

2008 WOLVERINE OUTLAW MIDGET SERIES OFFICIAL RULE BOOK

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and, by participating in those events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. Participants shall have no claim against, or cause of action for damages, expenses, or otherwise against WOMS INC., it's Officials, Sponsors, or Promoters by reason of disqualification or damage to race car, personnel, or both.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

These rules govern the 2008 season and supersede all previous rules, bulletins and supplementary rules and regulations. These Rules are applicable to all WOMS Members and Participants at every Event which WOMS sanctions. Each Participant acknowledges full awareness and understanding of these Rules through possession of a WOMS license/membership, filing of an official event entry, signing in to a WOMS sanctioned event through the event Registrar and/or by participating in WOMS sanctioned events.

The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of those rules is left to the discretion of the officials. Their decisions are FINAL.

These rules of competition become effective February 1, 2008, and supersede all previous rules and are subject to change without notice.

WOLVERINE OUTLAW MIDGET SERIES RULES

(last updated 2-2-08)

1. General Rules

1.1. These Rules shall be applied, construed and interpreted by the Officials, and their interpretation shall be final and binding. Any and all actions and decisions which the Officials are authorized and empowered to take under these Rules may be taken, or not taken, by the Officials at their discretion. Due to continuous developments in motor sports, changes may be necessary that cannot be anticipated at the time the rules are formulated. Therefore, rules may be updated, modified, added to, or deleted at any time, as deemed necessary by Officials. WOMS shall have the right to authorize and supervise Events of any kind; to make and construe Rules and to render decisions concerning them; to grant, approve, refuse

or withdraw Licenses, sanctions and approvals; to assign and cancel dates for Events; to appoint and rescind the appointment of Officials; to impose and remove penalties for any violation of these Rules; to establish standards of eligibility for participation in Events; to establish Rules for its own procedures; and to do any and all things which, in its judgment, are consistent with the enhancement of the Events. 1.1.1. WOMS reserves the right under special circumstances, to make special rulings, which it deems necessary or appropriate for an Event. Events may occur under extra ordinary conditions, subject to special rulings, which will be described at Participant/Drivers meeting(s), through distribution of bulletins to registered Participants, or verbally to each Entrant or representative.

1.1.2. WOMS intends for all racecars to be competitive with each other. If a participant modifies a racecar in a manner which these rules have not specifically addressed, and that WOMS Officials deem an unfair advantage over other competitors, the participant will be required to reverse these changes. If you do not see something specifically addressed, and do not seek clarification from WOMS Officials, consider it to be illegal, because WOMS likely will.

1.2. The only personnel permitted on the racing surface are WOMS authorized Track Officials. IF INVOLVED IN AN INCIDENT, DRIVERS MUST REMAIN IN THE RACE CAR UNLESS IN IMMEDIATE DANGER, SUCH AS FIRE. NO DRIVER SHALL GET OUT OF THEIR RACE CAR ON THE RACETRACK OR INFIELD FOR ANY REASON OTHER THAN TO AVOID IMMEDIATE DANGER.

Violation of this rule shall result in immediate disqualification from the event, fine, and/or suspension.

1.2.1. If uninjured, a Driver must remove the steering wheel and/or release the head net as indication to Fire Safety personnel that no immediate emergency services are required.

1.2.2. All personnel must stay away from the racetrack at all times unless requested to assist during special circumstances by an Official. Crewmembers, owners, and/or other personnel are not permitted on the track following an accident or injury. Violation of this rule by any participant shall result in immediate disqualification from the event, fine, and/or suspension.

1.2.3. WOMS Officials must be notified immediately if a participant is injured at a race event. A Participant shall not leave the premises without first reporting any injury to the WOMS Safety Director.

1.2.4. It is the duty of all Participants to bring to the attention of the Officials any unsafe equipment, practices, or rules violations of any race car or Driver.

2. Licensing, Credentials, Registration and Entry Requirements.

2.1. Credentials

2.1.1. All participants, pit crewmembers and other persons admitted to WOMS events must conform to all WOMS rules.

2.1.2. All officials, owners, drivers and mechanics will be issued proper identification tags or cards for all events.

2.1.3. Any person found loaning or giving their identification to anyone so they may gain access to any area of the track illegally will be removed from the track and/or barred from further competition in that meet.

2.1.4. Before entering any restricted area, a release, registration, and/or entry form must be signed by each Participant.

2.1.5. Entering the racing surface, pit area(s), and/or restricted areas without the permission of the Officials, and/or without the visible display of appropriate credentials, is prohibited.

