

NORTHWEST FOCUS MIDGET SERIES I.I.c.

2024 RULES

General Rules

In the interest of the Northwest Focus Midget Series, major chassis and or body features considered to be new, innovative, unusual or not considered standard are to be considered not approved or permitted. The Series Technical Director must approve any such item prior to use.

A. Conduct. If deemed necessary, drivers will be held responsible for the conduct of their crew and/or owner. Suspensions, fines, loss of season points and purse money may apply. Verbal or physical abuse will not be tolerated.

B. Minimum Age. Minimum age for competition with the Northwest Focus Midget Series is 18 years of age.

A variance to allow the minimum age to lower to 16 years old will be considered with a written resume reflecting at least 1 full season of adult racing experience to include Open Micro, Lightning or full Sprint cars. Other Adult divisions may be considered. (Youth Hornets are excluded). Approval will be at the discretion of the Series Directors and those decisions are final.

C. New Drivers. New drivers to the series must complete at least 3 full hot lap or practice sessions and/or be approved by the Series Race Director prior to competing in any event.

D. Car Number or driver changes. Any driver or changes must be done prior to posting of heat race line ups. Any changes of this nature must also be brought to the attention of the Series Director.

E. Numbers For Scoring. Car numbers must be displayed in 3 areas, 1 on each side of the tail and 1 on the front section of hood or nose, these numbers need to be in high contrast. Note: Scorers and officials need to be able to identify the numbers on the cars from a long distance.

F. Rookies. Rookies will be required to carry a rookie ribbon and start at the rear of their respective events for 3 races or until approved by the Series Directors. Rookies are defined as drivers who have very limited or no prior race experience at this or higher level. (Race Director Discretion)

NORTHWEST FOCUS MIDGET SERIES

ASHLEY BERGMAN ROOKIE OF THE YEAR PROGRAM

To be eligible a driver must:

A. Submit his/her Declaration for Rookie of the Year form for approval by the Eligibility Panel by March 31st.

B. Rookies are defined as drivers who have very limited or no prior race experience at this or higher level. (ELIGIBILITY PANEL DISCRETION).

C. All applicants are required to declare **ALL** previous racing experience on the Eligibility Form for review by the Eligibility Panel.

D. Compete in a minimum 10 Northwest Focus Midget Series events for the season declared.

The Rookie of the Year will not be based solely in regard to on track performance. The Ashley Bergman Rookie of the Year will be selected using Peer Voting at seasons end. The Ashley Bergman Rookie of the Year will be selected from the approved list of eligible Rookies.

The Rookie of the Year Eligibility Panel will consist of the Series Director, Series Public Relations, The Defending Series Champion's, Dirt and Pavement plus the previous Series Rookie of the Year.

Eligibility forms will be available from the Series Director.

NORTHWEST FOCUS MIDGET SERIES
SUMMER CHALLENGE and PAVEMENT CHALLENGE SERIES
TOP ROOKIE

A separate rookie driver standing's will be maintained based on Summer Challenge and Pavement Challenge Series finishes, separately for all APPROVED Rookie drivers. A drivers main event finish will be used to calculate Top Rookie points at each event. The highest finishing Rookie driver at each event will be awarded 20 points the 2nd highest finisher will be awarded 19 down through each rookie competing at that event. Rookie drivers not in attendance will not be awarded any Rookie points. Any Rookie driver who attends an event but fails to qualify will be awarded the lowest position of the attending Rookies.

Car Design and Construction

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

A. Drive. All cars shall be rear drive only.

B. Engine Mounting. Engine must be mounted on the centerline of the chassis and the crankshaft must be parallel to the bottom plane of the chassis. Engine inclination must be thirty degrees from vertical as measured from the vertical centerline of the cylinder bores.

C. Motor Plate. Motor plate must be bolted to the forward side of the front roll cage uprights.

D. Torque Tube/ Driveline. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. The torque tube must be one solid piece, Torque tube hoop or strap mandatory. Highly recommended driveline containment system utilizing steel shield bolted to engine plate or containment blanket to cover torque ball and u-joint. Driveline may be constructed of steel, aluminum or titanium.

E. Radius Rods. Radius rods may not be attached within the confines of the cockpit.

F. Wheel Base. The wheelbase must be at least 66 inches and no more than 76 inches.

G. Tread width. The overall width will be a maximum of 65 inches, MEASURED **OUTSIDE** SIDEWALL TO SIDEWALL.

H. Weight. All cars must weigh a minimum of 1,140 lbs, including water, oil, fuel, and the driver with his/her personal equipment. Cars may be weighed prior to and/or following any event.

