



2026

RULE BOOK

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2026 All*Star National Pavement Midget Series Technical Specifications

100 New Rules and Rule Changes

- A. **All*Star National Pavement Midget Series** rules may be added, deleted, and/or amended from time to time and at any time. It is the participant's responsibility to stay abreast of all rule changes that may affect the participant. Additions, deletions, or changes to the Rulebook (collectively referred to herein as "amendments") will be communicated by publication on **allstarmidgets.com**.
- B. Amendments are effective and enforceable immediately upon publication on **allstarmidgets.com**.
- C. Racers are responsible for consulting and staying up to date with any rules and related information published on **allstarmidgets.com**.

101 Design and Construction

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

102 Dimensions and Weight

- A. Wheelbase – must be at least 70 inches and no more than 76 inches.
- B. Width – overall width will be a maximum of 65 inches.
- C. The maximum rear wheel offset, from center line, is three inches (6 inches overall) measured from inside bead seat to the centerline of the rear end center section.
- D. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset. (as measured straight line along outside RR to outside RF)
- E. All cars must adhere to the weight rules table in section 113 including the driver.
- F. Left-side weight distribution shall not exceed 60% of total vehicle weight.
- G. Additional bolt-on weight is permitted. All weight must be securely mounted to the frame and/or chassis. Weight pieces of 15 pounds or less must be fastened with a minimum of one (1) 3/8-inch diameter Grade 8 or better bolt. Weight pieces exceeding 15 pounds must be fastened with a minimum of two (2) 3/8-inch diameter Grade 8 or better bolts. All bolt-on weight must be mounted between the frame rails and axles and no higher than the upper frame rails. All bolt-on weight must be painted white, clearly marked with the car number, and is subject to approval by officials. The loss of any bolt-on weight during competition shall result in disqualification from that event and may also result in a fine. Failure to comply with any portion of this rule may result in fines, disqualification, and/or additional penalties. The addition or adjustment of bolt-on weight under any yellow or red flag condition is strictly prohibited.

103 Car Construction & Body

- A. All cars shall be rear drive only. Engine offset is limited to a maximum of one (1) inch, (two inches overall), from the chassis centerline as measured at the centerline of the crankshaft. Engine layover is limited to thirty (30) degrees from vertical as measured from the vertical centerline of the cylinder bore.

- B. Only torque tube type drivelines, utilizing only one (1) u-joint, will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one (1) solid piece. Torque tube hoop and/or strap highly recommended. A driveline containment system utilizing a steel shield bolted to the engine plate or containment blanket to cover torque ball and u-joint is highly recommended.
- C. Radius rods may not be attached within the confines of the cockpit. All radius rods must be one (1) piece. No spring rods or shock dampers.
- D. The driver shall be seated directly behind the engine; centerline of the top of the seat at the driver's helmet can be no more than one (1") inch off the centerline of the roll cage.
- E. Only standard type midget bodies, tail tanks and hoods will be permitted.
- F. 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. (See Section 106 for bumper rule)
- G. The engine must be covered with a cowl or hood secured in place. The hood or cowl need not enclose the sides of the engine.
- H. A forward-facing scoop, or ducting, supplying "forced air induction" to the injection inlets is not permitted. A hood scoop to allow air to the air filter is permitted, provided that it does not feed into a contained air box, which would be considered to be forced induction.
- I. Right side cockpit body panels may be a maximum of thirty-six (36) inches high as measured from the bottom frame tube. The opening must be 150 square inches and not distract driver's vision as determined by the Technical Director. The right-side panel cannot extend out any further than four (4) inches. This includes turnouts from the frame uprights (cage post).
- J. Left side cockpit body panels may be a maximum of thirty-four (34) inches high as measured from the bottom frame tube. Opening must be 150 square inches and not distract driver's vision as determined by the Technical Director.
- K. Side visors on the roll cage will be limited to eight (8) inches tall. Visors that restrict a driver's vision will not be permitted, at the discretion of the Technical Director.
- L. Only steel, aluminum, or carbon fiber floor/belly pan are permitted. The floor/belly pan 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 floor/belly or fuel tank. It is recommended that a fireproof absorbent pad be used under the engine.
- M. Sun visors must not extend forward more than seven (7) inches from the front of the forward most edge of the roll cage/halo tube and may not be wider than the width of the cage; may be no more than 13.5 inches in length and may not be wider than the width of the roll cage; sun visors must be smooth and follow the down tubes with an allowable turn down starting four (4) inches from the leading edge but cannot be any lower than the downtube. For fan recognition, all teams are encouraged to place the drivers' name on their visors.
- N. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.
- O. The motor plate may not be made from carbon fiber, or any type of composite materials.
- P. Airfoils, wings, splitters, spoilers, or other aerodynamic appendages will not be permitted. One (1") inch turnout allowed on all body and sail panel edges, except sun visor. The Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
- Q. All paneling including Floor Pans must not extend past edge of frame rails more than thickness of the material.
- R. Rear view mirrors are not permitted.

