



2012 Rule Book

1. Car and Safety Specifications

- a. Engine
 - I. 410 Cubic inch limit.
 - II. No double overhead cam engines,
 - III. No titanium cranks or rods,
 - IV. No super or turbo chargers.
 - V. One spark plug per cylinder
 - VI. Two valves per cylinder.
- b. No traction control devices
- c. Fuel
 - I. Methanol based fuel only
 - II. Fuel tanks must have bladders
- d. Car Appearance
 - I. Must resemble a traditional Sprint Car
 - II. No aluminum or titanium frames
 - III. Wheel base 83-90 inches
 - IV. Seat secured by bolts in 4 locations
 - V. Firewall required.
- e. Shocks – Cockpit adjustable shocks allowed
- f. Bumpers – Must have front and rear bumpers
- g. Drivelines
 - I. Must be completely enclosed
 - II. Torque tube hoop or strap is required
 - III. No carbon fiber torque tubes.
- h. Wings
 - I. Wicker bill not exceeding 1 inch allowed on flat wings.
 - II. Wicker bills not allowed on dished wings
 - III. May not exceed 25 square feet
- i. Brakes – One front and one rear brake required
- j. Drag Links – Must be tethered to frame
- k. Front Axles – Must be steel
- l. Wheels
 - I. Maximum right rear width of 18 inches
 - II. Maximum left rear width of 15 inches.
- m. Tires
 - I. Hoosier SC15 or SC25 right rear only
- n. Muffler
 - I. Not required unless mandated by track.

- II. Enforced by track, not by MOWA officials.
- III. If mufflers are required and fall off anytime during an event you will be disqualified for that event
- o. Driver Apparel
 - I. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory.
 - II. Full face SA SNELL 2005 approved or better helmets required.
 - III. 5-point hitch with 3-inch wide belts are required and SHOULD be no more than 2 years old
- p. Communications/Electronics
 - I. Raceceivers are mandatory
 - II. Two way electronic communication devices are prohibited
 - III. Electronic/computer engine, fuel or chassis controls are prohibited

2. Race Line-ups/Order of Events

- a. Order of Events
 - I. Hot Laps
 - II. Qualifying (optional)
 - III. Heats
 - IV. Dash
 - V. B-Main or C-Main if needed
 - VI. A-Main
- b. 18 cars will start the A-Main unless otherwise stated at drivers meeting or event rule.
- c. Lineups when Qualifying
 - I. Pill draw will determine qualifying order
 - II. Top 6 qualifiers in each heat will be inverted
 - III. The top 8 qualifiers who advance through their heat will run the dash
 - IV. Dash lineup will be determined by redraw
 - V. Dash finish will determine first 4 rows of A-Main.
 - VI. Remaining cars to qualify from heat will line up according to qualifying time, subject to insertion beyond starting position 10 of cars that did not transfer through their heat.All

cars not transferring will run a B-Main or C-Main if needed(Note: If a B-Main is not necessary, the race will follow the same rules. The number of "transfer" cars will be stated at the drivers meeting. Those who do not make the dash will be lined up according to time for the A-Main, except those who do not finish in a transfer position can not start better than 11th in the A-Main.)

- VII. Cars transferring from B-Main(s) will fill the field according to qualifying time, but may not start better than 11th.
 - VIII. If a rainout occurs and Bmain was not ran but those cars were able to run in the A-main then you will lose your qualifying time and will start at rear of field
 - IX. 4 wide salute will be given to the fans. Odd rows move out and even rows fill middle.(same for passing point events)
 - X. Radio check will be given before A-main starts please give thumbs up so we know your radio is working.(same for passing points events)
- d. Lineups When NOT Qualifying
- I. Pill draw will determine heat starting position
 - II. A modified passing point system will be used(see below)
 - III. The winner from each heat will make dash.
 - IV. The remainder of the dash will be filled by the cars with the most points through the passing point system, until the dash field is filled.
 - V. Dash lineup will be determined by redraw
 - VI. The cars in the dash will start at the front of A-Main in the order of dash finish.
 - VII. Number of cars that transfer from heat will be announced at driver's meeting.
 - VIII. Remaining A-Main and B-Main positions will be lined up by passing point system, except that cars

transferring from the B-Main(s) start at the rear of the A-Main according to B-Main finishing order.

- e. Changes and alterations to this procedure may be made on race night as necessary by MOWA officials to address any unexpected situations or when car counts, weather, curfews, delays or unforeseen events require.

