



# Midwest Open Wheel Association

## Race Procedure Manual

Updated 8/13/13

## 1. Car and Safety Specifications

- a. Engine
  - I. 410 Cubic inch limit
  - II. No double overhead cam engines
  - III. No titanium cranks or rods
  - IV. No super or turbo chargers
  - V. One spark plug per cylinder
  - VI. Two valves per cylinder
- b. Fuel
  - I. Methanol based fuel only
  - II. Fuel tanks must have bladders
- c. Car Appearance
  - I. Must resemble a traditional Sprint Car
  - II. No aluminum or titanium frames
  - III. Wheelbase 83-90 inches
  - IV. Seat secured by bolts in 4 locations
  - V. Firewall required
- d. Shocks
  - I. Cockpit adjustable shocks allowed
- e. Bumpers
  - I. Must have front and rear bumpers
- f. Drivelines
  - I. Must be completely enclosed
  - II. Torque tube hoop or strap is required
  - III. No carbon fiber torque tubes
- g. Wings
  - I. Must not exceed 25 square feet
  - II. Wicker bill not exceeding 1 inch allowed on flat wings
  - III. Wicker bills not allowed on dished wings
- h. Brakes
  - I. One front and one rear brake required
- i. Drag Links
  - I. Must be tethered to frame
- j. Front Axles
  - I. Must be steel
- k. Wheels
  - I. Maximum right rear width of 18 inches
  - II. Maximum left rear width of 16 inches.
- l. Tires
  - I. Hoosiers must be run on all 4 corners
  - II. Front
    - i. 85/8.0-15 D12, D15, D20
  - III. Left Rear
    - i. 15.0/90-15 H12
    - ii. 15.0/92-15 H12, H15
    - iii. 15.0/94-15 H12, H15
    - iv. 15.0/96-15 H12, H15

- IV. Right Rear
  - i. 105/16.0-15 H15, H20, Medium
  
- m. Muffler
  - I. Not required unless mandated by track (notice will be given)
  - II. If mufflers are required and fall off anytime during an event you will be disqualified for that event
  - III. Inserts will be allowed
- n. Driver Apparel
  - I. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory
  - II. Full face SA SNELL 2005 approved or better helmets required
  - III. 5-point hitch with 3-inch wide belts are required and SHOULD be no more than 2 years old
- o. Communications/Electronics
  - I. Raceceivers are mandatory
    - i. A working Raceceiver is considered part of your safety equipment
    - ii. Drivers that fail to use a Raceceiver or disobey an official's order on the track will be fined \$25
      - a. The fine must be paid before the pill draw at the next event
    - iii. Competition Director may spot-check for a working Raceceiver at any time during a preliminary or feature event
  - II. Two way electronic communication devices are prohibited
  - III. No traction control devices
  - IV. Electronic/computer engine, fuel or chassis controls are prohibited
- p. Technical Inspection
  - I. All cars entered and present at any MOWA Series event that are intended to compete in the racing event, must pass pre-race inspection prior to any on-track activity
  - II. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
  - III. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event and any additional penalties prescribed by the MOWA Competition Committee

## **2. Race Line-ups/Order of Events**

- a. Order of Events
  - I. Warm-ups
  - II. Driver's Meeting
  - III. Hot Laps
  - IV. Heat Races
  - V. Fast Dash
  - VI. B-Main or C-Main if needed
  - VII. A-Main
- b. Warm-ups
  - I. Firing of the motors will generally occur 30 minutes prior to the Driver's Meeting
  - II. Drivers are strongly encouraged to wear all safety equipment during the Warm-up session
- c. Driver's Meeting
  - I. The Driver's Meeting will generally occur 15 minutes prior to Hot Laps
  - II. Driver's Meeting attendance is highly recommended – ignorance does not serve as an excuse
- d. Hot Laps
  - I. Drivers are allowed only one (1) Hot Lap Session per event
  - II. Unless otherwise stated at drivers meeting, each car must Hot Lap in its assigned session, which corresponds with its assigned Heat Race