104 Roll Cage & Chassis

- A. The frame and/or chassis must be constructed of 4130 normalized tubing.
- B. All cars must have a roll cage that is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend four (4") inches above the driver's helmet when seated in a driving position. A halo may be permanently installed to satisfy this requirement.
- C. Roll Cage Construction – cars constructed after 1/1/98, main uprights forming the roll cage must be a minimum of 1-3/8 inches O.D. x .095 wall thickness 4130 normalized tubing.
- D. No water or oil coolers are to be placed above or beside the cockpit opening.

105 Fuel System

- A. A conventional tail tank, fuel cell and 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.
- E. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.
- F. It is strongly recommended that the fuel tank be supported by an adequate structure beneath the forward portion of the lowest section of the tank. This support should follow the contour of the tank and be securely welded to the frame on both sides.

106 Bumpers & 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 the nerf bars.
- C. Tubing may not be filled with the purpose to add weight.
- D. 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.
- E. The right nerf bar cannot extend beyond the outside of the right rear tire.
- F. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.
- G. Transponders must be on the car in order to be scored and must be placed between the bumper spuds on the right rear corner.

107 Steering & Suspension

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- B. Welded aluminum or titanium suspension parts are prohibited with the exception of Jacobs ladder (Watts link)
- C. Drag link straps are highly recommended.
- D. No cockpit suspension adjusters will be allowed. A brake bias adjuster does not count as a suspension adjuster.
- E. Electronic weight, shock, sway bar or any suspension item adjusters are prohibited.
- F. No independent suspension.
- G. Cars are limited to four (4) shocks.
- H. Front axle tethers are highly suggested.

108 Axles

- A. The car's axles connecting the wheels must be of one (1) piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed on the front axle.
- B. Any other construction will be considered as independent suspension.
- C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not permitted.

109 Wheels

- A. Bleeders are **NOT** permitted.
- B. The number of allowable wheels are restricted to two (2) front wheels and two (2) rear wheels on each car.
- C. The wheel diameter must be 13 inches.
- D. The wheel width is limited to (8) inches for both front wheels and the left rear.
- E. The right rear wheel width will adhere to the table in Section 113.
- F. Six (6) pin hubs and wheels are mandatory on the RF (right front).
- G. Splined front hubs/wheels will not be allowed.
- H. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.
- I. Wheel covers are **NOT** permitted.
- J. Wheel balancing devices are **NOT** permitted.
- K. ALL bolts are mandatory in bead locks and wheel centers.

