



## PART I

### Jurisdiction and Administration

- 1.1 Effective Date of These Rules** - These rules of competition become effective January 1, 2009, and supersede all previous rules, bulletins or supplementary regulations.
- 1.2 Revision of Rules** - The United States Auto Club reserves the right to revise these rules or any supplements thereto at any time.
- 1.3 Application of These Rules** - These rules shall apply to every automotive competition, trial or test which the United States Auto Club sanctions.
- 1.4 Scope of These Rules** - The United States Auto Club shall exercise the right to authorize and supervise automotive competitions and tests of any kind; to make and construe rules for and to render decisions concerning them; to grant, refuse or withdraw licenses, sanctions and approvals; to assign and cancel dates for competitions; to appoint and rescind the appointment of officials; to impose and remove penalties for violation of its rules; to establish standards of eligibility for participation in competitions; to establish rules for its own procedure; and to do any and all things which, in its judgment, are consistent with the enhancement of automobile competitions.
- 1.5 Special Rulings** - The United States Auto Club reserves the right, in an emergency, to make special rulings which it deems conducive to the well-being of an automotive competition and voluntary participation of any competitor in the competition shall constitute recognition of this right. This authority is also vested in the Stewards of a race meeting.
- 1.6 Voluntary Not for Profit Association** - The United States Auto Club is not and does not desire nor propose to establish a monopoly in automotive competitions. It owns no racing facilities. No licensed member is a contractor with it for performance or non-performance. Resignation is at the will of any member at any time. In fact, no person may be a member of it or associate with it or participate in its activities in any way excepting of his own free will.
- 1.7 Acceptance of Rules** - Every person, or group of persons, who undertake to organize or participate in an automotive competition under the sanction of the United States Auto Club shall be deemed to be acquainted with these Rules and his application shall constitute his acceptance of them.
- 1.8 Liability** - The connection of the United States Auto Club with competitions is advisory and not executive. Its regulations are promulgated for the improvement and stabilization of the activity, and are without responsibility or profit. Every track owner, race organizer, car entrant, driver, mechanic, or other person in applying for licensing, or receiving a license or being permitted to participate in a competition, and any person accepting an official appointment or acting in an official capacity in connection with any competition sanctioned by the United States Auto Club formally agrees to be bound by these regulations and by any modifications of them, and recognizing that automobile racing is a hazardous undertaking, assumes all of the risk by reason of their participation in or association with automobile racing, and does for themselves, their heirs, executors and administrators, successors and assigns, release and discharge the United States Auto Club and its respective Stewards, Officials, Agents or Administrators, successors and assigns for any and all liability for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any race, races, or any other competitions whatsoever, including qualifications, practice runs and/or exhibitions or other appearances whether contemplated or held under these Rules or caused by any construction or condition of any track or tracks, equipment, cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.



## PART II

### Sanctions

- 2.1 **Promotion of Competitions** - The United States Auto Club will enter into race competitions with USAC licensed and approved race organizers by execution of Automobile Racing Contest Sanction Agreements. Only race organizers who can provide assurance of integrity and ability will be approved for a USAC license. USAC sanction agreements will contain all the essential data regarding the race meeting to include sanction fee, guaranteed purse, official fees, insurance fees, point fund contributions, appearance money, type of event and special instructions. The sanction agreement becomes the official contract when executed by USAC representatives and the race organizer concerned. All language in the sanction agreement together with the USAC Official Competition Rules is the official basis for conduct of the race meeting. USAC, unless otherwise stipulated in the sanction agreement, will print and distribute car entry forms a minimum of 30 days in advance of the race date. The car entry forms contain the details and program of events for the race. All courses must meet the requirements of the United States Auto Club and be approved by the Director of Competition. If a course shall cease to meet the specifications, the sanction for the competition may be revoked. Application for an international license for a course shall be made to the FIA through the United States Auto Club. No sanction shall be granted for any competition over public roads in which speed is the determining factor, unless said road is closed to the public during the competition.
- 2.2 **Rain Dates** - Rain dates, if any, will be negotiated between USAC and the race organizer and/or his nominee.
- 2.3 **Race Organizer Functions; Duties; Responsibilities** - Race organizers shall be solely responsible for the organization of the event, securing of entries, all notices and materials required, insurance required by sanction agreement, all safety precautions and vehicles, course conditions (Rule 13.4), crowd control, crowd protection, ambulances, fire protection, medical doctors, etc., as required by USAC. USAC shall not be responsible or in any manner liable for any of the race organizer's functions, duties and responsibilities pursuant to USAC's sanction agreement with such organizer and the USAC Official Competition Rules even though the organizer may fail or refuse or otherwise breach such functions, duties and responsibilities, in whole or in part. USAC may voluntarily assume or perform any or all of the race organizer's specific functions, duties and responsibilities. Said assumption or performance by USAC may only be by the express written undertaking of USAC and may not be otherwise implied or assumed. A race organizer wishing to make supplementary regulations in connection with a particular race meeting shall submit such supplementary regulations to the Director of Competition for approval prior to entry release for that event. No such regulations may be used without approval. A race organizer may be required to provide USAC with a Security Bond covering the amount of the funds agreed upon in the USAC sanction Agreement.
- 2.4 **Announcements of all Official Events** - Unless otherwise stipulated in the sanction agreement, all announcements, supplementary regulations, official communications and outdoor billing in connection with a competition shall be conspicuously marked with the words: "Under the Sanction and Official Competition Rules of the United States Auto Club Sanction Number...." or "USAC Sanction Number....". The program shall contain a listing of officials comprising (but not limited to) the following:
  - John Brown .....USAC Representative and Chief Steward
  - John Jones..... Steward
  - John Smith ..... Steward
  - John Doe.....Director of Competition
  - Tom Smith..... President
- 2.5 **Expenses** - The race organizer shall pay all expenses of investigations of the course and such other expenses in connection with the sanction or competition as may be incurred by the United States Auto Club or its appointed representatives and for the officials as stipulated in the sanction agreement
- 2.6 **Cancellations** - Cancellation of the sanctioned racing event by the Organizer, unless it has been mutually agreed upon by the Organizer and USAC, which will not be unreasonable withheld, will be cause for the Organizer to forfeit the sanction fee plus being liable for actual damages. If there is an unexpected cancellation of the racing event due to a "Force Majeure" or "Act of God" as determined exclusively by USAC, then the sanction fee will be returned to the Organizer.
- 2.7 **Abandonment or Postponement** - After the close of entries no race meeting may be abandoned without the consent of the Director of Competition or his designee. Postponement may be ordered by the stewards of the meeting when circumstances warrant. In the event of abandonment entry fees shall be returned (See Rule 4.6 (J) and 7.6 for additional information).
- 2.8 **Accuracy** - Advertising, publicity and all other statements referring to a competition and/or a sanction, and/or any other USAC activity shall be in accordance with the facts. A race organizer shall be responsible for the acts and statements of his agents.



- 2.9 Recognition of Local and National Authorities** - No competition shall be sanctioned unless the race organizer shall have first obtained such legal authorization as may be necessary.
- 2.10 Certified Trials and Tests** - Automotive manufacturers or their authorized agents, who desire to make record attempts, or test any automotive product under United States Auto Club supervision and observation, may make application to the United States Auto Club for a sanction. Such trials must conform to regulations set forth in a special section of these rules. No sanction shall be granted for a competition that might involve any violation of motor vehicle or other statutes.
- 2.11 Changes in Detail** - After a sanction has been granted, no change shall be made in any details set forth in the application except with the approval of the Director of Competition or the Chief Steward. The race organizer shall give notice of approved changes at once to each entrant.
- 2.12 Transferability of Sanction** - A sanction is not transferable.



## PART III

### Licensing and Registration

#### 3.1 General Conditions

- A. Licenses or registration must be secured annually from the Director of Competition, or per event from the USAC Registrar, before entrants or drivers may compete their first sanctioned competition.
- B. Licenses, upon issuance, are nontransferable throughout that competition year. Program number registration transfers require the approval of the Director of Competition. Car registration transfers require the approval of the Chief Steward or Director of Competition.
- C. All licenses and registrations shall expire on November 30 of each calendar year.
- D. Effect of Resignation - Licenses shall expire upon resignation of an active member, or upon termination by the United States Auto Club for good cause. Any licensed driver, mechanic or entrant who resigns as an active driver, mechanic or entrant member in any category of competition shall resign as an active driver, mechanic or entrant member in all other categories of competition in which such participant holds a license and shall be ineligible for an annual license in any driver, mechanic or entrant category of competition for twelve (12) months from the subject resignation.

#### 3.2 License – Temporary Permit

- A. Class I (Annual License) - Class I license holders of any USAC racing division are entitled to receive all USAC membership benefits, and shall be entitled to earn points and be eligible for divisional year-end point funds as are described in Part V of these rules.
- B. Class TP (Temporary Permit ) - For any participants not currently licensed for a division in which they intended to compete, a Temporary Permit (TP) may be issued by the Chief Steward, the Division Supervisor or by the Director of Competition. This permit allows participation in one race meeting, under limited conditions, and is refusible and revocable at the discretion of the issuing representative. For purposes of these Competition Rules, the TP serves as the Entrant's Car Registration and/or Driver's Credential as necessary. The USAC Registrar or the Director of Competition must have a valid TP from the entrant, for the event, before any prize money can be distributed to a competitor not holding a valid annual license for the Division. The TP holder shall not have the right to protest (Part XI) or appeal (Part XII) other than for protestable penalties and/or disciplinary actions arising out of the competition at which said TP holder performs. A TP holder is not eligible for annual member benefits that include members participant accident insurance, posted contingency awards and point fund money.

**3.3 Application** - Applications shall be made on an approved form and filed with the Director of Competition or Division Supervisor. Persons or cars not previously licensed or registered are eligible for licensing or registration only under existing rules.

**3.4 License Qualifications** - Qualifications for licensing and registration shall be specified by the United States Auto Club, may be periodically revised, and shall be such as to indicate ability to perform satisfactorily in a competition. Division Procedures may require prior experience to be verified by the Director of Competition.

**3.5 Age** - Before a person shall be eligible for a license in the United States Auto Club (USAC), and participation in a USAC sanctioned race meeting, such person must be eighteen (18) years of age or older. A driver under the age of eighteen (18) years, but not less than sixteen (16) years of age, who has complied with Indiana Senate Enrolled Act No. 623, or like recognized ACTS of other States enabling partial emancipation of a minor, will be eligible for consideration by USAC for an annual membership/license(s) to compete in USAC **National** events.

On all **Selected** oval paved tracks larger than 7/10 (0.70) mile all drivers must be eighteen (18) years of age. The partial emancipation process of a minor will **apply for events minors are allowed to participate and** not apply for **these events minors are not allowed to participate.**

A driver **at or** over the age of fourteen (14) years may participate in the USAC Ford Focus Midget Series. A driver **at or** over the age of ~~thirteen (13)~~ twelve (12) years may participate in the USAC Kenyon Midget Series and/or a regional Ford Focus Junior Series. A driver at or over the age of twelve (12) years but not older than the age of sixteen (16) may participate in the USAC Junior Focus Series. Twelve (12) year old drivers are required to submit a racing resume with their drivers' application. **All minors are required to have the minor release form signed by both parents prior to being allowed to compete at an event.** USAC may require a minor applicant to attend an approved competition driving school.

**3.6 Physical Condition** - The Director of Competition may require a driver, mechanic, other competitor or official to undergo a medical examination as prescribed by the USAC Medical Director to determine physical fitness to receive a license and/or to



participate in sanctioned race meetings. It is mandatory for drivers in the Silver Crown Division to submit a complete physical every two years.

### 3.7 Fees

- A. Fees will be charged for licenses. Fees for program number and car registration are included in the entrant license fee.
- B. Each license fee includes a membership fee. When an individual holds multiple licenses, the membership fee will be deducted from subsequent license fees after the first.
- C. No fees or part thereof shall be returned to a licensee because of the licensee's ceasing to participate in sanctioned competitions regardless of the reason for such cessation.

**3.8 Validity** - An annual license or registration issued by the Director of Competition is valid only in competitions within the specific racing division indicated on the participant's application and license or registration.

**3.9 USAC Emblems** - All participant members will be required to wear USAC emblems attached in a designated area on uniforms worn at all sanctioned USAC race meetings.

**3.10 Credentials** - The holder of a license shall produce it for inspection upon demand of any United States Auto Club Executive Official at any competition at which the license is present.

**3.11 Application for Entrant License** - Application for an entrant license shall be made by the entrant on an approved form. Should the entrant be a firm, corporation or other business association, the individual signing the application shall be authorized to represent and to act in behalf of the named entrant in all matters. After receipt of the application, the Director of Competition or his representative will validate the entrant's competitive viability.

An identification card will be issued for the individual, firm, corporation or other business association named as the entrant, which must be signed by the person authorized to act for the entrant.

An individual, firm, corporation or other business association intending to compete with multiple entries at a single race meeting must obtain an entrant license with a unique program number for each entry

Program Number Registration - A program number, which is unique within the specific racing division, will be registered to each entrant license application. The entrant may request a specific program number on the application. The Director of Competition shall be the final authority as to the selection of said number according to division procedures.

Upon issuance of the entrant license, the entrant may submit entries for specific race meetings, which must be identified by the registered program number. The entry (car with driver) must display said program number at all times during the competition and all points, prizes and awards earned by this entry will be credited to the entrant license to which said program number is registered.

**3.12 Eligibility of Cars** - A car may be registered as a Silver Crown Championship car, Sprint car, Midget Car, USAC Ford Focus Midget Car, USAC Kenyon Midget Car, or other type or category of car for which USAC may provide specifications. Each type of car must meet the specifications as provided in order to take part in any competition. It cannot be registered in more than one division and may compete only in the race meetings scheduled for the division in which the car is registered.

**3.13 Application for Car Registration** - Application for a car registration shall only be made on an approved form. The application must include the signed affidavit of ownership by the entrant of the car. Failure of the entrant of the car to sign the affidavit of ownership shall be good cause for rejection of the car's registration by the United States Auto Club.

USAC will assign an annual, non-transferable serial number, which is unique among all cars in that racing division, to each registered car. Should the entrant require a replacement for the original car, a different serial number will be assigned for the replacement car. An identification tag bearing the assigned serial number may be issued for the car that must be attached at a readily visible location or locations as designated by the Director of Competition. An entrant whose car does not display the required identification may be penalized.

**3.14 Change of Ownership** - If the ownership of a registered car is transferred to an individual, firm, corporation or other business association not already registered as an entrant for the particular car, the new owner must apply for credentials as a registered entrant in order for the car to be eligible for continued competition. Failure of the new owner of the car to sign the affidavit of ownership and/or become an entrant shall be good cause for termination of the car's registration by the United States Auto Club.

**3.15 Chief Mechanic's License** - The Chief Mechanic will have the responsibility of seeing that the car complies with all specifications at any time during a race meeting. Under certain circumstances, the authority and responsibility may be assigned to another licensed team member with the prior approval of the Technical Director. The Director of Competition



and/or the Technical Director will have the sole authority to issue Chief Mechanic license based upon the individual's qualifications. Each Silver Crown car must have a licensed Chief Mechanic in order to compete.

- 3.16 Driver Licenses** - Licenses may be issued to drivers who are determined by the Director of Competition to be eligible to compete in the racing division in which a driver may make application. Eligibility shall be determined upon the previous racing experience of the applicant and the applicant passing any required physical examination and obtaining written recommendations of driving ability satisfactory to the Director of Competition. In order for drivers to compete in any USAC sanctioned race meeting, they must hold a valid USAC drivers license for that particular division or have a valid drivers Temporary Permit (TP) for that event in which they intend to compete. There will be a fee for granting a temporary permit. In all internationally sanctioned race meetings, the driver must also be in possession of a current ACCUS-FIA license or an FIA license issued by the country of his origin.



## **PART IV**

### **Race Administration**

**4.1 Selection of Executive Race Officials** - The United States Auto Club will select and announce the list of executive race officials for each competition. The Director of Competition will appoint the Chief Steward. The Chief Steward may appoint assistants in any area as required by the nature of the race meeting. All executive race officials will be licensed USAC officials in good standing.

**4.2 Selection of Other Race Officials** - Each executive race official may select and employ a staff of other race officials as required by the nature of the race meeting. These other race officials will be instructed in, and responsible only for, the performance of specific duties in support of their executive race official's responsibilities at the race meeting.

All persons selected as other race officials must be USAC Members in good standing, except that other persons may be trained and employed as conditional race officials under a temporary license for a particular race meeting at the discretion of the appropriate executive race official.

Additional consideration for selection will be accorded licensed USAC officials.

**4.3 Organization of Executive Race Officials** - The executive race officials will be organized in two classifications:

A. The race Stewards, who shall be composed of:

1. The Chief Steward
2. Other appointed Stewards

No competitor, race organizer, or regularly paid employee of the race organizer shall be a race Steward.

B. Other executive race officials who shall be composed of:

1. Chief Starter
2. Director of Timing and Scoring
3. Technical Director
4. Chief Registrar
5. Other executive race officials at the discretion of the Chief Steward.

NOTE: When necessary, one person may be assigned the duties of more than one of the above positions, including Steward.

**4.4 Authority of Executive Race Officials** - The executive race officials shall have the only authority and responsibility, acting individually or severally, to apply the rules, procedures or bulletins, as regards to the particular competition, except that they may delegate this authority to their assistants.

A. The race stewards shall have the only authority and responsibility, acting individually and severally, to:

1. Interpret the rules, procedures and bulletins, as regards to the particular competition.
2. Pronounce penalties, which result from violation of the rules, procedures or bulletins as regards the particular competition, except that this authority to pronounce penalties may be specifically delegated by said rules, procedures or bulletins to executive race officials.
3. Adjudicate questions and disputes arising from, or among, competitors.
4. Act as representative of the United States Auto Club in any other matter or ruling which might affect the conduct of the competition.

**4.5 Division of Executive Duties** - The Chief Steward will be the chief representative of the United States Auto Club at every sanctioned competition and will have all executive race officials and other race officials under his supervision. Duties may be delegated to other executive race officials as follows:

- A. The Stewards will ensure that the conduct of the competition is in accordance with USAC rules, procedures and bulletins.
- B. The Starter will display the proper flag signals during the race meeting.
- C. The Director of Timing and Scoring will obtain and record all timing and scoring information; keep the Stewards continuously informed of the standings during a race meeting; arrange to provide appropriate competitive information to



the race organizer and the press; secure necessary timing and scoring equipment; have charge of the designated scoring area; ensure the preparation of the award distribution among the contestants; and serve as scoring consultant to the Stewards. All scoring material will be turned in to the Chief Steward at the completion of the event.

- D. The Technical Director will pass on the qualification of cars and equipment; have charge of and maintain discipline in the pits and garages; and serve as technical consultant to the Stewards.
- E. The Chief Registrar shall be responsible for the issuance of all restricted area credentials to competitors in a race meeting. He shall also issue credentials to those officials as may be designated by the race executives.

#### 4.6 Stewards' Duties and Powers - The duties and powers of the Stewards shall include the following:

- A. The Chief Steward is the final authority on the content of the official posting of all qualification results and race finishes and is empowered to pronounce penalties both during and after the competition which may affect said posting.
- B. They may make such arrangements as to the position of the starting, finish, or other lines as, in their opinion, may be important to the safety and awareness of the competitors or the public.
- C. They may require any driver to demonstrate his ability to safely and properly handle the car in which he intends to compete. They may disqualify and/or exclude any driver who, in their opinion, becomes incompetent in the handling of a car.
- D. They may require any driver at any time to furnish a new certificate from a designated physician attesting to his physical fitness for racing. (See also rules 3.6 and 4.6 W.)
- E. They may require all cars to carry identification numbers in accordance with those assigned by USAC.
- F. They may prohibit any competitor or car from entering or continuing a race if they consider either might be a source of danger.
- G. They may, before, during, or after a race meeting, penalize or exclude any driver or competitor whom they find guilty of misbehavior or misconduct.
- H. Believing that a competitor has no longer a chance to obtain one of the top prize-winning places in a race, they may order such competitor's car from the course.
- I. They shall have the power to excuse competitors who present reasons satisfactory, in their judgment, for failure to start, but shall report unsatisfactory cases to the Director of Competition.
- J. They may order postponement, cancellation, or shorten the scheduled distance of a race meeting or event in case of inclement weather or in case the course is not, in their judgment, in condition to permit competition to be conducted safely or for any reason which, in their judgment, may be sufficient.
- K. They shall have the right to stop temporarily or delay a race if, in their opinion, safety requires such action.
- L. They shall have the right to terminate a race before its scheduled distance and in such case shall determine the disposition of the awards.
- M. They may terminate a race after one or more cars have finished. They may reduce the scheduled distance or they may declare a contest completed, postponed or abandoned.
- N. They shall not call off a race meeting due to poor attendance. If necessity requires the abandonment of a race meeting, they shall see that the race organizer makes equitable adjustment with the entrants or their representatives.
- O. They shall receive all protests that may arise out of a race meeting and render decisions, subject to appeal as hereinafter provided.
- P. They shall report to the Director of Competition the facts in connection with any protest.
- Q. They shall, if necessary, instruct all other officials as to these Rules.
- R. The Chief Steward, and/or Chief Registrar shall as soon as practical after the close of the race meeting, send to the Director of Competition a report giving the results of competition together with the original copy or copies and particulars of all protests lodged and any discipline the Stewards may have administered, with their recommendations as to penalization, if any.
  - 1. This report shall include an official audit of the gate receipts when applicable, a receipt showing that all prizes have been delivered, a corrected copy of the official program and a critique on the track or course and the general conduct of the race meeting.



- S. The Chief Steward has the authority to require the use, in compliance with local regulations, of medical/rescue personnel that can provide the officials and participants with:
  - Airway maintenance and breathing assistance.
  - Spinal protection and stabilization.
  - Cardiopulmonary resuscitation.
  - Control of external bleeding.
  - Transportation.The race organizer shall be responsible for all arrangements pertaining to medical/rescue personnel, including financial.
- T. They shall exclude and replace any official who, in their opinion, fails to perform his duties satisfactorily.
- U. They shall have the power to impound, at any time during a race meeting and for any reason, any item associated with the competitive activities of a car, a driver, or an entrant for purposes of examination, analysis, or testing. This includes, but is not limited to, parts and accessories, safety equipment, and support equipment used anywhere on the racing grounds.
- V. They shall have the power to penalize a competitor for reckless, careless, or overaggressive driving.
- W. The Chief Steward shall have the power to disqualify and/or exclude from competition any driver, mechanic, and other competitor or official who, as a result of a medical examination, gives evidence of or who shows visible signs of exhaustion, substance abuse, or other physical or mental irregularity.
- X. The Chief Steward shall have the power to amend the Official Entry Blank with regards to events, laps and number of starters.
- Y. Decisions made by the stewards in paragraphs B, C, D, E, F, G, H, J, K, L, M, S, U, V, W and X are not subject to protest.

**4.7 Starter's Duties** - The Starter shall be responsible to the Stewards:

- A. To bring the cars to the starting line in the right order before starting them.
- B. To carry out any instructions from the Stewards regarding the competition.

**4.8 Technical Director's Duties** - He shall see that the Rules of the United States Auto Club, having to do with the classification and specification of cars and all matters in or pertaining to the pits and garages, are observed. He shall have the authority and responsibility to measure or inspect an entered car or any item used on or in support of any entered car at any time during a race meeting. Such inspections shall be conducted to insure that all technical and safety specifications are being complied with at all times. Inspections and measurements include but are not limited to: engines, fuel, fuel tank capacities, fuel systems, weight, chassis, aerodynamic devices, wheels, tires and all safety specifications. Such inspections do not guarantee against disqualification if any violation is discovered during any subsequent inspections that may be made in connection with a race meeting.

- A. He shall procure an official list of entries and where necessary issue, between the close of entries and the first event, a tabulation of all cars.
- B. When possible, he shall before the first competition undertake examination in other technical directions as to insure conformity with the classification of the race and the supplementary regulations.
- C. When possible, he or his assistants shall before the first competition subject all cars to a detailed visual inspection to see that all cars are equipped with approved tires and wheels and otherwise conform to the Rules; use diligence to eliminate cars of dangerous construction or that have been liberating much oil or smoke in practice, and shall inspect safety belts, shoulder harnesses, helmets, identification number displays and fuel systems to see that they comply with all specified requirements.
- D. He shall be responsible for proper discipline in the pits and paddock. He may inflict a fine up to five hundred dollars (\$500.00) for violation of rules within his jurisdiction.
- E. He shall ensure that all assigned identification numbers are displayed on each car as required by these Rules and shall promptly inform the executive race officials of any changes in these displays.
- F. He shall keep the executive race officials informed of the current driver of every car before it is driven from its pit.
- G. He shall be responsible for placing the cars in proper position at the proper time for qualifications and for the race.



- H. He shall advise the Stewards regarding any car, which, in his opinion, is leaking fluids, including fuel, lubricants or coolants and/or is, in any way, creating a hazard to the competitor himself, to other competitors, or to the public.
- I. He shall examine cars involved in accidents and determine if they are suitable for further participation. He will not be responsible for any unseen damage or any repair that might result in future breakage causing further damage.
- J. He shall maintain communication with specific competitors in behalf of, and as directed by, the Chief Steward.
- K. He shall keep the executive race officials informed of cars declared out of the race and the reason therefore.
- L. He may, during or upon completion of an event, take possession of all or selected cars and, under such supervision as he may prescribe, take any and all such cars to an official area where they shall be kept under supervision and examined for compliance with the regulations. Any entrant refusing to allow his car to be inspected or to follow the prescribed post event inspection procedures will be disqualified.
- M. He shall, where an entry form provides that eliminated cars must have a certificate that trouble encountered was good and sufficient cause for withdrawal before guarantees are due, examine all non-finishers and issue such certificates as may be called for.

**4.9 Registrar's Duties** - They shall see that all licensing and registration regulations of the United States Auto Club are complied with.

