



2012 Dirt Series Rules & Regulations

MEMBERSHIP PARTICIPATION

- a. All owners and drivers must sign a WMRA release and pay dues before participating in any WMRA race events.
- b. Visiting owners and drivers from other midget associations will be allowed to participate in two sanctioned events before being required to join the WMRA. There will be no points earned without being a member of the WMRA.
- c. A car owner or driver must be a WMRA member and entered in at least three (3) WMRA events in a season to be eligible for year end awards. Race payoff will be at the event, subject to fine and other sums due the WMRA

Liability

The WMRA was founded for the promotion and improvement of midget racing. All members and guests of the WMRA hereby release the WMRA, its Board Members, corporate or series sponsors and anyone else associated with the WMRA from any and all claims resulting from any injury or death while engaged in any activity involving the WMRA.

Conduct

All participants at WMRA events are expected to conduct themselves in a professional manner at all times. Any owner, driver or crew member of the WMRA that fails to conduct himself/herself in a professional and sportsmanlike manner will be disqualified for the remainder of the event and will forfeit all points and purse money for the event. The WMRA Board of Directors may impose additional suspension and/or fines after reviewing the infraction. All drivers are responsible for the conduct of their pit crew and guests. Unacceptable behavior by any member of a racing team will result in immediate disqualification of the car and driver for that event.

The use of alcohol and drugs is strictly prohibited at all WMRA events. In addition, the use of stimulants or prescription medications found to impair the ability of the driver to safely drive will be reviewed by the WMRA Board. Any driver, owner, pit crew member or guest found to be drinking alcohol or taking illegal drugs during the competition portion of the race program will result in disqualification of the team from the racing event. The second offense will result in disqualification from competition with the WMRA for the remainder of the season.

The WMRA has been formed by owners, drivers and midget racing enthusiasts who are committed to a sportsmanlike, professional and competitive nature. Our fans appreciate this perspective. Our track promoters and sponsors demand it! **For these reasons, there will be a zero tolerance for on-track altercations involving the cars, and verbal abuse or fighting in the pit areas.**

Drivers, owners and race teams are expected to handle on and off the track incidents in a civilized manner. In the case of a dispute, team members are strictly prohibited from entering another team's pit area. If a race team feels that a serious infraction of the sportsmanlike and professional racing code of the WMRA has occurred, they should contact a WMRA official at the track immediately. Penalties for violation of the WMRA Rules of Conduct will be decided upon by WMRA officials on a case by case basis.

GENERAL RULES

Drivers

- Drivers must be a minimum of 16 years of age unless they have substantial racing experience in a division viewed by the WMRA Board as contributing to skill at the midget level. This rule will be reviewed by the WMRA Board on a case by case basis for younger drivers who have (a) demonstrated racing skills in other divisions, AND (b) who will start at the back of each race until the driver has demonstrated to the Board that he or she is competent (i.e. drives safely, in control, and respects the racing equipment of other competitors).
- Rookie drivers will be started at the rear of the field in all races until judged by WMRA officials to be capable of taking their scored position and racing in a competent manner. During this time all rookies will fly a rookie flag off the cage of their car.

Car Specifications

- Wheelbase 66" to 76"
- Unless previously approved, cars must be direct drive. No chain drive cars will be allowed.
- All cars must have a quick-change rear end.
- No clutch and transmissions without prior approval by the WMRA Board. This rule will be waived for all cars with Ford Focus and EcoTech motors.
- All wheels and tires will be of the "designed for racing only" type.
- All cars must have fuel bladders.
- All cars must have fuel shut-offs within easy reach of the driver.
- All cars must have a clearly marked On/Off switch within easy reach of the driver.
- All cars must have a front and rear bumper and side nerf bars.
- A head restraint net on both sides will be required, unless using a full containment seat
- Roll cage padding is required on the rear and side roll cage bars.

- All cars must have a high back seat.
- All cars must have at least three wheel brakes in good working order.
- All cars must have approved 3” 5-point quick release restraint harness that is not over two years old. 2” shoulder harness allowed with the Hans Restraint System.
- No wings, airfoils or side panel sails of any kind will be allowed.
- All cars must be well maintained. Heavily damaged body panels, badly bent nerf bars, or other damage that is deemed unsafe on the car will not be allowed.