3. Specific Event Rules

- a. Special rules for specific events along with the race format (qualifying vs. pill draw) will be announced in advance.
- b. Tire rule will be enforced and will be mandated that the Hoosier SC 15 or SC 25 must be ran on the Right Rear.
- c. Muffler rules will be enforced by the track.
- d. For 2012, all purses will be paid out by the track or decided that night.

4. Season Points

- a. Event finishing points are awarded according to the attached points chart.
- b. A bonus of one point for each finishing position improved from the start will be added for the A-Main.
- c. A car that pushes off with the intention of starting either the A-Main or a B-Main will receive 25 show up points.
- d. Total points for an event consist of show up points, heat points, finishing points and passing points.
- e. You must be a MOWA member prior to the start of an event to receive any season points for that event.
- f. **There will be no "Mulligans" given for 2012 season.**
- g. You must run in 80% of the races to be eligible for season points fund. For example if 20 races are ran in 2012, you must run 16 of them to be eligible for 2012 point fund.
- h. **To be eligible for Rookie of the year, you must announce that you are running for Rookie of the year 2 weeks before the start of the season. You must run 80% of the 2012 races and must not have run 50% or more MOWA events from the previous year.**
- i. Product: To be eligible for any product given away at any event, a driver/or car owner must have purchased a MOWA membership with insurance. Driver/Owner is required to

display required decals of sponsor/product for eligibility. MOWA requires specific "series" sponsor stickers displayed on car, any car failing to display mandated stickers from any sponsor, will not be allowed to benefit from any funds that particular sponsor provides.

- j. **All Top 10 drivers in 2011 season will be required to do at least one autograph session during the 2012 race season (weebles car show does not count), we strongly encourage you to attend as many car shows as well. Failure to do so will result in a loss of 20 points at the end of the 2012 race season.**

consistent with the "spirit of the rule". (see below)

- d. The decisions of the scorers and flagman regarding issues within their area of responsibilities are final.
- e. Any waiver granted by the Director of Competition on race night shall be reported to the MOWA board following the conclusion of the event.

5. Interpretation, Enforcement, Waivers

- a. The MOWA Board may alter or amend these rules as necessary to provide for fair and safe competition and may grant waivers in specific instances when deemed appropriate.
- b. All rules decisions at the race track will be made by the Director of Competition in consultation with MOWA staff at the event.
- c. The Director of Competition has discretion on race night to apply and interpret these rules

6. Miscellaneous

- a. For the 2012 Season, MOWA will be using our own flagman. Any ruling made by a flagman or track official during a race will be final.
- b. **The alternate for the A-Main will only be pushed off if a car already in the A-Main has scratched. If 2 or more B-Mains are ran the alternate for the A-Main will be determined by highest Mowa driver in Points. If neither car is a mowa member than we will revert back to points or qualifying time depends on event type ran.** If someone fails to get started for the A, the rows would move up to fill the vacancy and the alternate would start on the last row, either inside or outside, depending where the scratched car was to start. The scratched car will not receive A-Main points or money, actually swapping B-Main points with the alternate. Once the green flag is waived, the race is considered started and an alternate will not be allowed in.
- c. When the yellow flag is waved, pull up to the car directly in front of you, whether it be lapped or not and form a single file line, nose to tail. Officials will correct the line-up when they receive it from the scorers. Drivers who fail to get into a single file order or do not go to assigned spot by officials will be sent to tail of field or disqualified. Lapped cars remain in line.
- d. If a yellow or red should wave within the last 5 laps of the A-Main, lapped cars will be moved to the tail of the field, and those cars will be considered lapped.
- e. Starts/Restarts
 - I. Initial start should have rows roughly even
 - II. Stay in line. Do not jump the start or restart
 - III. A restart cone will be used
 - IV. No passing prior to the cone
 - V. You cannot hit the restart cone
 - VI. The leader may begin accelerating upon exiting the last turn before the cone
 - VII. Penalties for violations will be assessed by flagman
- f. The entire field has to complete a lap before a single file restart occurs. When a yellow or red flag is waved, scoring terminates. On the initial start, if a yellow comes out, it will be a complete restart and all cars will get their starting spot back that was involved, but will have 1 caution or spin against him/her. Must have a complete lap in

before you go to the tail. All Cars must cross the line for that lap to count unless the last car causes the yellow, then the lap will count. Cars involved in an incident will tag the field. On restarts, the entire field must cross the line before the lap will count.