- A. They shall see that an official entry form for each race meeting is properly completed and signed by the authorized entrant of a car and driver, and that all necessary entry fees are paid prior to any competitive activity by that entry.
- B. They ensure that all entrants, drivers, pit crewmembers and designated officials are in possession of the necessary current license issued by USAC and appropriate international licenses when required.
- C. They shall ensure that any outstanding fines that may be due and payable by any license holder are paid before the issuing of a credential.
- D. They shall ensure that the individual requesting a credential for a particular race meeting signs all necessary releases.
- E. They shall maintain records of all credentials issued by the Registrar's office and upon completion of the race meeting file a written report with the USAC office that contains a complete summation of all fees collected, entry forms for all entrants, accident reports, and the qualification and race summaries.

Agents of USAC - The executive race officials and other race officials assigned to a competition are agents of the United States Auto Club in the latter's performance of its duties in connection with any USAC race meeting, but shall not by reason thereof be excluded from the coverage of any insurance secured by a race organizer for their benefit.



## PART V

### Championships, Points, Multiples and Point Funds

- 5.1 United States Auto Club Championships** - USAC recognizes both entrant and driver champions in six divisions: Silver Crown Championship, National Sprint Car, National Midget, Western Sprint, Western Midget and USAC Ford Focus Midget and USAC Kenyon Midget Car. Additionally USAC recognizes driver champions in the following divisions: Regional Sprint Car and Regional Midget. To facilitate competition for these championships, USAC calculates and publicizes rankings of all participating entrants and drivers following each race meeting for their respective divisions.
- 5.2 Races Included in Championship Program** - All race meetings scheduled in a division will offer Championship points and multiples unless specifically excluded by the Board of Directors.
- 5.3 Assignment of Points and Multiples** - Points and multiples are credited only to the registered entrants, and to the licensed driver, of that car at the moment they are earned. Entrant points are accrued in behalf of the entrant's license to whom said number is registered, separately from any other entrant's license that that individual, firm, corporation or other business association may hold.
- 5.4 Crediting of Points** - USAC has established a system by which eligible entrants and drivers will accumulate divisional points at scheduled race meetings as follows:
- A. Entrant points will be credited only to an entrant holding a valid entrant's license at the time of the competition per Part III: competing with a properly registered car per Part III: and displaying the assigned registered program number on the car throughout any competition for which points are awarded.
  - B. Driver points will be credited only to drivers holding a valid Class I license per Part III, for the appropriate division, at the time of competition,
  - C. If an entrant and driver are eligible for, and elect to use, a "Provisional Starting Position", that entrant and driver will receive divisional points for that feature event. The Provisional Starter will line up behind all qualified starters and will further forfeit last place prize monies.
  - D. Points will not be earned for any event that is not actually contested.
  - E. Relief Drivers - In the event the starting driver is replaced by a relief driver during the running of a race, the starting driver will receive a percentage of the points available based on the percentage of the race which he drove. The relief driver will not receive points for that event. All relief drivers must be approved by the Chief Steward before participating.
- 5.5 Crediting of Multiples** - USAC has established a system by which eligible drivers and entrants will accumulate divisional multiples (one per race meeting) at scheduled race meetings as follows:
- A. Entrant: One entrant multiple will be credited to an entrant, as identified by a specific registered program number, who meets all of the following conditions of a race meeting:
    - 1. Submits a bona fide entry for the race meeting.
    - 2. Holds a valid entrants license at the time of competition per Part III.
    - 3. Signs in with the USAC registrar at the site of the race meeting.
    - 4. Presents a car, displaying the entry's assigned registered program number, able to compete in the race meeting.
    - 5. Displays the entry's assigned registered program number on the car throughout the competition for the race meeting.
    - 6. Displays approved logo of the series' sponsor on the car throughout the competition as specified by said sponsor and/or by USAC.
  - B. Driver: One driver multiple will be credited to a driver who meets all of the following conditions of a race meeting:
    - 1. Holds a valid Class I license, for the appropriate division, at the time of the competition as per Part III.
    - 2. Signs in with the USAC registrar at the site of the race meeting.
    - 3. Is listed as the driver of a car that is properly presented for competition at the race meeting.
    - 4. Displays approved logo of the series' sponsor on the driving uniform throughout the competition as specified by said sponsor and/or by USAC.



C. An entrant, as identified by a specific registered program number, may earn no more than one multiple during a race meeting. A driver is not eligible to earn more than one multiple during a race meeting. Multiples will be assigned at the completion of the Official Qualification Draw.

5.6 **Current Point Standings** - All competitors will start each racing season with no points. USAC will keep an accurate and timely record of accumulated points and accumulated multiples for all competitors in each division. USAC will additionally supply a complete divisional ranking of entrants and drivers by current accumulated points at the close of each race meeting.

5.7 **Selection of Champions & Ties** - At the close of the racing season, the entrant and driver with the highest number of ranking points respectively shall be declared the divisional Champions. In the case of a tie in accumulated points for the champion's position, the tie will be broken by a tally of first-place finishes. If still tied, a tally of second, third, etc. finishes will be utilized until the tie is broken. If a tie cannot be broken by the above tiebreakers, the champion will be the driver or entrant who amass their point total first. Ties for positions two through ten will be broken by awarding the position to the driver or entrant who amass their point total first. Ties will not be broken for positions eleven through the remaining participants.

5.8 **Championship Awards** - After the close of the racing year, USAC will, on an appropriate occasion, present to the champions and the second and third place participants, if applicable, awards of distinction. USAC may also approve supplemental awards by individuals, corporations or associations to other drivers or entrants and may establish or arrange further awards itself.

5.9 **Point Fund** - USAC reserves the right to establish a monetary point fund for each of its divisions. Annual distribution of these point funds will be based on a multiple system as follows:

- A. An annual point multiple (APM) will be created by multiplying the total accumulated points by the accumulated multiples earned during the racing season.
- B. Distribution of point funds will be made to a predetermined number of entrants and drivers based upon their season's APM's.

5.10 **Competition Point Schedules**

A. Silver Crown Championship

1.....60	11.....31	21.....12	31.....2
2.....57	12.....29	22.....11	32.....1
3.....54	13.....27	23.....10	
4.....51	14.....25	24.....9	
5.....48	15.....23	25.....8	
6.....45	16.....21	26.....7	
7.....42	17.....19	27.....6	
8.....39	18.....17	28.....5	
9.....36	19.....15	29.....4	
10.....33	20.....13	30.....3	

Positions 33rd through the balance of the field will earn one point.

Competition points are based on finishing position in the feature event. In addition, three (3) competition points are awarded to the fastest qualifier, and three (3) competition points are awarded to the leader of the most race laps (most recent lap leader breaks a tie).

- 1. Participants utilizing a "Provisional Starting Option" will earn Feature Race points.

- B. National, Western, USAC/CRA, Regional Sprint Cars
  - National, Western, Midget Cars
  - USAC Ford Focus Midget Cars
  - USAC Regional Midget Cars
  - USAC Kenyon MidgetCars



Qualifying	Heat Races	Semi Feature	Feature Event
6..... 1st	8 ..... 1st	4 ..... 1st	60 ..... 1st
5..... 2nd	7 ..... 2nd	3 ..... 2nd	57 ..... 2nd
4..... 3rd	6 ..... 3rd	2 ..... 3rd	54 ..... 3rd
3..... 4th	5 ..... 4th	1 ..... 4th	51 ..... 4th
2..... 5th	4* ..... 5th*	1	48 ..... 5th
1..... 6th	3* ..... 6th*	1	45 ..... 6th
		1	42 ..... 7th
		1	39 ..... 8th
		1	36 ..... 9th
			33 ..... 10th
			31 ..... 11th
			29 ..... 12th
			27 ..... 13th
			25 ..... 14th
			23 ..... 15th
			21 ..... 16th
			19 ..... 17th
			17 ..... 18th
			15 ..... 19th
			13 ..... 20th
			Balance of Field: 13 each

National / Western Sprint Cars and Midgets: Fifteen (15) "appearance" points will be awarded to each appearing entrant who complies with pre-entry stipulations printed in the entry form. These appearance points are awarded only when an Official Entry is published and released from the USAC office.

1. \*These points are only awarded to entries finishing 5th or 6th in a Heat Race and transferring directly to the Main-Event.
2. Participants earning Heat Race points will not be eligible for Semi-Feature points.
3. Entries utilizing a "Provisional Starting Option" will earn Feature Race points but will forfeit semi feature points.
4. When applicable entries utilizing a "Race Organizer Option" will not earn Feature Race points, but will retain any points previously earned during the race meeting.



## **PART VI**

### **Prizes and Awards**

- 6.1 Prizes** - All prizes must be approved by the Director of Competition.
- 6.2 Responsibility for Prizes** - Any organization that associates itself in any way with the promotion of a race meeting shall co-sign the sanction application and shall be jointly responsible for the full payment of all prizes as stated on the entry blank.
- 6.3 Deposit of Prizes** - The President and/or Director of Competition will require satisfactory assurance before issuing a sanction that the prizes offered will be forthcoming, and may require deposit of prize money in full at the time the sanction is issued. The following regulations will apply:
- A. Cash prizes should be deposited at the office of the United States Auto Club or deposited in a bank to the credit of the United States Auto Club or its Representative, not later than ten (10) days before the scheduled date of the race meeting.
  - B. The United States Auto Club may require a Security Bond to be received by the President and/or the Director of Competition ten (10) days before the scheduled date of the race meeting for the amount of funds agreed upon in the USAC Sanction Agreement.
  - C. All guarantees or other agreements between the race organizer and the entrant must be incorporated in the entry form in order to be given recognition by the United States Auto Club. Any items stated on the entry form will be required to be posted with the capital prizes as provided for under paragraph (A) above.
- 6.4 Payment of Prize Money** - Prize money must be paid to entrants under supervision of the representative not later than 72 hours after the finish of the competition, except in case of protests.
- 6.5 Failure to Advance Prizes** - Where cash prizes stipulated on the entry form are not deposited or forthcoming within the time provided under Rule 6.3 the United States Auto Club representative is instructed and empowered to withdraw the sanction. He shall make public announcement of the reason for such action and shall report the matter immediately to the Director of Competition.
- 6.6 Withholding Prizes under Protest** - Where a protest or appeal is lodged affecting the distribution of prize money, all prize money so affected shall be forwarded to the office of the Director of Competition or placed in an escrow account within 72 hours after the filing of the protest or appeal.



## **PART VII**

### **Entries**

#### **7.1 Entry**

- A. An entry bears a unique registered program number and comprises a licensed driver and a registered car meeting the specifications of the division. The entry serves as the authorization to compete in a specific race in behalf of the specific licensed entrant to whom the said program number is assigned.
- B. The car's registered program number should be listed on the entry form prior to the closing date. The Chief Steward may grant permission for a car to be listed after the closing date. Another separately entered registered car may be substituted for the original car provided notification is given to the Stewards and approval granted prior to the start of practice or the drawing for qualification order, whichever comes first.
- C. The driver's name should be listed on the entry form prior to the closing date. The Chief Steward may grant permission for a driver to be named after the closing date. Another licensed driver may be substituted for the original driver provided notification is given to the stewards and approval granted.

**7.2 Filing Entries** - A race organizer may invite and receive entries from eligible entrants. The Director of Competition shall approve all entry forms.

**7.3 Entry Fee** - Entry fees may be charged if approved by the Director of Competition and must accompany completed entry form.

**7.4 Closing of Entries** - The entry closing date shall be stated on the entry form. Unless otherwise specified on the title page of the entry form, the hours of closing shall be midnight of the day of closing.

**7.5 Faxed Entries** - An entry by fax may be accepted, prior to entry closing date, provided it is readable and subsequently accompanied by the entry fee.

**7.6 Reopening of Entries** - The Stewards may postpone a race meeting. In such case they may authorize the reopening of entries. Such reopened entries shall close not less than 24 hours before the announced starting time of the postponed race meeting.

#### **7.7 Post Entry**

- A. The Chief Steward may refuse to accept post entries.
- B. Post entrants, if accepted, may be penalized by the Chief Steward or the Director of Competition.

**7.8 Failure to Participate** - Any driver, entrant or other person who by entry form or other means shall have agreed to participate in a competition shall fulfill said obligation unless excused by the USAC Director of Competition. The penalty for failure to compete can be a fine in an amount to be determined by the Director of Competition.

#### **7.9 Car Identification and Association with an Entry**

- A. Presence of a car at a race meeting - The presence of a car at a race meeting must be declared to the Registrar prior to its arrival within the restricted areas of the racing facility. Any participant who, in judgment of the Chief Steward, fails to make said timely declaration might be disqualified and/or fined by the Chief Steward.
- B. Participation of a car in a race meeting - In order to participate in any part of a particular race meeting, a car (including a backup car) must first, and subsequently throughout the race meeting:
  - 1. Be properly registered with the United States Auto Club (see Part III), if competing for car owner points.
  - 2. Be properly entered for an event before the first official event begins. This does not include practice sessions held before first official event. (First official event being qualifying, or the first race held.)
  - 3. Be designated and explicitly identified by registered serial number by the entrant on only one completed entry form for that race meeting.
  - 4. Be approved for competitive activity through visual inspection by the Chief Steward or his designee.
  - 5. Prominently display, when ordered by the Chief Steward or his designee, a permanent USAC-issued car identification number decal or an external image of said number.



6. The entry's registered program number plus external temporary markings, which render the car substantially different from and uniquely identifiable among all other cars present at the race meeting.

Any car, which, in the judgment of the Chief Steward, participates in any part of a race meeting while in noncompliance with the above requirements, may be disqualified and any participant who, in the judgment of the Chief Steward, causes said noncompliance might be disqualified and/or fined by the Chief Steward.



## PART VIII

### Qualifications

**8.1 Purpose of Qualifying** - Qualifying determines the eligibility of each entrant to participate in the subsequent events of a race meeting by ranking the entry on the basis of its demonstrated competitive potential. The types of qualification may include, but are not limited to, any combination of the following:

- A. Individually timed trials.
- B. Results of qualifying races.
- C. Prior record in USAC competition.
- D. Ranking determined by lot.

NOTE: Division procedures may specify particular qualifying rules for the division.

**8.2 Statement of Qualification Method** - Subject to approval by the Director of Competition, the entry form and/or rulebook will cover the following areas:

- A. The type(s) of qualification.
- B. The scheduled date(s) and time(s) of:
  - 1. Qualification drawings.
  - 2. Timed qualification periods.
  - 3. Qualifying races.
- C. For timed trials:
  - 1. The qualification distance which defines a completed attempt.
  - 2. The number of attempts and completed trials permitted per car.
  - 3. The presence of other conditions or exemptions, which may affect the official results of qualifications.
- D. The Chief Steward is empowered to change the stated qualification method as necessary to the safe and orderly progress of the race meeting. This includes, but is not limited to, the use of transponders during a predetermined time period.
- E. Where time trial eliminations are not used and where more than the maximum number of cars are entered, the Stewards are empowered to arrange heat or elimination trials other than specified under the schedule of events.
- F. The Stewards shall be empowered to consolidate or otherwise modify the makeup of heats if the number of competitors present at the start or other conditions warrants their so doing.

**8.3 The Qualification Order, Unless Otherwise Specified in the Entry Form**

- A. The entrants shall make their attempts at qualification in the order of the acknowledgment by the stewards of the declarations of intent. At the Chief Steward's option, post entrants shall qualify after all other entrants have had one opportunity for declaration of intent.
- B. The declaration of intent shall be considered made, when the car has been pushed to a place so designated by the Stewards and such intent has been announced to the Stewards by the car owner or the driver or the chief mechanic.
- C. No declaration of intent may be received during a suspension of the qualification period, except where the Stewards have issued a procedure by bulletin.
- D. The entry form may specify that the qualification order be determined by lot. In this case, a drawing for qualifying positions shall be held prior to the first qualifying period. Every entrant in the race is eligible to participate in this drawing subject to approval of the Technical Director, except that post entrants may be placed at the rear of the qualifying order through a separate phase of the drawing. The Stewards are empowered to draw for any entrant who does not have an authorized representative present at the drawing.
- E. The cars shall reserve their positions in the qualification order as long as the car remains in the place designated by the Stewards and until the car is ordered by the Stewards to proceed with the qualification attempt.



- F. If a car does not proceed with the qualification attempt when ordered to do so by the Stewards, it will forfeit its position in the qualification order and may be further penalized by the loss of one qualifying lap. Division procedures may also apply.
- G. During a recess or suspension of the qualification period the Stewards are empowered to preserve the qualification order already established until such a time as conditions permit the qualification period to be continued.
  - 1. During a suspension, entrants are relieved of the responsibility of maintaining their cars at the designated place when released by the Stewards.
  - 2. The Stewards shall announce prior to continuing the qualification period that all cars are to be returned to the designated place. Any entrant not returning his car to the designated place by the time prescribed, shall forfeit his position in the qualification order.
  - 3. During any interruption of a qualifying attempt, any adjustments or repairs to the car is not permitted without the permission of the Chief Steward or Technical Director.

### 8.4 The Qualification Presentation

- A. All cars must be fully approved by the Technical Director prior to being presented for qualification. The presentation begins when the car appears at the head of the qualification line.
- B. No car, which has used the specified number of attempts or completed attempts, may make further attempts.
- C. A driver who has qualified a car may not make an attempt to qualify a second car, unless the first car has been withdrawn from the race meeting with permission of the Stewards, or the first car has been eliminated from the starting field by faster cars.
- D. A car may take warm-up laps before starting an attempt. The Stewards are empowered, however, to limit or dispense with the warm-up laps.
- E. A car may continue with a qualification attempt if it has started its warm-up laps before the conclusion of the qualification period.
- F. Should a car stop anywhere on the course before starting the attempt, it will not be charged with an attempt, but it must return to the end of any subsequent qualifying order. Division procedures may also apply.
- G. A qualification attempt shall be considered started, when the front wheels of the car cross the starting line after the starter has given the proper signal.
- H. A car stopping anywhere on the course after starting an attempt shall be charged with an attempt and must return to the end of any subsequent qualifying order. Divisional procedures may also apply.
- I. The Stewards are empowered, at their sole discretion, to cause the interruption of a qualification presentation. The presentation is terminated at the moment that the decision to interrupt is made. The interruption is signaled by the display of yellow or red flags. The decision to interrupt or not to interrupt a presentation is not protestable.
  - 1. When, in the judgment of the Stewards, the qualifier or his crew causes the interruption, an attempt is charged to the car and it must go to the end of the qualifying line. The decision as to the cause of the interruption of the presentation is not protestable.
  - 2. When the cause of the interruption is not due to the qualifier or his crew, no attempt is charged to the car and the car may be allowed to return to its original position in the qualifying line.
- J. Should a suspension of the qualification period be required after a car has started its warm-up laps or its qualification attempt, the car will not be charged with an attempt and will be given the first position in the existing qualification order when qualifying is resumed.
- K. A qualification attempt can only be completed under green flag conditions. A car will be charged with a completed qualification trial when the front wheels of the car cross the starting line after completing the posted qualification distance in one or more continuous laps.
- L. No engine may be changed after a car's official qualifying time has been determined without the permission of the Chief Steward and Technical Director. In any event the substitute engine must be the same type, design and manufacturer.

### 8.5 Extension of Timed Qualifications - The final qualification period will be extended, if necessary, until the original list of qualifying order has been exhausted. To be granted a qualifying opportunity during the extension, a car must:

- A. Be fully approved for competition by the Technical Director.



- B. Be properly presented in its position in the original list of qualifying order as instructed by the Chief Steward in accordance with rules 8.3 (E), 8.3 (F), and 8.3 (G).
- C. Any car, meeting these requirements, which fails to complete a trial in accordance with rule 8.4 during its first opportunity, will immediately forfeit any further opportunity for qualification.
- D. Notwithstanding the above, any extension of the qualification period shall end if it might interfere with preparation for the race. A decision as to whether an extension of the qualifying period might interfere with preparation for the race is not protestable.

**8.6 The Official Qualification Time** - The official qualification time of each car will be the shortest total elapsed time of any completed trial by that car. The Scoring Director will create a record of the total time of each completed trial by each car during the qualification period(s).

**8.7 Ties** - In the event of two or more cars posting identical official qualification times, the affected cars will be ranked in the order in which the completed time trials occurred. **If group qualifying is being utilized the competitor with the second shortest total elapsed time will serve as the tie breaker.**

**8.8 Violation of Competition Rules During Qualifications** - The Chief Steward is empowered, at his sole discretion, to pronounce any of the penalties granted to him in Part X when an entry is determined to have been in noncompliance with these Competition Rules during qualification activities. The decision as to which penalty is most appropriate is not protestable.

**8.9 Race Line-Up Procedure Determined by Lot**

All eligible participants will randomly draw a pill to determine the starting order of the heat races. If there are more than 40 eligible participants, additional heat races will be contested for every additional eight entrants. The lowest pill draw will start on the pole for the first heat; the next lowest draw will start on the pole for the second heat, etc. The Chief Steward has the authority to establish the number of heats based on the number of eligible participants.

Each finishing position in each heat race will receive the following points.

1.	55
2.	52
3.	49
4.	46
5.	43
6.	40
7.	37
8.	34
9.	31
10.	28
11.	25
12.	22

In addition each car receives an additional 1.5 (one and a half) point per car passed. This is based on the difference between starting and finishing position. Starting positions are determined by the "original posted lineup".

Individual point totals following the heat races will be used for feature and other preliminary line up purposes. Ties are broken by the earliest heat or best finish for cars within the same heat.

After the heat races, the top 16 in points will transfer to the feature. The remaining cars will compete in a "Semi Feature" or "Qualifying Mains" to fill the remaining feature positions.

Depending on the number of eligible participants after all heat races are concluded, the following format will be used to fill the remaining positions in the feature event. All "Qualifying Mains" will line up according to points earned in preliminary heat races.

C-MAIN Cars with accumulated points of 37th place to 54th place followed by the top 2 finishers in the D-Main. Cars finishing first and second will transfer to the B-Main, starting at the rear of the field.

B-MAIN Cars with accumulated points of 17th place to 36th place followed by the top 2 finishers in the C-Main. The top finishers starting in order of finish will fill the feature.



## **PART IX**

### **Races**

- 9.1 Meeting of Drivers and Officials** - Prior to each race the Chief Steward shall conduct a meeting of drivers for the discussion and interpretation of the rules and any specific regulations applying to that race. All drivers are required to attend, and it is the driver's responsibility to do so. Any driver failing to attend may be penalized by the Stewards (including disqualification) and shall be charged with knowledge of the matters discussed at such meeting as if he had been present.
- 9.2 Scheduled Distance** - The scheduled distance of an event will be stated in complete laps in the entry form.
- 9.3 Flag Signals** - The starter shall use flag signals according to the following code:
- Green Flag - Start; course is clear.
  - Yellow Flag - Caution-reduce speed immediately and maintain your position.
  - Red Flag - Stop-race is halted.
  - Black Flag - Stop next lap at pits for consultation.
  - White with Red diagonal stripe - Ambulance or emergency vehicle is on the track-proceed with utmost caution.
  - Royal Blue with Orange diagonal stripe - A lapping driver is attempting to pass; give him consideration.
  - White Flag - The leader is commencing his last lap.
  - Checkered Flag - You have completed the race.
- 9.4 Persons Allowed on Track** - During a competition only authorized officials of USAC and the organizer and security and emergency personnel are permitted on the track between the outer and inner guard rails, and then only to perform their official duties.
- Any individual violating this rule shall be immediately removed from the track enclosure and, if a participant, may be penalized.
- 9.5 Pit Personnel** - Rules for pit behavior may be provided for in the division procedures, USAC entry blank or by a USAC bulletin. The Stewards are empowered to penalize any person for violation of the pit behavior rules.
- 9.6 Pit Equipment**
- A. All air bottles must be confined to the assigned pit and behind the pit wall. All air bottles must be securely fastened. A cage device, approved by the Technical Director, must be used to protect the valve.
  - B. Any driver/car which leaves its assigned pit with pit equipment still attached, will be assessed a penalty.
  - C. Any driver, who allows either of the rear wheels of his car to pass over or under any air hose while entering or leaving his pit, will be assessed a penalty.
  - D. Motorized support vehicles are required to have a plainly visible number on the front and back of the vehicle corresponding to the race car number. Motorized vehicles cannot push a racing vehicle when it is under its own power.
  - E. Additional pit equipment rules may be provided for in the supplementary regulations or by a USAC bulletin. The Stewards are empowered to penalize any car, if in their opinion the pit equipment rules are violated. The decision to penalize is not protestable.
  - F. Improper or dangerous use of a motorized support vehicle shall result in their removal from the premises and/or a fine to the entrant.
- 9.7 Pushing** - Pushing one competitor's car with another competitor's car is not permitted. Any violation of this rule may result in disqualification of either or both cars.
- 9.8 Report to Track** - Qualified cars are to be in position designated by the Stewards and ready to start the race before the time specified by the entry form, by a USAC bulletin, or by special instructions from the Stewards. The Stewards are empowered to replace any entrant not complying with this rule and start an alternate car. Qualified cars not reporting to the starting grid area by the time driver introductions are started will be placed at the rear of the starting field at the discretion of the Chief Steward.
- 9.9 Order of Start** - Unless otherwise specified in the entry form or by USAC bulletin, cars shall be started in the order of their qualifying time, with the fastest car first.



## 9.10 Starting Field

- A. The number and method of selection of starters for any event shall be stated in the Official Entry Blank. The Chief Steward has the authority to amend the Official Entry Blank per Part IV, 4.6, X.
- B. The qualified starters shall be the stipulated number of entries as determined by the method of selection, unless one or more of them fail to or are not permitted to line up for the race, in which case, the Stewards, may permit alternate starters to complete the field.
- C. Provisional Starters will be added to the feature event in accordance with Division procedures and will be available to Entrants licensed within the Division conducting the event. The entry must compete in preliminary events unless the Chief Steward determines mechanical failure or crash damage negates this requirement. The entrant must use the driver of record in preliminary events as the driver in the provisional position unless the driver of record is incapacitated through injury. This exception is at the discretion of the Chief Steward. Provisional Starters will take their position at the rear of the starting field behind any alternate starters.
- D. Alternate starters, followed by any Provisional Starters, will take their positions at the rear of the field. This provision will apply, even if the entry form calls for an inverted start.
- E. In the event qualifications cannot be held or completed prior to the start of any race, the field or the remaining field will be filled in a manner specified in the entry form, in the division specifications, in a USAC Bulletin or in the drivers meeting.