2.2. Participant/Competition License.

2.2.1. All Participants must have a current WOMS membership and competition license. When applicable, temporary WOMS membership and competition licenses ('temporary permit' or 'TP') may be secured from and issued by the WOMS event Registrar.

2.3. Drivers License.

2.3.1. No person shall be granted a WOMS license unless they are 16 years of age. Birth certificates must be presented as proof of age, if requested by WOMS officials.

2.3.2. Drivers licensed with WOMS must meet the following requirements.

2.3.2.1. A yearly physical exam by a qualified M.D. is highly recommended before applying for a driver's application with WOMS.

2.3.2.2. Rookies must start at the rear of any event qualified for (regardless of time) for a minimum of three meets or longer if need be. Rookie is defined as anyone driving midgets for the first time.

Anyone who has competed in more than three (3) midget meets in any one season loses his/her rookie status.

2.3.2.3. WOMS reserves the right to require a certified birth certificate of any driver upon demand. Furthermore, WOMS may require any driver at any time to furnish a current physical examination certificate, from a designated physician attesting to his physical fitness for racing before granting driving privileges.

2.3.2.4. WOMS shall have the power to disqualify and/or exclude from competition any driver, mechanic, other competitor or official who, as a result of a medical examination or otherwise, gives evidence of or who shows visible signs of exhaustion, substance abuse, or other physical or mental irregularity.

2.3.2.5. WOMS may prohibit any competitor or car from entering or continuing a race if they consider either might be a source of danger.

2.4. Insurance.

2.4.1. Each Participant who has obtained a restricted area credential in the proper manner, and who has signed the liability release form for the Event for which the credential is issued, is provided insurance coverage for accidental injury as the result of visible means while participating in said Event. The insurance plan, as arranged by WOMS, applies only at WOMS sanctioned events. All Participants agree to abide by the insurance plan.

2.4.2. A WOMS Participant/Competition License includes \$15,000 SECONDARY and \$100,000 EXCESS participant accident medical insurance coverage while participating in any WOMS sanctioned event.

2.4.3. Any Participant injured while on the racing premises, and who does not report to the WOMS Officials within 24 hours, or before leaving the premises (providing such member is able to make such a report) may not be eligible for insurance prescribed under the insurance plan.

3. Race Officials

3.1. All disputes that involve racing procedures will be settled by the Racing Director.

3.2. The President and Racing Director together shall have the only authority to impose fines, penalties and/or suspensions, without consent of the Board of Directors. The member shall have the right to enter a written appeal to the Board.

3.3. The move-over flag will be used at the discretion of the Flagman.

4. Point System

4.1. Each car and driver will receive 25 points upon pre-entering AND SIGNING IN at each race date.

4.2. Qualifying Points - 30,27,24,22,20,19,18,17,16,15,14,13,12,11,10,9,8,7,6,5

4.3. Heat Points - 30,27,24,22,20,18,16,14,12,10

4.4. Semi Points: Cars not transferring to the A feature event receive 50 points.

4.5. Bonus Points- Feature Only: Five (5) additional points will be awarded the car who improves their position the most during the feature outside the invert. In case of a tie the best finishing car will get the award. This will be the hard charger award

4.6. Double or bonus points may be issued as announced on entry blank and bulletin.

4.7. To participate in point fund money, end of the year award money and points, participant must be a paid member.

4.8. To receive point fund and appearance money, participant must compete in 80% of current WOMS season race meets.

4.9. Cut off date for points will be October 31st unless event(s) after that date are scheduled officially by August 15th.

4.10. Feature Points - 200,190,185,180,175,170,165,160,155,150,145,140,135,130,125, 120,115,110,105,100,95,90,85,80

**Note: Positions 21 and below will decline in points by 2 points per position from position 20.

5. Qualifications

5.1. At the Race Director's discretion, qualifications may be conducted by order of the draw. Draw for qualification order will be held just prior to the scheduled start of warm-ups. If a participant is unable to qualify at his/her appointed turn, participant loses one attempted lap of qualification. If open qualifying is done, cars will be limited to one lap if they are not ready in time.

5.2. Where qualifications are part of the show, qualifying will consist of two (2) laps, with the faster of the two counted as the official time.

5.3. All races will be lined up by time trials or draw system, to be determined by the Race Director.

5.4. Driver change: If a driver qualifies car "1," then qualifies car "2," with the permission of the Pit Steward, car "1" will be put to the tail of any events qualified for if a driver is available (considered driver change) and car "2" is put into position according to qualifying time. 5.5. There will be NO qualifying attempt allowed after qualifications are completed. Anyone arriving once qualifying has started will receive one warm-up lap and one green qualifying lap, provided they are in line prior to the close of qualifying.

