

**2026**



**MID-AM**  
**RACING SERIES**

**RULEBOOK**



**SECTION 4**  **MID-AM**  
**RACING SERIES**

**GENERAL SAFETY &  
EQUIPMENT REQUIREMENTS**

## 4.0 GENERAL SAFETY & RESPONSIBILITY

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

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

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

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

Compliance with these Rules is required for participation.

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

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

#### 4.1.1 FIRE SUIT

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

#### 4.1.2 HELMET

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

#### 4.1.3 GLOVES, SHOES & SOCKS

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

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

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

#### 4.1.5 EQUIPMENT CONDITION

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

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

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

### 4.3 SEAT BELT RESTRAINT SYSTEM

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

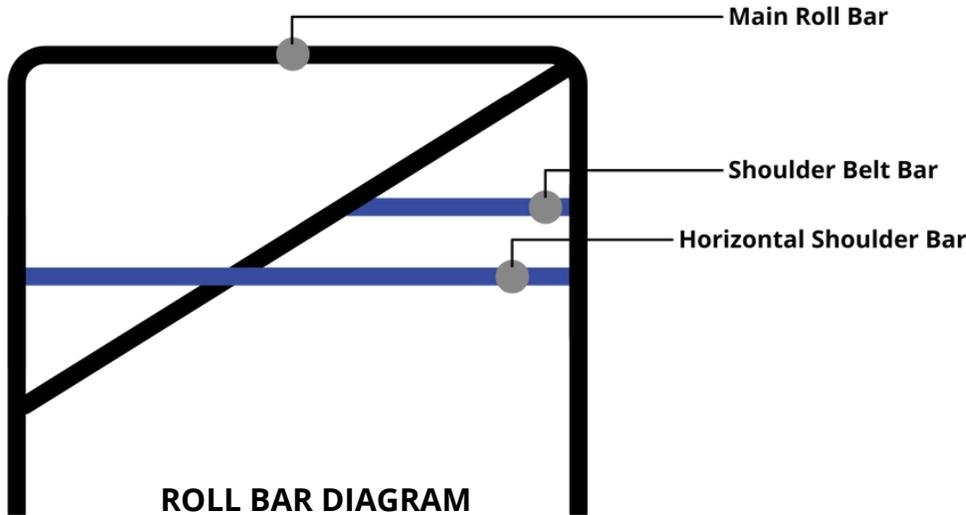
System Requirements

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

## 4.0 GENERAL SAFETY & RESPONSIBILITY (CONT)

### 4.3.1 SHOULDER BELT MOUNTING REQUIREMENTS

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



### 4.3.2 RESTRAINT INSTALLATION NOTES

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

## 4.4 SEAT & HEAD SURROUND REQUIREMENTS

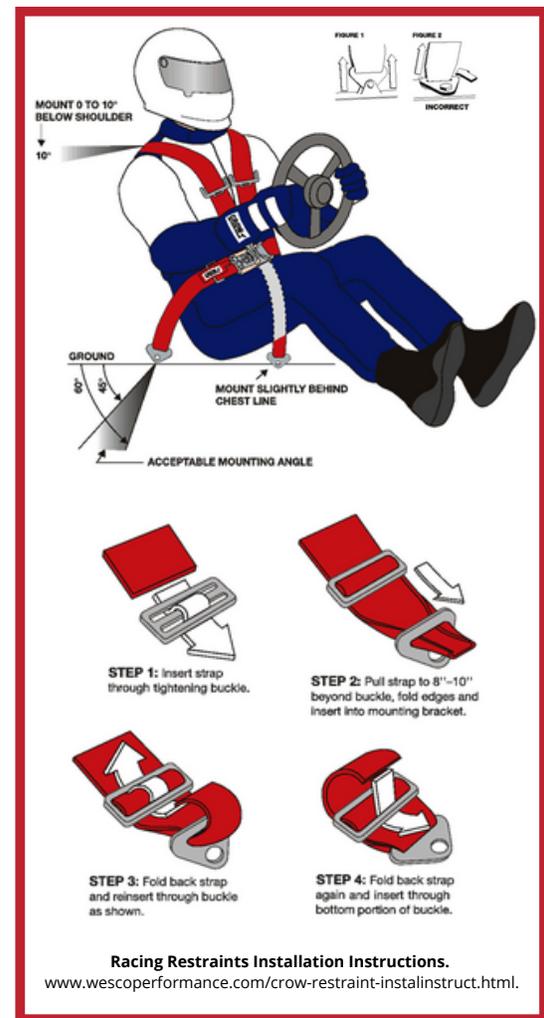
It is the driver's responsibility to ensure proper installation, use, and maintenance of all seat components.