- e. Heat Races
  - I. Heat Race starting position will be determined and staggered by Pill Draw
  - II. A modified passing point system will be used (see Addendum A)
  - III. Number of cars that transfer from heat will be announced at driver's meeting
    - i. As a general rule, fifteen (15) cars qualify from the Heat Races when there is one (1) B-Main
    - ii. As a general rule, fourteen (14) cars qualify from the Heat Races when there are two (2) B-Mains
- f. Fast Dash
  - I. The winner from each heat will make the 8-car Fast Dash
  - II. The remainder of the dash will be filled by the cars with the most points through the passing point system, until the dash field is filled
  - III. The driver with the most passing points will draw an inversion pill (1-8)
  - IV. For inversion purposes, rankings of 1-8 are determined by Total Passing Points
- g. B-Main
  - I. Cars not transferring from the Heat Races directly to the A-Feature will line-up heads-up according to passing points results
    - i. If there are two (2) B-Mains, the non-qualified cars will be staggered by passing points results
- h. A-Main
  - I. Number of cars that will start the A-Main will be track decision
  - II. The finish of the Fast Dash will set the front four (4) rows of the A-Main
  - III. The cars with the highest passing points totals from the Heat Races will line up behind the Fast Dash cars
  - IV. Cars that transfer from the B-Main will line up behind the Fast Dash/Heat Race transfers in the order of finish from the B-Main(s)
  - V. No provisional starters
  - VI. 4-Abreast Parade Lap
    - i. Odd rows move out and even rows fill middle
- i. A-Main Alternates
  - I. The alternate for the A-Main will only be pushed off if a car already in the A-Main has scratched
  - II. If one (1) B-Main is run the alternate for the A-Main is the first non-qualifier from the B-Main
  - III. If two (2) or more B-Mains are run the alternate for the A-Main will be determined by highest MOWA driver in Points
    - i. If neither car is a MOWA member than we will revert back to total points, if there is still a tie then pill draw number will break the tie
  - IV. If someone fails to fire for the A-Main, the rows would move up to fill the vacancy and the alternate would start on the last row, either inside or outside, depending where the scratched car was to start
  - V. The scratched car will not receive A-Main points or money, actually swapping B-Main points with the alternate
    - i. A car that scratches out of the Fast Dash is considered qualified for the A-Main and falls under this scenario
  - VI. Once the green flag is waved, the race is considered started and an alternate will not be allowed to enter the A-Main
- j. Changes and alterations to this procedure may be made on race night as necessary by MOWA officials to address any unexpected situations or when car counts, weather, curfews, delays or unforeseen events require

### 3. Special Rules

- a. Special rules for specific events along with the race format will be announced in advance
- b. For 2013, all purses will be paid out by the track or decided that night

### 4. Season Points

- a. Event finishing points are awarded to the driver according to the attached points chart (Addendum B)