Additional bolt on weight must be mounted and fastened to the **CHASSIS** in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within confines of chassis. No weight may be added during yellow or red flag. **NO BALLAST/WEIGHT IN FRONT AXLE. All weight to be bolted must be painted white and have the associated car number displayed. Penalties may be assessed for ballast that falls of any car.**

Car Construction / Body

A. Only standard type Midget Car bodies, tail tanks and hoods will be permitted, **NO SQUARE BACK TYPE TAIL TANKS.**

B. It is suggested that a drawing be submitted to the technical director for approval prior to fabrication of any custom or homemade body panels.

C. All body panels factory, custom or homemade must meet the rules or will not be allowed **WITHOUT** a grace period.

D. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.

E. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.

F. A forward facing scoop, or ducting, supplying "force air induction" to the injection inlets is not permitted.

G. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically past downtube. Any wicker or turn out may not extend past the frame rail vertical of down tubes or cage, rearward of back of cage or below the bottom frame rails.

H. Right side cockpit body panels may be maximum of thirty-six (36) inches high as measured from the bottom frame tube at rear motor plate and projected rearward

twenty-three (23) inches. Right side cockpit opening must have a minimum opening of eight (8) inches vertical and twenty-three (23) inches horizontal.

I. Left side cockpit panels may be a maximum of thirty six (36) high as measured from the bottom frame tube at the rear motor plate and projected rearward twenty three (23) inches. Left side cockpit opening must have a minimum opening of eight (8) inches vertical and Twenty three (23) inches horizontal.

J. Side visors on roll cage (body panel) will be allowed, they will be limited to eight (8) inches tall. Visors or panels that restrict driver's vision at the discretion of the Technical Director and will not be permitted.

K. Sail panel may extend rearward to triangular bar at back of roll cage.

L. All paneling must not extend past edge of frame rails more than thickness of material.

M. One (1") inch turnout allowed on all body and sail panel edges. (except sun visor and nerf bar panel).

N. Side visors on roll cage will be allowed, must maintain 8" vertical and 23" horizontal opening on right side. The left side visor can be no larger than right.

O. Only steel, aluminum, or carbon fiber driver floor (belly) pan are permitted (the driver floor pan must support driver weight when stood on). The bellypan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids. Horizontal panels may not extend below the plane of the underpan or fuel tank.

P. Sun visors are limited to seven (7) inches in length from top to bottom, and may not be wider than the width of the cage. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.

Q. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. The Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

R. 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.

S. Rear view mirrors are not permitted.

T. Carbon Fiber body panels are approved for use.

Roll Cage and Chassis

- A. Frame and/or chassis must be constructed of 4130 normalized tubing.
- B. Roll Cage Construction cars constructed after 1/1/98, main uprights forming the roll cage must be minimum of 13/8 inches O.D. x .095 wall thickness 4130 normalized tubing.
- C. No water or oil coolers are to be placed above or beside the cockpit opening

Fuel System

- A. SFI 28.1 certification fuel cells are recommended. Fuel tanks **with** bladders only. Fuel tanks shall retain the traditional shape, no square back shapes.
- B. The minimum capacity of the tank must be 18 U.S. gallons.
- C. All tanks must have a minimum of four mounts to the chassis.
- D. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.

Bumper / Nerf Bars

- A. The car must be equipped with a rear bumper at all times.
- B. Front and rear bumpers, and nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of 120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.
- C. All cars must have a tubular front bumper extending forward no more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.
- D. The right nerf bar cannot extend beyond the outside of the right rear tire.

Steering and Suspension

- A. All cars to be left hand steering only.
- B. Quick release steering wheel mandatory.
- C. Welded aluminum or titanium suspension parts are prohibited exception of Jacobs ladder (Watts link).

- D. Drag link straps mandatory.
- E. No electronic weight, shock, sway bar or any suspension item adjuster.
- F. No electric power steering or power assist units of any kind will be allowed. Power steering must be standard belt drive.
- G. STANDARD STEERING GEAR ONLY, NO RACK AND PINION.
- H. Double adjustable shock allowed on right rear corner only. Single adjustable or non adjustable allowed on the other 3 corners. External reservoirs are allowed.
- I. External adjustments only on all suspension, coil over, torsion bar, shocks, radius rods, weight jacking, No cockpit adjustable devices for any suspension item.
- J. Use of carbon fiber suspension or steering components of any kind is prohibited.
- K. Sway bars are not allowed front or rear.

Axles

- A. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent to structural strength WITH A MAXIMUM WIDTH OF 45" MEASURED BETWEEN KING PINS AT CENTERLINE OF AXLE. Titanium front or rear axles are not permitted.
- B. 7" rear ends will not be allowed.

