

2022 Rules

PureMax Racing Oil

HART Non-Wing Micro Series

presented by EMI

1. Car and Safety Specifications

- A. Technical Inspection
 - a. All cars entered and present at any HART Series event that are intended to compete in the racing event, are open to pre-race inspection prior to any on-track activity
 - b. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
 - c. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event.
 - d. Technical Inspection may also take place throughout the event
- B. Engine
 - a. All four cylinder engines will have a maximum displacement of 640cc.
 - b. Engines manufactured or altered with more than 640cc are not legal
 - c. No nitrous, turbo or superchargers permitted.
 - d. All cars must have a noise eliminating exhaust.
 - e. CC casting number must be visible on engine to verify size.
- C. Fuel
 - a. Methanol based or racing fuel only
 - b. Fuel tanks must have bladders
 - c. Smaller Jaz style fuel tanks are legal, but must set inside the frame rails and down tubs of the car
 - d. No performance fuel additives allowed
 - e. Top end lubricants are allowed
 - f. Fuel sampling may be done at any time during an event, following the completion of any single race - heat, qualifier or feature.
- D. Car Appearance
 - a. Must resemble a traditional Micro Sprint
 - b. Numbers must be clearly posted on the nose of the car and on each side of the tail tank
- E. Chassis Construction/Attachments
 - a. A firewall is mandatory, separating the driver from the engine and must be made of minimum 24 gauge (.0625) thick aluminum.
 - b. Chain guards are mandatory and have a minimum thickness of .090 aluminum.
 - c. Power switches must be on dash and clearly labeled.
 - d. Rollcage portion of the chassis must be minimum 1 ½ in x .065 wall chromoly, or equivalent, and must have sufficient bracing.

- e. No aluminum or titanium frames
 - f. Seat should be secured by bolts in a minimum of 4 locations - older cars with three bolt locations will be allowed for 2019 only.
 - g. Driver Sail Panel is allowed
 - 1. Vision 1 Composites will offer the official Driver Sail Panel of the PureMax HART Series presented by EMI.
 - a. It's measurements are as follow:
 - i. 28 inches wide x 18 inches tall
 - ii. Kickout (Sail) is 5.5 inches
 - iii. Bend up at end of sail is 1.5 inches
 - iv. No sail panel larger than these measurements will be allowed
 - b. Location must place the sail below the halo at the top of the roll cage and inside the downtubes on each side behind the seat.
 - c. The kickout can not extend past the angled down tubes at back of *chassis. If a straight edge is ran down the angled back tubes, it can not hit the driver sail panel.*
 - h. Nerf bars are required, and must not extend past the outside of the rear tires.
 - i. Floor Pans are required and must extend from at least the driver's feet to the front of the seat.
 - j. Wet Cell batteries that are mounted in the driver's compartment must be covered and vented to the outside of the car/driver's compartment..
- F. Seats
 - a. Full-containment seats are heavily recommended.
- G. Ballast
 - a. Bolt-on ballast (weight) must be painted white with affixed legible car number and can only be mounted from axle to axle
 - b. Any car that loses bolt-on ballast at any time will be disqualified
- H. Shocks
 - a. Cockpit adjustable shocks allowed
 - b. Only one shock allowed per wheel - 4 Total per car.
- I. Bumpers
 - a. Must have front and rear bumpers
 - b. Both front and rear bumpers must extend out further than the tires
 - c. Rear bumper must be in a position capable to be used to push the car
 - d. If Car loses rear bumper during the race it will be sent to work area at next caution
 - i. Car will have to have a rear bumper bolted on before returning to the race
- J. Brakes
 - a. At least one rear brake required
- K. Weight Rule
 - a. Minimum weight of 750 pounds; including water, oil, fuel and driver
 - b. Cars may be weighed prior to and/or following any event.
 - c. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