- b. A bonus of one point for each finishing position improved from the start will be added for the A-Main
- c. A car that attempts to compete in either the Fast Dash, a B-Main or the A-Main will receive a total of 25 show up points
  - i. Any driver that attempts to compete but does not start a Fast Dash, a B-Main or the A-Main will receive 10 show up points
- d. Total points for an event consist of show up points, heat points, finishing points and passing points
- e. You must be a MOWA member prior to the start of an event to receive any season points for that event
- f. There will be no "Mulligans" given for 2013 season
- g. You must run in 80% of the races to be eligible for season points fund if you finish 11<sup>th</sup> – 15<sup>th</sup>
  - i. For example if 20 races are run in 2013, you must run 16 of them to be eligible for 2013 point fund
- h. There will be no Provisional starts allowed in 2013
- i. To be eligible for Rookie of the Year, you must announce that you are running for Rookie of the year two (2) weeks before the start of the season
  - i. You must run 80% of the 2013 races and must not have run 50% or more MOWA events from the previous year
- j. Product
  - I. To be eligible for any product given away at any event, a driver/or car owner must have purchased a MOWA membership with insurance
  - II. Driver/Owner is required to display required decals of sponsor/product for eligibility
  - III. MOWA requires specific "series" sponsor stickers displayed on car, any car failing to display mandated stickers from any sponsor, will not be allowed to benefit from any funds that particular sponsor provides
  - IV. MOWA sticker and Hoosier sticker must be displayed on outside of both top wing side panel (mandatory)
- k. Autograph Sessions and Fan Involvement
  - i. All Top 10 drivers in 2012 season will be required to participate in at least three (3) autograph sessions during the 2013 race season (Weebles car show does not count)
    - i. We strongly encourage you to attend as many car shows as well
  - II. Failure to do so will result in a loss of 20 points at the end of the 2013 race season
    - i. If you are scheduled for a session and you don't show up you will automatically be docked 10 points unless you have a legitimate excuse that will be determined by the MOWA board committee

## **5. Interpretation, Enforcement, Waivers, Membership & Series Credentials**

- a. The MOWA Board may alter or amend these rules as necessary to provide for fair and safe competition and may grant waivers in specific instances when deemed appropriate.
- b. All rules decisions on race day will be applied by the Director of Competition in consultation with MOWA staff at the event
- c. The Director of Competition has discretion on race night to apply and interpret these rules consistently with the "spirit of the rule" (see Section 8)
- d. The decisions of the scorers and flagman regarding issues within their area of responsibilities is final
- e. Any waiver granted by the Director of Competition on race night shall be reported to the MOWA board following the conclusion of the event
- f. Membership & Series Credentials
  - 1. Each member will be assigned a unique MOWA Hard Card
  - 2. Each member is responsible for use (authorized or unauthorized) of his/her assigned MOWA Hard Card
    - A. Each replacement request for a lost or stolen card is \$20
  - 3. All MOWA team members in good standing will be eligible for discounted Pit Passes throughout the season at selected tracks and the series secondary medical insurance
  - 4. If there is a discount, MOWA Hard Card must be presented to receive the discount
  - 5. To remain in good standing, all Members agree to act in a professional manner including but not limited to verbal representation, written representation, any conduct that may represent the Midwest Open Wheel Association, the sport of Sprint Car racing and/or motorsports in general and/ or any affiliates

- g. Banquet & Series Awards
  - 1. Banquet attendance is mandatory for the receipt of point fund and/or any bonus post season awards
    - A. In special circumstances a waiver may be granted if the request is approved by the MOWA Board of Directors no less than 30 days prior to the banquet date