## 9.11 Substitute Drivers

- A. All substitute drivers must be approved by the Chief Steward or his representative. Substitute drivers are those drivers, who may substitute for the original driver before the start of any race. After a car is presented for a race with the driver of record, no driver substitution will be allowed. A Relief driver may be permitted with the permission of the Chief Steward.
- B. Substitute drivers will start in last position in the first race in which they compete. A driver will be considered a "substitute" for one race only and will be allowed to start in his car's "earned" starting position in all subsequent races during a race meeting. Substitute drivers will start ahead of any alternate starter.

**9.12 Relief Drivers** - All relief drivers must be approved by the Chief Steward or his representative.

**9.13 Method of Starting** - Unless otherwise specified in the entry form, all races, heats or qualification trials shall begin with a flying start. A flying start shall occur when the car is in continuous movement up to and across the starting line from any point behind the line.

**9.14 Start** - All drivers must form in their proper position on the parade or pace laps. They must remain in position unless mechanical difficulty occurs. In the event a driver drops out due to mechanical difficulty, the balance of the field should maintain their assigned positions unless otherwise instructed by the Chief Steward.

- A. Drivers dropping out of the parade or pace laps will not be considered cause for delaying the start. They may be left behind at the official start, but, if in the pits at the moment of starting, will be permitted to join the race under the direction of an assigned official, whenever their difficulty is corrected and it is safe to enter the track and their first scored lap must begin by crossing the start finish line. Tracks with multiple pit exits will require special procedures.
- B. Cars, whose engines are not running by the start of the first parade lap, shall be moved to a designated area.
- C. Drivers cannot raise their hand and postpone a start unless the Stewards have given prior approval.
- D. In the event a pace car is used, the pace car will leave the track at the appropriate time. On the lap designated by the Chief Steward, the pole car will gradually accelerate and pace the field to the starting line. The start will be signaled with the green flag and/or green light and will not be considered a start unless the green flag and/or green light have been displayed.
- E. In the event a pace car is not used, the pole car will set the pace for the parade and pace laps.
- F. After the green flag and/or green light is displayed; all drivers must maintain their relative positions until crossing the starting line. If, in the opinion of the Stewards, a driver flagrantly improves his/her position without cause prior to crossing the starting line, he/she will be assessed a penalty. With single file restarts the field must stay in proper line until the green flag and/or green light is displayed at which time passing can take place. If, in the opinion of the Stewards, a driver flagrantly improves his/her position without cause prior to the green command, he/she will be assessed a penalty. Division Procedures and/or the Chief Steward's' instructions may also apply. The Stewards decision to penalize or not to penalize is not protestable.



- 9.15 Moment of Starting** - The timing of a race shall begin at the moment when the front wheels of the lead car reach the starting line after the Starter has given the proper signal.
- 9.16 Method of Scoring**
- A. For all Silver Crown races, a single start/finish line will be clearly defined across the racing surface, including the pits where appropriate. All other divisions will have a single start/finish line on the racing surface only.
  - B. For each race, the Director of Timing & Scoring will cause to be created a record of the physical sequence in which each car, and the pace car, if used, crosses the start/finish line, including the pits, if applicable, from the moment of starting through the official completion of the event. This record is the primary race scoring record. Other substantiating scoring records may be created at the discretion of the Director of Timing & Scoring.
  - C. A car will be officially credited with a lap only when its front wheels cross the start/finish line after completing one entire circuit of the course, as determined from the scoring records set out in (B) above.
- 9.17 Hazardous Mechanical Conditions** - A car, stopping in the pit, which evidences any hazardous mechanical condition, will not be permitted to continue in competition until necessary repairs have been made. All cars must have nerf bars, a rear bumper and an engine cover to start and continue in any event except in the main event. Competitors must start the main event with these items, but may remove nerf bars if damaged in the main event. The Stewards' decision as to whether a car will be permitted to compete is not protestable.
- 9.18 Technical or Structural Changes** - Technical or structural changes that may take place between the race start and the post-race inspection due to minor accidents, material or parts failure, that are deemed acceptable by the Chief Steward and the Technical Director, may not be protested by other competitors during or after a race. Under these conditions the Chief Steward and Technical Director have the authority to require the car to be brought into the pits for inspection and/or correction. The decision of the Chief Steward and Technical Director is final and is not protestable.
- 9.19 Yellow Caution Period** - The Stewards are empowered to call, at any time for any reason, a yellow caution period. Their decision to call, not to call, or to end a yellow caution period is not protestable. Division Procedures may apply.
- A. The yellow caution period starts with the display of the yellow flag and/or yellow lights and ends with the display of the green flag and/or green lights. Division Procedures may apply.
  - B. Yellow caution period laps will be scored, unless stated otherwise in division procedures or the official entry form. In the event yellow laps are not scored, the provisions of Rule 9.21 (C), (D), and (E), will be used to determine the last official race laps and the restarting order.
  - C. At the start of a yellow caution period, all drivers are required to reduce speed immediately. The driver of the leading car in the race is required to reduce speed to the designated pace lap speed and to maintain that pace throughout the yellow caution period. All other drivers are permitted to close with caution to a position in single file behind the race leader. Should the race leader leave his position on the track, the next driver in the line has the responsibility of maintaining the pace lap speed.
  - D. When a pace car is used, it will enter the course at the appropriate time and attain pace lap speed at the first safe opportunity. At this time, if the race leader remains on the track, he is required to make every reasonable effort to position himself immediately behind the pace car. If the race leader has left his position on the race track, the next driver in the line is required to position himself immediately behind the pace car.
  - E. When the pace car enters the track, the flashing lights on the pace car will be turned on and/or an orange glove will be displayed on the right side of the pace car.
  - F. When the course is clear, the pace car will assist the field in preparing for a restart. At the appropriate time, the flashing lights will be turned off and the pace car will accelerate away from the field. The leader of the field is required to maintain pace lap speed until he reaches a designated point, where he is required to accelerate smoothly back to racing speed. When the pace car is clear of the track and the field is in proper order, the green flag and/or green lights will be displayed.
  - G. During the yellow caution period, no driver may pass the pace car without permission. Permission to pass the pace car will be conveyed to one driver at a time by the Starter or Stewards.  
Should a driver overrun the pace car, he may avoid penalty by slowing and allowing the pace car to pass him.
  - H. During the yellow caution period, no driver may pass another car unless:
    - 1. The other car is stopped on the course;



2. The other car is on the apron or is on the inside of the track and is not maintaining the pace lap speed;
  3. Either car is in the pit lanes.
- I. The pit lanes will start and end at points designated by the Chief Steward. Drivers entering the pit lanes are not permitted to pass the pace car prior to crossing the point designated as the start of the pit lanes. Drivers should proceed with caution in the pit lanes, but they are permitted to pass other cars. Drivers exiting the pit lanes are not permitted to pass the pace car at any time after crossing the point designated as the end of the pit lanes. Drivers exiting the pit lanes are to rejoin the field at the rear of the restart order.
1. A driver leaving the field for a pit stop may not return to the track ahead of the pace car or the leader of the pack.
  2. When the checkered flag and yellow flag are displayed concurrently, no driver may use the pit lane to improve his finishing position.
- J. In the event of a false start or restart, a driver who passes another car or the pace car must slow down and assume his correct position as soon as practical.
- K. The penalty for passing the pace car during a yellow caution period, without permission of the Pace Car Steward or without subsequent authorization by the Chief Steward, is that two laps will be deducted from the scoring of the car of the offending driver.
- L. The penalty for passing another car improperly (except as provided for in Rule 9.19 H.) during the yellow caution period, without subsequent authorization by the Chief Steward, will be the repositioning of the car rearwards two positions for each car passed. This penalty will be assessed at the next yellow flag period if possible or in the Official Finish of the race.
- M. The penalty for failing to cooperate with the operation of the pace car or any intentional attempt to interfere with the operation of the pace car during the yellow caution period is that two laps will be deducted from the scoring of the car of the offending driver.
- N. The Chief Steward at his sole discretion may choose to substitute a detention penalty for the lap penalties described in 9.19 (L) and (M) above, and this decision is not protestable.
- O. If for any reason any of the above penalties are not applied during the race, the Chief Steward is empowered to apply the penalties after the race in the final posting of the official results of the race. The matter of whether a penalty could or should be applied during the race or after the race is not protestable or appealable.

**9.20 Black Flag, Stop for Consultation or Detention** - The Stewards are empowered to order any driver at any time to stop at the pits for consultation or for detention of a specified time period by displaying the black flag.

- A. The decision to order a driver to stop at the pits may be made, if in the opinion of the Stewards, any condition exists which could cause the driver or his car to create a hazard to the driver or other competitors. Division Procedures may apply.
- B. A driver may be ordered to stop at the pits, if in the opinion of the Stewards, the driver has flagrantly violated the rules or is driving in a reckless, improper or unsportsmanlike manner.
- C. The Stewards' decision to order or not to order a driver to stop at the pits is not protestable.
- D. When a driver is ordered to the pits because of a hazardous condition of his car, the proper repairs must be made before the car will be permitted to continue in competition. The decision to permit the car to continue may be made by the Technical Director or his representatives and is not protestable.
- E. Drivers, who in the opinion of the Stewards clearly ignore the black flag signal and do not stop at the pits on the next lap after the signal has been given, will be penalized, in that no laps will be officially credited following the lap on which the signal was first given until the driver brings the car to the pits. The decision as to whether the black flag was ignored is not protestable.

## 9.21 Red Flag

- A. When the red flag is displayed by the starter, it signifies the stopping of a race immediately. Drivers will proceed very slowly to their pits or to the starting line, as instructed, and stop. Division Procedures and/or the Chief Stewards instructions may also apply.
- B. Should a race be stopped prior to all starting cars, except those in the pits or with mechanical difficulty, completing one lap, no laps will be officially credited, and a complete restart will be conducted using the original starting lineup. This will include all of the procedures of the original start. Any car involved in the incident that causes the race stoppage will be placed at the rear of the re-start line-up. Divisional procedures may also apply.



- C. Should a race be stopped anytime following the lap completion as set out in (9.21 B) above, the last official race lap will be that most recent race lap in which the race leader and all successive cars running on the course, excluding cars passed by the leader during that lap, were scored at the start/finish line prior to the display of the red flag, or the yellow flag in the event that yellow flag laps are not being scored in the race. Within this lap, each car will receive credit for its most recently scored lap. All other cars not appearing during this lap will receive credit for their last lap scored prior to this last official lap.
  - D. In the event of a race continuation other than as set out in (9.21 B) above, the cars will be lined up in single file order beginning with the race leader. The restart order of the remaining cars will be determined by their physical sequence at the start/finish line during the last officially scored lap as determined in (9.21 C) above, except that cars passed by the leader during that lap will be granted lineup positions determined by their sequence in the subsequent scored lap.
  - E. Notwithstanding (9.21 D) above, the following conditions will cause a car to be placed at the rear of the restart lineup:
    - 1. Cars involved in an accident during, or subsequent to, the last officially scored lap. The decision as to whether a car has been involved in an accident is not protestable.
    - 2. Cars stopped on the course, including the pits, during the last officially scored lap.
    - 3. Cars which change drivers during the time the race is halted.
- NOTE: The restart order of cars placed at the rear of the lineup will be in order by total laps completed and sequence of completion. Division Procedures may also apply.
- F. A race continuation will begin with a minimum of two laps under the caution flag and the pace car may be used. The scoring of cars will not begin until the green flag is displayed. Any cars remaining in the pits at the time of a restart may join the race if approved to compete by the Technical Director or his representative and OK'd by the Chief Steward.
  - G. The decision as to whether to red flag a race is not protestable.

### 9.22 Race Completion

- A. A race will be considered completed at the moment the checkered flag is displayed or at the moment the scheduled distance is completed by any car, whichever occurs first, notwithstanding any subsequent situations, actions, or penalties. The race competition will be considered completed when, after this moment, each car still running on the course has, in the opinion of the Stewards, had safe and sufficient opportunity to return to the start/finish line. At this time, scoring will cease and the event is completed. The Stewards' decision in this matter is not protestable.
  - B. If a yellow flag is displayed after the leader receives the checkered flag, each car crossing the finish line under yellow flag conditions will be scored in their position as they were scored on the last officially completed race lap. Any cars involved in the incident causing the yellow flag will be placed at the end of all cars running on their lap in the final standings.
  - C. A race event will be incomplete unless the race leader has run more than 50% of the scheduled distance. The Chief Steward has the authority to amend this rule and/or Division Procedures may apply when unusual circumstances arise.
  - D. The white flag will be displayed to the race leader as he starts his last lap, and will continue to be displayed to each successive car so long as any car has begun its last lap.
  - E. The checkered flag will be displayed to the race leader as he completes his last lap under momentum created by his own vehicle; and will continue to be displayed to each successive car as set out in (A) above until competition is completed.
  - F. Final standings will be determined by the sequence in which the cars completed the scheduled distance. Cars not completing the scheduled distance will be ranked in order by total laps completed and sequence of completion.
  - G. If a race is stopped by the use of the red flag and is subsequently ruled complete, the standings will be determined by ranking all cars in order by total laps completed and sequence of completion, utilizing the last officially completed race lap. After examining all available evidence as to whether a car or cars were involved in an incident that led to the display of the red flag, the Chief Steward has the authority to amend the final standings by removing appropriate official credits, from any car(s). The final standings will be amended prior to posting. The Chief Steward's decision, as to who was involved in the incident, is not protestable.
- If a preliminary or qualifying race is stopped by the use of the red flag and subsequently ruled complete, the Chief Steward has the authority to assign finishing positions based on the official restart lineup.
- H. Special circumstances at certain race tracks could effect or modify portions of rule 9.22. Notification of any changes or modifications will be either in the entry blank by bulletin, announced in the driver's meeting or a special meeting.



- 9.23 Ties** - In the event the scorers are unable to conclusively determine any difference in the physical sequence for two or more cars, the Stewards are empowered to declare a tie for the positions involved, and prizes will be divided among those cars declared to have tied. The Steward's decision as to whether to declare a tie is not protestable.
- 9.24 Race Termination Policy** – USAC has established a policy for the distribution of available purse funds and the allocation of Championship Points should a race be canceled prior to completion. A written copy of this policy is available at the USAC office. Division Chief Stewards will also have a copy for participants to review should the need arise.



## PART X

### Penalties

- 10.1 Penalties** - Any person or organization violating these rules may be penalized.
- 10.2 Scale of Penalties** - No penalties may be pronounced other than from among the following listing.
- A. Bonds
  - B. Detention Penalties
  - C. Disqualification
  - D. Exclusion
  - E. Fines
  - F. Forfeiture
  - G. Laps
  - H. Loss of Points
  - I. Repositioning
  - J. Suspension
- 10.3 Authority to Pronounce a Fine** - The USAC Chief Steward shall have the authority to pronounce a fine up to \$2,500 upon any participant or member who violates any USAC rule. To this, the Director of Competition, the Board of Directors or the Executive Committee may add further penalty.
- A. The Director of Competition, the Board of Directors and/or the Executive Committee shall have the authority to levy a fine not exceeding fifty thousand dollars (\$50,000) against any participant or member who violates any USAC rule.
  - B. This authority is not confined to rule infractions, which may occur during an event but is extended to cover any and all infractions on or off, at or away from the racetrack.
  - C. The above authorities of the Chief Steward, the Director of Competition, the Board of Directors and/or the Executive Committee are in addition to any specified penalty attached to a rule.
  - D. Any executive race official shall have the authority to pronounce a specific fine attached to a rule that is specifically delegated to him for enforcement.
- 10.4 Application of Fines** - Fines may be deducted from the prize money of an entrant. All fines shall belong to USAC and shall, upon collection, be transmitted immediately to the Director of Competition. No fine assessed shall be removed or modified except by order of the President after consultation with the Director of Competition and the Chief Steward.
- 10.5 Delay of Payment of Fines** - Fines are payable within one week. Any delay in making payment shall entail suspension during the period the fine remains unpaid.
- 10.6 Authority to Pronounce Detention Penalties** - The Chief Steward shall have the authority to pronounce detention penalties during a race for violations occurring during that race only. Detention penalties are not protestable.
- A. The Chief Steward shall have the authority to determine the length of the detention, and this determination is not protestable.
  - B. The Chief Steward shall have the authority to delay the application of the detention until green flag conditions exist, and this determination is not protestable.
  - C. The Chief Steward shall have the authority to substitute the lap penalty should circumstances prevent the application of the detention penalty and this decision is not protestable.
- 10.7 Effect of Detention Penalties** - The pronouncement of a detention penalty shall result in the application of Black Flag procedures as described in Rule 9.22. The offending car will be detained in the pits by a designated Pit Official and may return to competition only upon the signal of this official as instructed by the Chief Steward.
- 10.8 Authority to Pronounce Repositioning Penalty** - The Chief Steward of a race meeting shall have the authority to pronounce a repositioning penalty. A repositioning penalty may not be protested.



- 10.9 Effect of Repositioning Penalty** - The pronouncement of a repositioning penalty shall result in the arbitrary movement of the competitor to a lower position in the event standings. If effected during the event, the competitor will be directed to assume a different physical position in the line of cars on the track. If effected after the event completion, the official posting will be adjusted to reflect the Chief Steward's pronouncement.
- 10.10 Authority to Pronounce Lap Penalties** - The USAC Chief Steward shall have the authority to pronounce lap penalties as specified in these rules. The authority shall be limited to violations occurring during qualification periods or races. Lap penalties shall be pronounced in complete laps only.
- 10.11 Effect of Lap Penalties** - The pronouncement of a lap penalty shall result in the removal of official credit for the specified number of laps from the total laps credited to the participant.
- A. If the lap penalty is pronounced during the competition, the removal of official credit shall begin with the participant's lap in which the violation occurred and shall include subsequent consecutive laps, as required.
  - B. If the lap penalty is pronounced after the competition is completed, the removal of official credit shall begin with the participant's last lap and shall include previous consecutive laps, as required.
  - C. In either case, the scoring records will then be amended to reflect the removals and all prizes and awards earned in the competition will be amended appropriately.
- 10.12 Notification of Lap Penalties** - Officials shall make every effort to notify the offending competitor of a lap or more penalty at the time it is determined. However, failure to notify the competitor during the race will in no way mitigate or change the penalty.
- 10.13 Authority to Pronounce Forfeiture** - A sentence of forfeiture may be pronounced by the Chief Steward, the Director of Competition, the Board of Directors, or the Executive Committee.
- 10.14 Effect of Forfeiture** - A sentence of forfeiture shall render null and void results and/or rewards that were earned by an entry while in noncompliance with these Competition rules. Only those results and/or rewards specifically enumerated in the pronouncement of the penalty shall be considered forfeited. In all other respects, the entry (entrant, car and driver) shall be considered to have been official participants during the period of noncompliance, and shall be listed among the competitors after the effect of forfeiture has been applied.
- 10.15 Authority to Pronounce Disqualification** - A sentence of disqualification may be pronounced by the Chief Steward, the Director of Competition, the Board of Directors or the Executive Committee. If pronounced during competition, a disqualification penalty is not protestable.
- 10.16 Effect of Disqualification** - Disqualification shall entail the forfeiture of position, points and all money earned from the event in which the disqualification occurred, as well as forfeiture of entry fees paid or payable. A sentence of disqualification shall entail the loss of any right to compete in the remainder of the current race meeting, or the remainder of the current event if applicable. Disqualification will not entail the forfeiture of awards earned in prior events during the race meeting.
- 10.17 Authority to Pronounce Exclusion** - A sentence of exclusion may be pronounced by the Chief Steward, the Director of Competition, the Board of Directors or the Executive Committee. When pronounced by the Chief Steward, the term of exclusion is limited to the remainder of the current race meeting and/or the next race meeting held within that division.
- 10.18 Effect of Exclusion** - The person sentenced to exclusion shall be prohibited from any participation, either directly or indirectly, in all or the remaining part of a race meeting. Persons under sentence of exclusion will not be issued credentials of any kind and the privileges and uses of the course, the pits, and the garage area will be denied. In all cases, exclusion shall entail the forfeiture of entry fees paid or payable, as well as the forfeiture of any awards earned during the sanctioned competition that shall accrue to the United States Auto Club.
- 10.19 Authority to Pronounce Suspension** - A sentence of suspension may be pronounced only by the Director of Competition, the Board of Directors or the Executive Committee. The period of suspension shall be limited to a maximum of one year. A suspension shall apply to all divisions of racing unless otherwise specified.
- 10.20 Effect of Suspension** - A sentence of suspension so long as it remains in force shall entail the loss of any right to take part in any capacity whatsoever in any USAC sanctioned competition held within the territorial United States, or where the authority of the FIA is recognized, depending on whether the order for the suspension is to be national or international.
- A. Persons under sentence of suspension will not be issued credentials of any kind and the privileges and uses of the course, the pits, and the garage area will be denied.



- B. Suspension shall also render void any previous entry made for any competition that may take place during the term of such suspension and shall entail the forfeiture of the fees paid or payable for any such entries.
- 10.21 Surrender of License** - Every suspended person may be asked to surrender his license to the Director of Competition who will not return it until the term of the suspension has expired. Any delay in surrendering the license shall be added to the term of the suspension.
- 10.22 Bond** - A participant may be required by the Director of Competition to post a bond to assure compliance with the regulations.
- 10.23 Loss of Points** - A driver or car entrant who is found guilty of violations of the rules may lose all points earned in the competition in which the violation occurred. Additionally, a driver or car entrant may lose all points therefore earned in that year, including points earned in the competition in which the violation occurred.
- 10.24 Loss of Award** - Any competitor who is excluded or suspended in any competition shall forfeit all right to award in that competition.
- 10.25 Amendment of Award** - In such cases as are required by these rules, the Stewards shall declare the resulting amendment in the posting and awards.
- 10.26 Publication of Penalty** - The United States Auto Club shall have the right to publish or cause to be published a notice stating that it has penalized any person, organization, automobile, or make of automobile. The person or organization referred to in such notice shall have no right of action against the United States Auto Club or against any person publishing said notice.
- 10.27 Remission of Sentence** - The Board of Directors or Executive Committee shall have the sole right to remit the unexpired term of a sentence of suspension pronounced under these rules.
- 10.28 Unsportsmanlike Conduct** - Any participant who, in the judgment of the Chief Steward or the Director of Competition, is guilty of unsportsmanlike conduct during a race meeting may be subject to any or all of the appropriate penalties in Rule 10.2. Without limiting the generality of the foregoing, unsportsmanlike conduct shall include reckless and overly aggressive driving endangering the safety of participants.
- 10.29 Improper Language or Conduct** - Any driver, car entrant, or attendant, or any other person who at any time or in any place shall use improper language to the Stewards, the Starter, the Technical Director or any other Official or any Officers or members of the United States Auto Club, or be guilty of any improper conduct toward such persons, or persons serving under their orders, such improper language and conduct having reference to acts and things connected with the administration of the course and any competition thereon, may be subject to any or all of the appropriate penalties in Rule 10.2.
- 10.30 Assault or Battery** - If any competitor or other persons during or in respect to a race meeting shall commit an assault or battery, such person, so offending, shall at once be disqualified and/or excluded by the Chief Steward and reported to the Director of Competition for consideration of further penalties.
- 10.31 Alcoholic Beverages and Illegal Substances** - The use or presence of alcoholic beverages or illegal substances of any sort is strictly prohibited on the course or in the pit during the conduct of a race meeting, and may result in disqualification, suspension and/or exclusion.
- 10.32 Conduct Detrimental to Racing** - Any participant who, in the judgment of the Director of Competition, the Executive Committee, or the Board of Directors, is guilty of conduct detrimental to racing and/or to the United States Auto Club, on or off the track, may be suspended and/or fined by the Director of Competition or the Board of Directors and/or the Executive Committee.



## **PART XI**

### **Protests**

#### **11.1 Right to Protest and Time Limits**

- A. A protest as to the validity of an entry, rejection of an entry or length of course lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the competition.
- B. Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted. A protest regarding compliance with specifications that are not routinely inspected is permitted.
- C. A protest against the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the official posting of results.
- D. A protest against any actions of another competitor during a race meeting lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the action complained of or the finish of the competition, whichever is later.
- E. A protest against any actions taken by race officials lies with a driver or mechanic only when such actions are taken against such driver or mechanic, as opposed to the entrant. Protests of actions taken by race officials must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the action complained of or the finish of the competition, whichever is later.
- F. The following matters, and any others which may be designated as non-protestable in these rules, which involve the exercise of judgment by the Stewards, are not protestable and the decision of the Stewards is final and binding:
  - 1. The decision to call or not call or to end a yellow caution period;
  - 2. The decision of the Steward to signal a driver to pass the pace car under yellow or the Steward's judgment as to whether a proper passing signal was given;
  - 3. The matter of whether a penalty could or should be applied or imposed during or after the race;
  - 4. The decision as to whether a driver should be black-flagged and stopped in the pits for consultation;
  - 5. The decision as to whether a driver ignored a black flag;
  - 6. The decision of the Steward as to whether pit equipment rules were violated;
  - 7. The decision of the Stewards as to whether a driver flagrantly improved his position prior to crossing the starting line at the start of the race;
  - 8. The decision as to whether to red flag the race;
  - 9. The decision as to whether to declare a tie for a position;
  - 10. The decision as to whether a car is in a hazardous condition such that it will not be permitted to continue in competition;
  - 11. The decision as to whether any extension of qualifications might interfere with preparation for the race;
  - 12. The decision to reposition a car for a starting or restarting violation;
  - 13. The decision to impose a detention or disqualification penalty during a competition.
- G. Protests of actions taken by the Director of Competition, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

**11.2 Submission of Protests** - when the Chief Steward pronounces the penalty at a race meeting, related protests must be submitted to the Chief Steward. All other protests must be submitted to the Director of Competition.