5.6. A draw will be done to determine the number of cars inverted for the feature lineup in programs where qualifying is included. Heat races will be progressive racing.

5.7. On dirt tracks where qualifying is not in the program, the winner of the first heat race is considered the fastest qualifier.

5.8. In the event a car does not qualify and a shortage of cars develops, the unqualified car may be invited to compete in a heat race, semi-feature or feature starting at the back of the event and will compete for both money and points.

5.9. No fast car dash

6. Race Procedures

6.1. Any driver change before any event must be cleared with the Pit Steward.

6.2. Alternate cars for any event must start in the rear of the field and will not receive any points for the event.

6.3. Feature alternates will be added from the semi-feature in the order of finish provided the "semi" is run before the feature.

6.4. Once a car has been fired, and before the green flag has fallen, a participant who stops to work on the car will lose his original starting position, and must start at the rear of the event. Cars going back to the pit area will be disqualified. Cars may be stopped by Race Personnel and put back in their original starting position. Any participant having a safety issue prior to the green should stop on the front stretch for assistance. Participant will be put back in their respective position.

6.5. No work may be performed on cars during a yellow flag after the race has started.

6.6. Yellow flag procedures:

6.6.1. The leader on the lap immediately preceding the caution will assume the lead and slow the field to an idling speed safely. The field will close-up behind the leader. No passing, as the race will be scored back to the last completed scored lap. The field will line up in single file the way they were running the lap before the yellow was displayed.

6.6.2. Failure to follow the Flagman's instructions will result in a black flag. The green flag will not be displayed until the field has been completely closed up and the course is clear.

6.6.3. Any driver guilty of passing on the yellow will lose the number of positions gained under the yellow.

6.7. When any car is suspected of leaking fluid, the yellow flag will be displayed. Suspect car will be black flagged and stopped at the start/finish line for consultation. If there is no problem, the car will be able to restart in its established position.

6.8. If the race is red flagged because of an accident, those cars involved will restart at the rear of all cars running on the same lap. If the race is called or declared complete at the time of the red flag, those cars involved will be scored at the rear of all running cars on the same lap, with the exception of any running car lapped more than one time. Example: Race is red flagged and considered completed - the car involved in accident will be scored ahead of any car lapped more than once, only if the involved car is on the lead lap. The only exception would be if the involved car were also a lapped car.

6.9. When a race is stopped with the red flag, servicing will NOT be allowed to cars on the track. Cars returning to the pits will be disqualified..

6.10. For feature race only:

6.10.1. The last two (2) laps will be run under the green flag if possible: green – white – Checkered.

6.10.2. In case of an accident late in the race, the Race Director may declare the race complete upon the waving of the red flag.

6.10.3. If a yellow is displayed with less than 3 laps to go, all lap cars will be placed in their running order at the rear of the field.

6.11. If a driver has a safety problem, i.e. seat belt loose, helmet unbuckled, etc., he/she must stop at the start/finish line. Driver will be able to restart in his/her established position upon official approval.

6.12. If a driver gets out of his/her car under a yellow flag, he/she will be considered out of the race.

6.13. Spin Rule.

6.13.1. A driver will be allowed one (1) spin. The first one will allow him/her to restart at the tail of the field; the second spin will put him/her in the pits.

6.13.2. A 360 degree spin will count as a spinout.

6.14. No driver change will be allowed after the green flag has fallen to start the race.

6.15. Any car involved in a flip, must be inspected by the Technical Crew. Restart is upon the decision of the Race Director and "tech crew."

6.16. A lap is considered completed when all cars, excluding the last four (4), cross the start/finish line (minimum 14 car start field).

6.17. Once a car leaves the racetrack for one or more green laps, it may not re-enter the race.

6.18. BRAKE CHECKING WILL BE GROUNDS FOR DISQUALIFICATION.

6.19. Absolutely no three (3) or four (4) wheelers will be allowed on the track during any race at any time.

Three or four wheelers may push racecars to their starting position on the track for events where instructed to do so only. ATV vehicles must return to the pit area prior to driver introductions.

6.20. Individuals needing to cross the racing surface must do so before the first car is pushed off.

6.21. Heat Races

6.21.1. No fast car dash

6.21.2. Heat races will invert the fastest 6 cars.

7. Protests

7.1. The protest period for any race will be (15) minutes after a race is finished.

7.2. All protests must be presented in writing and presented to the President or Race Director, along with a protest fee of \$25.00. Protest may be made by the car owner only. The car owner must represent his/her driver and mechanics. This is to prevent trackside disorder. If the car owner is not in attendance, the driver may then file the protest.