Noise Restriction

Track officials and promoters will determine the allowable noise level. All WMRA cars must adhere to noise restrictions at each track. A team that receives a warning from the track officials that they exceed the track noise limit must make an attempt to rectify the problem before their next race. The first warning may result in a black flag at the discretion of the track’s flagman. The second warning will result in disqualification from the event by WMRA officials.

Engine Specifications

The WMRA Dirt Series is an open-competition racing series. The goal of the series is to encourage owners to bring safe and race ready cars for enjoyable, competitive competition. The engine rules will be kept minimal and as flexible as possible to allow for broad participation. The WMRA will strive to keep the cost of racing affordable for the maximum number of competitors.

The WMRA Dirt Series engine specification are simple and brief:

- Maximum of 4 cylinders, opposed, in-line, or V.
- In an effort to promote the “spirit” of racing, innovation, and a broad collection of motors, the WMRA Board will consider any other engine package on an individual basis.
- No turbo charging or supercharging will be allowed.
- Methanol fuel only. No gasoline and no fuel additives of any type will be allowed.

Wheel Specifications

Bead lock devices are recommended at all wheel positions.

Driver Safety

- All drivers must have a Snell SA 2000 or better helmet. Nomex lining recommended.
- All drivers must wear a SFI 5 spec uniform and must wear full Nomex underwear.
- All drivers must wear Nomex gloves, socks and head sock or helmet skirt.

- Arm restraints are required.
- A neck support or horse collar is required.
- All cars must have a high back seat.

All cars will be inspected prior to competing for the first time in a WMRA sanctioned event to ensure compliance with the rules.

Numbers

- All cars will be assigned a registered number on a first come first served basis.
- Car numbers 1, 2 and 3 are reserved for the point leaders from the previous season.
- Other than car numbers 1, 2 and 3 any car registered the previous year may keep their number.
- New cars will have their choice of numbers on a first come basis.
- Visiting cars with numbers already taken by a WMRA car will add a clearly visible letter to tail and hood numbers.
- Numbers will be displayed on both sides of the tail tank and the front of the car.

Start of Racing and Restarts

The pole car sets the pace on all race starts. This will be a safe and steady speed for a clean start. Any car getting out of line (nose to tail) will be sent to the rear of the field.

All starts and restarts will be off of the number four corner. When the green flag and green lights are displayed the racing starts for all rows.

Single file restarts are handled the same way. We will use a cone starting system. No passing before the cone. The lead car will set a safe and steady speed for the restart. Any car that is not in single file will be sent to the rear of the field. Single file is defined as one car directly behind another (nose to tail).

A car involved in two yellow flags for heat races and 3 yellow flags during the main event will be black flagged for the remainder of the race.

Intentional and inappropriate contact with other cars during a race will result in being put to the back of the field or black-flagged from the race depending on the severity of the contact.

During a red flag period, drivers will be informed of their re-start position. Failure to quickly take your proper starting position will result in being put to the rear of the field.

Yellow and Red Flag Policy

- Any car that stops after being pushed off for a race for any reason other than to avoid contact with a stopped car or push vehicle will be put to the rear of the field.
- Any car involved in an accident that brings out a yellow flag or red flag will restart at the rear of the field.
- Any driver that stops his/her car on the racetrack for any complaint will be black-flagged from the race.
- Any driver changing cars after the program has started will start at the rear of the field.
- Red flags will be closed. If an open red is allowed by the hosting track, the following WMRA rules will apply to cars stopped on the racing surface: No refueling of car, hood shall not be removed from car, all four tires must remain on the car. Any repairs must be done in the pit area. Upon completion of those repairs, cars will restart at the rear of the field.

Yellow Flag Restarts

On a yellow flag restart, if you cannot remember where you were, an official will give you an indication. Failure to move your car to this position within 1 lap will result in you going to the rear of the field. WMRA and/or track officials will not delay the racing program to resolve perceived issues related to position on restarts. Any team feeling that a restart position was incorrectly assigned can address the issue with a WMRA and/or track official after the race.