**11.3 Content of Protests** - Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

**11.4 Protest Fees** - Protest fees shall be as follows:

- A. Silver Crown Division .....\$500.00



- B. Sprint Car Division (All) ..... \$250.00
- C. Midget Division (All)..... \$250.00
- D. Ford Focus Midget Division ..... \$100.00

NOTE: The protest fee will be returned if the protest is deemed well founded. Protest fees posted regarding the legality of engine capacity will be allowed to the protested in the event the protested engine capacity is found to be legal and will not be returned to the protestant.

- 11.5 Adjudication of Protests** - When the Chief Steward pronounces the penalty at a race meeting, related protests shall be decided by the Chief Steward. The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.
- 11.6 Withholding of Award** - An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.
- 11.7 Judgment** - All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.
- 11.8 Re-Run** - Neither the Chief Steward nor the Director of Competition shall have power to order a completed competition to be run again.
- 11.9 Default of Right to Protest** - Any contestant who voluntarily competes in any competition, which is not in accordance with the entry blank conditions, as published thereby waives his right to protest against the non enforcement of such conditions.
  - A. Compliance with Procedure - Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.



## **PART XII**

### **Appeals**

- 12.1 Initiation of an Appeal** - Any member or License holder who is entitled to appeal pursuant to Section 14 of the By-Laws may submit a written Notice of Appeal, but any such action shall not be stayed because appeal is taken.
- 12.2 Content of the Appeal** - The Notice of Appeal must contain reference to the specific action by USAC from which an appeal is taken, the date of the occurrence, the reasons why the member or License holder is appealing, and specific reference to any Rules and/or Bylaws allegedly violated and the relief requested.
- The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.
- The Notice of Appeal must clearly and explicitly state the appeals classification under which it is submitted and must be accompanied by the appeal fee required for that classification. The appeal fee shall be in addition to any monetary penalty previously assessed.
- The original Notice of Appeal must be received at the USAC offices, 4910 West 16th Street, Speedway Indiana 46224 by the designated recipient and within the time limit for the class of appeal.
- 12.3 Classification of the Appeal** - USAC recognizes the following classes of appeals:
- A. Conduct or Result of a Competition - Appeal from a decision of a Chief Steward's Protest Hearing under Part XI of the Official Competition Rules.
    - 1. Appeal Fee - \$1,000 or 5% of any award claimed, whichever is larger
    - 2. Recipient - Director of Competition (include a copy of the original protest)
    - 3. Time Limit - by 5 p.m. EST of the third business day following the release of the cited decision
  - B. Discipline of a Participant - Appeal from a decision of the Director of Competition under Section 12.02 of the By-Laws.
    - 1. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger.
    - 2. Recipient - President
    - 3. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision
  - C. Discipline of a Member - Appeal from a decision of the President under Section 12.03 of the By-Laws.
    - 1. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger
    - 2. Recipient - President
    - 3. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision
  - D. Action or Inaction of the Corporation - Appeal from circumstances not otherwise classified, and falling within the scope of Article 13 of the By-Laws.
    - 1. Appeal Fee - \$1,000 or 25% of any monetary damages claimed, whichever is larger
    - 2. Recipient - President
    - 3. Time Limit - by 5 p.m. EST of the tenth business day following the date of the action or alleged inaction
- 12.4 Adjudication of the Appeal** - The recipient of the Notice of Appeal may dismiss appeals or portions thereof on the basis of procedural noncompliance. Any appeal or portion thereof not so dismissed shall be submitted by the recipient to a Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.
- 12.5 The Court of Appeals** - The Court of Appeals shall be selected by the Chairman of the Board. The Chairman of the Board or his designate shall serve as Chief Judge. Two other judges may be selected to serve with him. The other judges may or may not be Board members, but shall not have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome.



- 12.6 Hearing of the Appeal** - The Court of Appeals may cause an investigation to be made into the matters surrounding the appeal and shall convene a hearing within thirty (30) days of receipt of the appeal unless mutually extended. The appellant and any member in interest shall be given adequate notice of the hearing and shall be entitled to be heard and call witnesses.
- 12.7 Conduct of the Appeal Hearing** - The hearing will be conducted according to the following procedures:
- A. A Court of Appeals hearing is not open to the public and admittance to the hearing is at the sole discretion of the Chief Judge.
  - B. The Chief Judge shall enumerate the parties and other necessary participants in the proceedings. The executive race officials shall be regarded as a party to an appeal from a Chief Steward's Protest Hearing.
  - C. The Chief Judge shall exclude from the hearing room or from further participation in the proceedings any person who engages in improper conduct in relation to the hearing.
  - D. The Court of Appeals shall conduct the hearing in an informal manner.
  - E. The Court of Appeals shall not be limited to the technical common law rules of evidence required in judicial proceedings but shall be satisfied the evidence submitted is of a type on which it can rely.
  - F. All parties to the proceedings shall be allowed to present and cross-examine witnesses and to submit evidence, both oral and documentary.
  - G. The Judges of the Court of Appeals and the Counsel for the Court of Appeals may examine witnesses.
  - H. The Chief Judge shall exclude irrelevant, immaterial or unduly repetitious evidence.
  - I. The Court of Appeals shall consider only evidence introduced during the hearing and there shall be no transcript of the hearing unless the Court determines otherwise.
  - J. The Court of Appeals, in an appeal from a Chief Steward's Protest Hearing, shall not consider matters appealed but not assigned as protestable error in the original protest, nor shall it consider matters not assigned as protestable error in the original protest.
  - K. The Court of Appeals shall not consider matters outside the scope of the submission by the recipient of the Notice of Appeal, except for procedural rulings by the recipient.
- 12.8 Structure of the Appeal Hearing** - The Chief Judge shall ensure that the following structure is observed:
- A. **Opening Statements** - The parties to the proceedings will be permitted to make opening statements, with the member making the appeal being the first to make an opening statement. In particular each party should be asked to state the issue(s) before the Court of Appeals and a brief summary of the position of the party with respect to such issue(s).
  - B. **Order of Proof** - The evidence shall be received by the Court of Appeals in the following order:
    - 1. The member making the appeal shall first submit and present evidence in support of the appeal, both oral and documentary.
    - 2. Upon the completion of direct examination, each witness shall be subject to cross-examination by the other parties, or by any judge of the Court of Appeals or Counsel for the Court of Appeals.
    - 3. Parties representing USAC and other parties, if any, against whom the appeal is taken shall then be allowed to present evidence, both oral and documentary.
    - 4. Any witnesses thus presented shall likewise be subject to cross-examination by the appellant, by other parties, and by any member of the Court of Appeals or Counsel for the Court of Appeals.
  - C. **Closing Arguments** - Upon completion of the evidentiary portion of the hearing, all parties, beginning with the appellant, will be provided with the opportunity to make closing arguments.
- 12.9 Powers of the Court of Appeals** - The Court of Appeals shall have the following powers:
- A. To call, examine and cross-examine witnesses;
  - B. To receive and rule upon relevant evidence;
  - C. To regulate the course of the hearing and, if appropriate or necessary, to exclude persons or counsel for contemptuous conduct and to strike and disregard all testimony of witnesses refusing to answer proper questions;
  - D. To dispose of procedural requests, motions or similar matters;
  - E. To dismiss appeals or portions thereof;



- F. To require a party at any time to state its position concerning any issue in the appeal or its theory in support thereof;
- G. To pronounce a just remedy within the USAC By-Laws and Official Competition Rules for the penalty, result or circumstance at issue, but it shall not be empowered to order any completed competition to be rerun;
- H. To order the appellant against whom a final decision is rendered to pay all costs and expenses, including a reasonable attorney's fee, incurred by USAC;
- I. To make such order as to the return or forfeiture of the appeal fee as it may think fit;
- J. To take any other action deemed appropriate for a just and expeditious conclusion of the hearing.

**12.10 Limitations** - The Court of Appeals may interpret the rules and regulations and apply them to the particular facts presented to it, but it shall have no authority or power to create, add to, subtract from or in any way modify any of the rules and regulations or any of the supplements thereto, nor shall it have the authority to change a mandatory penalty, to modify the terms of the penalties authorized in Part X, or to create penalties not listed in Part X.

**12.11 Publication of Judgment** - The United States Auto Club shall have the right to publish or cause to be published a judgment on appeal, and to state the names of all parties interested. The persons referred to in such publication shall have no right of action against the United States Auto Club or against any person publishing such notice.

**12.12 USAC Appeal Procedure Final** - Decisions of USAC executive race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limitations and other procedures prescribed by these rules. Any unappealed protest decision by a USAC executive race official or any appeal decision by a USAC Court of Appeals on these or any other matters to come before it shall be final and binding. No court action of any kind may be taken.

Any participant in a USAC sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by USAC or any of its race officials. A participant's exclusive right to contest a decision or the rules or regulations of USAC is within the protest and appeal procedure of USAC, and any decision reached within this procedure is final.

**12.13 Compliance With Procedures** - Any appeal, which fails to comply with the foregoing requirements, may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in a Chief Steward's Protest Hearing may not be considered on appeal.

#### **12.14 Jurisdiction of the FIA**

- A. The Federation Internationale de l'Automobile, hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in Paragraph (C) of this Section, FIA is the final international court of appeal for appealable disputes arising out of the FIA recognized World Championship Events.
- B. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A., and is referred to as ACCUS-FIA. USAC is a member of ACCUS-FIA.
- C. USAC is the sole and final authority for the development, maintenance, and distribution of USAC prize funds, championship point funds, the awarding of USAC championship points, and the naming of manufacturer or series-sponsored USAC champions in the manner set forth in USAC Competition Rules. Notwithstanding that a particular series competition may be listed on the FIA calendar, USAC reserves sole authority to settle finally any dispute (insofar as the dispute would effect any of the above listed determinations), which may arise during a USAC competition, through the procedures set forth in these rules.



## **PART XIII**

### **Safety**

- 13.1 Safety Policy** - The primary purpose of the United States Auto Club is to assure the safest possible conditions for participants in all USAC sanctioned events. Whenever there is a conflict between a safety provision of this Rulebook and any other rule, bulletin or supplementary regulation, the safety provision shall take precedence.
- 13.2 Spectator Safety** - The Stewards may cancel or postpone a race meeting if any arrangements known to them as to spectators are, in their opinion, unsafe.
- 13.3 Participant Safety** - The Stewards shall have the authority to order off the course any car, which in their opinion constitutes a menace to other participants or to itself. The Stewards may also order off the course any driver who operates his car recklessly, or without due consideration to other participants. In the event a driver is ordered off the track, the car owner may replace him with a qualified relief driver and continue in the event.
- 13.4 Course Conditions** - It is the responsibility of the race organizer to have and maintain the course in a safe condition. The Stewards shall not permit any event to start or continue if, in their opinion, the track is unsafe. They shall require the race organizer to make such changes as are necessary. In the event the race organizer fails to make the recommended changes, the race meeting shall be cancelled or postponed.
- A. USAC may require the installation of guardrails or retaining walls at specified locations. All such installations must be approved by USAC. The use of concrete retaining walls with a minimum height of 36 inches from the track surface is recommended.
  - B. Electric caution lights or suitable alternate systems approved by USAC will be installed at the end of each straightaway on closed courses. Additional caution lights or approved signaling devices may be required by USAC at all closed tracks.
  - C. At least two weeks prior to a sanctioned race meeting the course may be inspected by a United States Auto Club representative. The representative shall satisfy himself that all practical safety precautions have been taken prior to the race meeting. If necessary he shall make specific recommendations in writing, forwarding a copy to the Director of Competition.
  - D. For night racing a lighting system providing 15-foot candles of illumination evenly distributed is recommended with a minimum of eight-foot candles. It is further recommended that the lighting system incorporate a separate circuit for one light on each pole.
  - E. The race organizer is required to make available at all sanctioned race meetings, fire equipment and fire fighting personnel, medical staff including appropriately licensed personnel capable of sustaining life, safety equipment including tow trucks and clean up materials and track communications as is determined necessary by the Division Supervisor and/or the Chief Steward.
  - F. Ambulances as provided by the race organizer must meet with DOT standards for the current year. Noncompliance with these requirements may be cause for cancellation of the race meeting.



## **PART XIV**

### **Advertising and Publicity**

#### **14.1 Automotive Product Advertising - Car Names**

- A. Product manufacturers posting prize money, contingent with product use and the display of advertising on a car during a competition must provide the Director of Competition or his representative with a statement of conditions for payment of such prize money at least 24 hours before the competition begins. The product manufacturer shall provide the Director of Competition with proof of prize money payment, in accordance with these conditions, within 30 days of certification by USAC of product use.
- B. Any advertisement of automotive products and the related use of these products during sanctioned events must be consistent with the facts and must not be likely to deceive or mislead the general public.
- C. Any advertising of an automotive product, including the car name, which may be carried on a car during competition, is subject to the approval of the Director of Competition or his representative.
- D. Any product advertising and/or endorsement utilizing any identification of the United States Auto Club (USAC) or the results from any USAC sanctioned event must have the written approval and consent of USAC.

#### **14.2 Automotive Product Certification**

- A. USAC shall maintain the right to certify the use of any automotive product that is advertised on the car or for which contingency prize money is posted. The Chief Steward shall have the authority to impound any car at any time to check it for proper certification of any automotive products used during qualifications and/or the race.
- B. In some instances, which shall be determined by USAC, the entrant or his representative will be required to provide USAC with an affidavit, certifying product use.
- C. The manufacturer of any automotive product that is actually used in qualifications and/or the race may publicize that fact, provided that USAC has certified the product use.
- D. Any entrant or his representative who fails to comply with certification inspection requirements, refuses to permit the examination of the car or provides a false affidavit regarding product use, may be fined up to twenty-five thousand dollars (\$25,000) and the car may be disqualified.

#### **14.3 Non-Automotive Product Advertising**

- A. Any advertising of a non-automotive product, including the car name, which is undignified, might confuse the public or might detract from the interest in competition, may be disapproved by the Director of Competition.
- B. Non-automotive product advertising must comply with all current regulations regarding size.

**14.4 Advertising Size** - Any advertising placed on a car (decals) excluding the car name, major or associate car sponsors (as provided for in the official entry) or USAC series and/or major sponsors, shall not exceed an area larger than 12.5 square inches. For car name advertising sizes, see appropriate division specifications.

**14.5 Testimonial** - No licensed person or product manufacturer shall make a false public statement concerning any automotive product used or said to have been used in a United States Auto Club sanctioned competition.

**14.6 Prize Money and Point Funds** – Awards may be withheld for participants who fail to follow posted requirements (Decals and patches required) concerning contingency fund disbursements.



## APPENDIX A

### Definition of Terms

*Terms used by the United States Auto Club in these Rules shall have the following meanings:*

**USAC or Club** - The name "United States Auto Club" and the letters "USAC" are protected by trademark registered in the United States Patent Office and by continuous usage since 1956 and cannot be used or simulated without authority from the Club or its Board of Directors.

**Bulletin** - Additional regulations issued at the site of a race meeting by the Chief Steward to adapt these Rules to the particular conditions of competition at that race meeting.

**Car (or Automobile)** - A vehicle of four wheels not in line, operated in contact with the ground and propelled by mechanical means embodied entirely in its own construction through two of the wheels in contact with the ground. It must be steerable through at least two wheels by a human being aboard the vehicle who must also be able to regulate the power.

**Competition (n.)** - That portion of an event or race meeting when on-track activity intended to produce a sporting advantage is in progress.

**Cubic Inch Displacement (CID)** - The volume swept by the piston or pistons subject to the products of combustion to produce power.

**Discretion** - Refers to the exercise by the Officials of their judgment in making determination as to the application, construction and interpretation of the Rules.

**Driver** - The individual named on a Driver's License credential and judged to be capable of operating a car safely and competitively during a race program.

**Engine Type/Model** - A unique combination of engine type and engine manufacturer's model as determined by the head/block design specifications.

**Entrant** - The individual or individuals, firm, corporation or other business association named on a Entrant's License credential and uniquely identified by a registered program number; also, that licensee entering a car and driver in combination for competition by signing a required entry form bearing the licensee's assigned registered program number.

**Entry** - A form bearing the licensee's assigned registered program number which authorizes a licensed entrant to present a car and driver combination for competition at a race meeting; also, the car and driver combination displaying the entrant's registered program number.

**Event** - A specific competitive activity such as practice, qualification, race, as enumerated under Program of Events on the entry form for a race meeting.

**License** - An annual credential issued to an individual or other entity wishing to participate in sanctioned race meetings.

**Member** - An individual, firm, corporation or other business entity completing a USAC membership application, and receiving an acknowledgement of acceptance of such application from USAC and whose membership must not have expired or have been suspended.

**Procedures** - Additional regulations which alter or expand these Rules in behalf of a specific division; included among these Rules within the Division Appendix with approval of the Board of Directors.

**Race Meeting** - All official sanctioned functions, activities and scheduled events at a track in conjunction with a race.

**Registration** - The unique identity number assigned to a specific car or to an entrant's license in behalf of his entries in race meetings.

**Start, Inverted** - An inverted start shall occur when the slowest car is given first position, the fastest car last position and the other cars are placed on a like basis.

**Supplementary Regulations** - Regulations supplementary to the United States Auto Club rules, drawn up for a particular competition, and approved by the Director of Competition.

**Temporary Permit (TP)** - A permit allowing participation in one race meeting without being licensed within the Division.



**Test or Trial, Certified** - A test in which a car or other automotive product is tested under specific regulations and supervised for the purpose of securing a certified result.



## **APPENDIX F**

### **2009 USAC Ford Focus Midgets Series Division Technical Specifications**

#### **501 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.

#### **502 Inspections**

- A. All parts indicated on the USAC inspection forms must be tested by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual. This inspection shall be performed by an approved USAC inspection station prior to the start of each racing season.

The Chief Steward or the Technical Director may require proof that this inspection has been done.

- B. Decorative chrome plating cannot be used on any parts requiring magnetic inspection.

#### **503 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.

- C. FOR PAVED EVENTS ONLY: The maximum rear wheel offset, from center, is three inches (six inches overall) measured from the inside bead seat to the centerline of the rear end center section.

Front wheel offset is limited to a maximum of 5 inches (10 inches overall) as measured from the inside bead seats to the centerline of the chassis.

The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset.

- D. All cars must weigh a minimum of 1,100 lbs., including water, oil, fuel, and the driver with his personal equipment.

Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

Any ballast, excluding floor pans, must be securely bolted within the confines of the frame tubes and must be forward of the rear engine mounting plate, and behind the front axle.

An official scale will be provided to all participants at the beginning of the event and all cars, with drivers, must weigh 1100 pounds on these scales. The accuracy of these scales after an event is not protest able.

- E. FOR PAVED EVENTS ONLY: An additional ~~30~~ 40 lbs. will be added to the weight rule for pavement specific chassis, bringing the weight rule to ~~1130~~ 1140 lbs. Combo cars will still have a weight rule of 1100 lbs. A combo car is defined as a car that has these characteristics:

1. Left hand steer
2. Torsion bar suspension or coil over suspension, no parallel torsion bars with bell cranks.
3. Right side Jacobs ladder, or panhard bar.
4. To accommodate existing combo cars, the lower frame rail may only kick up beginning 26.5" from the front of the motor plate.

#### **504 Car Construction**

- A. All cars shall be rear drive only.

Engines must be mounted on the centerline of the chassis and the crankshaft must be parallel to the bottom plane of the chassis.

The front surface of the engine plate may not be more than 35 inches or less than 33 inches from the centerline of the rear axle.

Engine height is limited to 5/8 inch (.625) from the 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.



Only torque tube type drivelines, utilizing only one u-joint, will be allowed.

Driveshaft restraining hoop required on all cars built after 1/1/07. It is recommended for all cars.

The driver shall be seated directly behind the engine and on the centerline of the chassis.

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

- B. The cockpit must be located directly behind the engine compartment. The cockpit opening must be at least five hundred (500) square inches measured on a plane parallel to the ground and level with the uppermost part of the body or windshield.

- C. All Body panels must be readily removable. Body panels rigidly attached to the frame, to prevent chassis flex, will not be permitted.

The car's bodywork must be on the centerline of the chassis.

- D. 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 top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills.

The nose assembly may not extend forward beyond the confines of the front bumper. Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.

- E. 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.

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

Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.

Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

The sides of the frame must be covered from the firewall to the leading edge of the seat

- F. Right side cockpit panels may be a maximum of 33 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearwards. (See Illustration #5.)

Left side cockpit panels may be a maximum of 20 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearward. (See Illustration #5.)

Any hood or cowl panels higher than 33 1/2 inches on the right side and 20 1/2 inches on the left side may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube.

Side panels cannot extend rearward past the rear diagonal roll cage tube/brace or an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage member. The rear roll cage member is defined as the top tube behind the driver where the a-frame connects. Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights. The trailing edge of side panels may be flared a maximum of one inch.

Sail panels between the rear cage upright and brace are allowed. Sail panels and/or the trailing edge of side panels may not be flared outward. Sail panels may not extend forward past a cross plane established by the most rearward part of the seat

- G. All cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy, extending from in front of the engine to behind the leading edge of the seat.

The cockpit floor or bellypan must be bolted to the chassis and should be mounted above the frame mounting tabs.

The bellypan may not extend rearward past the leading edge of the rear axle. The underpan or car bottom must be flat from side to side and no tunnel structures, spill plates, skirts or horizontal panels may be extended from the bottom of the underpan of the car or fuel tank contours.

It is recommended that a fireproof absorbent pad be used under the engine.



- H. Sun visors are limited to five (5) inches in length from top to bottom including any tabs, extensions, etc. and may not be wider than the width of the cage. Sun visors cannot extend above the cage. (See Illustration #8.)

For fan recognition, all teams are required to place the drivers' name on their visors in large letters.

~~It is mandatory that all cars have panels attached to the inside of the nerf bars providing they are parallel to the centerline of the chassis, perpendicular to the ground and not lower than the bottom frame tube.~~

~~These panels must be securely bolted within the confines of the nerf bar on all sides. These panels may not be larger than 360 sq. in.~~

~~Nerf bar panels may be no thicker than .125 inch.~~

Any loose or damaged panels, during an event, could subject the car to a black flag penalty.

- I. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted.  
The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
- J. 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.
- K. Rear view mirrors are not permitted.
- L. ~~Nerf bar panels of any type will not be permitted.~~

## 505 Roll Cage - (See Illustration #1.)

- A. 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 must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover.  
The roll cage should extend four inches above the driver's helmet when seated in the driving position.  
Any manufacturer wishing to produce a design that is a departure from standard Midget car construction must submit a finite analysis report for the roll cage structure proving their design is equal in strength.
- B. Roll Cage Construction
1. Cars constructed prior to 1/1/95  
4130 steel tubing - Minimum O.D. 1-1/4
  2. Cars constructed after 1/1/95  
4130 steel tubing - Minimum O.D. 1-3/8; Minimum wall thickness .095
  3. Cars constructed after 1/1/97  
Tubular gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. Gusset material must be a minimum of 11/16 inch O.D. x .095 wall thickness or 7/8 inches O.D. x .065 wall thickness
  4. 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.
- C. No water or oil coolers are to be placed above or beside the cockpit opening.

## 506 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.  
The conventional tail tank shape cannot be modified and must be of one-piece construction.  
Any tail tank surface that is modified to provide access for the fuel cell must, when covering this opening, maintain the same shape as the original tank.



Any cover used must be securely bolted around its entire perimeter. No spill plates, skirts or air deflectors may be attached or use to aerodynamically enhance the tail tank.

The tail tank must be constructed and supported in a manner that will insure every precaution has been taken to avoid rupture or breakage.

Tail tanks may not be made from aluminum, carbon fiber or carbon/Kevlar material.

The minimum capacity of the tank must be 18 U.S. gallons.

A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.

- B. 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. All access covers must be made of material equal to or greater than 2024 T4 aluminum .1875 in thickness.
- C. It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.
- D. When mounting the fuel tank to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to insure the tank being secure to the chassis. All tanks must have a minimum of four mounts to the chassis.

The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended.

- E. A flush-type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.
- F. The tank vent must have a check valve.
- G. The engine must be equipped with a shut-off device located within easy reach of the driver. Fuel shut-off must be clearly marked on and off.
- H. All cars must be equipped with a fuel cell and tail tank meeting USAC and SFI Specifications 28.2.

## 507 Revolving Parts

A suitable guard must shield all revolving parts inside the cockpit.

## 508 Bumpers

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis and designed without any stubs pointing downward.
- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper. The bumper must be squared at the rear.
- C. The bumper must be constructed of SAE 4130 or equivalent 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. No ballast is allowed in the bumper tubing.
- D. All cars must have a tubular front bumper with a minimum O.D. of 3/4 inch extending forward not more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

## 509 Nerfing Bars

- A. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside of the right rear tire when the right rear tire is at maximum offset.
- B. Nerf bars must be constructed from 4130 or equivalent tubing having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars. No ballast is allowed in the nerf bar tubing.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly. (See 404 H. regarding panels.)

## 510 Steering And Suspension

- A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.



- B. All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer as equivalent in necessary strength for its intended use.
- C. All such parts must be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
- D. Parts may not be joined by brazing, soldering or by dissimilar metals.
- E. All steering parts that are electroplated must be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- F. Parts that have been stripped of plating must also be baked according to the specifications in 510, item "E", unless the parts are to be reprocessed within a three (3) hour period.
- G. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- H. The steering wheel hub must be padded with a resilient material of not less than 3/4 inch thickness.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- J. Any welded aluminum or titanium suspension parts are prohibited. Welded aluminum Jacobs ladders (Watts linkage) may be utilized.
- K. The use of carbon fiber or other composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited.
- L. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have only one external adjustment and may be adjusted remotely only by manual methods.  
Shock absorbers cannot operate or be adjusted electrically.