7.3. If a dispute involves a car that a board member owns or has a financial or sponsorship interest in, that official or Board member will not be able to vote in any dispute involving said car.

7.4. To prevent holding up payment of prize monies, all protests will be decided upon by the Race Director and/or President before payoff begins. If a protest is ruled invalid, the protest fee goes to the point fund; if the protest is ruled valid, the fee will be returned.

7.5. An additional protest fee for each engine head removal will be \$200.00. Engine protests with P & G tester will be \$50.00. If the protested engine is found to be legal, 100% of the protest fee shall be awarded to the owner of the protested engine. If the engine is found to be illegal, 100% of the protest fee will be returned to the protesting car owner. There will be no additional protest fees relative to tire, chassis offsets or car weight checking.

8. Sportsmanship, Personal Conduct, Fines and Penalties

8.1. Conduct Detrimental to Racing – Any member, participant or other person admitted to WOMS events who, in the judgment of the Race Director or the Board of Directors, is guilty of conduct detrimental to

racing and/or to the Wolverine Outlaw Midget Series, on or off the track or any other venue, may be suspended, excluded from WOMS events, and/or fined by the Race Director or the Board of Directors.

8.2. Any driver, pit crew member or owner that physically or verbally abuses any WOMS track official will subject his or her car and crew to suspension.

8.3. Rough driving, cutting the pole marker without good reason, foul driving of any kind or unsportsmanlike conduct will result in a fine and/or suspension being levied against the guilty party.

8.4. Suspensions will take effect immediately after occurrence unless appealed in writing to the Board of Directors. If appealed, any suspension will take effect upon Board's decision.

8.5. All fines must be paid and suspensions terminated before the member will be allowed further participation.

8.6. If an owner refuses to allow measurement of his/her engine or other car weight or specification, it will be assumed that the car is illegal.

9. Appeals

9.1. An appeal must be forwarded to the office of the Secretary by midnight within seven (7) days of the rendering of a penalty or other decision. The appeal must fully set forth the facts of the case and be accompanied by sworn statements or affidavits necessary to substantiate the appeal.

9.2. All appeals will be heard and acted upon at the next regularly scheduled Board meeting.

10. Safety

10.1. Any car may be checked at any time for any reason.

10.2. No metal-framed goggles allowed. Goggle lenses shall be shatter proof.

10.3. Any car running too slow or causing a hazard in any event will be black flagged from the race.

10.4. No car and/or driver that the starter or Race Director deemed to be a hazard to the other cars in the event will be permitted to run, i.e. rookie, safety, etc.

10.5. In the event of an accident that the race officials deem might have inflicted an injury to a driver, affecting his driving ability, the injured driver shall have a medical check-up as to his fitness to drive, and a written release from a doctor stating so.

10.6. No one will be allowed to fire a racecar engine by push starting it, unless an ambulance with EMT's or paramedics with life-saving equipment is in attendance.

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

10.8. The car owner is responsible for the conduct of his entire crew at the event. This includes the operation of any push vehicles (3 and 4 wheelers). Each push vehicle must be operated safely and responsibly at all times and be numbered with the number of the car it normally pushes. If anyone operates the push vehicle irresponsibly, the racecar it is associated with may be disqualified at the discretion of the Pit Steward.

11. Safety Equipment

11.1. 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.

11.2. Helmets: All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2000 Snell Foundation or SFI Foundation 31.2 specifications and are labeled as

such. Helmets will be subject to inspection at each event by the Technical and/or medical representatives and must show no signs of previous abuse.

11.2.1 An approved head and neck restraint such as a Hans or Hutchens device is strongly recommended and will be mandatory for 2008

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

11.4. Arm Restraints: Arm restraints are mandatory and must be worn at all times during the competition.

11.5. Roll Cage Nets: It is recommended that all cars be fitted with roll cage nets on both the left and right sides of the roll cage for all events. Caution should be used when positioning head restraining nets to be certain the drivers head cannot get under the net in case of an accident. All new roll cage nets must be stamped by the manufacturer and be labeled showing they meet SFI Foundation specification 37.1. The life of roll cage nets in use should not exceed two (2) years.

11.6. 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 high-impact material such as Ensolite or Beadall. This padding must have a thickness of one-half (1/2) inch.

