *optional* for cars to have panels attached to the inside of the nerf bars providing they are parallel to the centerline of the chassis, perpendicular to the ground and not lower than the bottom frame tube. If installed, these panels must be securely bolted within the confines of the nerf bar on all sides. These panels may not be larger than 360 sq. in. and be no thicker than .125 inch. Any loose or damaged panels, during an event, could subject the car to a black flag penalty.

- I. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule
- J. With the exception of suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than 6 inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine must be mounted as close to the frame as practical.
- K. Rear view mirrors are not permitted.

5. ROLL CAGE - (See Illustration #1.)

A. All cars must have a roll cage that is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage should extend four inches above the driver's helmet when seated in the driving position. Any manufacturer wishing to produce a design that is a departure from standard Midget car construction must submit a finite analysis report for the roll cage structure proving their design is equal in strength.

B. Roll Cage Construction

- 1. Cars constructed prior to 1/1/95 4130 steel tubing Minimum O.D. 1-1/4
- 2. Cars constructed after 1/1/95 4130 steel tubing Minimum O.D. 1-3/8; Minimum wall thickness .095
- 3. Cars constructed after 1/1/97 Tubular gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. Gusset material must be a minimum of 11/16 inch O.D. x .095 wall thickness or 7/8 inches O.D. x .065 wall thickness

- 4. Cars constructed after 1/1/98 Main uprights forming the roll cage must be a minimum of 1-3/8 inches O.D. x .095 wall thickness.
- C. No water or oil coolers are to be placed above or beside the cockpit opening.

6. FUEL SYSTEM

- A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. The conventional tail tank shape cannot be modified and must be of one-piece construction. Any tail tank surface that is modified to provide access for the fuel cell must, when covering this opening, maintain the same shape as the original tank. Any cover used must be securely bolted around its entire perimeter. No spill plates, skirts or air deflectors may be attached or use to aerodynamically enhance the tail tank. The tail tank must be constructed and supported in a manner that will insure every precaution has been taken to avoid rupture or breakage. Tail tanks may not be made from aluminum, carbon fiber or carbon/Kevlar material. The minimum capacity of the tank must be 18 U.S. gallons. A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.
- B. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder. All access covers must be made of material equal to or greater than 2024 T4 aluminum .1875 in thickness.
- C. It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.
- D. When mounting the fuel tank to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to insure the tank being secure to the chassis. *All tanks must have a minimum of four mounts to the chassis.* The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended.
- E. A flush-type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.
- F. The tank vent must have a check valve.
- G. The engine must be equipped with a shut-off device located within easy reach of the driver. Fuel shutoff must be clearly marked on and off.
- H. All cars must be equipped with a fuel cell and tail tank meeting USAC and SFI Specifications 28.2.
- I. Cable driven fuel pumps are not allowed.

7. REVOLVING PARTS

A suitable guard must shield all revolving parts inside the cockpit.

8. BUMPERS

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis and designed without any stubs pointing downward.
- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper. The bumper must be squared at the rear.
- C. The bumper must be constructed of SAE 4130 or equivalent tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch. No ballast is allowed in the bumper tubing.

D. All cars must have a tubular front bumper with a minimum O.D. of 3/4 inch extending forward not more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

9. NERFING BARS

- A. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside of the right rear tire when the right rear tire is at maximum offset.
- B. Nerf bars must be constructed from 4130 or equivalent tubing having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars. No ballast is allowed in the nerf bar tubing.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly. (See 404 H. regarding panels.)

10. STEERING AND SUSPENSION

- A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- B. All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer as equivalent in necessary strength for its intended use.
- C. All such parts must be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
- D. Parts may not be joined by brazing, soldering or by dissimilar metals.
- E. All steering parts that are electroplated must be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- F. Parts that have been stripped of plating must also be baked according to the specifications in 510, item "E", unless the parts are to be reprocessed within a three (3) hour period.
- G. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- H. The steering wheel hub must be padded with a resilient material of not less than 3/4 inch thickness.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- J. Any welded aluminum or titanium suspension parts are prohibited. Welded aluminum Jacobs ladders (Watts linkage) may be utilized.
- K. The use of carbon fiber or other composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited
- L. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have only one external adjustment and **may not be adjustable from cockpit**. Shock absorbers cannot operate or be adjusted electrically.
- M. Absolutely no cockpit adjustments allowed. Eg. (shocks, weight jacks, radius rods etc)

11. AXLES

A. Independent suspension is not permitted.

The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Any other construction will be considered as independent suspension. Offset kingpin bushings are allowed.

- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not permitted.
- D. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

12. WHEELS

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels.
- B. The rim diameter must be 13 inches.
- C. The rim width shall not exceed eight (8) inches except for the right rear, which may be a maximum of ten (10) inches.
- D. FOR DIRT EVENTS ONLY: A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club.
- G. Manufacturers are required to submit a certified test report, from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or exceed USAC specifications.
- H. All wheels should be inspected, at least annually, by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual.
- I. The use of full-face brake scoops/wheel covers on the inside of the wheels is not allowed.
- J. The use of bleeder valves on wheels in not allowed.

13. TIRES

- A. All tire sizes and compounds must be selected from the approved list for the event.
- B. Any device(s) used for warming the tires prior to competition is prohibited. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited. Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season.
- C. The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.

14. THROTTLE

- A. Throttle toe straps are mandatory. A minimum of three (3) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.
- B. If the throttle actuating mechanism is the cable type, the cable must be encased.
- C. The throttle pedal must have a wide-open pedal stop.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

15. BRAKES

- A. Cars must be equipped with an effective braking system.
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon or carbon composite brake discs are not allowed.

The use of carbon fiber or other composite material in the braking system is not allowed. Brake pad material is open.

D. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

16. ENGINE, STARTER AND CLUTCH

A starter and a de-clutching device are provided with the Ford Focus engine package and must be operational. The car must have a neutral position in the final drive. All cars must carry an on-board battery capable of starting the engine. Auxiliary battery leads must terminate on the left rear corner of the roll cage with a standard 50 amp #6 wire connector. (pn:7043k21) available with the engine.

17. ENGINE MOUNTING PLATE

The rear engine mounting plate, included with the Ford Focus engine package, may not be altered, modified or substituted. Trimming to facilitate chassis mounting is allowed. An effective firewall of metal at least 0.0625 inch thick or other approved fire retarding material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

18. ENGINE

A. The only engine allowed in this series is the Ford Focus engine supplied by an authorized agent of the Ford Motor Company Racing Division.

- B. Each engine is sealed by the authorized agent and/or USAC's Chief Steward. Any tampering with these seals will be cause for disqualification and possible further penalties.
- C. The following parts are supplied with the Ford Focus engine package and may not be modified or substituted.

Air Cleaner Flywheel Injector Horns Clutch Assembly Throttle Bodies Ignition Trigger, Controller, and Coils Fuel Pump Exhaust Header Bell Housing Oiling System (Remote oil filter OK)

The following parts and only the following parts may be substituted for the Standard Fuel Pump: Waterman Fuel Pump

The following part and only the following part may be substituted for the Standard Air Cleaner: K&N Filters Ford Focus Midget Air Cleaner PN AP-3051.

Cars utilizing power steering must have the *authorized* heavy-duty accessory drive available.

At tracks where mufflers are not required, only the *authorized* collector/tailpipe may be substituted for the muffler.

D. The following parts are supplied with the Ford Focus engine and may be modified and/or substituted. Nozzles, Jets and Valve Bodies Spark Plugs, Spark Plug Wires Ignition settings within the parameters of the spec ignition Oil and Oil Filter 19. FUEL-AIR

A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.

- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

20. IGNITION AND ELECTRONIC EQUIPMENT

A. All cars must be equipped with an ignition switch or emergency shut-off located within easy reach of the driver, and clearly marked on and off.

- B. Electronically controlled fuel injection systems are not permitted.
- C. The only ignition controllers allowed are:
- 1. Electromotive HPX Ignition and coil pack (purple)
- 2. Electromotive XDI Ignition with Motorcraft Coil #988F-12029-AC (black)
- D. All engine electronics must be mounted under the hood, with the exception of the controller, which may be mounted in the cockpit with the control cover fastened in place. Electronic tachometers may be mounted in the cockpit provided all connectors are on the engine side of the firewall.
- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed, or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- F. The use of electronic logic processors to control any function of the race car, and/or any system for gathering continuous data from any function of the race car is strictly prohibited.
- G. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be a part of the engine data collection.

21. RADIOS

A. The use of in-car radio transmitting devices is prohibited.

B. Only one-way communication from GHR Race Control will be allowed and is mandatory. Each participant is required to have a radio with two receiving channels. Channel #1 Frequency 454.0000

22. SEATING SYSTEM

A. *Aluminum and approved composite seats may be used*. The seating system should provide a lateral support on both the left and right sides.