### 4.4.1 GENERAL GUIDELINES

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

### 4.4.2 HEADREST / HEAD SURROUND ASSEMBLY

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



## 4.0 GENERAL SAFETY & RESPONSIBILITY (CONT)

### 4.4.3 SEAT MOUNTING (CONT)

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

### 4.5 WINDOW NETS & ROLL CAGE PADDING

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

### 4.6 FIRE SUPPRESSION & COCKPIT SAFETY

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

#### 4.6.1 APPROVED SUPPRESSION DEVICES

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

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

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

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

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

#### 4.6.2 MAINTENANCE

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

**SECTION 5**



**MID-AM**  
**RACING SERIES**

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

## 5.0 FUEL CELL

### GENERAL

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

## 5.1 FUEL LINES

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

## 5.2 FUEL PUMP

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

## 5.3 FUEL FILTER / FUEL SAFETY CHECK VALVE

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

## 5.4 FUEL

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

## 5.5 COOLING SYSTEM

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

## 5.6 SUSPENSION

### GENERAL

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

### 5.6.2 FRONT SUSPENSION

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

### 5.6.3 REAR SUSPENSION

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

### 5.6.4 REAR SUSPENSION BUSHINGS

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

### 5.6.5 SUSPENSION TRAVEL

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

## 5.7 SHOCKS

### GENERAL SHOCK RULES

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

### 5.7.1 PENALTIES FOR SHOCK VIOLATIONS

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

### 5.7.2 SHOCK TECH

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

### 5.7.3 APPROVED SHOCKS

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

## 5.8 SPRINGS

- Springs must be magnetic steel.
- One 5½" × 8.½" coil spring per corner.
- No trick or progressive springs.

## 5.9 SCREW JACKS

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

## 5.10 HUBS

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

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

- Lower ball joints must retain stock O.E.M. pin length.
- Upper ball joints may utilize up to ½-inch additional pin length.

### **APPROVED HOWE BALL JOINTS**

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

## **5.12 STEERING**

- O.E.M. steering box and GM metric steering linkage required.
- Center link, idler arm, and pitman arm must be stock and non-adjustable.
- Spindles must maintain GM metric O.E.M. geometry and appearance.
- Outer tie-rod ends may use ½" or ⅝" chromoly or aircraft-type heims with aluminum sleeves.
- No other heim joints permitted anywhere in the steering system.
- Quick-steer devices allowed.
- Steering-wheel padding required.
- Impact collar required.
- Aftermarket steering shafts must have a safety sleeve.

## **DRIVE TRAIN**

### **5.13 DRIVESHAFT**

- Driveshaft must have a safety strap (**SEE SECTION 7.2**).
- Driveshaft must be painted white or a bright reflective color.
- Driveshaft must be magnetic steel or aluminum, minimum 2.½" diameter.

### **5.14 TRANSMISSION**

#### **MANUAL TRANSMISSIONS**

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

#### **AUTOMATIC TRANSMISSIONS**

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

#### **GENERAL TRANSMISSION RULES**

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

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

- Stock-production clutch and pressure plate required; 10½" minimum.
- Multi-disc/open 7¼" clutches allowed with O.E.M.-type full-face flexplate (no spoke flexplates).
- Single-disc 8.½" clutches allowed with O.E.M. flexplate allowed
- Flywheel must be full-face steel or aluminum; no lightened or cut flywheels.
- Steel blow-proof bellhousing required for clutches over 7¼".
- Clutch and flywheel must be visible for inspection.

## 5.16 REAR END

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

## 5.17 BRAKES

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

## ENGINE RULES

### 5.18 ENGINE OPTIONS — GENERAL

- No exotic materials allowed.