12. Specifications

12.1. All phases of design and construction of any car are subject to the approval of the Technical Committee. The stewards and the Technical Committee may exclude any car, design or construction which they deem dangerous or not meeting the specifications herein.

12.2. Car Size Limits: The wheelbase must be a minimum of sixty-six (66) inches and may be a maximum of seventy-six (76) inches. The maximum overall width is limited to sixty-five (65) inches as measured from outside of the tires.

12.3. Car Weight.

12.3.1. Cars over 151 C.I.D must weigh a minimum eleven-hundred and twenty five (1125) pounds, with the driver

12.3.2. Cars powered by Four (4) cylinder horizontally opposed, two (2) valves per cylinder, 166 C.I.D or under must weigh a minimum of one thousand seventy five (1075) pounds with the driver.

12.3.3. Cars 151 C.I.D and under must weigh a minimum of one-thousand and twenty five (1025) pounds with the driver.

12.3.4. Cars under 145 C.I.D must weigh a minimum of nine hundred seventy five (975) pounds with the driver.

12.3.5. Ford Focus powered and Kenyon Cars (K cars) will not be subject to WOMS minimum weight rules.

12.3.6. Cars may be weighed following any event and fuel may not be added to make up weight.

12.3.7. All weight must be securely fastened between the frame rails. Solid nerf bars and bumpers are PROHIBITED.

12.3.8. The top three (3) finishers in the A-main will be weighed at the conclusion of the event.

12.3.9. Cars may be weighed at any time during the evening's events upon request of the race director.

12.4. Car Construction.

12.4.1. All cars must be of the open wheel, open cockpit type. The body must give the appearance of completely covering the frame. The engine must be covered with a cowling secured in place, but need not enclose the side of the engine compartment. The car's body, driver seat and fuel tank assembly must be mounted on the chassis centerline. All cars must have an under-pan below the engine and cockpit area. At certain events specified by WOMS, radiator catch tanks and under-pan diapers may be required.

12.4.2. 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.

12.4.3. All fuel must be contained in a single, conventional Midget tail and tank assembly, located behind the driver and within the body contours. The fuel tank must have a minimum capacity of eighteen (18) gallons. Fuel tanks may not be made from carbon fiber or carbon/kevlar material.

12.4.4. Engine layover is limited to (45°) forty-five degrees, (angle from vertical) as measured through the crankshaft and/or cylinder bore centerlines. Engine offset is limited a maximum of one (1) inch, two (2) inches overall, from the chassis centerline. The crankshaft centerline, front to rear, will be used to determine maximum offset. The centerline of the rear end section must be directly behind the centerline of the crankshaft. The crankshaft and driveline must be parallel to the chassis centerline and at a ninety degree (90°) angle to the engine motor-plate.

12.4.5. The maximum rear wheel offset from center, is three inches (six inches overall) measured from the inside bead seat to the centerline of the rear center section. Front wheel offset is limited to a maximum of 5 ½ inches (11 inches overall) as measured from the inside bead seats to the centerline of the chassis. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset.

12.4.6. No airfoil, spoiler or other air deflection device will be permitted. Vertical spill plates may be used on the outer edge of the hood assembly and will be limited to one (1) inch in height. The outside dimensions of these spill plates may be no wider than the main frame of the car. The under-pan 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 under-pan of the car or fuel tank contours. Sun visors are limited to five (5) inches in height and not wider than the width of the cage. Sun visors must be mounted parallel to the front upright cage tubes and cannot extend above the cage.

12.4.7. The maximum overall width of the car is 65 inches including tires and wheels.

12.5. Roll Cage:

12.5.1. All WOMS midget racecars must be equipped with a roll cage that cannot encroach upon an imaginary cylinder extending upward from the cockpit opening. The roll cage must be secured and attached to a strong component of the car and adequately braced fore and aft to secure it in an upright position. The roll cage must extend two (2) inches above the top of the driver's helmet when he is sitting in an upright position. It is recommended that on all new cars, the roll cage should extend four (4) inches above the top of the driver's helmet. The normal height is thirty-six (36) inches measured on a line equivalent to the driver's spine when seated in the car.

12.5.2. All cars are required to have roll cages constructed of SAE 4130 seamless steel tubing with a minimum O.D. of 1 ¼ inches and a minimum wall thickness of 0.095 inches. The roll cage must be gusseting in all four (4) corners. It is recommended that the gussets be made from seamless tubing, eliminating any sharp edges that might endanger the driver's arms in case of a roll over.