- g. 360 Spin – The yellow will come out and the car will be sent to the tail.
 - h. Two Yellows – Anyone causing two yellow flags will be disqualified (assisted or unassisted)
 - i. Work areas - If there is to be a designated work area, it will be announced at the drivers meeting along with the rules about when and for how long it can be used. Enforcement of work area rules will be left to the individual track. No refueling in work area or closed red unless during a designated refueling stop.
 - j. If a red is opened up, you may put in air and fuel only, no other thing is allowed. If caught you will be disqualified.
 - k. Leaving the track - If a car goes to the pits during a green flag it will not be allowed to rejoin the field. If during an open red flag, the car must return to the track prior to the last lap before the green.
 - l. In an event where the A-Main race is stopped before its posted lap completion, it will be deemed an official race if more than half the distance has been completed. If a race is stopped prior to that point, all A-MAIN cars split the purse and each A-MAIN car receives 25 points.
 - m. Closed/Open Red Flag conditions and procedures will be discussed at drivers meeting. Unless otherwise stated or modified, all red flags will be considered closed. Cars involved in the red flag condition may return to work area or pit to make repairs but must be ready to restart with the rest of the field. There will be no waiting.
7. If a race is made up due to a rain out the lineup will be filled as was before, if a driver change is done the position goes to the car not the driver, if a driver change is made then that car will start at the rear of the field.

8. **Flags**

- a. GREEN: When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed.
- b. BLACK: Pull safely OFF the track and leave the racing surface without causing a yellow. Something is wrong with your car that is jeopardizing the safety of yourself and your fellow drivers. Failing to acknowledge a black flag is automatic disqualification.
- c. YELLOW: Proceed with caution, DO NOT PASS, pull directly behind the car in front of you forming a single file (nose to tail) line to await the restart line-up. When a yellow is shown, scoring has stopped. Do not race back to the start/finish line.
- d. RED: The race is being stopped, slow your car down and bring it to a stop on the racing surface. DO NOT drive through a RED crash scene, by doing so can result in a penalty. If contact is made and your car comes to a stop because of it, you are considered involved. Spinning to avoid a red situation and contact is not made you will be allowed to get your spot back.
- e. If you are involved in 2 yellows you will be disqualified for the event.(assisted or unassisted)
- f. WHITE: 1 lap to go before the completion of a race. If a yellow or red flag is needed on this lap, when racing resumes there will be a GREEN, WHITE, CHECKERD, finish.
- g. CHECKERED: The race has been finished.
- h. YELLOW/CHECKERED (both): An incident has occurred on the track after the checkered has been shown to the leader or already waved. The cars crossing the line prior to the yellow light or flag being waved will be scored as finished, the remainder of the field will be scored from the previous lap, except for the cars involved in the incident, they will tag the last scored lap. Weather, curfew, or track conditions can also cause a yellow/checkered.
- i. RED/CHECKERED (both): Same as yellow/checkered, however, the incident is more severe and cars need to stop immediately and follow normal “closed” red flag procedures, the race is over.

9. **Conduct**

- a. Any driver who stops his car on the track to protest or initiate an argument will be disqualified.
- b. Fighting WILL NOT be tolerated! Any driver deemed the instigator in any “physical” altercation will receive a suspension of 2-race dates minimum along with any other sanction deemed appropriate by the MOWA board and will lose all points and money for that night.
- c. Blatant incidents of rough driving will be subject to penalty, disqualification and/or suspension.
- d. Anyone who destroys MOWA or race track property, abuses or threatens MOWA officials, and/or enters the scoring tower to debate a scoring decision is subject to penalty, disqualification and/or suspension.

- e. If a protest is needed or a rule needs reviewed, you must bring it up to the competition director and that rule will be brought to the rule committee's attention, but will not be changed that night, unless it is a safety rule, any

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

other rule will be reviewed for following year.

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

Passing Points System

Addendum "A"

12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0
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Addendum "B"
Season Finish Position Points

Finish	Heat Points	A-Main
1	10	65
2	8	60
3	6	56
4	4	52
5	2	48
6		45
7		42
8		39
9		36
10		33
11		31
12		29
13		27
14		25
15		23
16		22
17		21
18		20
19		19
20		18
21		17
22		17
23		17
24		17
25		16
26		15
27		14
28		13
29		12
30		11
31		10
32		9
33		8
34		7
35		6
36		5
37		4
38		3
39		2
40		1