#### 5.18.1 FORD / MOPAR APPROVAL

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

### 5.19 CRATE ENGINE — GM 602

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

## 5.20 NON-CRATE ENGINE GENERAL

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

## 5.21 CRANKSHAFT

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

## 5.22 RODS

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

## 5.23 PISTONS

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

## 5.24 CAMSHAFT & VALVETRAIN

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

## 5.25 HEADS (UPDATED FOR 2026)

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

## 5.26 INTAKE MANIFOLD

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

## 5.27 OIL SYSTEM

- Aftermarket oil pans and breathers allowed.
- Oil pump must remain in the stock location; no dry-sump systems.
- Single-stage external pump allowed on Ford only.
- Oil coolers permitted outside the Driver's compartment.
- Oil pan must have a ¾" pipe-plug inspection hole.
- Windage tray must also have an inspection hole.
- Only Aeroquip-type oil lines allowed.

## 5.28 ENGINE PLACEMENT & SETBACK

- Engine must be centered between the frame rails.
- Minimum crank height is 13" at a 6" frame height.
- Crossmember may be notched for fuel-pump clearance; Fords may notch for oil pan/filter as needed.
- Maximum setback (top steering-box bolt to back of block): GM 33½, All Others 35"

## 5.29 CARBURETOR / SPACER

- One Holley 4779 non-HP Carburetor allowed.
  - Option A: 4779 aluminum Carb = 20lb weight penalty (no penalty in 2027).
  - Option B: 4779 zinc main body = no penalty.
  - Option C: Any 4779 with zinc main body PN 134-338 = no penalty.
- Holley 4412 allowed on blended Cars with approval.
- Carb must pass top and bottom go/no-go gauges.
- Choke horn may be removed with straight cuts only; no other modifications allowed.
- Standard boosters only; boosters must be tight — no annular boosters.
- Booster epoxying or safety-wire recommended (not required).
- No vacuum leaks, turtles, or induction devices.
- Two return springs required.
- Straight-bore spacer allowed.
- Maximum spacer height 1¼" including gaskets.
- Two holes per metering block only.

## 5.31 IGNITION

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

## 5.32 EXHAUST

- Spec header only; 1½" max primary; over/under chassis routing permitted.
- No stainless collectors.
- No 180° headers and no step headers.
- 3" max pipe before the muffler or Y-pipe.
- Exhaust must exit behind the Driver under the Car or body panels.
- No body-panel modification for exhaust clearance.
- Mufflers mandatory (max two); noise limit 100 dB at track's standard measurement point.
- Door-exit exhaust must be flush with an O.E.M.-spec flange.

### Approved Headers:

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

**SECTION 6**



**MID-AM**  
**RACING SERIES**

**WEIGHTS, MEASUREMENTS,  
BODY, WHEELS**

## 6.0 GENERAL

- All body and body-location measurements are taken with the Driver out of the Car. Ride height, weight, and suspension-related measurements are taken with the Driver seated in the normal driving position.
- Weights for engines other than the traditional Mid-Am Racing Series engine may be adjusted for competition and must be approved by Mid-Am Officials.

## 6.1 WEIGHTS

### • BASE WEIGHT

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

### • ROAD COURSE WEIGHT

- Minimum 2,950lb.

### • 602 CRATE ENGINE (MID-AM)

- Minimum 2,900lb.

### • FUEL BURN-OFF

- Cars will be permitted a burnoff allowance of ½lb per lap at asphalt tracks under ½-mile,
- 1lb per lap at all asphalt tracks ½-mile or larger, all dirt tracks, and all road courses.

## 6.2 WEIGHT PERCENTAGES

- Maximum left-side weight: 58%.

## 6.3 BALLAST

- Lead only. No tungsten.
- Loose or fallen ballast: \$10 per lb fine and possible disqualification.
- All ballast must be bolted to the frame or roll cage.
- Ballast must be painted white or bright reflective color.
- Car number must be clearly marked on all ballast.
- No driver-adjustable weight systems.
- Ballast located behind rear tires:
  - Minimum 11" ground clearance
  - Must be concealed by body panels
  - Ballast ahead of rear tires requires 6" ground clearance
- Ballast behind rear tires must use:
  - Two (2) ½" bolts using Grade 5 or higher fasteners. OR
  - ½" threaded rod with nylock or double-nuts.