- L. Tires
 - a. Hoosiers must be run on all 4 corners
 - b. Tires must be Micro specific Hoosier tires
 - c. Hoosiers of any compound are allowed
 - d. No chemical altering of tires is allowed
- M. Driver Apparel
 - a. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory - minimum two (two) layer firesuits.
 - b. Full face SA SNELL 2010 approved or better helmets required
- N. Driver Restraint System
 - a. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer)
 - b. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions
 - c. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage
 - d. A five-point harness is required
 - e. Any entered car that has a Driver Restraint System that has an outdated expiration date of two (2) years or less will be allowed to compete, but will be given one (1) week to correct the deficiency or the offending car will not be allowed to compete
 - f. Any entered car that has a Driver Restraint System that has an expiration date greater than two (2) years old will not be allowed to compete until restraint system is replaced.
- O. Communications/Electronics
 - a. Raceceivers are mandatory
 - i. A working Raceceiver is considered part of your safety equipment
 - b. Two-way electronic communication devices are prohibited
 - c. No traction control devices
 - i. HART Series officials reserve the right to confiscate any ignition box and tachometer (pair) at any time
 - d. Electronic/computer engine, fuel or chassis controls are prohibited

2. Race Qualifying Procedure

- A. All HART Series events will be ran on passing points.
 - a. Passing Points:
 - i. Heats will be lined up according to pill draw.
 - 1. Points will be awarded by original line-up - changes while on track will not affect "starting positions"
 - 2. Driver that earns points first will break tie
 - 3. Failure to start (DNS) will result in 0.0 points.
 - 4. If Driver elects to start at the rear for any reason, they will receive only finishing points and get no credit for position passing points.
 - ii. Points will be awarded following heats based on start/finish position using the ASCS passing point format.

- b. All heat winners and the top passing point cars to make 6 total cars will redraw for the first 6 positions in the feature.
 - i. (if 2 heats – both heat winners and top 4 in passing points, if 3 heats – the three heat winners and top 3 in passing points etc.)
- c. The top 16 cars in passing points, including the 6 cars that redraw, will qualify directly for the A-Main.
- d. The non-qualified cars will be placed in the B-main.
 - i. B-Main cars will line-up by passing points.
- e. Four cars will transfer out of the B-Main and will fill the remaining A-Main spots according to B-Main finish.
- f. The first non-qualifier from the B-main (first b-main if more than one) will be the alternate. That driver should be strapped in and the car should be ready and in staging.
 - i. If any of the cars from the qualified 20 car starting field are unable to take the green flag, the alternate will be entered into the field.
- g. Please Note: If a host track chooses to increase the starting field, the qualifying number of B-main cars will be adjusted accordingly.

3. Special Rules

- A. Special rules for specific events will be announced in advance
- B. All purse money will be administered the night of the event by HART Staff at the sign-in table
- C. Standard Events
 - a. Standard Events will follow all aspects of the HART Series Race Procedure Manual
 - b. Co-Sanctioned Events
 - i. Co-Sanctioned Events may deviate from the HART Series Race Procedures

4. Season Points

- A. Event finishing points are awarded to the driver according to the attached points chart
- B. A car/driver that attempts to compete in hot laps, heat races, B-Main or the A-Main will receive a total of 25 show up points
- C. Total points for an event consists of show up points or finishing points
- D. A driver must be a HART Series member prior to the start of an event to receive season points for that event
- E. A driver must compete 12 of the series races to be eligible for season points fund
- F. A driver's best 15 finishes for the season will be counted toward the series points championship.
 - i. After 15 races, drivers will have the chance to replace poor finishes in the first 15 races with their better finishes, later in the year.