## 6. Race Procedures

- a. Car Entry
  - I. Once a driver draws a pill and participates in a Hot Lap session, that car/driver combination is deemed to be entered into competition
  - II. Any car changes must be reported to MOWA officials
  - III. Any driver that changes cars must start at the tail of their next assigned event
- b. Chief Starter
  - I. The MOWA-appointed Chief Starter will be in control of all on-track events
  - II. Any ruling made by a flagman or track official during a race will be final
- c. 8-Minute Warning Horn
  - I. Generally, an event will be broken into thirds, the Heat Race portion, the Fast Dash/B-Main(s) portion, and the A-Main portion
  - II. Prior to each segment, the Competition Director will sound an 8-Minute Warning Horn
  - III. Any competitor that is not ready to race at the end of the 8-Minute Warning Horn period once your event is called to the track will be docked one (1) row for that event
- d. Scoring
  - I. The entire field must complete a lap before a single file restart occurs
  - II. When a yellow or red flag is displayed, scoring terminates
  - III. On the initial start, if a yellow comes out, three (3) cars must be involved for all cars to get their spot back
    - i. Each car involved in the yellow will receive one (1) charged caution
  - IV. If two (2) or less cars spin on the initial start, all involved cars will go to the tail
    - i. Remaining starters will move straight up
  - V. All Cars must cross the line for that lap to count unless the last car causes the yellow, then the lap will count
  - VI. Cars involved in an incident will tag the field (involved is defined in Section G)
  - VII. On restarts, the entire field must cross the line before the lap will count
  - VIII. Leaving the track - If a car goes to the pits during green flag condition it will not be allowed to rejoin the field
- e. Work Area
  - I. Generally, every effort will be made to have a designated Work Area at each event
    - i. Only two (2) crew members will be allowed in the Work Area from each team
    - ii. It may be an area away from your personal pit space or it may be your personal pit space
  - II. If there is to be a designated work area, it will be announced at the drivers meeting along with the rules about when and for how long it can be used
  - III. No refueling in Work Area unless during a designated Open Red Flag / Fuel Stop
  - IV. Courtesy Laps
    - i. Once the line-up is corrected by scoring, there will be two (2) Courtesy Laps awarded for any car in the Work Area during the A-Main
    - ii. The Courtesy Laps are awarded one (1) time and do not restart if additional cars enter the Work Area
    - iii. Once the one-to-go signal is given to the field, no cars may return to the track from the Work Area until the next available race stoppage
- f. Green Flag - When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed
  - I. Starts/Restarts
    - i. Initial start should have rows roughly even

- ii. Stay in line - Do not jump the start or restart
  - iii. A restart cone will be used
  - iv. No passing prior to the cone
  - v. Drivers that pass before the cone, hit the cone, or go below the cone will be penalized immediately to the rear of the field
  - vi. The leader may begin accelerating upon exiting the last turn before the cone
  - vii. Penalties for violations will be assessed by flagman
- g. Yellow Flag - Proceed with caution, DO NOT PASS, DO NOT RACE BACK TO THE START/FINISH LINE
  - I. When the yellow flag is displayed, pull up to the car directly in front of you, whether it be lapped or not and form a single-file line, nose to tail
  - II. Officials will correct the line-up when they receive it from the scorers
  - III. Drivers who fail to get into a single file order or do not go to assigned spot by officials will be sent to tail of field or disqualified
  - IV. Lapped cars remain in the restart order
  - V. If a yellow or red should wave within the last 5 laps of the A-Main, lapped cars will be moved to the tail of the field, and those cars will be considered lapped
  - VI. 360 Spin – The yellow may come out upon Chief Starter’s discretion
    - i. There is no guarantee that the yellow will be displayed
  - VII. Drivers that stop with contact are considered involved in a caution and will go to the rear of field
    - i. Drivers that spin to avoid a wreck and do not make contact will get their spot back and will not be charged with a caution
  - VIII. Two Yellows – Any driver involved in two (2) cautions will be disqualified (assisted or unassisted)
- h. Red Flag – The race is being stopped, slow your car and bring it to a stop on the racing surface
  - I. Except in rare instances, a Red Flag situation is considered closed
  - II. Cars involved in the Red Flag condition may return to the Work Area or pit to make repairs
    - i. Cars returning from the Work Area under Red condition must be ready to restart with the rest of the field – we will not wait
  - III. Open Red Flag / Fuel Stop will be signaled by a white flag from the starter’s stand
    - i. Only air and fuel can be added/subtracted during an Open Red
      - a. Any other work will result in disqualification
      - b. Otherwise, return to the Work Area
  - IV. DO NOT drive through a RED crash scene
  - V. Any car that stops with contact is considered involved
    - i. Drivers that spin to avoid a wreck and do not make contact will get their spot back and will not be charged with a caution
- i. Black Flag
  - I. Pull safely OFF the track and leave the racing surface without causing a yellow
  - II. Something is wrong with your car that is jeopardizing the safety of yourself and your fellow drivers
  - III. Failing to acknowledge a black flag is automatic disqualification.
- j. White Flag
  - I. One (1) lap to go before the completion of a race
  - II. If a yellow or red flag is needed on this lap, when racing resumes there will be a GREEN, WHITE, CHECKERED, finish
- k. Checkered Flag - The race has been finished
  - I. Yellow/Checkered
    - i. An incident has occurred on the track after the checkered has been shown to the leader
    - ii. The cars crossing the line prior to the yellow flag will be scored as finished
    - iii. The remainder of the field will be scored from the previous lap, except for the cars involved in the incident, they will tag the last scored lap
    - iv. Weather, curfew, or track conditions can also cause a yellow/checkered
  - II. Red/Checkered