110 Tires

- A. Any device(s) used for warming the tires prior to competition is prohibited.
- B. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction, is prohibited. The **All*Star National Pavement Midget Series**, at its sole discretion, can confiscate and/or test any tire at any time. Penalties from a tire found to deviate from the original factory benchmark specifications are as follows:
 - First offense – Entrant/Driver: Forfeit purse and points for the event and up to a \$2,500 fine.
 - Second offense – Entrant/Driver: Forfeit purse and points for the event, up to a \$5,000 fine and a two (2) race suspension.
- C. **All*Star National Pavement Midget Series** Hoosier tires:
 - (LF – 700, MG5) (RF – 700) (LR – F15, MG5) (RR – 700).
 - Right-side tires (RF and RR) will be stamped and used for qualifying, all scheduled races during the event, and any feature(s).
- D. Tire changes prior to the start of the heat race or feature:
 - If a RF or RR tire is changed with a new tire the car must start at the back of the field in the heat race, feature(s) and their remaining scheduled events.
 - If changing a tire with a previously used AND stamped tire the car will maintain their position in the heat race and feature.
- E. Tire changes during the heat race or feature:
 - If any tire is changed with a new tire during the heat race the car will restart at the tail of the field. If any tire is changed with a new tire during the feature the car will incur a one (1) lap penalty.
 - If a RF or RR tire is changed with a previously used AND stamped tire in the heat race the car will restart at the tail of the field in the heat race and maintain their position in the feature. If a RF or RR tire is changed with a previously used AND stamped tire in the feature the car will restart at the tail of the field.

111 Throttle

- A. Throttle toe straps are mandatory. A minimum of two (2) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.
- B. The throttle pedal must have a wide-open stop.
- C. If the throttle actuating mechanism is the cable type, the cable must be encased.

112 Brakes

- A. No electronic controlled brake bias adjuster (manual adjustment only).
- B. 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.
- C. Carbon fiber or carbon composite brake discs or components are not permitted.
- D. Master cylinders not fixed to the frame must have flexible lines.

113 Engine and Weight

The intent of the **All*Star National Pavement Midget Series** engine rules are to promote the use of production-based engines with stock internal dimensions. All engines must be normally aspirated, internal combustion, four-cycle, reciprocating piston-type engines utilizing a maximum of four (4) in-line cylinders. Purpose-built racing engines, racing engine blocks, racing cylinder heads, and racing crankshafts are strictly prohibited. The **All*Star National Pavement Midget Series** reserves the right to inspect and/or seal engines in order to streamline race-day technical inspection procedures. The technical director reserves the right to adjust rules or disallow any engine for competition, which in its judgement does not meet the spirit and intent of competitive racing, regarding cost and/or performance. The **All*Star National Pavement Midget Series**, at its sole discretion, may inspect or test any engine at any time.

The below table will be the only engines permitted in the **All*Star National Pavement Midget Series**.

Engine	Weight	Wheel Size	Restrictor	Porting	Cams	Pistons	Compression
Stock Ford Focus 2.0L Zetec	1075	12	No	No	No	No	Stock
Ford Focus 2.0L Zetec with cams	1100	10	No	No	Yes	No	Stock
Ford Focus 2.0L Zetec with cams and pistons ¹	1125	10	No	No	Yes	Yes	11:1
Ford Focus 2.0L SVT with cams and pistons	1150	10	No	No	Yes	Yes	11:1
GM Ecotec 2.4L Wet Sump ²	1125	10	No	No	Stock	Stock	Stock
GM Ecotec 2.4L Dry Sump	1150	10	No	No	Stock	Stock	Stock
Ford Focus 2.0L Zetec clutch and/or starter deletion add 25 lbs. ¹ Recommended Focus combination ² Contact All*Star Pavement Midget Series							

The Ford Zetec 2.0L SVT engine is permitted only for drivers weighing more than 210 pounds. Drivers will be weighed without race gear and must exceed 210 pounds to be eligible. The intent of this rule is to provide competitive opportunity for larger drivers.