G. Rookie of the Year

- a. A rookie driver must meet the following criteria:
 - i. Driver must have qualified for less than 5 HART Series A-Mains
 - ii. Driver may not have previously won a Micro Sprint A-Main in any National or Regional Touring Series, or have won a track championship, or have raced more than 3 years in micro sprints.
 - iii. Driver must compete in 50% of the races

H. Product/Contingency

- a. To be eligible for any product given away at any event, a driver/or car owner must have purchased a full HART membership
- b. Driver/Owner is required to display required decals of sponsor/product for eligibility
- c. HART may require 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
- d. HART sticker and Hoosier sticker must be displayed on right side of the car(mandatory)

5. Interpretation

A. Enforcement, Waivers, Membership & Series Credentials

- a. HART 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 on race day will be applied by the Director of Competition in consultation with HART staff at the event
- c. The Director of Competition has discretion on race night to apply and interpret these rules consistently within the "spirit of the rule"
- d. The decisions of the scorers and flagman regarding issues within their area of responsibilities is final
- e. Membership & Series Credentials
 - i. Every member that signs in to compete at a HART Series event must be either a Full Member or a Temporary Member in good standing
 - ii. To remain in good standing, all Members agree to act in a professional manner including but not limited to verbal representation, written representation, any conduct that may represent the Heartland Auto Racing Tour, the sport of Micro Sprint Car racing and/or motorsports in general and/or any affiliates
- f. Full Membership
 - i. \$90 per season w/ insurance
 - ii. \$60 per season w/o insurance
- g. Temporary Membership
 - i. \$10 per event (paid at Pill Draw)
- h. Banquet & Series Awards
 - i. Banquet attendance is mandatory for the receipt of point fund and/or any bonus post season awards
 - ii. Any driver that is not present at the banquet forfeits 50% of his or her points fund and/or any bonus post season awards

- iii. In the event of a forfeiture, the driver has the right to submit a written appeal to the HART Series

6. Race Procedures

A. Car Entry

- a. Once a driver attempts to qualify for an event that is the assigned car/driver combination for the event
 - i. A backup car may be used.
 - ii. You may switch to a backup car for any race by withdrawing the primary car for the rest of the program.
 - iii. You must notify the HART series.
 - iv. The backup car must start at the tail of the driver's next scheduled event.
- b. Driver Changes
 - i. Driver changes will be allowed.
 - ii. The car qualifies for the feature, not the driver.
 - iii. In case of a driver change the car must move to the tail to start the race.
 - iv. Season points will be awarded only to the actual driver of the car during any particular event in the program.
- c. A driver can only qualify one car for a HART Series event.
 - i. Drivers qualify for the C, B, or A Mains during the heats.
 - ii. Before a driver can compete in a second car the first car driven must be withdrawn.
 - iii. Once a driver changes cars, that driver cannot return to the original car.

B. Chief Starter

- a. The HART-appointed Chief Starter will be in control of all on-track events
- b. Any ruling made by a flagman or track official during a race will be final

C. 8-Minute Warning Horn

- a. Generally, an event will be broken into quarters, the Hot Lap segment, Heat Race portion, the B-Main(s) portion, and the A-Main portion
- b. Prior to each segment, HART Series officials will sound an 8-Minute Warning Horn
- c. Any competitor that is not ready to race at the end of the 8-Minute Warning Horn period will be docked one (1) row for that event

D. A-Main

- a. At the completion of 8-Minutes, race teams must have their cars presented either rolling at the back of the line or lined up in their starting position in the staging area.
- b. Scoring
 - i. Seventy-Five percent (75%) of the field must complete a lap before a single file restart occurs
 - ii. When a yellow or red flag is displayed, scoring terminates
 - iii. After the completion of the first lap, a lap will be considered complete if the leader plus one crosses the start/finish line (Timing & Scoring will always have discretion)
 - iv. Lapped cars will go to the tail of the field in running order and receive a lap back. (Lucky Dog)
 - v. Leaving the track