## 6.4 TRACK WIDTH

- Mid-Am legal: 62½"
- Road course package: 63½"

## 6.5 FRAME RIDE HEIGHTS

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

## 6.6 BODY

### 6.6.1 GENERAL BODY RULES

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

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

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

### **6.6.2 APPROVED BODIES**

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

### **6.6.3 GLASS / LEXAN**

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

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

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

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

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

### **6.6.6 MINIMUM HEIGHT MEASUREMENTS**

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

### **6.6.7 AIR INTAKE**

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

### **6.6.8 INTERIOR**

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

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

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

## 6.7 WHEELS, SPACERS & TIRES

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

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

**SECTION 7**



**MID-AM**  
**RACING SERIES**

**CHASSIS AND CAGE  
CONSTRUCTION**

## 7.0 CHASSIS & CONSTRUCTION — GENERAL

### APPROVED FRAME

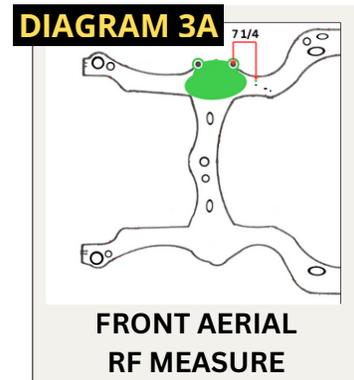
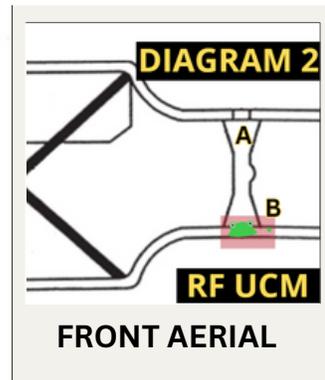
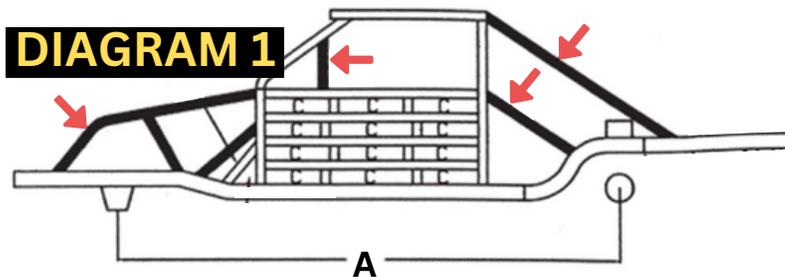
- O.E.M. GM Metric 108" wheelbase frame (1978–1988) required.
- Aftermarket replacements (Johnson City, DCA, etc.) must be pre-approved by Mid-Am Tech via email prior to construction.
- No offset, laid-back, asymmetrical, or modified geometry frames without written approval.

### ROLL CAGE REQUIREMENTS

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

### FRAME PLATING & REPAIRS

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



## 7.1 FRONT CHASSIS

### CROSSMEMBER & CLEARANCE

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

### FACTORY FRAME HORNS

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

### UPPER CONTROL ARM (UCA) MOUNTS

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

### GEOMETRY REQUIREMENTS

- Visible anti-dive geometry is required.

## 7.1 FRONT CHASSIS (CONT)

### APPROVED UCA MOUNTS

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

### STRUCTURAL RESTRICTIONS

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

## 7.2 CENTER CHASSIS

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

#### MAIN HOOP (DIAGRAM 6F)

- Main hoop must measure 39" vertically from the top of the frame rail.
- Main hoop must be set back 82.½" measured from the center of lower ball joint to the back face of main-hoop tubing.
- Diagonal brace must be straight tubing with no bends.
- Cars built before 2021 with non-standard hoop widths may be permitted if the design does not reduce safety or create a competitive advantage.
- Mid-Am Tech reserves the right to approve or reject any cage design based on safety, regardless of measurements.

#### HALO (ROOF HOOP)

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

Minimum dimensions: 39" wide × 32" long.

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

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

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

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

- The front cage section must include two (2) horizontal crossbars:
  - a. One at dash height
  - b. One at roof height
- Minimum tubing size for all cage components:
  - 1¾" × .095" wall DOM or ERW.

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

- Mandatory driveshaft containment plate:
  - ½" steel or ¾" aluminum

### 7.2.2 Cage Aerial, X-Brace & Floor Structure (SEE DIAGRAMS 5A, 6B, 6C, 6E)

#### DASH BAR (DIAGRAM 5A)

- Dash bar must be constructed from 1½" × .095" minimum wall tubing.

