

NORTHWEST FOCUS MIDGET SERIES I.I.c.

2021 RULES

General Rules

A. 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.

B. 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.

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

An exemption 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.

D. At all races, new and/or inexperienced drivers to the series will be required to run ribbon and start at the rear of their respective events for 3 complete events or until approved by the Series Race Director.

E. 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.

F. Car Number or driver changes. Any driver or changes must be done prior to qualifying. Any changes of this nature must also be brought to the attention of the Series Director prior to qualifying.

G. 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.

H. 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 Director.

Rookies are defined as drivers who have no prior race experience at this or higher level. (Race director discretion)

NORTHWEST FOCUS MIDGET SERIES SUMMER CHALLENGE 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 no prior race experience at this or higher level. (ELIGIBILITY PANEL DISCRETION).

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

D Have not competed in more than 5 previous Summer Challenge Series events.

E Have not previously won a Summer Challenge Series Feature Event.

F Compete in a minimum 60% Summer Challenge Series events for the season declared.

The Rookie of the Year will not be based solely in regard to on track performance. The Rookie of the Year Eligibility Panel will vote on the season ending award to determine the winner of the Rookie of the Year.

The Rookie of the Year Panel will consist of the Series Director, Series Public Relations, The Defending Series Champion and the previous Series Rookie of the Year. Any ties in voting will be decided by a re-vote.

Eligibility forms will be available from the Series Director.

NORTHWEST FOCUS MIDGET SERIES
SUMMER CHALLENGE SERIES
TOP ROOKIE

A separate rookie driver standing's will be maintained based on Summer Challenge Series points 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.

Design and Construction

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

Dimensions and Weight

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

B The overall width will be a maximum of 65 inches, MEASURED SIDEWALL TO SIDEWALL.

C 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 frame and or 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 frame. No weight may be added during yellow or red flag. NO BALLAST/WEIGHT IN FRONT AXLE.

Car Construction / Body

A All cars shall be rear drive only.

B Engine must be mounted on the centerline of the chassis and the crankshaft must be parallel to the bottom plane of the chassis. Engine height is limited to 5/8 inch (.625) from flat on the bottom of the bellhousing to the bottom of the engine mounting plate. Engine inclination must be thirty degrees from vertical as measured from the vertical centerline of the cylinder bores.

C 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.

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

E The driver shall be seated directly behind the engine, The centerline of the seat back shall be no more than 1 inch off the center line of the roll cage when measured at the top of the seat back to the center line of the roll cage.

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

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

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

I 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.

J 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.

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

L 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.

M 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.

N Left side cockpit body panels may be maximum of twenty-five (25) inches high as measured from the bottom frame tube at the motor plate and projected rearward twenty-three (23) inches.

O 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.

P Sail panel may extend rearward to triangular bar at back of roll cage, sail panels may not extend forward past a cross plane established by seat back.

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

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

S 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.

T 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.

U 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, sun visors must be flat on both sides. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.

V 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.

W 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.

X Rear view mirrors are not permitted.

Y 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 1 3/8 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 A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements of SFI Specifications 28.2.
- 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.
- E With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

Steering and Suspension

- A All cars to be left hand steering only.
- B Removable steering wheels incorporating a quick release mechanism conforming to SFI specification 42.1 are mandatory. Pin type mechanisms are not allowed.
- 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 Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have only one adjustment and may be adjusted only by manual methods. Shock absorbers cannot operate or be adjusted electrically and cannot be adjusted from the cockpit.
- I External adjustments only on all suspension, coil over, torsion bar, sway bars, 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 Panhard bars will not be allowed for the rear axle. Jacobs ladder is required.

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 and the left rear.
 - D The right rear wheel may be a maximum of ten (10) inches in rim width.
- At all dirt events a right rear tire outer bead locking device is required.

E 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 will be required.

Tires

A The use of any devise/s to alter the air pressure of the drive tires while the car is in motion is prohibited.

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

Dirt

Right Rear	Hoosier #35172	80/10.0-13	Branded USAC
Left Rear	Hoosier #35140	74/10.30-13	Branded USAC
	Hoosier #35155	76/10.0-13	Branded USAC
	Hoosier #35165	78/10.0-13	Branded USAC

Pavement

Right Rear	Hoosier #13210	10.0/23.5-13	Branded USAC
Left Rear	Hoosier #13195	10.0/22.0-13	Branded USAC
Front	Hoosier DX2		

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

FOR PAVEMENT EVENTS ONLY- The 4 tires on the car for qualifying or qualifying heat race will be required to be on the car for all remaining events for the day (Excluding trophy dashes 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.

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.

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

Flywheel

Injector Horns

Clutch Assembly

Throttle Bodies

Ignition Trigger, Controller, and Coils

Oiling System (remote oil filter and accumulator optional)

B The following parts are supplied with the Ford Focus engine and may be modified and/or substituted.

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

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.

Fuel Pump (Any substitutions must remain belt driven and be approved by technical director)

Nozzles, Jets and Valve Bodies

Spark Plugs, Spark Plug Wires

Ignition settings within the parameters of the spec ignition

Oil and Oil Filter

C There are 2 approved exhaust systems for competition with the Northwest Focus Midget Series.

1 - B&B Performance Exhaust.

Header #FRAC-0291

Collector #FRAC-0292

Muffler #FRAC-0310

2 – OPC Ford Focus Midget Complete Exhaust #OPC-0201

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

D Tracks requiring additional sound reduction, the Extreme Muffler and U-bend must be used.

Extreme Muffler, U-Bend #966-2020-2

Contact phone: #805-584-2984

E Pure methanol is the only approved fuel. NO ADDITIVES

F All fuel is subject to testing at any time.

G Ignition and Electronic Equipment

H 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.

I Electronically controlled fuel injection systems are not permitted.

J The only ignition controllers and coils allowed are the following:

- Electromotive HPX – Ignition (purple)
- Electromotive XDI – Ignition (silver)
- Electromotive coils supplied with above ignitions, Motorcraft #988f-12029-AC coil pack or any stock Ford Focus replacement for 2 liter Zetec engine (any above coils may be used on Electromotive controllers)

K 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.

L 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. Tachometers are the only item approved for use to collect/record data.

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

Safety Equipment

A Approved aluminum or composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16 diameter. Seats must be installed and used in accordance with manufacturer's instruction.

B It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.

C Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from date of manufacturer. (must have label) 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 SA2010 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 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 and 3.3

F Arm Restraints – Arm restraints are mandatory and must be worn at all times during competition.

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 One way radio/race receiver mandatory.

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.

Red AMB Transponders are required at all tracks, and are to be placed behind the rear axle on either left or right side.

The AMB X2 Transponder for car racing with subscription is also acceptable.