- i. Same as yellow/checkered, however, the incident is more severe and cars need to stop immediately and follow normal “closed” red flag procedures, the race is over
- III. In an event where the A-Main race is stopped before its posted distance, it will be deemed an official race if more than half the distance has been completed
  - i. If a race is stopped prior to that point, one half of the points and pay for that event will be based on the position at the time the race is stopped with the other half allocated equally among all A-Main cars.
- I. If a race is made up due to a rain out the lineup will be filled as was before, if a driver change is done the position goes to the car not the driver, if a driver change is made then that car will start at the rear of the field

**7. Conduct**

- a. Any driver who stops his car on the track to protest or initiate an argument will be disqualified.
- b. Fighting WILL NOT be tolerated! Any driver deemed the instigator in any “physical” altercation will receive a minimum suspension of two (2) race dates along with any other sanction deemed appropriate by the MOWA board and will lose all points and money for that night
- c. Blatant incidents of rough driving will be subject to penalty, disqualification and/or suspension.
- d. Anyone who destroys MOWA or race track property, abuses or threatens MOWA officials, and/or enters the scoring tower to debate a scoring decision is subject to penalty, disqualification and/or suspension.
- e. If a protest is needed or a rule needs reviewed, you must submit it to the Competition Director and that rule will be brought to the rule committee’s attention, but it will not be changed that night, unless it is a safety rule, any other rule will be reviewed for following year

**8. Spirit of the Rule** – These rules are intended to create fair competition among members. The overriding goal of MOWA is to encourage participation in MOWA events without unnecessarily punishing or disqualifying participants. All reasonable efforts will be made to find a way to allow participation without creating a situation that is unfair to others. The preferred method of enforcement is a warning and agreement for corrective action prior to the next MOWA event. MOWA officials will periodically check compliance with these rules as time and opportunity permit. By entering a car in a MOWA event, a driver represents that to the best of his knowledge his car conforms to these rules. While the rules are intended to be interpreted and enforced in a manner to encourage participation to the extent possible, any blatant disregard for a MOWA rule will not be tolerated.