Any dispute that develops at the racetrack must be brought to the WMRA officials. Concerns related to any aspect of the event, racing program, or competition will be handled by the WMRA only. Any driver, owner or crew member that approaches a racetrack official, promoter, or personnel other than a WMRA official will face possible disqualification from the event and forfeiture of points and purse winnings.

These rules may be subject to change or review at any time by the WMRA Board of Directors.

RACE FORMAT

Qualifying

1. Qualifying positions will be determined by drawing a number at the drivers meeting or at sign in.
2. Any car out of position for qualifying will be moved to the last qualifying position and will be given 1 qualifying lap.
3. Qualifying will consist of one warm-up lap and two timed laps.

4. When a push truck or race car interferes with the qualifier, they will be given another lap.
5. When a car spins or fails to complete a timed lap, it loses that lap.
6. If a driver pulls into the pits or off the track after one qualifying lap when still under green, qualifying is complete.
7. In the event that two drivers qualify a car, the official time posted will be that of the last driver qualifying. That driver must run the car qualified and compete in that car.
8. A driver may not change cars, unless his/her original car has been scratched for the evening.
9. Any substitute driver will start at the rear of the field regardless of qualifying positions of the car.
10. No driver change will be permitted after the initial green flag start of any race.
11. Once qualifying has been completed, no other cars will be able to qualify for that class.
12. Cars arriving after qualifying may be added to the rear of the field, at the discretion of the Race Director.
13. Qualifying points will be based on the car count. Example - 22 cars, fast time gets 22 points, etc..
14. When unforeseen circumstances eliminate qualifying, main event line up will be based off championship points standings plus invert. Cars will line up for the heats as if they qualified.

Trophy Dash

1. Shall be the top 4 qualifiers lined up inverted from qualifying.
2. The dash will have no points awarded.
3. The dash will be 4 laps.
4. The dash winner will draw the invert pill (4, 6, 8)

Heat Races

1. Shall be 8-10 laps in length and contain no more than 10 cars per heat race.
2. The number of heat races per event will be based upon the car count.
3. Heat race line-ups will be determined by qualification times. If more than one heat, cars will be separated evenly in two or three heats. If two heats, then even cars in first heat and odd cars in second heat. If three heats, then 1st, 2nd and 3rd qualifiers will be in separate heats with the rest of the field separating accordingly. All heats will be fully inverted.

B-Main

1. Will be 12 laps minimum.
2. Line-up will be straight up based on qualifying.

3. The first two or more cars will transfer to the back of the A-Main. Number of cars transferring will depend upon car count. No B-Main points for transferees.

A-Main

1. The A-Main will be 20 laps minimum.
2. Car count will determine the number of cars in the A and B mains.
3. The invert draw (4, 6, 8) will determine the front 8 positions for the main.
4. Line-up will be based on qualifying and invert

DIRT SERIES POINT STRUCTURE

<u>POS</u>	<u>QUAL</u>	<u>HEATS</u>	<u>B-MAIN</u>	<u>A-MAIN</u>
1	20	10	19	45
2	19	9	18	40
3	18	8	17	38
4	17	7	16	36
5	16	6	15	35
6	15	5	14	34
7	14	4	13	33
8	13	3	12	32
9	12	2	11	31
10	11	1	10	30
11	10			29
12	9			28
13	8			27
14	7			26
15	6			25
16	5			24
17	4			23
18	3			22
19	2			21
20	1			20

- A. Qualifying points determined by number of cars that qualify.
- B. Heat start inverted based on qualification time.
 - 1. If there are enough cars to have more than 1 heat race, then cars will be split evenly into 2 or 3 heats by qualification time. If two heats then even qualifying cars in 1st heat and odd qualifying cars in 2nd heat. If three heats, then 1st, 2nd and 3rd qualifying cars will be in separate heats and remainder of field will divide accordingly.
- C. Line up for main event.
 - 1. Main event line up will be based off Qualifying and invert
 - 2. Dash winner pulls invert pill (4, 6, 8)

Qualifying points, heat race points and main event points will all count towards championship point total.