## 511 Axles

- A. Independent suspension is not permitted.  
The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly.  
Any other construction will be considered as independent suspension.  
Offset kingpin bushings are allowed.
- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- 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.
- D. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.
- E. **7" Rear Ends will not be allowed.**

## 512 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels.
- B. The rim diameter must be 13 inches.  
The rim width shall not exceed eight (8) inches except for the right rear, which may be a maximum of ten (10) inches.
- D. **FOR DIRT EVENTS ONLY:** A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club.



Manufacturers are required to submit a certified test report, from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or exceed USAC specifications.

- G. All wheels should be inspected, at least annually, by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual.
- H. The use of full-face brake scoops/wheel covers on the inside of the wheels is not allowed.
- I. FOR PAVED EVENTS ONLY: Direct mount or spindle mount wheels are not allowed on the right front at pavement events. Splined front hubs / wheels are also not allowed.

### 513 Tires

- A. All tire sizes and compounds must be selected from the approved list for the event
- B. Any device(s) used for warming the tires prior to competition is prohibited.  
Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.  
Any tire that is found to deviate from the original factory specifications will be confiscated.  
The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season.
- C. The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.  
FOR PAVED EVENTS ONLY: If the right rear tire is changed during an event, under red or yellow flag conditions, the car will restart at the end of the restart lineup. If yellow laps are counted, this restart position could be in addition to the loss of lap/s incurred in the pits.

### 514 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.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

### 515 Brakes

- A. Cars must be equipped with an effective braking system.
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon, carbon composite, or **ceramic** brake discs are not allowed.  
The use of carbon fiber or other composite material in the braking system is not allowed.  
Brake pad material is open.
- D. 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.

### 516 Engine, Starter and Clutch

A starter and a 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.

All cars must carry an on-board battery capable of starting the engine. Auxiliary battery leads must terminate on the left rear corner of the roll cage with a standard 50 amp #6 wire connector. (pn: 7043k21) available with the engine.

### 517 Engine Mounting Plate

The rear engine mounting plate, included with the Ford Focus engine package, may not be altered, modified or substituted.



Trimming to facilitate chassis mounting is allowed.

An effective firewall of metal at least 0.0625 inch thick or other approved fire retarding material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

## 518 Engine

- A. The only engine allowed in this series is the Ford Focus engine supplied by an authorized agent of the Ford Motor Company Racing Division.
- B. Each engine is sealed by the authorized agent and/or USAC's Chief Steward. Any tampering with these seals will be cause for disqualification and possible further penalties. All cars must have the new style (red) hard plastic engine seals in place by June 29, 2009.

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

Air Cleaner	Flywheel
Injector Horns	Clutch Assembly
Throttle Bodies	Ignition Trigger, Controller, and Coils
Fuel Pump	Exhaust Header
Bell Housing	Oiling System (Remote oil filter OK)

The following parts and only the following parts may be substituted for the Standard Fuel Pump:

- Waterman Fuel Pump
- Waterman in tank fuel pump Cable Drive kit

The following part and only the following part may be substituted for the Standard Air Cleaner:

- K&N Filters Ford Focus Midget Air Cleaner PN AP-3051.

Cars utilizing power steering must have the authorized heavy-duty accessory drive available.

At tracks where mufflers are not required, only the authorized collector/tailpipe may be substituted for the muffler.

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

Nozzles, Jets and Valve Bodies

Spark Plugs, Spark Plug Wires

Ignition settings within the parameters of the spec ignition

Oil and Oil Filter

## 519 Fuel-Air

- A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

## 520 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, and clearly marked on and off.
- B. Electronically controlled fuel injection systems are not permitted.
- C. The only ignition controllers allowed are:
  - 1. Electromotive HPX – Ignition and coil pack (purple)
  - 2. Electromotive XDI – Ignition with Motorcraft Coil #988F-12029-AC (black)
- D. All engine electronics must be mounted under the hood, with the exception of the controller, which may be mounted in the cockpit with the control cover fastened in place. Electronic tachometers may be mounted in the cockpit provided all connectors are on the engine side of the firewall.



- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed, or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- F. 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.
- G. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be a part of the engine data collection.

## 521 Radios

- A. The use of in-car radio transmitting devices is prohibited.
- B. Only one-way communication from USAC Race Control will be allowed and is mandatory.
  - 1. Each participant is required to have a radio with two receiving channels.

Channel #1 Frequency	464.5500
Channel #2 Frequency	466.6875

## 522 Seating System

- A. Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides.

It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom must be mounted on the centerline of the chassis.

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 steel bolt and nut. Each mounting hole in the seat must have steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doublers with a minimum 2 inch diameter.
- B. It is necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. 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. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts - The use of an approved seat belt with a latch/lever release mechanism is mandatory. Both the fastening design and condition of the belt are subject to the inspection of the Technical Director. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI specification 16.1.
  - 1. Seat belts must be worn as tight as possible.
  - 2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
  - 3. Seat belts must come through the seat at the bottom on each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
  - 4. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis are mandatory.
- F. Shoulder Harness - The use of double over-the-shoulder straps is mandatory.

The minimum width of shoulder straps is three (3) inches.

Both the fastening design and condition of the straps are subject to the inspection of the Technical Director.

Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer.

All straps must have a label showing that they meet SFI specification 16.1 or **16.5**

  - 1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck.



At points of attachment they should be four (4) to six (6) inches apart.

They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders.

They should not be more than two inches below the through hole in the seat back.

2. Where the straps pass through the seat, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
  3. Shoulder straps must be secured behind the drivers shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
  4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
  5. The shoulder harness should be worn as tight as possible.
- G. If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. ( A list of approved composite seats and hardware is available through the USAC office. )

## 523 Fire Equipment

The entrant or crew chief of each car must have in his pit a fully charged five-pound dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

## 524 Fire Prevention

- A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to fine.
- B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

## 525 Safety Equipment

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the 2000 or 2005 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.

The use of a head and neck restraint, meeting SFI specification 38.1 is highly recommended.

- B. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3

- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.

- D. Roll Cage Nets - It is mandatory that all cars 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 Specification 37.1, which specifies a functional quick release opening mechanism.

The life of roll cage nets shall not exceed two (2) years.

The bottom of the roll cage net should be as close to the top of the shoulder as possible.

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. Mandatory - both nets required; LHS and RHS. (See Illustration #10.)

Roll cage nets will not be required if USAC approved full containment seats are utilized. ( See illustration # 12 )

- E. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact material conforming to SFI Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.

- F. A SFI approved head and neck restraint system is required. (See illustration #11.)



## 526 Dentures

All drivers are required to remove all dentures before starting an event.

## 527 Car Numbers

- A. All car numbers will be assigned by the Director of Competition or his designate. Numbers 1 through 99 will be assigned in each region.
- B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail.  
A four inch in height number, designating the region in which the car is registered, must be displayed on the headrest part of the tail tank.
- C. The numerals shall be in white on black background or black on white background or contrasting equivalents.  
The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.
- D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season.  
  
The number 1 is reserved for the Regional Champion driver and will not be reassigned. The use of the number 1 is not cause to relinquish the competitor's permanent number. Numbers may be voluntarily released by the holder at the end of the season.  
  
The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used in competition the previous season. Other numbers will be assigned in the order that car registrations are received.
- E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.
- F. Should two or more cars with the same number be entered in a competition, the Stewards will require that one or more cars be temporarily renumbered.

## 528 Car Names

- A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization has given its written consent.
- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names that are undignified, might confuse the public or might detract from the interest in competitions are prohibited.

## 529 Appearance

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.



## **APPENDIX F**

### **USAC Ford Focus Midgets Series Division Procedures**

#### **1501 Race Line-Up Procedures**

All eligible participants will randomly draw a pill to determine the starting order of the heat races. If there are more than 40 eligible participants, additional heat races will be contested for every additional eight entrants. The lowest pill draw will start on the pole for the first heat; the next lowest draw will start on the pole for the second heat, etc. The Chief Steward has the authority to establish the number of heats based on the number of eligible participants.

Each finishing position in each heat race will receive the following points.

- |     |    |
|-----|----|
| 1.  | 55 |
| 2.  | 52 |
| 3.  | 49 |
| 4.  | 46 |
| 5.  | 43 |
| 6.  | 40 |
| 7.  | 37 |
| 8.  | 34 |
| 9.  | 31 |
| 10. | 28 |
| 11. | 25 |
| 12. | 22 |

In addition each car receives an additional 1 (one) point per car passed. This is based on the difference between starting and finishing position. Starting positions are determined by the "original posted lineup".

Individual point totals following the heat races will be used for feature and other preliminary line up purposes. Ties are broken by the earliest heat or best finish for cars within the same heat.

After the heat races, the top 16 in points will transfer to the feature. The remaining cars will compete in a "Semi Feature" or "Qualifying Mains" to fill the remaining feature positions.

A drawing will be held after the final heat race to determine the number of cars that will be inverted for the feature event. The results of the drawing will invert 4, 6 or 8 cars.

Depending on the number of eligible participants after all heat races are concluded, the following format will be used to fill the remaining positions in the feature event. All "Qualifying Mains" will line up according to points earned in preliminary heat races.

C-MAIN Cars with accumulated points of 37th place to 54th place followed by the top 2 finishers in the D-Main. Cars finishing first and second will transfer to the B-Main, starting at the rear of the field.

B-MAIN Cars with accumulated points of 17th place to 36th place followed by the top 2 finishers in the C-Main. The top finishers starting in order of finish will fill the feature.

#### **1502 Qualifications**

If qualifications are held, all entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. Specifics will be covered in the Entry Form or at the driver's meeting.

#### **1503 Qualification Procedures**

All qualifications will be held in accordance with PART VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.



3. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
4. The Chief Steward is empowered to change the event format, including the number of laps to be run, as set forth in the Official Entry when unusual circumstances arise that demand this action.
5. If car needs push to start in qualifying, car will receive only one lap of qualifications.

### 1504 Stopping on the Course

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field.
2. At certain venues, a two-spin/stop rule will be in effect. When this rule is in effect and in case of a spin and/or stop, only one assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the Chief Steward.
3. At venues where the two spin/stop rule is in effect, the Chief Steward will notify all drivers in the drivers meeting.

### 1505 Pushing

1. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
2. Cars requiring a push at the initial start of a race must start at the tail end of the starting grid.
3. Cars stalled on the course may be pushed to start providing the engine is running before arriving at the pit entrance.

### 1506 Laps Under Yellow Flag

1. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. Yellow flag laps for indoor races on 1/10 mile tracks or shorter will not be counted.
3. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
4. If a third restart is required, the cars will line up single file with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
5. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
6. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
7. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
8. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
9. During a caution period, a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

### 1507 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners in order to start or continue in a competition.

### 1507 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period if possible or in the Official Finish of the race.

**1508 Motorized Support Vehicles** are required to have a plainly visible number on the front and back of the vehicle corresponding to the racecar number.



**1509 Engine Protests**

The fee for protesting a USAC Ford Focus engine is \$250.00. This fee is for inspections that are not routinely performed by the Technical Director. Specifics of this protest procedure including eligible Protestants and penalties are available from the Chief Steward.

**1510 Testing**

Testing will be open for all Ford Focus divisions. The limitations placed on testing for the national Midget, Sprint, and Silver Crown series DO NOT apply.

**1511 Rookie Drivers**

All Focus midget division 1<sup>st</sup> year and / or rookie drivers will display a "rookie stripe" on the tail tank.



## **APPENDIX G**

### **2009 Kenyon Midgets Series Division Technical Specifications**

#### **601 Design and Construction**

All frames are to be manufactured by the Kenyon Midget Car original equipment manufacturer (OEM), 3-K Racing Enterprises.

All pick-up points, spring mounts, radius rod mounts, panhard bar location, etc., cannot be altered from the original configuration.

All race cars must be in the OEM configuration.

The Director of Competition, Chief Steward, Technical Director or Inspector, and/or the Technical Committee may exclude any race car that does not meet the design intent of the "Kenyon Midget Car" and/or not meeting the specifications, the spirit and/or the intentions of the technical specifications contained herein.

#### **602 Inspections**

Decorative chrome plating cannot be used on any parts requiring magnetic inspection.

#### **603 Dimensions and Weight**

A. The wheelbase, as measured from the center of the front axle to the center of the rear axle, must be 74 inches  $\pm$  ½ inch.

B. The overall width may be a maximum of 63 inches rear and 61 inches front.

C. FOR PAVED EVENTS ONLY: The maximum rear wheel offset, from center, is three inches (six inches overall) measured from the inside bead seat to the centerline of the rear end center section.

Front wheel offset is limited to a maximum of 5 inches (10 inches overall) as measured from the inside bead seats to the centerline of the chassis.

The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset.

D. All cars must weigh a minimum of 1100 lbs., including oil fuel and the driver. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

Bolt-on weight (ballast) must be added in a safe manner between the main frame rails. Lead shot may not be used in any tubing or container.

Lead may not be added to bumpers or nerf bars.

Additional liquids, other than fuel in the tail tank and oil in the engine, may not be used for ballast.

#### **604 Car Construction**

A. All race cars must be of the open wheel, open cockpit type.

The sides of the frame must be covered from the firewall to the leading edge of the seat.

The engine must be covered with a cowling. The sides of the engine compartment need not be enclosed.

The driver shall be seated directly behind the engine and on the centerline of the chassis.

The race car must have a floorboard or belly pan, utilizing aluminum or equivalent alloy, extending from the front of the engine to behind the leading edge of the seat.

The cockpit floor or belly pan must be bolted to the chassis.

Underpan diapers of suitable absorbent material are required at all pavement events.

In the event that a car has been identified as oiling the racing surface without an underpan diaper, the car will be disqualified, and the Entrant shall be fined not less than one hundred dollars (\$100.00)

B. All cars shall be rear drive only.

Engine inclination cannot be changed from the OEM position.

Transmission output shaft offset is limited to a maximum of one-eighth (1/8) inch from the chassis centerline as measured at the centerline of the drive shaft.



The centerline of the differential center section must be directly behind the centerline of the drive shaft.

The driveline must be parallel to the chassis centerline.

Only torque tube type drivelines utilizing one u-joint, will be allowed. Radius rods may not be attached within the confines of the cockpit.

Driveshaft restraining hoop required on all cars built after 1/1/07. It is recommended for all cars.

- C. All Body panels must be readily removable. Body panels rigidly attached to the frame, to prevent chassis flex, will not be permitted. The car's bodywork must be on the centerline of the chassis.
- D. No additions or deletions may be made to the OEM body of the race car with out prior approval of the Technical Director.
- E. Right side cockpit panels may be a maximum of 33-1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearwards.  
  
Left side cockpit panels may be a maximum of 20-1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearward. Any hood or cowl panels higher than 33-1/2 inches on the right side and 20-1/2 inches on the left side may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube. Side panels cannot extend rearward past the rear diagonal roll cage tube/brace.
- F. Sun visors are limited to five (5) inches in length from top to bottom including any tabs, extensions, etc. and may not be wider than the width of the cage. Sun visors cannot extend above the cage.
- G. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.
- H. Rear view mirrors are not permitted.

## 605 Roll Cage (See Design and Construction)

## 606 Fuel System

- A. The OEM tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. The conventional tail tank shape cannot be modified. The minimum capacity of the tank must be 26 U.S. gallons.
- B. 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. All access covers must be made of material equal to or greater than 2024 T4 aluminum .1875 in thickness.
- C. The flush-type OEM cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.
- D. The tank vent must have a check valve in operational condition.
- E. The engine must be equipped with a fuel shut-off device located within easy reach of the driver having ON and OFF positions clearly marked.
- F. All fuel system components must be routed/mounted outside the confines of the cockpit.
- G. All cars must be equipped with a fuel cell and tail tank meeting USAC and SFI Specifications 28.2.

## 607 Firewall

Must be of the same design, construction, and material as OEM. It must be as leak proof as practical. The motor plate must be of the same design, construction, and material as OEM. It may not be made from carbon fiber, honeycomb, magnesium, or other composite materials.

## 608 Revolving Parts

The drive shaft must be fully enclosed. There must be ample clearance for the driver's legs and feet to enter and exit the cockpit without restriction.

## 609 Bumpers

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis and designed without any stubs pointing downward.
- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper. The bumper must be squared at the rear.
- C. The bumper must be constructed of SAE 4130 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. No ballast is allowed in the bumper tubing.



- D. All race cars must have a tubular front bumper. Front bumpers must be of the same design, construction, and material as OEM. Additional bracing or removal of material is not allowed.

## 610 Nerfing Bars

- A. All nerf bars must be of the same design, construction, and material as OEM. The size and shape of these bars are not subject to modification.
- B. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside of the right rear tire when the right rear tire is at maximum offset.
- C. Nerf bars must be constructed from 4130 having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.

No ballast is allowed in the nerf bar tubing.

- D. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

## 611 Steering and Suspension

- A. The steering mechanism must be non-power assisted right hand steer and must be of the same design, construction, materials and components as furnished by the OEM.
- B. All rod ends must be 1/2 x 1/2 steel.
- C. All suspension parts must be of the same design, construction, materials and components as furnished by the OEM.
- D. Only ARS or AFCO 7" non-adjustable, non-gas shock absorbers may be used. Shock absorbers may be re-valved.
- E. Any 10 inch free length by 1 7/8 diameter spring is allowed.
- F. All steering parts that are electroplated must be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- G. Parts that have been stripped of plating must also be baked according to the specifications in 411, item "E", unless the parts are to be reprocessed within a three (3) hour period.
- H. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- I. The steering wheel hub must be padded with a resilient material of not less than 3/4 inch thickness.
- J. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- K. Any welded aluminum or titanium suspension parts are prohibited.
- L. Aluminum Jacob's ladders (Watts linkage) are required to locate the differential laterally. The Jacob's ladder must be the same size and shape as the OEM Jacob's ladder.
- M. The use of carbon fiber or other composite material as a structural component or suspension component is not allowed.
- N. Titanium driveline components are not permitted.

## 612 Axles

- A. Front axle length is limited to 43 inches plus or minus 1/16 inch with a maximum of 2 degrees negative camber utilizing only USAC/3K approved spindles.  
All pick-up points must remain the same as OEM.
- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- 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.
- D. The rear end gear assembly must be USAC/3K approved. The wheel retaining nut must have an inner thread diameter of 1 1/2 inches.

## 613 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels.



- B. The rim diameter must be 13 inches.
- C. The width of the front wheel will be seven (7) inches with three (3) inches of offset.
- D. The width of the rear splined wheels will be ten (10) inches with two (2) inches of offset.
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club. Manufacturers are required to submit a certified test report, from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or exceed USAC specifications.
- G. All wheels should be inspected, at least annually, by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual.
- H. Direct mount or spindle mount wheels are not allowed on the right front at pavement races.
- I. The use of full-face brake scoops/wheel covers on the inside bead of the wheels is not allowed.

## 614 Tires

- A. All tire sizes and compounds must be selected from the approved list for the event.
- B. Any device(s) used for warming the tires prior to competition is prohibited.
- C. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.  

Any tire which is found to deviate from the original factory specifications will be confiscated.

The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season.
- D. The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.

## 615 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.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

## 616 Brakes

- A. All cars must be equipped with USAC/3K approved calipers and rotors.
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy.  

Titanium, carbon or carbon composite brake discs are not allowed. The use of carbon fiber or other composite material in the braking system is not allowed.

Brake pad material is open.
- D. 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.

## 617 Engine Starter and Clutch

The use of starters and a de-clutching device is mandatory and the system may not be altered from the OEM specifications.

## 618 Engine Size Limits



Maximum bore – 3.032 inches

Maximum stroke – 2.51 inches

Maximum displacement – 72.49 cubic inches or 1188 cc.

The preceding engine sizes are the maximum permitted. No clean up allowed.

The electrical system must be left in the OEM condition. This includes the following:

- (1) The alternator
- (2) The “black box”
- (3) The battery must be a USAC/3K approved battery.

Only the approved remote oil filter may be retrofitted to the engine, i.e. the approved remote oil filter does not require the removal of the pan to add shims to the oil pump.

A USAC/3K approved oil cooler must be utilized and it must be in the OEM position.

All engines are certified for USAC sanctioned competition with seals on the intake and exhaust cam towers, and cylinder head.

Absolutely no work can be performed on the engine other than routine maintenance such as changing oil, oil filter, spark plugs, etc.

No material may be removed from the heads, carburetors, or boots between the heads and carburetor.

USAC reserves the right to disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance.

## 619 Fuel - Air

- A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.
- E. The only allowable air filter is the K&N Filter # RC-3512.

## 620 Ignition and Electronic Equipment

- A. The use of in car radio transmitting or receiving devices is prohibited.
- B. 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.
- C. Electronically controlled fuel injection systems are not permitted.
- D. Ignition electronics that provide traction control are prohibited. All ignition components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- E. All cars must be equipped with an ignition switch or emergency shut-off located within easy reach of the driver which is clearly marked on and off.

## 621 Oil Supply

Oil may not be added to the engine supply during a race, without first receiving permission from the USAC Technical Director or Chief Steward.

## 622 Exhaust

Exhaust system and muffler must be the same as supplied by the OEM. Headers may not be ceramic coated. The exhaust system may be wrapped with heat resistant fiberglass. Mufflers should be clamped and bolted to the collector.

## 623 Seating System



- A. Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom and back must be mounted on the centerline of the chassis (no tilt).

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doubler with a minimum 2-inch diameter.

- B. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. 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. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts - The use of an approved seat belt with a latch/lever release mechanism is mandatory. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI Specification 16.1.
1. Seat belts must be worn as tight as possible.
  2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
  3. Seat belts must come through the seat at the bottom on each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
  4. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis are mandatory.
- F. Shoulder Harness - The use of double over-the-shoulder straps is mandatory. The minimum width of shoulder straps is three (3) inches. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer. All straps must have a label showing that they meet SFI Specification 16.1 or **16.5**.
1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck.  
At points of attachment they should be four (4) to six (6) inches apart.  
They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders.  
Attachment should not be more than two inches below the "through hole" in the seat back
  2. Where the straps pass through the seat, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
  3. Shoulder straps must be secured behind the drivers shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
  4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
  5. The shoulder harness should be worn as tight as possible.
- G. If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. ( A list of approved composite seats and hardware is available through the USAC office. )

## 624 Fire Equipment

The entrant or crew chief of each car must have in his pit a fully charged five-pound dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.



## 625 Fire Prevention

- A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to fine.
- B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

## 626 Safety Equipment

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2000 or 2005 Snell Foundation or SFI Foundation 31.2 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative. The use of an approved head and neck restraint meeting SFI Specification 38.1 is highly mandatory.
- B. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3
- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- D. Roll Cage Nets - It is mandatory that all cars 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 Specification 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. Mandatory - both nets required; LHS and RHS. (See Illustration #10.)  

Roll cage nets will not be required if USAC approved full containment seats are utilized. ( See illustration # 12 )
- E. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact material conforming to SFI Specification 45.1.
- F. A SFI approved head and neck restraint system is required. (See illustration #11.)

## 627 Dentures

All drivers are required to remove all dentures before starting an event.

## 628 Car Numbers

- A. All car numbers are assigned by the Director of Competition or his designate.
- B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail.
- C. The numerals shall be in white on black background or black on white background or contrasting equivalents. The final decision on the adequacy of the number will rest with the Official for Timing and Scoring.
- D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season. The number 1 is reserved for the National Champion driver and will not be reassigned. The use of the number 1 is not cause to relinquish the competitor's permanent number. Numbers may be voluntarily released by the holder at the end of the season. The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used in competition the previous season. Other numbers will be assigned in the order that car registrations are received.
- E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.
- F. Should two or more cars with the same number be entered in a competition, the Stewards will require that one or more cars be temporarily renumbered.

## 629 Car Names



- A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization has given its written consent.
- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names that are undignified, might confuse the public or might detract from the interest in competitions are prohibited.

## 630 Appearance

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.

## 631 Radios

- A. The use of in-car radio transmitting devices is prohibited.
- B. Only one-way communication from USAC Race Control will be allowed and is mandatory.
  - 1. Each participant is required to have a radio with two receiving channels.

Channel #1 Frequency	464.5500
Channel #2 Frequency	466.6875



## **APPENDIX G**

### **Kenyon Midgets Series Division Procedures**

#### **1601 Race Line-Up Procedures**

All eligible participants will randomly draw a pill to determine the starting order of the heat races. If there are more than 40 eligible participants, additional heat races will be contested for every additional eight entrants. The lowest pill draw will start on the pole for the first heat; the next lowest draw will start on the pole for the second heat, etc. The Chief Steward has the authority to establish the number of heats based on the number of eligible participants.

Each finishing position in each heat race will receive the following points.

- |     |    |
|-----|----|
| 1.  | 55 |
| 2.  | 52 |
| 3.  | 49 |
| 4.  | 46 |
| 5.  | 43 |
| 6.  | 40 |
| 7.  | 37 |
| 8.  | 34 |
| 9.  | 31 |
| 10. | 28 |
| 11. | 25 |
| 12. | 22 |

In addition each car receives an additional 1 (one) point per car passed. This is based on the difference between starting and finishing position. Starting positions are determined by the "original posted lineup".

Individual point totals following the heat races will be used for feature and other preliminary line up purposes. Ties are broken by the earliest heat or best finish for cars within the same heat.

After the heat races, the top 16 in points will transfer to the feature. The remaining cars will compete in a "Semi Feature" or "Qualifying Mains" to fill the remaining feature positions.

A drawing will be held after the final heat race to determine the number of cars that will be inverted for the feature event. The results of the drawing will invert 4, 6 or 8 cars.

Depending on the number of eligible participants after all heat races are concluded, the following format will be used to fill the remaining positions in the feature event. All "Qualifying Mains" will line up according to points earned in preliminary heat races.

C-MAIN Cars with accumulated points of 37th place to 54th place followed by the top 2 finishers in the D-Main. Cars finishing first and second will transfer to the B-Main, starting at the rear of the field.

B-MAIN Cars with accumulated points of 17th place to 36th place followed by the top 2 finishers in the C-Main. The top finishers starting in order of finish will fill the feature.