**Addendum A – MOWA Passing Points System**

| MOWA Passing Points Grid |                         |       |       |       |       |       |       |       |       |       |       |       |
|--------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                          | <- STARTING POSITION -> |       |       |       |       |       |       |       |       |       |       |       |
| FINISH                   | 1                       | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    |
| 1                        | 100.0                   | 105.0 | 110.0 | 115.0 | 120.0 | 125.0 | 130.0 | 135.0 | 140.0 | 145.0 | 150.0 | 155.0 |
| 2                        | 91.5                    | 93.0  | 98.0  | 103.0 | 108.0 | 113.0 | 118.0 | 123.0 | 128.0 | 133.0 | 138.0 | 143.0 |
| 3                        | 83.0                    | 84.5  | 86.0  | 91.0  | 96.0  | 101.0 | 106.0 | 111.0 | 116.0 | 121.0 | 126.0 | 131.0 |
| 4                        | 74.5                    | 76.0  | 77.5  | 79.0  | 84.0  | 89.0  | 94.0  | 99.0  | 104.0 | 109.0 | 114.0 | 119.0 |
| 5                        | 66.0                    | 67.5  | 69.0  | 70.5  | 72.0  | 77.0  | 82.0  | 87.0  | 92.0  | 97.0  | 102.0 | 107.0 |
| 6                        | 57.5                    | 59.0  | 60.5  | 62.0  | 63.5  | 65.0  | 70.0  | 75.0  | 80.0  | 85.0  | 90.0  | 95.0  |
| 7                        | 49.0                    | 50.5  | 52.0  | 53.5  | 55.0  | 56.5  | 58.0  | 63.0  | 68.0  | 73.0  | 78.0  | 83.0  |
| 8                        | 40.5                    | 42.0  | 43.5  | 45.0  | 46.5  | 48.0  | 49.5  | 51.0  | 56.0  | 61.0  | 66.0  | 71.0  |
| 9                        | 32.0                    | 33.5  | 35.0  | 36.5  | 38.0  | 39.5  | 41.0  | 42.5  | 44.0  | 49.0  | 54.0  | 59.0  |
| 10                       | 23.5                    | 25.0  | 26.5  | 28.0  | 29.5  | 31.0  | 32.5  | 34.0  | 35.5  | 37.0  | 42.0  | 47.0  |
| 11                       | 15.0                    | 16.5  | 18.0  | 19.5  | 21.0  | 22.5  | 24.0  | 25.5  | 27.0  | 28.5  | 30.0  | 35.0  |
| 12                       | 6.5                     | 8.0   | 9.5   | 11.0  | 12.5  | 14.0  | 15.5  | 17.0  | 18.5  | 20.0  | 21.5  | 23.0  |

\*Starting position is figured based on the original draw - we do NOT recalculate once the cars hit the track



\*Driver that earns points FIRST wins a TIE | \*If you scratch (DNS), you receive ZERO (0.0) Points

\*If you 1) Elect to start on the rear or 2) Miss the Draw, you will only receive Finish Position Points (DIAGONAL)

\*If you know you want to start in the rear (rookie, car isn't running right), don't draw! Please ask to start the rear!

**Addendum "B" – Season Finish Position Points**

| Finish | Heat Race | A-Main | Show-up                        |    |
|--------|-----------|--------|--------------------------------|----|
|        |           |        | Start a Main (A, B, C) Attempt |    |
| 1      | 10        | 65     | Start a Main (A, B, C) Attempt | 25 |
| 2      | 8         | 60     |                                | 10 |
| 3      | 6         | 56     |                                |    |
| 4      | 4         | 52     | <b>Passing Points (A-Main)</b> |    |
| 5      | 2         | 48     | <i>1 per improved position</i> |    |
| 6      |           | 45     |                                |    |
| 7      |           | 42     |                                |    |
| 8      |           | 39     |                                |    |
| 9      |           | 36     |                                |    |
| 10     |           | 33     |                                |    |
| 11     |           | 31     |                                |    |
| 12     |           | 29     |                                |    |
| 13     |           | 27     |                                |    |
| 14     |           | 25     |                                |    |
| 15     |           | 23     |                                |    |
| 16     |           | 22     |                                |    |
| 17     |           | 21     |                                |    |
| 18     |           | 20     |                                |    |
| 19     |           | 19     |                                |    |
| 20     |           | 18     |                                |    |
| 21     |           | 17     |                                |    |
| 22     |           | 17     |                                |    |
| 23     |           | 17     |                                |    |
| 24     |           | 17     |                                |    |
| 25     |           | 16     |                                |    |
| 26     |           | 15     |                                |    |
| 27     |           | 14     |                                |    |
| 28     |           | 13     |                                |    |
| 29     |           | 12     |                                |    |
| 30     |           | 11     |                                |    |
| 31     |           | 10     |                                |    |
| 32     |           | 9      |                                |    |
| 33     |           | 8      |                                |    |
| 34     |           | 7      |                                |    |
| 35     |           | 6      |                                |    |
| 36     |           | 5      |                                |    |
| 37     |           | 4      |                                |    |
| 38     |           | 3      |                                |    |
| 39     |           | 2      |                                |    |
| 40     |           | 1      |                                |    |