The following rules apply to all engine packages unless otherwise noted:

- A. Constant flow mechanical fuel injection is required. Injector size will be a maximum of 2 3/16" butterfly plates. Restrictor may be required, as determined by the Technical Director, to maintain the competitiveness of the series. Use of a restrictor to reduce base plate opening permitted.
- B. Cylinder heads and engine block decks may not be machined to increase compression; machining is for cleanup purposes only. If machining results in a compression increase greater than 0.3, a thicker head gasket must be used to return compression to within the limit.
- C. No lightening of any engine parts will be allowed, including gun drilling camshafts.
- D. No titanium parts are allowed with the exception of valve spring retainers.
- E. Valves must be OEM dimensions:
 - Ecotec: Intake valve diameter 35.2mm, Exhaust valve diameter 30.2mm

- Zetec: Intake valve diameter 32mm, Exhaust valve diameter 28mm
- F. No aftermarket crankshafts are allowed.
- G. Ports/Chambers must remain untouched. Valve job may not go beyond the seat.
- H. Engines must use stock block and stock cylinder head.
- I. Max bore:
 - Ecotec: 88mm
 - Zetec: 85mm
- J. **All*Star National Pavement Midget Series** will utilize the Katech Whistler machine to detect modifications to combustion chambers which fall outside the range exhibited by similar engines to determine compliance with the rules.
- K. **Engine RPM Limitation:**

RPM limitations will be monitored at each event and are subject to RPM adjustments on, but not limited to, an event-by-event basis and may be adjusted during an event. RPM may also be adjusted on a per platform basis.

 - Current Ecotec RPM limitation: 7,300 RPM
 - Current Zetec RPM limitation: 7,300 RPM

Allowed Ford Focus Zetec Improvements:

- L. Connecting rods – Eagle CRS 5483F3D or equivalent.
- M. Pistons
 - Stock category: must retain the original OE piston top profile and compression
 - 11:1 category: JE 298717 or equivalent
- N. Piston Rings
- O. Valve Springs – Crower 84169 or equivalent
- P. Cams
 - Stock category: stock cams
 - Cams category: any aftermarket cams with the following suggestions:
 1. Hilbourn Injector: Cat 17 cams
 2. Engler Injectors: Ward cams
- Q. Oil Pump – it is encouraged to either change the OEM gears or the entire pump with an aftermarket pump. Boundy high performance pump from Massive Speed is recommended.
- R. Engine block, cylinder head (no porting), and crankshaft MUST remain stock.

Allowed GM Ecotec LE5 Engine Improvements:

- S. Connecting rods
- T. Pistons
 - Top of the piston MUST maintain OEM profile
 - Compression MUST remain stock
- U. Piston Rings
- V. Valve Springs
- W. Balance shafts can be removed.

- X. Ecotec parts must remain within the 2.4L displacement category. For example, no interchanging with the 2.2 platform. Cylinder heads MUST be LE5 (second generation) no porting is allowed.

114 Engine Claim Rule

- A. Engines from cars finishing in 1st, 2nd, or 3rd place may be claimed.
- B. The person making the claim must have completed the race and finished behind the car whose engine is being claimed.
- C. Limit 1 claim per season.
- D. Long block engines may be claimed for \$11,000, payable from car owner to car owner.
- E. Payment for claimed long block engine must be in cash.
- F. Long block engine claim includes:
 - Block, cylinder head, oil pan, valve cover, front drive, power steering pump mount, and oil pump.
- G. If the individual being claimed refuses to participate in the claim the following penalties will be assessed:
 - Forfeiture of all event earnings
 - Forfeiture of all event points
 - Suspension from competition for two (2) races