#### **1602 Qualifications**

If qualifications are held, all entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

#### **1603 Qualification Procedures**

All qualifications will be held in accordance with PART VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.
3. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.



4. The Chief Steward is empowered to change the event format, including the number of laps to be run, as set forth in the Official Entry when unusual circumstances arise that demand this action.
5. If car needs push to start in qualifying, car will receive only one lap of qualifications.

### 1604 Stopping on the Course

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field.
2. At certain venues, a two-spin/stop rule will be in effect. When this rule is in effect and in case of a spin and/or stop, only one assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the Chief Steward.

### 1605 Pushing

1. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
2. Cars requiring a push at the initial start of a race must start at the tail end of the starting grid.
3. Cars stalled on the course may be pushed to start providing the engine is running before arriving at the pit entrance.

### 1606 Laps Under Yellow Flag

1. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. Yellow flag laps for indoor races on 1/10 mile tracks or shorter will not be counted.
3. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
4. If a third restart is required, the cars will line up single file with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
5. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
6. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
7. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
8. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
9. During a caution period, a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

### 1607 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period if possible or in the Official Finish of the race.

**1608 Motorized Support Vehicles** are required to have a plainly visible number on the front and back of the vehicle corresponding to the racecar number.



# APPENDIX H

## Reference Tables

Table 1. Weights of Liquids

1 US Gallon (231 cu. in.) of	<b>Gasoline</b> .....	6.0	lbs.
1 US Gallon (231 cu. in.) of	<b>Mineral Oil</b> .....	7.528	lbs.
1 US Gallon (231 cu. in.) of	<b>Methanol</b> .....	6.75	lbs.
1 US Gallon (231 cu. in.) of	<b>Water</b> .....	8.336	lbs.

Table 2. Length Equivalents

<b>1 Unit =</b>	<b>Centimeters</b>	<b>Feet</b>	<b>Kilometers</b>	<b>Miles</b>
1 centimeter.....	1.0	0.03281	0.000001	0.0000062
1 inch.....	2.540	0.0833	0.000025	0.000016
1 foot.....	30.480	1.0	0.0003	0.000189
1 meter.....	100.0	3.281	0.001	0.00062
1 kilometer.....	100,000.0	3,281.0	1.0	0.62137
1 mile.....	160,926.5	5,280.0	1.60934	1.0

Table 3. Volume Equivalents

<b>1 Unit =</b>	<b>Cu Cm</b>	<b>Cu In</b>	<b>Cu Ft</b>	<b>Cu Yds</b>
1 cu centimeter.....	1.0	0.06102	0.000035	0.0000013
1 cu inch.....	16.390	1.0	0.000579	0.000021
1 cu foot.....	28,317.0	1,728.0	1.0	0.03704
1 cu yard.....	764,559.0	46,656.0	27.0	1.0
1 cu meter .....	1,000,000.0	61,023.0	35.314	1.3079

Table 4. Capacity Equivalents

<b>1 Unit =</b>	<b>Cu In</b>	<b>Fl Oz</b>	<b>Lqd Qts</b>	<b>US Gal</b>
1 cubic inch.....	1.0	0.5541	0.01732	0.004329
1 fluid ounce.....	1.8047	1.0	0.03125	0.007812
1 gill.....	7.2188	4.0	0.125	0.03125
1 liquid pint.....	28.875	16.0	0.5	0.125
1 liquid quart.....	57.75	32.0	1.0	0.25
1 liter.....	61.023	33.814	1.0567	0.264
1 gallon (U.S.).....	231.0	128.0	4.0	1.0
1 gallon (Impl).....	277.41	153.718	4.804	1.201



# **CODE OF BY-LAWS OF THE UNITED STATES AUTO CLUB**

## **ARTICLE 1**

### **Identification**

**Section 1.01. Name.** The name of the Corporation is United States Auto Club, Inc. (the "Corporation").

## **ARTICLE 2**

### **Membership**

**Section 2.01. Classes of Members.** The Corporation's members shall be divided into the following classes.

Clause (a). Voting Members. The voting members of the Board of Directors of the Corporation shall be the sole voting members of the Corporation and shall be called "Board Members." Election as a Director of the Corporation with voting rights shall qualify such person as a voting member of the Corporation for a term co-extensive with the term as Director. Upon the expiration of the member's term as Director and the election of a successor Director, the voting membership shall expire.

Clause (b). Non-voting Members. The Corporation may also have other classes of members, such names to be determined by the Board of Directors, none of whom shall have the right to vote.

In addition, membership shall be classified as Active, Corporate, Honorary and Life memberships in the Corporation, and each is dependent upon certain criteria as follows:

Clause (a). Active Members. Active members shall be those persons who by virtue of experience and training qualify as drivers, mechanics, race organizers, car entrants, officials or in other ways take an active part in the aims and purposes of the Corporation. Any duly qualified Active member is eligible for nomination for election as a member of the Board of Directors.

Clause (b). Corporate Members. Corporate members shall be those companies who by virtue of special financial contribution (over and above normal dues) or contribution of personal time and effort, and having a general interest in the aims and purposes of this organization, shall thereby desire to take an active part in its proceedings. No Corporate member shall be eligible to designate any nominee for election to the Board of Directors.

Clause (c). Honorary Members. Honorary members shall be those who by virtue of their interest and contribution to the general aims and purposes of the Corporation are judged by the Board of Directors to be worthy of nomination to this group. Honorary members shall take no active part in the Corporation's affairs and shall not be eligible for election to the Board of Directors.

Clause (d). Life Members. Life members shall be approved by the Executive Committee following written application. Selection shall be based upon significant contributions made to the cause of the automotive industry and to automobile racing although such persons need not be currently engaged in said industry or related activities. Life members must be at least 21 years of age. Life members shall be eligible for nomination and election to the Board of Directors.

**Section 2.02. Qualifications of Members.** The Corporation's members shall consist of such natural persons who are at least eighteen (18) years of age and entities (i) who are interested in and willing to be active in participation and furthering the aims and purposes of this organization, (ii) who shall meet (and thereafter continue to meet) the requirements of membership as herein set forth or as heretofore or hereafter established by the Board of Directors, and (iii) who apply for membership and shall have been elected to membership classification from time to time by the Board of Directors or a committee thereof.

**Section 2.03. Dues, Assessments and Obligations.** Active and Corporate members shall pay annually to the Corporation dues in an amount determined from time to time by the Board of Directors. All other licenses, fees and charges for Active members in the Corporation shall be determined, formulated and posted by the Director of Competition. The Life membership fee payable for the account of each person elected shall be \$750, plus any tax or other legal charge now or hereafter required in connection with the receipt of such membership fee. Upon receipt by the Corporation, the same shall be treated as part of the capital funds of the Corporation and not expended in regular current operations unless expenditure therefore is approved by the Board of Directors to meet an emergency financial crisis. Whether or not invested upon receipt, the funds derived from Life memberships may be utilized at any time toward the acquisition or construction of property or equipment as required in the conduct of the objectives of the Corporation. In addition, each member of the Corporation, when called upon, such assistance with the objects, purposes and customs of the Corporation as lies within such member's abilities.

**Section 2.04. Resignation from Membership.** Any member may resign at any time by giving written notice of such resignation to the President or the Secretary of the Corporation. Such resignation shall be made in writing and shall take effect at the time specified



therein, or if no time is specified, at the time of its receipt by the President or the Secretary. The acceptance of a resignation shall not be necessary to make it effective. If a member serving as a Director resigns from membership in the Corporation, the member's term as a Director shall terminate at the time such resignation becomes effective. The right of a member to vote and all right, title and interest of such member in or to the Corporation shall cease upon termination of membership. Any Active Member who resigns his/her membership shall be ineligible to reapply as an Active member for twelve (12) months following such resignation.

**Section 2.05. Termination of Membership.** The Board of Directors may terminate or suspend the membership of any member for good cause. The Board of Directors may also adopt such rules and regulations as it deems necessary or advisable for the suspension or termination of membership. The right of a member to vote and all right, title and interest of such members in or to the Corporation shall cease upon termination of membership.

**Section 2.06. Period of Membership.** The term of membership of all members shall be one (1) year. The number of terms of membership, which a person may serve, is not limited.

### **ARTICLE 3** **Meetings of Members**

**Section 3.01. Place of Meetings.** All meetings of members shall be held either at the registered office of the Corporation in the State of Indiana, or at such other place within or without the State of Indiana as may be designated by the Board of Directors and specified in the respective notices or waivers of notice thereof.

**Section 3.02. Annual Meeting.** An annual meeting of the members shall be held in January or February each year on such date as is set and announced in advance by the Chairman of the Board of Directors. Since the voting Directors are the sole voting members of the Corporation, the Corporation shall not be required to hold meetings both as Directors and as members, and the meetings of the Directors shall constitute meetings of the members. All annual reports shall be submitted at the Annual Meeting.

**Section 3.03. Special Meetings.** Special meetings of the members may be called by the Chairman of the Corporation or by the written request of at least three (3) Directors, which request shall set forth the business to be conducted at such meeting.

**Section 3.04. Notice of Meetings.** A written or printed notice stating the place, day and hour the meeting and, in case of a special meeting, the purpose or purposes for which the meeting is called, shall be delivered or mailed by the Secretary or by the officer or persons calling the meeting to each voting member of record of the Corporation at such address as appears on the records of the Corporation at least ten (10) days before the date of the meeting. Notice of any meeting of members may be waived in writing signed by any member and delivered to the Corporation. Attendance at any meeting shall constitute a waiver of notice of that meeting.

**Section 3.05. Quorum.** One-half (1/2) of the persons qualified to vote as members, represented in person or by proxy, shall constitute a quorum for the transaction of business at any meeting of the members of the Corporation.

**Section 3.06. Proxies.** At any meeting of the members, a member entitled to vote may vote by proxy executed in writing by the member or his/her duly authorized attorney-in-fact. No proxy shall be valid after eleven (11) months from the date of its execution, unless otherwise provided in the proxy.

**Section 3.07. Voting Rights.** Each voting member present in person or by proxy shall be entitled to cast one (1) vote upon each question voted upon at all meetings of the members. No member entitled to vote in any election of Directors shall have the right to multiply the number of votes to which such member may be entitled by the number of Directors to be elected.

**Section 3.08. Action Without Meeting.** Any action required or permitted to be taken at a meeting of the voting members of the Corporation may be taken without a meeting if a consent in writing, setting forth the action so taken, shall be signed by at least eighty percent (80%) of the members entitled to vote with respect to the subject matter thereof, and such written consent is filed with the minutes of the proceedings of the members. Such consent shall have the same effect as a vote of the members at a duly held meeting of the members.

**Section 3.09. Meeting by Telephone, etc.** Any or all of the members of the Corporation may participate in a meeting by or through the use of any means of communication by which all members participating may simultaneously communicate with each other during the meeting. Participation in a meeting using these means constitutes presence in person at the meeting.

### **ARTICLE 4** **Board of Directors**

**Section 4.01. Functions.** The business, property and affairs of the Corporation shall be managed and controlled by a Board of Directors as from time to time constituted.



**Section 4.02. Number.** There are nine (9) members of the Board of Directors who shall have voting rights, including the officers provided in Section 5.02, none of whom shall be an "Active Participant." An "Active Participant" is defined to mean any licensed driver, chief mechanic, mechanic, car entrant or any person who intends to devote or devotes a substantial portion of such person's time or capital to, or has derived during the preceding year or intends to derive a substantial portion of such person's gross income from auto racing, but an Active Participant shall not include a licensed race organizer or an officer, employee or official of the Corporation, who derives compensation by reason of performance as an officer, employee or official and not as a direct participant in competition. Should a Director become an Active Participant while serving on the Board, such Director may, with the consent of all other Directors, continue to serve until the next Annual Meeting, at which time a new Director not an Active Participant, shall be elected to fill the unexpired portion of the Active Participant Director's term. Such number may from time to time be increased or decreased by resolution adopted by not less than a majority of the Board of Directors, subject to the limitation that the Board shall never be reduced to less than three (3) nor increased to more than nine (9) Directors. In the event the number of Directors is increased as provided herein, the election of the additional Director or Directors shall be by a vote of the voting members of the Corporation according to a procedure established by resolution of the Board of Directors. However, not all authorized positions on the Board of Directors need be filled. Any past President, or past Chairman, if not elected as a voting member of the Board, shall be invited to all Board meetings ex-officio and may participate in the meetings but without voting rights and without being a member of the Board of Directors. Except as otherwise provided in these Bylaws, all members of the Board of Directors shall have and be subject to the same and equal qualifications, rights, privileges, duties, limitations and restrictions.

**Section 4.03. Election.** Directors shall be elected to serve for a term of three (3) years or until their successors are chosen and qualified. Approximately 1/3 of the Board of Directors shall be elected each year by the voting members of the Corporation at the Annual Meeting provided in Article 3 of this Code of By-laws. Any Director is eligible for reelection to one or more succeeding terms. The normal term of a Board member not elected to complete a vacancy on the Board shall commence at the end of the Annual Meeting of members during which such Director's election occurs. Such Director's term shall expire at the end of the Annual Meeting of the term for which such Director was elected, except in the event of prior resignation, death or ineligibility by reason of becoming an Active Participant. The only members having voting rights to elect the Board of Directors shall be the members who constitute voting members of the Board of Directors. The election of the Board of Directors by the voting membership shall be held at the Annual Meeting. Elections of the Board of Directors and elections of officers shall be by mail, ballot or voice vote as directed by the Chairman of the Board of Directors.

**Section 4.04. Term.** Each member of the Board of Directors shall serve for a term of three (3) years or until a successor is elected and qualified, or until the Director has resigned or been removed. Incumbent Directors shall be eligible for reelection and the number of years a person may serve as a Director is not limited.

**Section 4.05. Vacancies.** Any vacancy among the Directors caused by death, resignation, removal or otherwise may be filled by the members entitled to vote for Directors, the Board of Directors, or if the Directors remaining in office constitute fewer than a quorum, by the affirmative vote of a majority of the Directors remaining in office. A Director elected to fill a vacancy shall hold office until the expiration of the term of the Director causing the vacancy and until his/her successor shall be elected and qualified.

**Section 4.06. Resignation.** Any Director may resign at any time by giving written notice of such resignation to the Board of Directors, the President or the Secretary of the Corporation. Such resignation shall take effect when the notice is effective unless the notice specifies a later effective date. The acceptance of a resignation shall not be necessary to make it effective.

**Section 4.07. Removal.** The Board of Directors, by a two-thirds (2/3) majority vote of its members present at any meeting, may remove any Director from the Board with or without cause, and may elect a successor to serve during the remainder of such Director's term.

The Board of Directors shall meet each year immediately after the Annual Meeting of the members of the Corporation, at the place where such meeting of the members has been held, for the purpose of corporate organization, election of new officers and consideration of any other business that may properly be brought before the meeting. No notice shall be necessary for the holding of this Annual Meeting. If such meeting is not held as above provided, the election of new officers may be held at any subsequent meeting of the Board of Directors specifically called in the manner set forth herein. The Board of Directors may provide by resolution the time and place, either within or without the State of Indiana, for the holding of additional regular meetings of the Board without other notice than such resolution. Special meetings of the Board of Directors may be called by the Chairman, and shall be called by the Secretary upon the written request of at least three (3) Directors, which request shall set forth the business to be conducted at such meeting.

**Section 4.09. Notice of Meetings.** Notice of all meetings of the Board of Directors, except as herein otherwise provided, shall be given by mailing, telephoning, by telegraphing or delivering personally the same at least two (2) days before the meeting to the usual business or residence address of the Director as shown upon the records of the Corporation. Notice of any meeting of the Board of Directors may be waived in a document filed with the Secretary by any Director if the waiver sets forth in reasonable detail the purpose or purposes for which the meeting is called and the time and place of the meeting. Attendance at any meeting of the Board of Directors shall constitute a waiver of notice of that meeting, except where a Director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened.

**Section 4.10. Quorum.** A quorum of the Board of Directors at any annual, regular or special meeting of the Board of Directors shall be one-half (1/2) of the duly qualified voting members of the Board of Directors then occupying office, but in no case shall there be



less than two (2) Directors present. The act of a majority of the Directors present at a meeting who constitute a quorum shall be the act of the Board of Directors.

**Section 4.11. Committees.** The Board of Directors, by resolution adopted by a majority of the Board, shall designate those committees noted below and may designate one or more committees in addition thereto, each of which shall consist of two or more Directors, which committees to the extent provided in said resolution, shall have and exercise the authority of the Board of Directors in the management of the Corporation. Other committees not having and exercising the authority of the Board of Directors in the management of the Corporation may be designated by a resolution adopted by a majority of the Directors present at the meeting at which a quorum is present. The designation of any such committee and the delegation thereto of authority shall not operate to relieve the Board of Directors, or any individual Director, of any responsibility imposed by law.

The committees which the Board of Directors shall designate and their respective functions shall include:

Clause (a). Executive Committee. The Executive Committee shall consist of at least three (3), but no more than five (5), members including the President and two (2) to four (4) other Board members, one of whom shall be the Chairman, if the same person is not Chairman and President. The Executive Committee shall have all the authority of the Board of Directors to act in its place between its meetings, and all acts of the Executive Committee shall be reviewed and deemed approved by the Board of Directors in the absence of action to the contrary. Full minutes of the Executive Committee action shall be recorded for the above purpose. The Chairman may select any Board Member to serve as an alternate in the event of the absence of any Executive Committee member.

Clause (b). Finance Committee. The Finance Committee consisting of not less than five (5) and not more than seven (7) members shall meet at least semi-annually and be responsible for determining the financial and accounting procedures and practices of the Corporation, monitoring and reviewing the financial statements and budgets of the Corporation and its subsidiaries, monitoring the investment of Corporation moneys, monitoring and reviewing the activity of the Corporation in soliciting and receiving funds and other contributed assets and determining the salary and bonus, if any payable to the President and other officers of the Corporation, except that no officer serving on the Finance Committee shall vote or participate in the determination of that person's salary or bonus if any. The members of the Finance Committee shall consist of the Chairman of the Corporation, the President, the Vice President of Finance and such other persons as shall be appointed by the Chairman of the Corporation. The Treasurer of the Corporation shall be the Chairman of the Finance Committee.

Clause (c). Nominating Committees. The Nominating Committee for members of the Board of Directors and Officers of the Corporation shall consist of three (3) members including the Secretary of the Corporation as the Chairman and two (2) voting members of the Board of Directors who are not eligible for reelection to be appointed by the Chairman of the Corporation.

The Nominating Committee for the election of participant representatives to the Division Competition Commissions shall consist of five (5) members: the Secretary of the Corporation as the Chairman, the President of the Corporation, the Director of Competition, the Division Supervisor for the racing division whose elected participant representative's term has expired and another Board member appointed by the Chairman of the Corporation. At least thirty (30) days prior to the annual meeting this Nominating Committee shall prepare a slate of three (3) nominees for presentation and election by eligible participant members in the racing division having an election. The three nominees shall each be active participants in such racing division and members of USAC. The Nominating Committee acting through its Chairman will cause an election to be held by written ballot. The voters in the election must be active participants in such racing division. The Nominating Committee will supervise the election. The individual with the highest number of votes will be the elected representative for a three year term on the Division Competition Commission for such racing division.

Clause (d). Safety Committee. The Safety Committee shall be composed of Corporation members from the licensed officials, mechanics, drivers, owners, race organizers or other Active Members. The Chairman of the Board of Directors shall appoint the Chairman of the Safety Committee. The Safety Committee shall be charged with the responsibility of continually surveying and making recommendations in writing to the Board of Directors on all matters pertaining to the safety of competition, including but not limited to: type and use of safety equipment; condition of racing equipment; conduct of competitive events; and condition of race courses. The Chairman of the Safety Committee may create sub-committees to delegate the responsibility of the Safety Committee for particular phases of safety.

Clause (e). Technical Committee. The Technical Committee shall be composed of qualified engineers and experts who may or may not be members of the Corporation. The Chairman of the Board of Directors shall appoint a Technical Committee Chairman. The Technical Committee shall perform such duties as may be assigned and to utilize such powers as may be delegated by the Board of Directors and to act as advisor of the Board of Directors in technical matters.

Clause (f). Rules Committee. The Chairman of the Board of Directors may appoint a Rules Committee and a Rules Committee Chairman.

**Section 4.12. Action Without Meeting.** Any action required or permitted to be taken at any meeting of the Board of Directors or of any committee thereof may be taken without a meeting if the action is taken by all voting members of the Board of Directors or of such



committee. The action must be evidenced by at least one written consent describing the action taken, signed by each voting member of the Board of Directors or of such committee, and included in the minutes or filed with the corporate records reflecting the action taken.

**Section 4.13. Meeting by Telephone, etc.** Any or all of the members of the Board or of any committee designated by the Board may participate in a meeting by or through the use of any means of communication by which all persons participating may simultaneously communicate with each other during the meeting. Participation in a meeting using these means constitutes presence in person at the meeting.

### ARTICLE 5

#### Officers

**Section 5.01. Officers and Agents.** The officers of the Corporation shall consist of a Chairman, a President, a Secretary, and a Treasurer, and may include a Vice-Chairman and such other officers as the Board of Directors may, by resolution, designate from time to time. One person may serve in more than one office, except the President and Secretary. The Board of Directors may, by resolution, create, appoint and define the duties and fix the compensation of such officers and agents as, in its discretion, is deemed necessary, convenient or expedient for carrying out the purposes for which the Corporation is formed.

**Section 5.02. Election, Term of Office and Qualification.** All officers shall be chosen annually by the Board of Directors at the annual meeting of the Board of Directors. Each officer shall hold office (unless such officer resigns, is removed, or dies) until the next annual meeting of the Board of Directors or until a successor is chosen and qualified. The Chairman, Vice-Chairman and President shall be members of the Board of Directors, but the officers need not be.

**Section 5.03. Vacancies.** In the event an office of the Corporation becomes vacant by death, resignation, retirement, disqualification or any other cause, the Board of Directors shall elect a person to fill such vacancy, and the person so elected shall hold office and serve until the next annual meeting of the Board of Directors or until a successor is elected and qualified, or until death, resignation or removal.

**Section 5.04. Chairman.** The Chairman shall (i), if present, preside at all meetings of the Board of Directors and members, (ii) appoint all committees, unless otherwise directed by the Board of Directors, (iii) sign all papers, notices and documents necessary to carry out the orders and resolutions of the Board of Directors, and (iv) preserve order at all meetings. The Chairman shall be an ex-officio member of all committees.

**Section 5.05. Vice-Chairman.** The Vice-Chairman shall act as Chairman in the absence of the Chairman and when so acting shall have all of the power and authority of the Chairman.

**Section 5.06. President.** The President shall be the chief executive officer of the Corporation on a full-time salary basis, with duties and responsibilities as herein provided and/or as established from time to time by the Board of Directors, and shall have all rights, powers, privileges and duties provided by these By-laws or by the Official Competition Rules for the President. The President shall be an ex-officio member of the Board of Directors with voting rights. The President shall annually prepare and submit to the Finance Committee a budget of estimated receipts and expenditures to be the basis for the financial operations of the Corporation for the year. The President shall have the authority to employ the services of such additional paid technical staff as shall be necessary for the proper functioning of the office, to enter into all contracts, including the issue of sanctions, and to administer day-to-day affairs of the Corporation. The President may also be the Director of Competition or employ a Director of Competition, subject to the approval of the Board of Directors, who will be charged with the responsibilities and duties described in Article 6 of these By-laws.

**Section 5.07. Vice-President.** The Vice-Presidents, in the order designated by the President or the Board, shall exercise and perform all powers of, and perform duties incumbent upon, the President during the absence or disability of the President and shall exercise and perform such other powers and duties as this Code of By-laws, the Board, or the President may prescribe.

**Section 5.08. Secretary.** The Secretary shall have the custody and care of the corporate records and the minutes book of the Corporation. The Secretary shall attend all the meetings of the Board of Directors and members of the Corporation, and shall keep, or cause to be kept in a book provided for the purpose, a true and completed record of the proceedings of such meetings, and shall perform a like duty for the Executive Committee and any other standing committees of the Board of Directors when required. The Secretary shall attend to the giving and serving of all notices of the Corporation, shall file and take care of all papers and documents belonging to the Corporation, shall authenticate records of the Corporation as necessary, and shall perform such other duties as may be required by the Code of By-laws or as may be prescribed by the Board of Directors or the President.

**Section 5.09. Treasurer.** The Treasurer shall keep correct and complete records of account, showing accurately at all times the financial condition of the Corporation. The Treasurer shall be the legal custodian of all moneys, notes, securities and other valuables which may from time to time come into the possession of the Corporation. All funds of the Corporation coming into the Treasurer's hands shall immediately be deposited in some reliable bank or other depository to be designated by the Board of Directors, and shall keep such bank account in the name of the Corporation. The Treasurer shall furnish at meetings of the Board



of Directors, or whenever requested, a statement of the financial condition of the Corporation and shall perform such other duties as may be required by this Code of By-laws or as may be prescribed by the Board of Directors or the President.

**Section 5.10. Assistant Secretary and Assistant Treasurer.** There may be appointed by the Chairman or elected by the Board of Directors an Assistant Secretary, an Assistant Treasurer, or both, who may be different persons, or the same person, occupying both offices, to perform such duties and for such duration as the Chairman of the Board of Directors shall specify.

**Section 5.11. Removal.** Any officer may be removed from office, with or without cause, by the Board of Directors.

**Section 5.12. Resignations.** Any officer may resign at any time by delivering notice to the Board of Directors, the President or the Secretary. A resignation is effective upon delivery unless the notice specifies a later effective date.

## **ARTICLE 6**

### **Director of Competition**

**Section 6.01. Appointment and Functions.** The President of the Corporation may also be the Director of Competition or may employ a Director of Competition, subject to the approval of the Board of Directors. Such person will be charged with the responsibility of maintaining all rules, regulations, suitable decorum, and discipline in the motor sport under jurisdiction of the Corporation.

**Section 6.02. Powers.** The Director of Competition shall have the power to issue all licenses, maintain permanent records of accomplishments, and permanent records of the year's competitive and test activity related to automotive sport.