Wheels

- A. The number of allowable wheels is restricted to two(2) front wheels and two (2) rear wheels on each car.
- B. The rim diameter must be 13 inches.
- C. The rim width is limited to eight (8) inches for both front wheels.
- D. The rear wheels, Right or Left may be a maximum of ten (10) inches in rim width.
- E. At all dirt events a right rear tire outer bead locking device is required. If wheel/mud covers are used they must be secured in place by a minimum of (5) zuse fasteners or (3) 5/16 bolts

FOR PAVEMENT EVENTS ONLY- Direct mount or spindle mount wheels are not approved for use on the right front corner. 6 pin style hubs are required.

Tires

A. The use of any device/s to alter the tire air pressure while the car is in motion is prohibited.

B. There will be no tire softening or treating of any kind. (dirt or asphalt).

The tires listed below are the only tires approved for competition.

Dirt

Right Rear-

American Racer 26.0/12-13GT SD48

Left Rear-

American Racer 24.5/10-13GTW SD38

American Racer 25.0/10-13GTW SD38

American Racer 25.5/10-13GTW SD38

Fronts

Any brand or compound treaded tire with a maximum 8" manufacturer marking on sidewall.

(Example: 22.5/8.0-13).

Pavement

Right Rear

American Racer 23.5/12-13 M32

Left Rear

American Racer 22/9.8-13 M32

Front

American Racer 20/8-13 M28

NOTE

AT DEMING SPEEDWAY ONLY, THE HOOSIER TIRES LISTED BELOW WILL CONTINUE TO BE APPROVED FOR THE ENTIRETY OF THE **2024** SEASON, INCLUDING THE SUMMER CHALLENGE SERIES EVENTS.

Hoosier	Right Rear	
	#35172 80/10.0-13	Branded SPEC or D20
	Left Rear	
	#35140 74/10.0-13	Branded SPEC or D12
	#35155 76/10.0-13	Branded SPEC or D12
	#35165 78/10.0-13	Branded SPEC or D12
	#35172 80/10.0-13	Branded SPEC or D20

FOR PAVEMENT EVENTS ONLY- The 4 tires on the car for qualifying or qualifying heat race, if used, will be required to be on the car for all remaining events for the day (Excluding trophy dashes **and heat races** unless used to set line up for feature event). Any tire changes after qualifying must be approved by the Series Director.

Throttle

- A.** Throttle toe straps are mandatory. A minimum of three (3) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.
- B.** If the throttle actuating mechanism is the cable type, the cable must be encased.
- C.** The throttle pedal must have a wide-open pedal stop.

Brakes

- A.** Cars must be equipped with an effective braking system.

- B.** Master cylinders not fixed to the frame must have flexible lines
- C.** Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon and/or carbon composite, brake discs are not allowed.
- D.** ONLY 2 PISTON CALIPERS ARE APPROVED FOR USE ON THE FRONT AXLE RIGHT SIDE OR LEFT.
- E.** BRAKE PROPORTIONING VALVES ARE APPROVED FOR USE BUT MUST BE STANDARD AND MANUALLY ADJUSTED. PROPORTIONING VALVES CAN BE COCKPIT MOUNTED.

FOR PAVEMENT EVENTS ONLY- working brakes with steel brake rotors required on both front wheels.

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

Engine, Starter and Clutch

- A.** Starter and de-clutching device are provided with the Ford Focus engine package and must be operational. The car must have a neutral position in the final drive.
- B.** All cars must carry an on-board battery capable of starting the engine. **Battery must be securely fastened in place.**
- C.** All cars must be equipped with an ignition switch or emergency shutoff located within easy reach of the driver and clearly marked on and off.

Ford Focus Midget Engine

The only authorized engine in this series is the unaltered Ford Focus engine package as developed by SCREAM for Ford and USAC. All engines shall be certified "series legal" and sealed by the series technical director prior to competition. Any tampering with the seals will be cause for disqualification and strict disciplinary action. Any damaged seals must be reported immediately for recertification and replacement. All engine repairs and certifications are to be performed by series technical director or his authorized agent. ANY ENGINE PURCHASED FROM OUTSIDE OUR SERIES MUST BE CERTIFIED PRIOR TO USE. ANY ENGINE NOT CERTIFIED WILL BE CONSIDERED NOT APPROVED.

The following parts were supplied with the Ford Focus engine package and may not be modified or substituted.

Flywheel

Clutch Assembly

Hilborn Throttle Bodies (Electronically controlled fuel injection systems are not permitted.)

Oiling System (remote oil filter and accumulator optional)

The following parts were supplied with the Ford Focus engine and may be substituted.