115 Ignition and Electronic Equipment

- A. All cars must be equipped with an ignition switch or emergency shut-off located within easy reach of the driver.
- B. Electronically controlled fuel injection systems are not permitted.
- C. Current list of approved electronic ignition systems:
 - Electromotive
 - Performance Electronics PE3-IG2
- D. Beginning with the 2028 season, the following electronic ignition systems are approved for competition:
 - Performance Electronics PE3-IG2
- E. PE3-IG2 can only have one tune (program) installed at a time. The spark curve cannot be changed during competition.
- F. A download cable MUST be available to plug into the PE3-IG2. Electromotive excluded.
- G. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by the Technical Director at any time.
- H. Electronic ignition systems may be used solely to control and record ignition-related functions, including coil(s), crank trigger, spark curve, battery voltage, and maximum RPM limits. In addition, electronic ignition systems may be used to record the following data channels: engine RPM, battery voltage, water temperature, oil temperature, fuel pressure, oil pressure, and lambda.
- I. A tachometer with data acquisition capability for engine RPM, battery voltage, water temperature, oil temperature, fuel pressure, oil pressure, and lambda is the only device, other than the electronic ignition system, approved for data collection and recording. The use of any other data logging, data acquisition, telemetry, ECU, or recording device is strictly prohibited. Approval of any specific device is subject to the discretion of the Technical Director.
- J. The use of any device, whether stand-alone, integrated, or hidden, that is capable of displaying, collecting, or recording GPS position data, vehicle speed, G-force, or any form of vehicle dynamics data

is strictly prohibited. This includes, but is not limited to, any function or feature embedded within another device, module, or system.

116 Exhaust

- A. Exhaust system tail pipe(s) must not be any wider than the nerf bar.
- B. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry form. The Technical Director may disallow a muffler that, in their opinion, is not within the spirit or intent of this rule.
- C. Losing a muffler on the track will result in a fine and/or disqualification from that event.

117 Safety Equipment

It shall be the responsibility of the **All*Star National Pavement Midget Series** to inspect all safety equipment prior to each event. Any participant not complying in full of all safety requirements in this rulebook will not be permitted to compete.

- A. Approved aluminum and composite seats may be used. No fiberglass. Seats must be mounted with a minimum of four bolts 5/16 diameter. Seats must be installed and used in accordance with manufacturer's instructions. Approved full containment seats are strongly recommended.
- 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 manufacturer expiration label. (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 exceed the SA 2015, SA 2016, SA 2020, or SA 2025 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.
- E. Uniforms – all drivers must wear fire resistant underwear, socks, shoes, gloves, and a one (1) 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. It is recommended that all above items meet SFI Foundation Specifications 3.2A and 3.3.
- F. Arm Restraints – Arm restraints are mandatory and must always be worn during competition.
- G. Roll Cage Nets – Roll cage nets are not required with full containment seats. If a car is not equipped with a full containment seat, the car is required to be fitted with roll cage nets on both the left and right sides of the roll cage. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. 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.
- H. Roll cage padding conforming to SFI Specification 45.1 is highly recommended with full containment seat.
- I. An SFI approved head and neck restraint system is highly recommended.
- J. One-way radio/raceceiver mandatory. Two-way radio communication is not allowed.

- K. Wi-Fi, cellular, or satellite devices (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted. All forms of GPS will not be permitted.
- L. A fire suppression system is highly recommended.

118 Car and Driver Appearance

- A. The **All*Star National Pavement Midget Series** logo must be placed on both the left and right sides of the car, to be eligible for contingency programs. **All*Star National Pavement Midget Series** sponsor logo(s) must be placed on the right and left lower cockpit side panels to be eligible for contingency programs.
- B. Car numbers must be displayed in three (3) areas: one (1) on each side of the tail and one (1) on the front section of the hood.

119 Testing

- A. Private testing at Indianapolis Raceway Park by any car entered in, or intended to be entered in, the **All*Star National Pavement Midget Series** is strictly prohibited, unless prior written approval is granted by the Series for extenuating circumstances (including, but not limited to, compatibility testing or rookie orientation). This prohibition includes, but is not limited to, testing conducted directly or indirectly, under any team name, individual name, or third party, and/or using substitute drivers, leased cars, or affiliated equipment.
- B. Testing at Indianapolis Raceway Park will only be permitted during official **All*Star National Pavement Midget Series**–sanctioned and organized test sessions.
- C. Any car owner, team, and/or driver found to be in violation of this policy by conducting or participating in unauthorized testing at Indianapolis Raceway Park shall be subject to penalties including, but not limited to, fines, loss of points, disqualification, and/or suspension from the **All*Star National Pavement Midget Series**.
- D. Testing at all other tracks is allowed and permissible.