12.5.3. All roll bars and/or roll cages must be so designed to permit the lifting of the car in case of an accident.

12.5.4. All roll cages must pass technical inspection by WOMS. No bolt-on roll cages will be permitted.

12.5.5. No water or oil coolers are to be placed above or beside the cockpit opening.

12.6. Fuel System.

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

12.6.2. 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 is strictly prohibited.

12.6.3. Any device which artificially reduces the temperature of the fuel is strictly prohibited.

12.6.4. All fuel is subject to testing at any time. Any fuel that does not conform to the WOMS standards will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

12.6.5. Ethanol will be considered by the Technical Committee upon written petition.

12.6.6. Fuel tanks must be constructed and supported in a manner that will ensure every possible precaution has been taken to avoid rupture or breakage.

12.6.7. Fuel tanks should not be altered, meaning that it should be installed and utilized in its original manufactured construction.

12.6.8. It is highly recommended that fuel tanks not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder for mounting.

12.6.9. It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. These structures should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

12.6.10. 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 ensure that the tank is securely fastened to the chassis. All tanks must have a minimum of four mounts attached to the chassis.

12.6.11. A flush-type cap or device approved by the Technical Committee is mandatory on all exposed fuel caps.

12.6.12. The tank vent must have a check valve.

12.6.13. Fuel systems must be equipped with two shut-off devices: one located within easy reach of the driver, and the other near the rear tires, within easy reach of the track safety crew. Fuel line from fuel tank to main shut-off must be steel- braided AN type (non-push on) line.

12.6.14. The lower portion of the tail directly under the fuel tank must be louvered or left open to allow fuel to escape if the tank is ruptured.

12.6.15. Electronically controlled fuel injection systems shall not be permitted except on WOMS approved engines.

12.6.16. Fuel Cell Inserts - All fuel tanks must have inserts and all fuel cells must have a label in the area of the filler neck indicating acceptable type fuels and comply with the following specifications.

12.6.17. All fuel cell materials should be constructed of a woven fabric impregnated and coated with a fuel resistant elastomer.

12.6.18. All fittings shall be built into the fuel cell, bonded, and cured as an integral part of the cell or tank during vulcanization. Inspection plates may be utilized for the installation of fittings for fuel pick-up, vent and return lines.

12.6.19. The fuel cell shall be completely surrounded by a container (which also may be a part of the structure or body work of the car) to rigidly support the fuel cell and provide additional protection.

12.7. Firewall: An effective firewall of metal at least .0625 inch thick or other approved fire retardant material must be installed between the engine compartment and the cockpit. It must be as leak-proof as practical. The firewall may not be made from carbon fiber, honeycomb, or other composite materials.

12.8. Revolving Parts: All revolving driveshaft components must be fully enclosed by an approved type of safety shield. WOMS approval will be required prior to entering and competing in any event.

12.9. Chassis Protrusions: Sharp protrusions (grease fittings, cotter keys, etc.) must not be located in close proximity to the tires.

12.10. Bumpers:

12.10.1. The car must be equipped with a rear bumper securely fastened to the structural components of the car and designed without any stubs pointing downward.

12.10.2. The bumper shall follow the contour of the tail and have adequate clearance to permit moving the car by the bumper.

12.10.3. Front bumper must be no wider than frame rails.

12.11. Nerf Bars: The car must be equipped with adequate nerf bars made of steel.

12.12. Steering and Suspension.

12.12.1. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.

12.12.2. All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the alloy manufacturer as equivalent in physical properties. Aluminum alloy spindles, steering arms, pitman arms, tie rods and drag links may be utilized if recommended by the manufacturer for their intended use and are subject to approval by the WOMS Technical Director.

12.12.3. 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.

12.12.4. Parts may not be joined by brazing, soldering or by dissimilar metals.

12.12.5. All steering parts that are electroplated must be oven-baked at a temperature of 375° (degrees) Fahrenheit, (plus or minus) 25° (degrees) for not less than three (3) hours, after plating.

12.12.6. Parts that have been stripped of plating must also be baked according to the specifications in 10.11,item "E," unless the parts are to be reprocessed within a three (3) hour period.

12.12.7. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.

12.12.8. The steering wheel hub must be padded with a resilient material of not less than ¾ inch thickness.

12.12.9. Removable steering wheels, as approved by the Technical Committee, are MANDATORY.

Removable pins in the steering hub are not allowed by WOMS.

12.12.10. Independent suspension is not permitted. The car's axle connecting the wheels must be one-piece tubular construction without the capability of camber adjustments to the wheel assembly. Any other construction will be considered as independent suspension.