1. If a car leaves the track during green flag conditions the decision to allow it to rejoin the field following a race stoppage immediately thereafter shall be at the discretion of officials, but typically when a car exists the racing surface it will not be allowed to rejoin the race except for special circumstances.
- vi. A-Main Work Area
1. Generally, every effort will be made to have a designated Work Area at each event
 2. Only two (2) crew members will be allowed in the A-Main Work Area from each team
 3. It may be an area away from your personal pit space or it may be your personal pit space
 4. No refueling is allowed in the A-Main Work Area unless or during a designated Open Red Flag / Fuel Stop
 5. Guaranteed A-Main Work Area Repair Time
 - a. The A-Main Work Area will open once the initial green flag is displayed to the field
 - b. Once a car arrives in the designated A-Main Work Area, the race team will be guaranteed two (2) minutes to make any repairs
 - c. Once the one-to-go signal is given to the field, either via signal from the flagstand or over the one-way radio, no cars may return to the track from the A-Main Work Area until the next available race stoppage
 - d. It is the responsibility of the driver to do everything in his/her power to ensure that their disabled vehicle reaches the A-Main Work Area in the fastest possible time
 - e. Any driver whose feet touch the racing surface will not be granted any Guaranteed AMain Work Area Repair Time
 - f. Any driver who attempts to obstruct the crash recovery process either of their own car or of a competitor's car may be subject to further penalties as determined by HART Series officials
 - g. Race Team's Responsibility in the A-Main Work Area
 - i. Allowing a Race Team to staff the A-Main Work Area is a privilege and is for the purpose of servicing a/any disabled racecar
 - ii. The A-Main Work Area is a designated area determined by HART Series officials and is classified as a "restricted area" on the grounds of the event venue
 - iii. The Race Team is responsible for all actions of all crew members that participate in the A-Main Work Area
 - iv. Any member of the Race Team that leaves the designated area and/or enters the racing surface without the direction of a HART Series official will be ejected from the Work Area

- v. Subsequent offenses may cause the Race Team to lose the ability to staff the A-Main Work Area

E. Control Car

- a. The control car is the car that the starting field will use as a reference point for lining up prior to an event
- b. The control car is the designated car that is assigned the front row pole position
- c. Once the field is in proper formation, the command will be given on the one-way radio that the race will start the next time by the flagstand
- d. A driver that engages in excessive hot laps that causes a disruption in the event may be penalized to the rear of the field by the HART Series race director and/or flagman

F. Green Flag

- a. When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed
- b. Initial Start
 - i. Initial start should have rows roughly even, side-by-side and nose-to-tail
 - ii. The race begins when the pole car passes the start line in turn 4. The pole car starts the race.
 - iii. Aborted Start Violations will be assigned as follows:
 - 1. First Aborted Start = Free restart for the entire field, field is warned over one-way radio
 - 2. Second Aborted Start = Second row comes forward and first row becomes second row
 - 3. Third Aborted Start = Offending driver will be immediately disqualified from event
 - iv. Restart
 - 1. All restarts will be single file
 - 2. The leader can restart the race any time after entering turn 3. When the leader accelerates the flagman will turn on the green light on.
 - 3. If the leader has not accelerated prior to the start line in turn, the flagman will turn on the green light and wave the green flag to signify the race is back underway.
 - 4. All restarts should be single file, nose-to-tail, past the start line/cone in turn 4.
 - 5. If a driver passes before the start line/cone, the start will be immediately aborted and said driver(s) will face the following penalties
 - a. First Aborted Start = Offending driver will be immediately moved back two positions
 - b. Second Aborted Start = Offending driver will be immediately moved to rear of restart field
 - c. Third Aborted Start = Offending driver will be immediately disqualified from event
 - 6. "Passing before the start" is defined as any car that breaks the plane of the rear bumper of the car ahead of them prior to the start line/cone

G. Yellow Flag

- a. Proceed with caution, DO NOT PASS, DO NOT RACE BACK TO THE START/FINISH LINE

- b. When the yellow flag is displayed, 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
- c. Officials will correct the line-up when they receive it from the scorers
- d. 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
- e. 360 Spin – Whether a 360 spin causes a yellow flag condition shall be at the discretion of race officials.
- f. Caution Rules
 - i. Initial Start
 - 1. Once a car enters the racing surface, it is considered ready for competition in that event
 - ii. Prior to Initial Start
 - 1. Once the original one-to-go signal is given to the field, any car that stops forcing an abort on the start will be charged with a caution.
 - 2. Discretion by HART Series officials can be made in the instance if said stop was needed for on track safety issues.
 - iii. Two Cautions
 - 1. Each car can have two additional stops after the start of the race.
 - a. This means each car can be involved in two solo cautions.
 - b. If the car is involved in any other solo event, resulting in a third caution, it will be disqualified from the event.
 - c. Credit will be given for all laps scored up until the point of disqualification
 - iv. Safety Discretion
 - 1. If a competitor stops at the nearest HART/Track Official for examination of a safety-related issue during a race stoppage.
 - a. If HART Series Officials determine the car is safe to continue, the car will not be charged an “Additional Start” and will be re-aligned where it was scored on the prior completed lap