Bellhousing- Jones JRP-FM-1001-BH may be substituted for the original cast version

Air Cleaner-

Ford Focus K&N Part# AP-3051 may be substituted for the original foam air cleaner.

Ford Focus Walker Performance Filter #3000729 (replacement filter only) #3000639 (w/stacks) this filter must be used with the stacks supplied and un altered. This filter may be substituted for the original foam air cleaner.

Fuel pump- (Any substitutions must remain belt driven).

Nozzles, Jets and Valve Bodies may be substituted.

Oil Pan- Jones JRP-OP-0001-FF may be substituted for the original cast pan. The original windage tray may **NOT** be substituted.

Exhaust-

The original B&B Performance Exhaust may be substituted with the following.

OPC Ford Focus Midget Complete Exhaust #OPC-0201.

OPC Ford Focus Midget Complete Exhaust #OPC-0201-SS.

Turn outs after the muffler to direct noise away from the driver are approved but may not extend any further than 8" past the muffler.

Tracks requiring additional sound reduction, the Extreme Muffler and U-bend must be used. Extreme Muffler, U-Bend Muffler #966-2020-2.

All events at Deming Speedway require the use of the above mentioned additional sound required Extreme Muffler and U-bend.

Fuel

A. Pure methanol is the only approved fuel. NO ADDITIVES.

B. All fuel is subject to testing at any time.

Ignition

A. The only ignition controllers and coils allowed are the following:

- Electromotive HPX – Ignition (purple)
- Electromotive XDI – Ignition (silver)
- Electromotive coils supplied with the above ignitions or any OEM stock replacement coil may be used.
- An amendment will be coming soon regarding approval of the Performance Electronics option currently being tested.

B. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed, or confiscated at any time by Technical Director. The Maximum penalty for utilizing traction control is one year suspension from competition and loss of all points for the season.

C. The use of electronic logic processors to control any function of the race car, and/or any system for gathering continuous data from any function of the race car is strictly prohibited.

D. Electronic ignition system may only be used to control; coil, spark curve (timing) and RPM limits.

E. Tachometers are the only item approved to collect/record data.

Safety Equipment

Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.

A. Approved aluminum or composite seats may be used, no fiberglass. Seat must be mounted in 4 places to the chassis with minimum 3/8" steel grade 8 bolts and minimum 1-1/4" diameter washers. Seats must be installed and used in accordance with manufacturer's instructions.

B. Headrest (behind head) should include padding.

C. Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from date of manufacturer. (must have label or will not be considered approved) Seat belts must be installed and used in accordance with manufacturer's instructions.

D. Helmets – All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA2015 Snell Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical Director.

E. Uniforms – All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece fire resistant uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire resistant head sock and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A/5 and 3.3

F. Arm Restraints – Arm restraints are required.

G. Roll cage nets will be required if full containment seats are not utilized.

H. If required, cars will be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specifications 37.1, which specifies a functional quick release opening mechanism. The life of roll cage nets shall not exceed two (2) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible.

I. Roll cage padding conforming to SFI specification 45.1 Mandatory if not utilizing full containment seat in all areas surrounding head, highly recommended with full containment seat.

J. A SFI approved head and neck restraint system is highly recommended.

K. Rock Screens mounted securely to the roll cage in front of the driver are required at all dirt events.

THE USE OF DIRT CARS ON PAVEMENT (COMBO) IS PARAMOUNT, NO SPECIAL CONSTRUCTION OR CAR WILL BE ALLOWED

NOTHING ELABORATE!

PAVEMENT EVENTS WILL BE STRICTLY GOVERNED. COMPLETE DEDICATION TO KEEPING PRICE IN CHECK WILL BE OF THE HIGHEST IMPORTANCE TO THE TECHNICAL DIRECTOR, SERIES AND PROMOTERS. PLEASE KEEP THIS IN MIND WHEN MAKING CHANGES FOR THE PAVEMENT EVENTS. THE TECHNICAL DIRECTOR WILL KEEP AN OPEN LINE OF COMMUNICATION FOR MINIMUM REQUIREMENTS PLEASE COMMUNICATE WITH THE TECHNICAL DIRECTOR TO PREVENT ANY UNNECESSARY EXPENSES.

MISC.

A. Red AMB X2 or TR2 Transponders are required by most tracks, any required transponders are to be placed behind the rear axle on either left or right side.

B. When required, drivers will provide and use a (RACEceiver) “one-way radio”

Communication from the RACE DIRECTOR/TOWER will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart.

Drivers who blatantly or repeatedly fail to use an operating Raceceiver may be penalized.

C. When required, all cars must make an effort to wheel pack or face possible penalties.