It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom must be mounted on the centerline of the chassis.

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 steel bolt and nut. Each mounting hole in the seat must have steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doublers with a minimum 2 inch diameter.

- B. It is necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts The use of an approved seat belt with a latch/lever release mechanism is mandatory. Both the fastening design and condition of the belt are subject to the inspection of the Technical Director. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI specification 16.1.
- 1. Seat belts must be worn as tight as possible.
- 2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
- 3. Seat belts must come through the seat at the bottom on each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
- 4. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis are mandatory.
- F. Shoulder Harness The use of double over-the-shoulder straps is mandatory. The minimum width of shoulder straps is three (3) inches.

Both the fastening design and condition of the straps are subject to the inspection of the Technical Director.

Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer.

All straps must have a label showing that they meet SFI specification 16.1.

1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck.

At points of attachment they should be four (4) to six (6) inches apart.

They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders.

They should not be more than two inches below the through hole in the seat back.

- 2. Where the straps pass through the seat, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
- 3. Shoulder straps must be secured behind the drivers shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
- 4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
- 5. The shoulder harness should be worn as tight as possible.

If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. (A list of approved composite seats and hardware is available through the USAC office.)

23. FIRE EQUIPMENT

The entrant or crew chief of each car must have in his pit a fully charged five-pound dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

24. FIRE PREVENTION

A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to fine.

B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

25. SAFETY EQUIPMENT

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the 2000 or 2005 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.

The use of a head and neck restraint, meeting SFI specification 38.1 is *highly recommended*.

B. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3

C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.

D. Roll Cage Nets - It is mandatory that all cars be fitted with roll cage nets on both the left and right sides of the roll cage for all events.

All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism.

The life of roll cage nets shall not exceed two (2) years.

The bottom of the roll cage net should be as close to the top of the shoulder as possible.

Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. Mandatory for 2009 season - both nets required; LHS and RHS. (See Illustration #10.)

Roll cage nets will not be required if USAC approved full containment seats are utilized. (See illustration # 12)

E. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact

material conforming to SFI Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.

F. A SFI approved head and neck restraint system is required for the 2007 season. (See illustration #11.)

26. DENTURES

All drivers are required to remove all dentures before starting an event.

27. CAR NUMBERS

A. All car numbers will be assigned by the Director of Competition or his designate. Numbers 1 through 99 will be assigned in each region.

B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail.

A four inch in height number, designating the region in which the car is registered, must be displayed on the headrest part of the tail tank.

C. The numerals shall be in white on black background or black on white background or contrasting equivalents.

The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.

D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season.

The number 1 is reserved for the Regional Champion driver and will not be reassigned. The use of the number 1 is not cause to relinquish the competitor's permanent number. Numbers may be voluntarily released by the holder at the end of the season.

The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used in competition the previous season. Other numbers will be assigned in the order that car registrations are received.

E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.

F. Should two or more cars with the same number be entered in a competition, the Stewards will require that one or more cars be temporarily renumbered.

28. CAR NAMES

A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization

has given its written consent.

- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names that are undignified, might confuse the public or might detract from the interest in competitions are prohibited.

29. APPEARANCE

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.

SPORTSMANSHIP – Midget racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – Drivers, Owners, Pit Crews, and Officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

NUMBERS: All cars must be bright in a appearance with contrasting numbers. Numbers must be least 18 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read form the passenger side of the car. Numbers will only be issued by Grays Harbor Raceway. Call the office to confirm your number. There will be no duplicate number's, any driver competing in the previous season will have until the third race to reserve their number before it will go back into the system.

Any part or equipment found during an inspection or any other time, that does not meet applicable Grays Harbor Raceway standards must be surrendered to GHR Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Grays Harbor Raceway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection, GHR Officials recommend that you carefully study the Grays Harbor Raceway rulebook in order to be familiar with all aspects of racing. If you are considering A part, modification or procedure not covered in these rules, contact Grays Harbor Raceway Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Grays harbor Raceway Tech Official.

In keeping with Grays Harbor Raceway's commitment to maintaining proper balance in the competition arena, it may be necessary for Grays Harbor Raceway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Grays Harbor Raceway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.

EIRI: (Except in rare instances) Decisions of Grays Harbor Raceway Officials are final and binding without exception.