12.13. Wheels:

12.13.1. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels.

Cars shall be rear drive only.

12.13.2. The rim diameter must be 13 inches.

12.13.3. The wheel width shall not exceed eight (8) inches, except for the right rear, which may be a maximum of ten (10) inches.

12.13.3.1. Maximum right rear wheel width on cars powered by Four (4) cylinder horizontally opposed, two (2) valves per cylinder, 166 C.I.D or under shall not exceed twelve (12) inches.

12.14. Tires.

12.14.1. All tires used must be approved race tires manufactured by a reputable race tire manufacturer.

12.14.2. Any device(s) used for warming the tires prior to competition is prohibited.

12.14.3. Approved Tires: This list may be amended or modified through bulletins and/or entry blanks if track conditions warrant. At certain tracks only one compound may be specified for each position.

12.14.3.1. Fronts.

12.14.3.1.1. Left Front Hoosier, 7/20.5 - 600 compound

12.14.3.1.2. Right Front Hoosier, 7/20.5 - 600 or 700 compound

12.14.3.2. Rears.

12.14.3.2.1. Right Rear Hoosier, 10/23.5 - 760 compound

12.14.3.2.2. Left Rear Hoosier, 10/21.5 - 500 compound

12.14.3.2.3. Left Rear Hoosier, 10/22.0 - 500 compound

12.14.3.2.4. Left Rear Hoosier, 10/22.5 - 500 compound

12.14.4. All four tires will be stamped prior to qualifying and must be used for the remainder of the night's events, with the exception of any "*special*" event. If the need for a tire change becomes necessary (i.e. tire is damaged during a preliminary event) permission may be granted by the Race Director to make said change. The entry will be required to replace the tire with a stamped tire, or will have to start at the rear of each subsequent event upon making said change.

12.15. Throttle:

12.15.1. Throttle toe straps are mandatory. In addition, a minimum of three (3) return springs must be connected to the throttle and at least one (1) of these must be connected to the butterfly shaft.

12.15.2. The throttle pedal must have a wide-open pedal stop.

12.16. Ignition Systems and Electronic Equipment:

12.16.1. WOMS reserves the right to approve or disapprove any ignition, other than magnetos, prior to their use in competition. It is the responsibility of the participant, not the manufacturer, to obtain proper approval.

12.16.2. An ignition switch must be mounted within easy access to driver and be in operating condition.

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

12.16.3.1. Only one-way communication from WOMS Race Control will be allowed and is mandatory.

12.16.3.2. Each participant is required to have a radio with two receiving channels.

12.16.3.2.1. Channel #1 Frequency 464.5500

12.16.3.2.2. Channel #2 Frequency 466.6875

12.16.4. The use of electronic logic processes to control any function of the racecar, and/or any system for gathering continuous data from any function of the racecar is strictly prohibited with the exception of those that fall under rule 12.5.15. Electromotive "DIS" ignition systems are OK because they are not programmable software.

12.16.5. Any device which allows the driver to adjust tire air pressure, shock absorber, or ride height during the running of an event is strictly prohibited.

12.17. Shifter: In and Out shifter must be positive and in good working order.

12.18. Car Numbers: All cars must carry their correct numbers, as issued by the office of WOMS. These numbers must be legible and displayed on both sides of the tail, and on the nose. Duplicate numbers will be changed by the WOMS Pit Steward.

12.19. Engine Size Limits: Specification for all engines listed below.

12.19.1. Pushrod Type Engines:

12.19.1.1. Four (4) cylinder inline, two (2) valves per cylinder, water cooled, iron block and head with intake and exhaust ports on the same side of the head. MAXIMUM 184 C.I.D. (3016 cc).

12.19.1.2. Same as (12.19.1.1) above, except utilizing a "cross-flow" cylinder head. MAXIMUM 174 C.I.D. (2852 cc).

12.19.1.3. Same as (12.19.1.1) above, except utilizing an approved non-cross flow aluminum "Fontana" cylinder head. MAXIMUM 174 C.I.D. (2852 cc).

12.19.1.4. Four (4) cylinder inline, two (2) valves per cylinder operated by pushrods, water cooled utilizing an aluminum block and/or head. MAXIMUM 166 C.I.D. (2721 cc).

12.19.1.5. Four (4) cylinder horizontally opposed, two (2) valves per cylinder intake and exhaust must be inline and on the same axis. MAXIMUM 174 C.I.D. (2852 cc).

12.19.1.6. Maximum of six (6) cylinders, V-type (maximum 90° degrees), two (2) valves per cylinder, water cooled, iron block and head. MAXIMUM 174 C.I.D. (2852 cc).