#### FRAME PLATING (DIAGRAM 6B)

- Mandatory frame plating: 4" × ½" flat steel strap installed on the inside of both frame rails.
- Plating is for safety reinforcement only and may not be used to alter geometry.

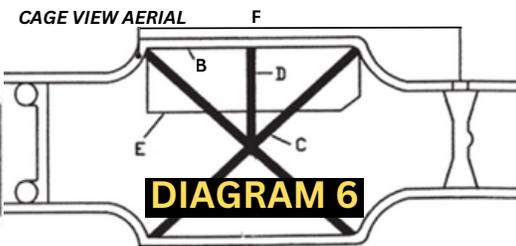
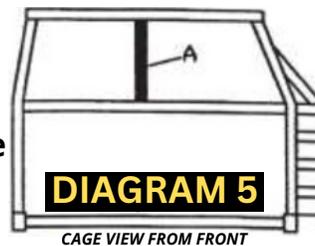
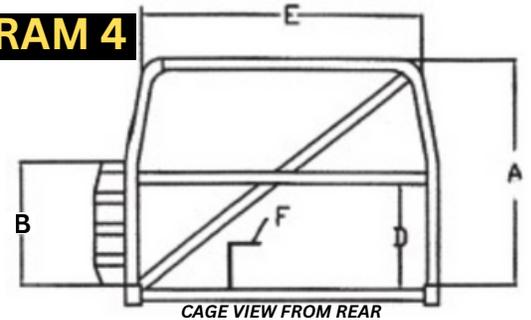
#### DRIVER FLOORPLATE (DIAGRAM 6E)

- Floorplate under the driver seat must be ½" steel, minimum 20" wide.
- Must extend fully beneath the seat and integrate securely with the cage structure.

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

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

**DIAGRAM 4**



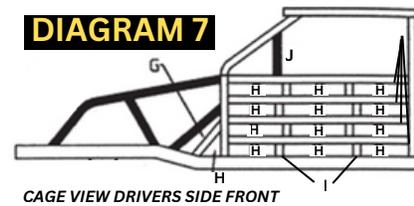
### 7.2.3 DOOR BARS, UPRIGHTS & FOOT PROTECTION (SEE DIAGRAMS 7G & 8)

#### FOOT-PROTECTION BAR

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

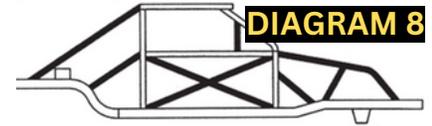
#### DRIVER-SIDE DOOR BARS

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



#### PASSENGER-SIDE DOOR BARS

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



#### VERTICAL UPRIGHTS

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

#### WING-WINDOW BARS

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

#### SIDE-HALO BARS

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

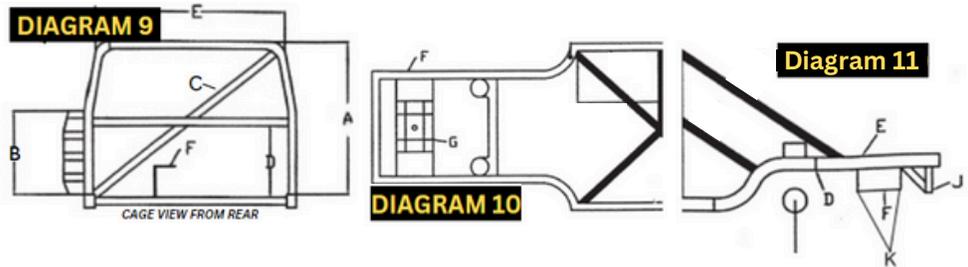
### 7.3 REAR CHASSIS

#### 7.3.1 REAR CAGE & STRUCTURE

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

Minimal trimming is permitted only for:

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



#### 7.3.2 REAR CLIP, TAIL SECTION & GEOMETRY

##### REAR CLIP / TAIL SECTION

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

##### SPRING SKIRTS

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

##### TRAILING-ARM BRACKETS

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

##### AFTERMARKET REAR TRAILING ARM MOUNTS

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

##### UPPER CONTROL-ARM SHELF

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

## 7.4 FUEL CELL STRUCTURE

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

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

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

#### GROUND CLEARANCE

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

#### GUARD CONSTRUCTION

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

#### FUEL-CELL CAN PROTECTION

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

#### CLEARANCES

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

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

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