**Section 6.03. Interim Rules.** Rules governing the conduct of a race may be established on an interim basis by the Director of Competition, subject to the Board of Directors or Executive Committee review for the prospective confirmation or rejection.

## **ARTICLE 7**

### **Division Competition Commissions**

**Section 7.01. Functions.** The Division Competition Commissions will make recommendations to the Board of Directors on rules and specifications or changes in rules and specifications for the control of competition within a particular division. The Division Competition Commissions may also make recommendations to the Board of Directors of the Corporation for the establishment of policy within a particular division. The Division Competition Commissions may not settle disputes arising out of a particular competition.

**Section 7.02. Number.** There shall be twelve (12) voting members and two (2) advisory non-voting members of each Division Competition Commission. There shall be a Division Competition Commission for each of the following three (3) divisions of racing: Silver Crown Championship, Sprint Car and Midget.

Clause (a). Silver Crown, Sprint Car and Midget Competition Commissions. The composition of the voting and non-voting members of the Silver Crown, Sprint Car and Midget Division Competition Commissions shall be made up as follows: a non-participant Chairman, to be appointed by the Chairman of the Board of Directors of the Corporation; the Director of Competition, who may also be the Commission Chairman; the elected division representative from the respective division as defined in Section 7.03; to be appointed by the Commission Chairman three (3) division car entrants; two (2) division drivers; a division mechanic, and two (2) at-large members, who may be Active Participants or non-participants. The advisory non-voting members shall be the respective Division Supervisor and the Technical Director of the Corporation. The Chairman may designate other persons from time to time to meet with the Division Competition Commission for technical advice or coordination on either an ad hoc or permanent basis.

**Section 7.03. Elected Competition Commission Representative.** One (1) member shall be elected for a three (3) year term to the respective Division Competition Commissions from each of the following Groups: licensed Silver Crown Division members, licensed Sprint Car members and licensed Midget Car members. See Section 4.1 clause C for the nomination and election procedures. In the event the Board of Directors of the Corporation shall determine that other Groups of members should be separately classified to elect Division Representatives, determination by the Board of Directors shall constitute an amendment of this Section of the By-Laws, and one member of a new Division Competition Commission shall be elected by each such added Group. The person with the second highest number of votes will be the alternate representative in the event the elected representative is unable to attend the Division Competition Commission meetings or resigns. If the elected representative ceases to be an active participant in the racing division or ceases to be a member of USAC, the alternate representative shall replace the elected representative for the remainder of the term unless or until the alternate representative ceases to be an active participant in the racing division or ceases to be a member of USAC, in which case the third nominee shall replace the alternate representative for the remainder of the term. The term of an elected representative shall begin on the day after the Annual Meeting.

**Section 7.04. Removal.** If any elected member refuses to accept the responsibility or does not attend the meetings of a Division Competition Commission, such person may be replaced by the President, who will first appoint the Alternate Representative.



**Section 7.05. Quorum.** A majority of the voting members of each Division Competition Commission shall constitute a quorum. A majority vote (with a quorum present) of the voting members present shall be necessary to adopt recommendations on rules and specifications or changes in rules and specifications for the control of competition within the particular division. Actions so taken by the Division Competition Commission shall become effective at the time of the next meeting of the Board of Directors of the Corporation unless vetoed or changed by a two-thirds (2/3) vote of the members of the Board of Directors of the Corporation present and voting.

## **ARTICLE 8**

### **Western States Advisory Competition Commission**

**Section 8.01. Function.** The Western States Advisory Competition Commission shall be advisory and will make recommendations to the appropriate Competition Commissions or to the Board of Directors of the Corporation relative to policy within specific USAC Western States racing divisions. The Western States Advisory Competition Commission will not have rule-making authority nor may it settle disputes arising from any competition and shall act as liaison to the Director of Competition of the Corporation. The Western States Advisory Competition Commission shall represent the Regional or National Divisions of USAC racing that compete primarily in the western United States. These divisions shall include, but not be limited to, the Western States Sprint Car Series, the Western States Midget Car Series and Three-Quarter Midget Car Series.

**Section 8.02. Number.** There shall be six (6) members of the Western States Advisory Competition Commission, and such number from time to time may be increased or decreased by resolution adopted by not less than a majority of the Board of Directors. The composition of this Commission shall be made up as follows: (i) a Chairman, to be appointed by the President of the Corporation, (ii) the USAC Western States racing supervisor; (iii) one (1) race organizer representing each active division of racing within the Western States Series, to be appointed by the Commission Chairman; (iv) a licensed car entrant representing each active division of racing within the Western States Series, to be appointed by the Commission Chairman; and (v) two (2) non-participant members, who may or may not be USAC officials, appointed by the Director of Competition of the Corporation.

**Section 8.03. Term.** The Western States Advisory Competition Commission Chairman shall serve for a period of three (3) years. All other members of the Advisory Competition Commission shall serve for a term of one (1) year or until a successor is elected and qualified, or until such member has resigned or been removed.

## **ARTICLE 9**

### **Financial Affairs**

**Section 9.01. Contracts.** The Board of Directors may authorize any officer or agent to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Corporation, and such authority may be general or confined to a specific instance.

**Section 9.02. Checks, etc.** The Board of Directors shall designate depositories for corporate funds and may designate officers or employees of the Corporation who may, in the name of the Corporation, execute drafts, checks and orders for the payment of money in its behalf.

**Section 9.03. Investments.** The Corporation shall have the right to retain all or any part of any securities or property acquired by it in whatever manner, and to invest and reinvest any funds held by it, according to the judgment of the Finance Committee.

## **ARTICLE 10**

### **Fiscal Year**

The fiscal year of the Corporation shall begin on the first day of December of each year and end on the last day of November of the following year.

## **ARTICLE 11**

### **Corporate Indemnification**

To the extent not inconsistent with the laws of the State of Indiana, every person (and the heirs, estate, executors, administrators and personal representative of such person) who is or was a Director or officer of the Corporation shall be indemnified by the Corporation as provided in the Act.



## **ARTICLE 12** **Discipline**

**Section 12.01. Scope.** Any member or License holder who does not comply with the Official Competition Rules, or any bulletin duly issued, or who performs any act tending to bring discredit or disrepute on the Corporation or its members, is subject to discipline and may be fined and/or suspended from participation, or expelled from membership.

**Section 12.02. Discipline of a Participant.** Discipline arising out of a competition and/or directed toward a participant is the responsibility of the Director of Competition, who may be acting upon the recommendation of the Chief Steward(s) of the competition(s) and /or the Division Supervisor(s).

**Section 12.03. Discipline in the Membership.** Discipline in the membership at large is the responsibility of the President.

## **ARTICLE 13** **Right to Appeal**

Members shall have the right to appeal any ruling, decision, action, inaction, performance or nonperformance of the Corporation, or of any of its officers, officials, employees or agents by filing a written Notice of Appeal as detailed in the Official Competition Rules.

For a License holder who is not a member, the right to appeal is limited to Protest Hearing decisions referenced in Part XI of the Official Competition Rules and to disciplinary actions referenced in Article 12 of the By-Laws.

The right to appeal for relief from matters directly related to the conduct and/or results of a specific competition is limited to review of the facts and decisions arising from a Chief Steward's Protest Hearing as detailed in the Official Competition Rules.

Hearings, if any, shall be scheduled and appeals reviewed and determined as expeditiously as reasonably possible in view of the nature of the appeal and the relief requested.

Decisions pronounced by a Court of Appeals are final and binding on all parties to such proceeding, and no further remedy is available within or without the organization.

## **ARTICLE 14** **Public Remedies Prohibited**

No member or License holder against whom disciplinary action has been taken or against whom adverse rulings or decisions have been rendered or who claims to be aggrieved at any ruling, decision or action of the Corporation, or any of its officers, officials, employees, or agents, shall resort to any court, tribunal or office or agency, but shall have as an exclusive remedy all remedies provided for under these Rules and By-Laws.

Any member or License holder who participates in or who is a party to initiating action in or before any court, tribunal or agency shall be subject to dismissal of the action and may also be disciplined pursuant to Article 12 of this Code of By-Laws (Discipline) and, in addition to or in lieu of any other penalty, may be assessed an amount equal to the reasonable attorneys' fees and costs incurred by the Corporation and its officers and agents in defending the action.

## **ARTICLE 15** **Amendments**

The power to make, alter, amend or repeal the Code of By-Laws is vested in the Board of Directors which power shall be exercised by affirmative vote of two-thirds (2/3) of the membership of the Board of Directors. These By-Laws may be made, altered, amended or repealed at any Annual Meeting of the Board of Directors, or at any special meeting of the Board, which includes such purpose in the notice of such meeting.



## APPENDIX C

### 2009 Silver Crown Championship Division Technical Specifications

#### 201 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.

#### 202 Inspections

- A. All parts indicated on the USAC inspection forms must be tested by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual. This inspection shall be performed by an approved USAC inspection station prior to the start of each year's racing season.
- B. Decorative chrome plating cannot be used on any parts requiring magnetic inspection.
- C. A copy of the USAC inspection form, properly completed and executed, must be filed at the office of the Director of Competition before a car may be entered in competition.
- D. A copy of the USAC inspection form, properly completed and executed, must be carried by the entrant or crew chief and must be available for examination by the Stewards or Technical Committee.
- E. The United States Auto Club may require additional inspections during the season.

#### 203 Dimensions and Weight

- A. The wheelbase must be at least 96 inches. (See Illustration #3)
- B. The overall length will be limited to a maximum of 15 feet.
- C. The tread must be at least 47 inches.
- D. The overall width will be limited to a maximum of 80 inches. (See Illustration #3)
- E. The maximum offset allowed, for both front and rear wheels, is 4-1/2 inches (9 inches overall) measured from the centerline of the chassis to the inner wheel bead seat.  
The outside bead seat of the right rear wheel cannot exceed 44 inches from the centerline of the rear axle center section.  
The outside bead seat of the left rear wheel cannot be less than 31 inches from the centerline of the rear axle center section.  
The outside of the right front wheel cannot be farther out than 44 inches, measured from the centerline of the chassis.
- F. All cars must weigh a minimum of 1475 lbs. including water, oil and fuel without the driver. Cars may be weighed prior to and/or following any event.
- G. Any ballast used must be securely bolted within the confines of the frame tubes, no farther than 16 inches forward of the front engine mounts and no further rearward than the engine plate (firewall).

#### 204 Car Construction and Body

- A. All cars shall be rear drive only. The engine, driveline and rear axle center section must be mounted on the chassis centerline. The engine must be mounted in a vertical (level) position.  
Only torque tube type drivelines, utilizing only one 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 solid piece. All cars must be equipped with a drive shaft restraining hoop securely attached to the chassis. Minimum hoop material is one inch X.095 steel tubing.  
Radius rods may not be attached within the confines of the cockpit.
- B. The driver shall be seated directly behind the engine and on the centerline of the chassis.  
The cockpit opening must be at least 500 square inches, measured on a plane parallel to the ground and level with the uppermost point of the body or windscreen.



All cars must have an aluminum guard behind the driver extending from the front of the step in the tail tank to the floor pan. This guard must extend the full inner width of the frame.

- C. All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex will not be permitted.
- D. 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.

The top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills. Vertical spill plates are not allowed.

Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.

- E. 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.

Hood scoops for the purpose of directing air to the engine intake are limited to a 60 square inch frontal opening. Forward facing scoops must be within the confines of the main frame tubes.

Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.

Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

The sides of the frame must be covered from the firewall to the leading edge of the seat.

- F. Right side cockpit panels may be a maximum of thirty-six (36) inches high as measured from the top of the bottom main frame tube at the engine plate and projected rearward. (See Illustration #5)

Left side cockpit panels may be thirty (30) inches high as measured from the top of the bottom main frame tubes at the engine plate and projected rearward. (See Illustration #5)

Any hood or cowl panels higher than thirty-six (36) inches from the top of the bottom main frame tube may not extend rearward past a point twenty-eight (28) inches forward of the rear vertical (or most forward) roll cage tube.

Side panels cannot extend rearward more than 9 (nine) inches past the trailing edge of the rear axle and must end at an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage cross member. The rear roll cage cross member is defined as the top tube behind the driver where the a-frame connects.

Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights.

Side panels may be flared outward on the trailing edges no more than one inch.

- G. All cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy, from in front of the engine to a minimum of six (6) inches behind the leading edge of the seat.

Bellypans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

Bellypans 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 must not extend below the plane of the underpan.

It is recommended that a fireproof absorbent pad be used under the engine.

- H. Sun visors are limited to 7 inches from top to bottom including any tabs, extensions, etc. and cannot be wider than the cage. Sun visors cannot extend above the cage. (See Illustration #8)

For fan recognition, it is recommended that all teams place the drivers name on their visor in large letters.

- I. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Chief Steward or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

- J. Oil tanks, water radiators, oil coolers and any remote engine accessory, including batteries, must be within the confines of the main frame tubes.

Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.



Oil tanks mounted behind the engine plate/firewall may be mounted outside the main frame providing they do not protrude more than eight (8) inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine plate/firewall, must be mounted as close to the frame as practical.

For the purpose of this rule, the main frame tube will be considered a straight line between the front and rear attachment point.

- K. Non-aircraft flip-type caps are not permitted on any tank or container carrying liquids. The coolant system must incorporate a catch tank or closed system to prevent spilling of coolant.
- L. Rear view mirrors are not permitted.

## 205 Roll Cage

- A. 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 must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage must be gusseted in all four corners with tubular gussets 1 1/16" O.D. x .095 wall thickness or 7/8" O.D. x .065 wall thickness. Gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. Roll cage gussets should be constructed as shown in Illustration 1.

The roll cage should extend four inches above the driver's helmet when seated in the driving position.

Any manufacturer wishing to produce a design that is a departure from standard Silver Crown car construction must submit a finite analysis report for the roll cage structure proving their design is equal in strength.

- B. Roll cages are required to be constructed of SAE 4130 steel tubing with a minimum O.D. of 1-1/2 inches and a minimum wall thickness of .095 inches.

For all construction after 10/01/2004, the main uprights supporting the roll cage must be minimum 1 3/8 O.D. and .095 minimum wall thickness.

- C. No water or oil coolers are to be placed above or beside the cockpit opening.

## 206 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 USAC and SFI Specification 28.2. The maximum width of the tail tank is 24 inches.

Tail tanks must be constructed of either an approved plastic or aluminum. Carbon fiber, Kevlar or other composite construction is not allowed.

The conventional tail tank shape cannot be modified. Only approved factory supplied relief panels may be used.

No spill plates, skirts or air deflectors may be attached or used to aerodynamically enhance the tail tank

- B. The maximum capacity of the tail tank assembly will be 75 U.S. Gallons. The minimum capacity tank allowed is 59 U.S. Gallons.

- C. The tail tank must be constructed and supported in a manner that will insure every precaution has been taken to avoid rupture or breakage.

All mounting points between the tail tank and the chassis must have inner and outer plates attached to the tank shell. These plates must be of adequate size to insure the tank being secure to the chassis.

**FOR PAVEMENT ONLY:** All cars will be required to have a steel skid plate under the lowest portion of the tail tank to prevent rupturing the cell from dragging the ground. The skid plate can be welded to the rear saddle hoop that the tail tank sits on or bolted to the bottom of the tank. The steel plate should be a minimum of 12 gauge steel. The plate will be a minimum of six (6) inches wide and eight (8) inches deep and should follow the contour of the tank. If the plate is welded it must be in the center of the hoop and extend rearward to ensure the lowest portion of the tail tank is protected from dragging the ground. If the plate is bolted it must have a similar plate inside the tank of adequate size and thickness to insure the bolts will not pull through the tank.

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.

The lower access cover for the fuel cell is not permitted to be a casting. An aluminum plate (3/16" thick) may be used to seal the opening in the bladder itself, and a malleable material such as aluminum (minimum .062 thick) may be used between the aluminum plate on the access door in the fuel cell and the mounting area to the tank. One-piece aluminum plate access covers are permitted but must be a minimum 3/16 (.1875) thickness.



The fuel tank must have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure must follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

- D. **It is recommended** all fuel systems, not utilizing a submerged fuel pump, must have a remotely operated mechanical fuel shut off located at the main exit of the tail tank.  
The actuation cable for this valve must be located at the left side of the chassis within easy reach of the driver and safety personnel. The Technical Director must approve all valves used.
- E. The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended.
- F. Cars utilizing rear inboard brakes must have a steel plate mounted to the bottom of the fuel tank directly above the brake rotor. This plate must be of adequate size to add protection to the lower portion of the tank. Stainless steel of a minimum .100" thickness is mandatory.
- G. A flush or screw type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.  
A protective cover may be used on top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tail tank.
- H. The tank vent must have a check valve.
- I. Fuel pumps may not be mounted within the confines of the cockpit.
- J. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

## 207 Firewalls

An effective firewall of metal at least 0.0625 inch thick or other approved fire retardant material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

## 208 Revolving Parts

A suitable guard must shield all revolving parts inside the cockpit.

## 209 Bumpers

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis.
- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper.
- C. The height of the rear bumper, when the car is in a normal position fully loaded must be at least as high as the center of the front wheel.
- D. All rear bumpers must be a multiple tube **basket** style bumper constructed of SAE 4130 steel tubing with a minimum 1.0 inch O.D. and 0.095 inch wall thickness with a minimum of two uprights/braces per side. **It is recommended to incorporate a basket style to the bottom of the rear bumper.** (See illustration # 10 )
- E. It is recommended all cars have a tubular front bumper with a minimum O.D. of 3/4-inch, extending forward not more than 23 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

## 210 Nerfing Bars

- A. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside edge of the right rear tire when the right rear tire is set at maximum offset.
- B. Nerf bars must be constructed from 4130 or equivalent tubing having an O.D. of one inch and 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. No ballast is allowed in the nerf bar tubing.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

## 211 Steering and Suspension

- A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- B. All highly stressed steering and suspension parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer of the alloy as equivalent in physical properties.



- C. All such parts must be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
- D. Parts may not be joined by brazing, soldering or by dissimilar metals.
- E. All steering and suspension parts that are electroplated must be oven baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- F. Parts that have been stripped of plating must also be baked according to the specifications in 211 (E), unless the parts are to be reprocessed within a three (3) hour period.
- G. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- H. The steering wheel hub must be padded with a resilient material of not less than three-fourth (3/4) inch thickness.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- J. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit.  
Shock absorbers may have only one external adjustment and may be adjusted remotely only by manual methods.  
Shock absorbers cannot operate or be adjusted electrically.
- K. The use of carbon fiber or other composite material as a suspension component is not allowed.  
Carbon fiber torque tubes are prohibited.
- L. All **dirty** cars are required to have a drag link strap.

## 212 Axles

- A. Independent suspension is not permitted.  
The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed.  
Any other construction will be considered as independent suspension.
- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium axles are not permitted.
- D. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

## 213 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels only on each car.
- B. The rim diameter must be 15 inches.
- C. The rim width for front wheels is limited to a maximum of ten (10) inches.  
The rim width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of fourteen (14) inches on the left rear. (See Illustration)  
**FOR DIRT EVENTS ONLY:** The left rear wheel is limited to a maximum of fifteen (15) inches in width.
- D. **FOR DIRT EVENTS ONLY:** A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club. Wheel manufacturers shall submit a certified test report from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue test and minimum burst test. All tests must meet or exceed USAC specifications.



- G. All wheels must be inspected at least annually by the appropriate non-destructive testing techniques in accordance with the USAC Non Destructive Testing Manual.
- H. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.

## 214 Tires

- A. All tires must be designed specifically for automobile racing, and must be approved by the manufacturer for its intended use.
- B. Any device(s) used for warming the tires prior to competition is prohibited.
- C. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.

Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one-year suspension from competition and loss of all points earned for the season.

## 215 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.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

## 216 Brakes

- A. Cars must be equipped with an effective braking system.
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy.  
Titanium, carbon fiber or carbon composite brake rotors and/or components are not allowed.  
Brake pad material is open.
- D. If at any time during a competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in the competition.

## 217 Starter

Provisions must be made to start the engine without pushing or towing. In an emergency, qualified cars may be push-started for the race at the discretion of the Chief Steward.

Any removable starter shaft must have a free turning collar, of non-metallic material, securely fixed fore and aft to the shaft and able to rotate independently of the starter shaft.

## 218 Clutch

Cars must have a declutching device.

## 219 Transmission

The transmission system must have a neutral position and forward speed, with reverse optional. A maximum of two forward gears will be allowed. One gear must be for low speed only.

## 220 Engine Size Limits

- A. Any engines not covered by the following specifications must be submitted to and approved by the Technical Director prior to entering a competition.
- B. Stock production, single non-overhead camshaft, normally aspirated engines with pushrod operated valve mechanisms will be limited to a maximum piston displacement of 355.136 cubic inches and a minimum piston displacement of 350.0 cubic inches. A one (1) percent allowance for cleanup will be allowed.
- C. Stock Block Engine Rule



1. Aluminum cylinder blocks are not permitted. After marked steel cylinder blocks are allowed providing the original factory configuration is maintained. All after market cylinder blocks are subject to the approval of USAC.
  2. Cylinder heads for V-8 engines may be manufactured from aluminum alloy providing that the original factory configuration is maintained. All after market cylinder heads are subject to the approval of the USAC Technical Director. SB 2 cylinder heads will be allowed. **The R5/P7 MOPAR engine will be allowed for the 2009 season.**
  3. The location of the camshaft must be in the cylinder block. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
  4. The location of the crankshaft may not be changed or altered.
  5. The number of main bearings may not be changed.
  6. Standard production harmonic balancers are prohibited. Engines utilizing harmonic balancers must use a high performance harmonic balancer meeting SFI Foundation Specification 18.1.
- D. To qualify as a stock block, the following conditions shall be met:
1. Models, optional engines, parts and equipment must be announced in the MVMA specifications and to USAC and be available to the public prior to January 1. EXCEPTION: Aluminum alloy heads are exempted from these sources and prices of parts and equipment. Utilization by contestants must be approved by the USAC Technical Director prior to entry in an event.
  2. Source Material: The block must originate from stock production castings which have gone through a factory approved machining schedule utilized for standard production parts.
- E. Subsequent Alteration: The block may be subsequently refined, modified, and reformed by further machining and reworking within the following limitations:
1. Cylinder Bores: The number of cylinder bores may not be changed, but the size of individual bores may be altered to produce a displacement combination with the selected crankshaft conforming to the requirements under which the engine is to be entered.
  2. Main Bearings and Support Structure: The number and location of main bearings may not be changed, but their diameter may be altered as considered necessary. Main bearings originally supported by the block must remain in the block. Substitution of an alternate structure for main bearing caps may be substituted or altered, and "girdles" will be permitted.
  3. Camshaft Location and Support: The bores for camshaft bearings may be enlarged. Substitution of an alternate structure for camshaft bearing support is not allowed.

## 221 Fuel - Air

- A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperatures of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

## 222 Ignitions 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 prohibited.
- C. Any ignitions, other than magnetos, must be approved by USAC prior to their use in competition. It is the obligation of the participant, not the manufacturer, to obtain proper approval.
- D. All engine electronics must be mounted under the hood forward of the firewall. Electronic tachometers may be in the cockpit providing all connectors are on the engine side of the firewall.
- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.



- F. 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.
- G. Data may be gathered from the engine however, this data may not be in communication with ignition electronics except for a tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

## 223 Radios and Spotters

- A. Two-way radio communication between the driver and a spotter is mandatory.
- B. Each team must inform USAC of their radio frequencies.
- C. Each team must supply a spotter to the designated location at each event. Failure to provide a spotter at the prescribed location may be cause for the car to be black flagged until such time a spotter is present.

## 224 Oil Supply

- A. The entire engine lubricating system must be of the dry sump type.
- B. Oil tank vents and/or breathers must be located so as not to endanger the driver.
- C. Oil may not be added to the engine supply during a race without first receiving permission from the USAC Technical Director or the Chief Steward.

## 225 Exhaust

- A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
- B. The car may be required to have a muffler if local track conditions warrant. If so, this will be stated on each entry blank. Mufflers should be bolted to the exhaust collector in addition to clamps. Mufflers should be attached so they follow the angle of the nerfing bar as closely as possible.
- C. If the entry form states that mufflers are required, it will also be required to have a windshield screen mounted to the front of the roll cage at dirt events.

## 226 Seating System

- A. Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head. The seat bottom must be mounted on the centerline of the chassis.  

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 inch steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thick) or aluminum (minimum .125 thick) doubler with a minimum 2-inch diameter.
- B. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. 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. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts - The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI Foundation 16.1 or **16.5**.
  1. Seat belts must be worn as tight as possible.
  2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
  3. Seat belts must come through the seat at the bottom on each side, thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
  4. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis are mandatory.



- F. Shoulder Harness - The use of double over the shoulder straps is mandatory. The minimum width of shoulder straps is three (3) inches. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer. All straps must have a label showing that they meet SFI specification 16.1.
1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck. At points of attachment, they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. They should not be more than two inches below the through hole in the seat back.
  2. Where the straps pass through the seat, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
  3. Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
  4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
  5. The shoulder harness should be worn as tight as possible.
- G. If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. ( A list of approved composite seats and hardware is available through the USAC office. )

## 227 Fire Equipment

- A. On Board Fire Systems - It is strongly recommended that each car have built-in operable fire extinguishing equipment with a minimum content of five (5) pounds located inside the car and within the wheelbase. On board fire systems should meet SFI Specification 17.1.
- B. Fire Extinguishers in the Pits - The entrant or crew chief of each car must have in his pit a fully charged 10-pound dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

## 228 Fire Prevention

- A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to a fine.
- B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

## 229 Refueling

Refueling during a race under green flag conditions is prohibited. Refueling is allowed under yellow or red flag conditions. Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC official. Drivers will also be allowed to remain buckled in while refueling, with the engine off. Capacity of hand held refueling containers shall not exceed fifteen (15) U.S. Gallons.