12.19.1.7. Same as (12.19.1.4) above except utilizing aluminum block and/or head. MAXIMUM 166 C.I.D. (2721 cc).

12.19.2. Single Overhead Camshaft Type Engines:

12.19.2.1. Maximum of six (6) cylinders in-line or V-type (maximum 90° degrees), water cooled, two (2) valves per cylinder. MAXIMUM 146 C.I.D. (2393 cc).

12.19.2.2. Four (4) cylinder horizontally opposed, rocker arm actuated four (4) valves per cylinder, water cooled engine. MAXIMUM 122 C.I.D. (2000 cc).

12.19.2.3. Four (4) cylinder in-line, water cooled, two (2) valves per cylinder. MAXIMUM 161 C.I.D.

12.19.3. Double Overhead Camshaft Type Engines:

12.19.3.1. Four (4) cylinder inline, water cooled, maximum of four (4) valves per cylinder. MAXIMUM 122 C.I.D. (2000 cc).

12.19.3.1.1. The stock production "Cosworth Vega," four (4) cylinder inline, four (4) valves per cylinder, utilizing the stock production block and head. Alteration of the basic design of the head or block is prohibited. MAXIMUM 130 C.I.D. (2082 cc).

12.19.3.1.2. Cast iron block, aluminum head four (4) valve per cylinder maximum 145 C.I.D.

12.19.4. Complete engines and/or major components must be available in a reasonably sufficient supply to all competitors at competitive prices.

12.19.5. All engines must be normally aspirated, internal combustion, four (4) cycle reciprocating pistontype. Ram-type air scoops facing forward are not permitted.

12.19.6. The preceding engine sizes are the maximum permitted. NO CLEAN UP ALLOWANCES ARE PROVIDED.

*NOTE: WOMS reserves the right to disallow any engine and/or ignition system for competition, which it deems unsuitable for the spirit and intent of competitive racing, in regards to cost and/or performance. Any engine not covered by the preceding specifications must be submitted for approval prior to entering competition.

12.20. Oil Supply:

12.20.1. Oil may not be added to the engine supply during a red-flagged race.

12.20.2. For events held on paved tracks, the entire lubricating system must be of the dry sump type.

12.21. Exhaust and Muffler:

12.21.1. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.

12.21.2. Cars having exhaust pipes passing the cockpit, in close proximity to the driver, must have raised metal guards adjacent to the cockpit to afford protection to the driver and mechanic.

12.21.3. **MUFFLERS ARE MANDATORY.** Mufflers should be attached so they follow the angle of the nerf bar as closely as possible.

12.22. Seating System:

12.22.1. Aluminum seats are mandatory. The seat must be mounted to the chassis in a minimum of four places with a minimum of 5/16" steel bolts with large OD washers and nuts.

12.22.2. It is absolutely necessary, in the reclining position, 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.

12.22.3. It is mandatory that all cars have a headrest of high impact, shock absorbing material behind the drivers head with a minimum thickness of one (1) inch. Seats with built-in headrest must also comply with this requirement.

12.22.4. In the reclining position, adequate padding must be used under the buttocks to absorb impact.

12.23. 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 Committee. 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 specifications.

12.23.1. Seat belts must be worn as tight as possible.

12.23.2. 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.

12.23.3. Seat belts should not pass over the sides of the seat. They should 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 material.

12.23.4. Five (5) or six (6) point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis, are mandatory.

12.24. Shoulder Harness: The use of double over-the-shoulder straps is mandatory. The minimum width of each shoulder strap is three (3) inches. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. 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 specifications.

12.24.1. Shoulder straps should be attached directly to the 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.

12.24.2. Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets, to prevent chafing or cutting of the strap material.

12.24.3. Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.

12.24.4. Two (2) belts joining in a "Y" behind the neck to form one strap may not be used.

12.24.5. The shoulder harness should be worn as tight as possible.

12.25. Brakes:

12.25.1. Cars must be equipped with a minimum of 3 wheel brakes.

12.25.2. 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 competition.

12.25.3. 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.

12.26. Wings

12.26.1. Nose or side wings are illegal.

12.26.2. No nose wings, tail wings, nor nose or tail "rudders" are permitted. This rule is at the discretion of the Race Director.

12.26.3. Top wings are prohibited in 2008

12.27. Appearance: All cars will appear at the track in a clean, respectable, and presentable condition.

13.0 Car owners are solely responsible for the building and maintaining of a SAFE race car