H. Red Flag

- a. The race is being stopped, slow your car and bring it to a stop as quickly and safely as possible
- b. Except in rare instances, a Red Flag situation is considered closed
- c. Cars involved in the Red Flag condition may return to the A-Main Work Area to make repairs
- d. Cars returning from the A-Main Work Area under Red conditions must be ready to restart with the rest of the field – we will not wait
- e. DO NOT drive through a RED crash scene

I. Incident Involvement

- a. Only cars deemed to be involved in a caution or red flag will be charged with the caution. That call will be made by HART Officials.
- b. Any car that stops or spins to avoid an incident will not be “involved” in the caution and will get its spot back. HART Officials will determine involvement. .

J. Black Flag

- a. Pull safely OFF the track and leave the racing surface without causing a yellow

- b. Something is wrong with your car that is jeopardizing the safety of yourself and your fellow drivers
 - c. Failing to acknowledge a black flag is automatic disqualification
- K. Disqualification
- a. Minor Driving Violations
 - i. Drivers that are disqualified for Minor Driving Violations, such as the Two (2) Yellow Rule or multiple restart violations are awarded the position at the time they are forced to leave the track
 - b. Major Driving Violations
 - i. Drivers that are disqualified for Major Driving Violations (i.e. rough driving) are awarded no points or pay for the event and may be subject to additional penalties prescribed by the MOWA Series Competition Director
 - c. Mechanical
 - i. Drivers that are disqualified due to mechanical and/or technical infractions during pre-race and/or post-race inspection are awarded last place points and pay for the event(s) completed
- L. White Flag
- a. One (1) lap to go before the completion of a race
 - b. If a yellow or red flag is needed on this lap, when racing resumes there will be a GREEN, WHITE, CHECKERED (2 laps), finish during feature events.
 - c. During heat races there will be a green/white together, checkered finish. ONE LAP
- M. Checkered Flag
- a. The race has been finished
 - b. Yellow/Checkered
 - i. An incident has occurred on the track after the checkered has been shown to the leader
 - ii. The cars crossing the line prior to the yellow flag will be scored as finished
 - iii. 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
 - iv. Weather, curfew, or track conditions can also cause a yellow/checkered.
 - c. Red/Checkered
 - i. 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
- N. Race stoppage
- a. In an event where the A-Main race is stopped before its posted distance, it will be deemed an official race if more than half the distance has been completed
 - b. If a race is stopped prior to that point, one half of the points and pay for that event will be based on the position at the time the race is stopped with the other half allocated equally among all A-Main cars.
 - c. 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 then that car will start at the rear of the field.

7. 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 may be penalized as deemed appropriate by the HART series
- C. Blatant incidents of rough driving will be subject to penalty, disqualification and/or suspension
- D. Anyone who destroys HART or race track property, abuses or threatens HART 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 submit it to the Competition Director and that protest will be considered and the rule reviewed, but it will not be changed that night, unless it is a safety rule, any other rule will be reviewed after the event.

8. Spirit of the Rule – These rules are meant to create fair competition among members and temporary members. The goal of the HART Series is to encourage participation in HART Series events while not unnecessarily punishing or disqualifying participants. Reasonable efforts will be made to find a way to allow participation without creating a situation that is unfair to participants. Having said that, these rules are in place for a reason and will be enforced. HART officials will periodically check compliance with these rules as time and opportunity permit. By entering a car in a HART event, the driver represents that to the best of his knowledge his car conforms to these rules. Any blatant disregard for a HART rule will not be tolerated.