## 230 Safety Equipment

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the 2000, or 2005 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. The use of an approved head and neck restraint, meeting SFI Specification 38.1, is highly recommended.
- B. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3.
- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- D. Roll Cage Nets - It is mandatory that all cars 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. The front attachment point should be low enough to prevent the drivers head from getting under the net in case of an accident. The bottom of the roll cage nets



should be as close to the top of the shoulders as possible. Mandatory - both nets required; LHS and RHS. (See Illustration #10.)

Roll cage nets will not be required if USAC approved full containment seats are utilized. ( See illustration # 12 )

- E. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached, high impact material conforming to SFI Foundation Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.
- F. A SFI approved head and neck restraint system is required. (See illustration #11.)

### **231 Dentures**

All drivers are required to remove all dentures before starting an event.

### **232 Car Numbers**

- A. All car numbers are assigned by the Director of Competition or his designate.
- B. Every car must carry its assigned number prominently displayed on the nose and on each side of the tail.
- C. The numerals shall be white on black background or black on white background or contrasting equivalents. The final decision on the adequacy of the numbers will rest with the Director of Timing and Scoring.
- D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season. The number 1 is reserved for the National Champion driver and will not be reassigned. The use of number 1 is not cause to relinquish the competitor's permanent number. Numbers may be reassigned if the number was not actually used the previous season. The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Other numbers will be assigned in the order that requests are received.
- E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season unless reassigned by the Director of Competition.

### **233 Car Names**

- A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization has given its written consent.
- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names that are undignified, might confuse the public or might detract from the interest in competitions are prohibited.

### **234 Appearance**

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.



## APPENDIX C

### Silver Crown Championship Division Procedures

#### 1201 Qualification Order

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

At certain events cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. In the event of a tie, the tie breaker will be the competitor with the second fastest time. Specifics will be covered in the Entry Form or at the driver's meeting.

#### 1202 Qualifications Procedures

All qualifications will be held in accordance with Part VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. In order to be eligible for direct transfer to the feature race based on qualification time, a car must qualify within three draw positions of its original position in the qualification draw order and complete at least one official qualification lap at that time.
3. All cars not eligible for direct transfer to the feature race will be ranked by best qualifying time for the purpose of establishing a lineup(s) for the qualifying race(s). Any car(s) not completing an official qualification attempt may start at the rear of the qualifying race(s) at the discretion of the Chief Steward.
4. In the event a qualifying race(s) is/are not held, the feature race lineup, as per the official entry, will be determined by official qualifying results. Cars which fail to meet requirements of 1202 (2) will be moved to the rear of the starting order by their official qualifying time.
5. Any replacement(s) and/or alternate(s) necessary to complete the starting field for the feature race will be based upon the posted results of the qualifying race(s) with the fastest official qualification time, or by draw order if no times are posted. Replacements and/or alternates will be lined up at the rear of the starting field.
6. The Chief Steward is empowered to change the event format, including the number of laps to be run, as set forth in the Official Entry when unusual circumstances arise that demand this action.

#### 1203 Drawing for Starting Positions

In the event qualifications cannot be held or completed, the starting positions will be filled by a random draw(s) as follows:

1. An "Available Qualifiers List" will be produced naming all entrant/driver combinations (entries) that are declared eligible and ready to qualify.
2. Entries from the "Available Qualifiers List" will be selected for the "Preferential Draw Group". This group is limited to the number of starting positions then available. The group will then participate in a random drawing for starting positions.
3. Eligibility for the "Preferential Draw Group" is as follows:
  - A. Current Silver Crown Series Driver Champion, then current Silver crown Series Entrant Champion followed by past Silver Crown Series Champions in reverse order to their seniority, alternating driver then owner for the preceding five seasons.
  - B. Top ten Silver Crown Series point leaders from the current year in order 1 through 10, alternating driver then entrant by position.
  - C. Top ten Silver Crown Series point leaders from the proceeding year in order 1 through 10, alternating driver then entrant by position.
4. Should any starting positions remain unfilled following the "Preferential Draw", those positions will be filled by a second random drawing among all remaining entries on the "Available Qualifiers List". These positions will start behind the "Preferential Draw Group".

#### 1204 Provisional Starting Positions



The Silver Crown Division will include a maximum of two provisional starters in each feature event providing there are eligible entrants who accept this option.

The following conditions apply to provisional starters:

1. The top 20 in Entrant points are eligible for a maximum of two provisional starts per season with the top Entrant in points, not qualified for the feature, being the first recipient. If an eligible Entrant elects not to use a provisional his/her position will be taken by the next highest in the points standings.
2. Prior to June 1st "Provisionals" will be based upon the season ending points from the previous season. After June 1st "Provisionals" will be based on the current point standings as posted prior to the event.
3. Starting position, points allocation and additional eligibility requirements can be found in 5.4 C, 5.10 and 9.10 C.

## 1205 Stopping on the Course

A car that stops for any reason after leaving the grid, and impedes the start of the race, will be placed at the rear of the starting field.

## 1206 Pushing

- A. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
- B. Qualifications: A car in its proper position for qualifying may be pushed started with the loss of one lap from the qualifying attempt.
- C. Races: Any car requiring a push start at the start of an event will be placed at the rear of the starting field. Push starts under green flag or yellow flag conditions will be at the discretion of the Chief Steward.

## 1207 Laps Under Yellow Flag

1. In all events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. Cars stopped on the course and are restarted will be placed at the rear of the field. If a car stopped on the course and requires a push start to continue, ~~that car will lose a maximum of one lap that car will be credited with any laps lost if the car remains on the race track.~~ This is providing that no mechanical work is performed while on the track and the car does not enter the pits.
3. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
4. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
5. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
6. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
7. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
8. During a caution period a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

## 1208 Red Flag Procedure

~~All red flags will be open. The white flag will be displayed once all cars have come to a stop. Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC official. Drivers will also be allowed to remain buckled in while refueling, with the engine off. Red flags will be opened up at the discretion of the Chief Steward. The white flag will be displayed, signaling to the crews that they may go out to the cars. Specifics of a red flag procedure will be given by the Chief Steward at the Drivers Meeting.~~

## 1209 Hazardous Mechanical Conditions



All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start or continue in a competition. Competitors must start the main event with these items but, may continue without nerf bars during the main event if damaged.

### 1210 Repositioning

A driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period, if possible, or in the Official Finish of the race.

### 1211 Testing

As per the sanction agreement with the USAC Race Organizer, practice and/or testing during the three calendar days prior to a racing event is not permitted. The term "racing event" means all official USAC sanctioned functions at the track in conjunction with this race, beginning with the first day of USAC sanctioned practice. Teams who engage in such unauthorized practice or test runs will be subject to disciplinary action by USAC.

Exceptions: USAC scheduled and sanctioned practices.

**1212 Motorized Support Vehicles** are required to have a plainly visible number on the front and back of the vehicle corresponding to the race car number.

1213 Early Entry Points will no longer be awarded.

1214 Temporary Permits will no longer be available in this series. You must be a member in order to be eligible to race.



## **APPENDIX D**

### **2009 Sprint Car Division Technical Specifications**

#### **301 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.

Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the USAC Technical Director prior to entering a competition.

#### **302 Inspection**

A. All parts indicated on the USAC inspection forms must be tested by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual. This inspection shall be performed by an approved USAC inspection station prior to the start of each year's racing season. The Chief Steward or Technical Director may require proof that this inspection has been completed.

B. Decorative chrome plating cannot be used on any parts requiring magnetic inspection.

#### **303 Dimensions and Weight**

A. The wheelbase must be at least 84 inches and no more than 90 inches. (See Illustration #3)

B. The overall length will be limited to a maximum of 14 feet.

C. The tread must be at least 47 inches. (See Illustration #3)

D. The maximum width of the main frame tubes, as measured at the rear of the engine, will be 29 inches for a vertical distance of 24 inches.

E. Chassis and Wheel Offsets:

FOR PAVED EVENTS ONLY The maximum chassis offset allowed, for both front and rear wheels, is four (4) inches (8 inches overall) measured from the centerline of the chassis to the inner wheel bead seat.

The outside bead seat of the right rear wheel cannot exceed 43 inches from the centerline of the rear axle center section.

The outside bead seat of the left rear wheel cannot be less than 31 inches from the centerline of the rear axle center section.

The outside of the right front wheel cannot be more than 43 inches from the centerline of the chassis.

The overall width will be limited to a maximum of 78 inches. (See Illustration #3)

FOR DIRT EVENTS ONLY The outside of the right rear wheel, at the outside bead seat of an 18-inch wheel, cannot exceed 44 inches from the centerline of the rear axle center section.

The outside of the left rear wheel, at the outside bead seat of a 14-inch wheel, cannot be less than 31 inches from the centerline of the rear axle center section.

The outside of the right front wheel cannot be more than 43 inches from the centerline of the chassis. The overall width is not limited.

F. Weights

Cars may be weighed prior to and/or following any event.

FOR PAVED EVENTS ONLY - All pavement sprint cars must weigh a minimum of 1,325 lbs. including water, oil and fuel but without the driver.

FOR DIRT EVENTS ONLY - All National Series sprint cars must weigh a minimum of 1,175 lbs., including water, oil and fuel but without the driver. USAC/CRA Series sprint cars must weigh a minimum of 1,175 lbs., including water, oil and fuel but without the driver.

Any ballast used must be securely bolted within the confines of the frame tubes, no farther than 16 inches forward of the front engine mount and no further rearward than the engine plate (firewall).



## 304 Car Construction and Body

- A. All cars shall be rear drive only. The engine must be level and on the chassis centerline. The driveline and rear axle center section must be on the chassis centerline. A maximum of 1/2 inch offset (one inch overall) from center and one degree from vertical will be allowed.

Only torque tube type drivelines using only one 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 solid piece. All cars must be equipped with a drive shaft restraining hoop securely attached to the chassis. Minimum hoop material is one inch X .095 steel tubing

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

Chassis using front torsion bars can not have the bar tubes below the horizontal centerline of the front spindles.

- B. The driver shall be seated directly behind the engine and on the centerline of the chassis.

The cockpit must be located directly behind the engine compartment. The cockpit opening must be at least five hundred (500) square inches measured on a plane parallel to the ground and level with the uppermost part of the body or windscreen.

- C. All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex will not be permitted.

The car's bodywork must be on the centerline of the chassis.

- D. 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.

FOR DIRT ONLY: The top surface of the nose may not be dished or concave more than five and a half (5 1/2) inches. This dimension will be measured from a straight edge lying on the longitudinal axis of the car or downtubes. This five and a half inch (5 1/2") dimension includes any flairs or wicker bills. Vertical spill plates are not allowed. (See Illustration #8.)

FOR PAVEMENT ONLY: The top surface of the nose may not be dished or concave more than one (1) inch. This one (1) inch dimension includes any flairs or wicker bills. Vertical spill plates are not allowed. (See Illustration #7.)

- E. Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.

- F. 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.

Hood scoops for the purpose of directing air to the engine intake are limited to a 60 square inch frontal opening.

Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.

Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

FOR DIRT EVENTS ONLY - Lower cockpit side panels will be permitted to flare out only for the purpose of covering rear radius rod mounting points. The panel may not flare out more than four (4) inches from the side of the frame. The flared portion of the panel is limited to seven (7) inches in height.

The sides of the frame must be covered from the firewall to the leading edge of the seat.

- G. Right side cockpit panels may be a maximum of ~~thirty-six (36)~~ thirty-eight (38) inches high at the rear and a maximum of thirty-six (36) inches high at the front as measured from the top of the bottom main frame tube at the engine plate and projected rearward. (See Illustration #5)

Left side cockpit panels may be thirty (30) inches high as measured from the top of the bottom main frame tubes at the engine plate and projected rearward. (See Illustration #5)

Any hood or cowl panels higher than thirty-six (36) inches from the top of the bottom main frame tube may not extend rearward past a point twenty-eight (27) inches forward of the rear vertical (or most forward) roll cage tube on pavement cars and twenty (20) inches on dirt cars.



Side panels cannot extend rearward more than 9 (nine) inches past the trailing edge of the rear axle and must end at an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage cross member. The rear roll cage cross member is defined as the top tube behind the driver where the a-frame connects.

Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights.

Side panels may be flared outward on the trailing edge no more than one inch.

Any panel extending above the maximum side panel height will be considered a sail panel.

Sail panels may extend to rear down tube.

Sail panels may not extend forward past a cross plane established by the most rearward part of the seatback.

Sail panels may wrap around the roll cage uprights providing they are no larger than stated above.

Sail panels may not be flared outward.

- H. All cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy, under the cockpit area. The bellypan must extend from the engine plate to a point six inches past the leading edge of the seat

Bellypans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

Bellypans 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 must not extend below the plane of the underpan.

It is recommended that a fireproof absorbent pad be used under the engine.

- I. Sun visors are limited to seven inches from the top to bottom including any tabs, extensions, etc. and cannot be wider than the cage. Sun visors cannot extend above the cage. (See Illustration #8.)

For fan recognition, it is recommended that all teams place the driver's name on the visor in large letters.

Side visors will be allowed, they will be limited to seven (7) inches in height. The minimum right side opening must be twenty-one (21) inches wide at any point and eight (8) inches tall at any point. Side visors cannot restrict driver vision. Left side visor may not be larger than right side visor. (See illustration #8.)

Panels may be attached to the inside of the nerf bars providing they are parallel to the centerline of the chassis, perpendicular to the ground and not lower than the bottom frame tube. These panels must be securely bolted within the confines of the nerf bar on all sides and not be more than 12 inches in height and 46 inches in length. Nerf bar panels may be no thicker than .125 inch. Any loose or damaged panels during an event could subject the car to a black flag penalty.

- J. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Chief Steward or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

- K. Oil tanks, water radiators, oil coolers and any remote engine accessory, including batteries, must be within the confines of the main frame tubes.

Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.

Oil tanks mounted behind the engine plate/firewall may be mounted outside the main frame providing they do not protrude more than eight (8) inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine plate/firewall, must be mounted as close to the frame as practical.

For the purpose of this rule, the main frame tube will be considered a straight line between the front and rear attachment point.

- L. Non-aircraft flip-type caps are not permitted on any tank carrying liquids. For pavement races, the coolant system must incorporate a catch tank or closed system to prevent spilling of coolant.

- M. Rear view mirrors are not permitted.

## 305 Roll Cage (See Illustration)

- A. All cars must have a roll cage, which 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 must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage must be gusseted in all four corners with tubular gussets 11/16" OD x .095 wall thickness or 7/8"



OD x .065 wall thickness. Gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. Roll cage gussets should be constructed as shown in Illustration #1.

The roll cage should extend four inches above the driver's helmet when seated in the driving position.

Any manufacturer wishing to produce a design that is a departure from standard sprint car construction must submit a finite analysis report for the roll cage structure proving their design is equal in strength.

- B. All cars constructed after 1/30/2004 are required to have roll cages constructed of SAE 4130 tubing with a minimum OD of 1 1/2 inches and a minimum wall thickness of .095.

For all construction after 10/01/2004, the main uprights supporting the roll cage must be minimum 1 3/8 O.D. and .095 minimum wall thickness.

- C. No water radiators or oil coolers are to be placed above or beside the cockpit opening.

## 306 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 USAC and the SFI Specification 28.2.

The conventional tail tank shape cannot be modified.

No spill plates, skirts or air deflectors may be attached or used to aerodynamically enhance the tail tank.

- B. The tail tank must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture or breakage.

All tanks must have a minimum of four mounts to the chassis. Mounting points, between the tail tank and the chassis, must have inner and outer plates attached to the tank shell. These plates must be of adequate size to insure the tank being secure to the chassis.

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.

All access covers must be made of material equal to or greater than 2024-T4 aluminum, 3/16" thickness.

It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

- C. The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended.

- D. A flush or screw type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.

A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.

- E. The tank vent must have a check valve.

- F. The engine must be equipped with a shut-off device located within easy reach of the driver.

## 307 Firewall

An effective firewall of metal at least 0.0625 inch thick or other approved fire retarding material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

## 308 Revolving Parts

A suitable guard must shield all revolving parts inside the cockpit.

## 309 Bumpers

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis.

- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper.

- C. Single tube type bumpers must be constructed of SAE 4130 tubing or the equivalent in structural strength tubing with a minimum of 1.250 inch O.D. and 0.095 inch wall thickness. Multiple tube, basket style, bumpers must be constructed of 4130 tubing or equivalent with a minimum of 1.0 inch O.D. and 0.083 inch wall thickness.



- D. All cars must have a tubular front bumper with a minimum O.D. of 3/4-inch extending forward not more than 23 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

## 310 Nerfing Bars

- A. All cars must be equipped with rear wheel nerfing bars. The right rear nerfing bar cannot extend beyond the outside edge of the tire when the right rear tire is set at maximum offset.
- B. Nerf bars must be constructed from SAE 4130 or equivalent tubing having an O.D. of one (1) inch, 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. No ballast is allowed in the nerf bar tubing.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly. See 304 H regarding nerf bar panels.

## 311 Steering and Suspension

- A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- B. All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer of the part as equivalent in necessary strength for its intended use.
- C. All such parts must be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
- D. Parts may not be joined by brazing, soldering or by dissimilar metals.
- E. All steering parts that are electroplated must be oven baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- F. Parts that have been stripped of plating must also be baked according to the specifications in Item 311 (E), unless the parts are to be reprocessed within a three (3) hour period.
- G. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- H. The steering wheel hub must be padded with a resilient material of not less than three-fourth (3/4) inch thickness.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- J. 2-way adjustable shocks, 1 bump or compression adjustment and 1 rebound with 1 external reservoir on each shock will be allowed.  
  
Shock absorbers cannot operate or be adjusted electrically.
- K. The use of carbon fiber or composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited.

**L. All dirt cars are required to have a drag link strap.**

## 312 Axles

- A. Independent suspension is not permitted.  
  
The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed.  
  
Any other construction will be considered as independent suspension.
- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- C. All front axles must be constructed of SAE 4130 or a steel alloy equivalent in structural strength. It is recommended that front axles have a minimum of 2 1/4 O.D. and .120 inch wall thickness. Titanium front axles are not permitted.
- D. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.
- E. For paved events only, Steel front spindles and hubs are recommended. Steel or one (1) inch aluminum torsion bar arms and stops are recommended for the right front suspension.



## 313 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels only on each car.
- B. The rim diameter must be fifteen (15) inches.
- C. The rim width for front wheels is limited to a maximum of ten (10) inches.  
The rim width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of fourteen (14) inches on the left rear. (See Illustration)  
FOR DIRT EVENTS ONLY: The left rear wheel is limited to a maximum of fifteen (15) inches in width.
- D. FOR DIRT EVENTS ONLY: A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club. Wheel manufacturers shall submit a certified test report from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue test and minimum burst tests. All tests must meet or exceed USAC specifications.
- G. All wheels should be inspected at least annually, by the appropriate non-destructive testing techniques in accordance with the USAC Non Destructive Testing Manual.
- H. For paved events only,  
Any car using a lug nut type right front hub must use all six lug nuts. A 360-degree pressure plate of either 1/8" steel or 3/16" aluminum must be used between the lug nuts and the wheel face.
- I. Direct mount or spindle mount wheels are not allowed on the right front at pavement races.  
The use of splinted right front hubs/wheels will not be allowed.
- J. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.

## 314 Tires

- A. All tires must be designed specifically for automobile racing, and must be approved by the manufacturer for its intended use.
- B. Any device(s) used for warming the tires prior to competition is prohibited.
- C. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.  
Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season.
- D. FOR PAVED EVENTS ONLY All tire sizes and compounds must be selected from the approved list for the event. If the right rear tire is changed during the event, under red or yellow flag conditions, the car will restart at the end of the restart lineup. The replacement tire must be the same compound as the tire removed.

## 315 Throttle

- A. Throttle toe straps are mandatory. In addition, 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 mechanisms is the cable type, the cable must be encased.
- C. The throttle pedal must have a wide-open pedal stop.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

## 316 Brakes

- A. All cars must be equipped with an effective braking system.



- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy, (and titanium for dirt only).  
Carbon or carbon composite brake rotors and/or components are not allowed.  
Brake pad material is open.
- D. If at any time during a competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in the competition.

## 317 Engine Size Limits

- A. Any engines not covered by the following specifications must be submitted to and approved by the Technical Director prior to entering a competition.
- B. Stock production block design, single non-overhead camshaft, removable head, normally aspirated engines will be limited to a maximum piston displacement of 410.000 cubic inches. V-6 engines are limited to a maximum of 315 cubic inches.

**WESTERN STATES SPRINT CARS** are limited to V-8 engines with a maximum of 410.000 cubic inches in 2009; all cars utilizing a 410 cubic inch engine will be required to use a restrictor. 360.0 C.I.D. +1% cleanup without restrictors will remain the same. Cylinder heads with less than 21 degrees valve angle will be required to use a reduced diameter injector inlet.

On one mile paved ovals and at events co-sanctioned by the National Sprints and Western Sprints, intake restrictors may be required for all 410 cubic inch engines. These restrictors will be supplied by USAC.

- C. Stock Block Engine Rule:
  - 1. Aluminum cylinder blocks may be utilized with certain restrictions.
  - 2. Cylinder heads for V-8 and V-6 configuration engines may be manufactured from aluminum alloy components providing that the original factory configuration is maintained. All after market cylinder heads are subject to the approval of the USAC Technical Director.
  - 3. The location of the camshaft must be in the cylinder block. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
  - 4. The location of the crankshaft may not be changed or altered. The use of titanium crankshafts is not allowed.
  - 5. The number of main bearings may not be changed.
  - 6. Standard production harmonic balancers are prohibited. Engines utilizing harmonic balancers must use a high performance harmonic balancer meeting SFI Foundation Specification 18.1.
- D. To qualify as a stock block, the following conditions shall be met.
  - 1. Models, optional engines, parts and equipment must be announced in the MVMA specifications and to USAC and must be available to the public prior to January 1. EXCEPTION: After market aluminum alloy cylinder blocks and heads are exempted from these requirements. A manufacturers notice to USAC must include availability, sources and prices of parts and equipment. Utilization by contestants must be approved by the USAC Technical Director prior to entry in an event.
- E. The block may be subsequently refined, modified, and reformed by further machining and reworking within the following limitations:
  - 1. Cylinder Bores: The number of cylinder bores may not be changed, but the size of individual bores may be altered to produce a displacement combination with the selected crankshaft conforming to the requirements under which the engine is to be entered.
  - 2. Main Bearings and Support Structure: The number and location of main bearings may not be changed, but their diameter may be altered as considered necessary. Main bearings originally supported by the block must remain in the block. Substitution of an alternate structure for main bearing support will be permitted. Main bearing caps may be substituted or altered, and "girdles" will be permitted.
  - 3. Camshaft Location and Support: The bores for camshaft bearings may be enlarged if considered necessary. Substitution of an alternate structure for camshaft bearing support shall not be allowed.



## 318 Fuel - Air

- A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

## 319 Ignitions 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 shall not be permitted.
- C. Any ignitions, other than magnetos, must be approved by USAC prior to their use in competition. It is the obligation of the participant, not the manufacturer, to obtain proper approval.
- D. All engine electronics must be mounted under the hood. Electronic tachometers may be in the cockpit providing all connectors are on the engine side of the firewall.
- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- F. 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.
- G. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

## 320 Radios and Spotters

- A. FOR ALL EVENTS
  - 1. One-way radios will be required for all cars.
  - 2. DIRT EVENTS – One-way systems will be mandatory. No two-way systems.
  - 3. PAVED EVENTS – A one-way system is mandatory or a two-way system with the USAC frequency as an overriding priority channel. Spotters will still be mandatory at any track 5/8th of a mile or larger.
- B. FOR PAVED EVENTS ONLY
  - 1. Two-way communication is permitted.
  - 2. Each team using radios must inform USAC of their frequencies.
  - 3. At tracks 5/8 of a mile and larger, each team must provide a spotter to an area designated by the Chief Steward.
- C. FOR DIRT EVENTS ONLY: The use of in-car radio transmitting devices is prohibited.
- D. USAC one-way / priority channel frequency is: 464.5500

## 321 Oil Supply

- A. The entire engine lubricating system must be of the dry sump type.
- B. Oil tank vents and/or breathers must be located so as not to endanger the driver.
- C. Oil may not be added to the engine supply during a race without first receiving permission from the USAC Technical Director or Chief Steward.

## 322 Exhausts

- A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.



- B. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each entry blank. Muffler tubes should be bolted to the exhaust collector in addition to clamps. Mufflers should be attached so they follow the angle of the nerfing bar as closely as possible.
- C. FOR DIRT EVENTS ONLY: If the entry form states that mufflers are required, it will also be required to have a windshield screen mounted to the front of the roll cage.

## 323 Seating System

- A. **Aluminum and approved composite seats may be used.** The seating system should provide a lateral support on both the left and right sides. It is recommended that a suitable shield be installed between the driver and the rear of the cockpit.

It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom must be mounted on the centerline of the chassis.

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 inch steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doubler with minimum 2-inch diameter.

- B. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. 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. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts - The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI specification 16.1 or **16.5**.
  - 1. Seat belts must be worn as tight as possible.
  - 2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
  - 3. Seat belts must come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chafing or cutting of the belt material.
  - 4. Five or six point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.
- F. Shoulder Harness - The use of double over the shoulder straps is mandatory. The minimum width of shoulder straps is three (3) inches. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer. All straps must have a label showing they meet SFI specification 16.1.
  - 1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck. At points of attachment they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. They should not be more than two inches below the through hole in the seat back.
  - 2. Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
  - 3. Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
  - 4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
  - 5. The shoulder harness should be worn as tight as possible.

- G. **If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. ( A list of approved composite seats and hardware is available through the USAC office. )**



## 324 Fire Equipment

- A. On Board Fire Systems - It is strongly recommended that each car have built-in, operable fire extinguishing equipment with content of five (5) pounds located inside the car and within the wheelbase. Onboard fire systems should meet SFI Specification 17.1.
- B. Fire Extinguishers in the Pits - The entrant or crew chief of each car must have in his pit a fully charged five (5) pound capacity dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

## 325 Fire Prevention

- A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to fine.
- B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

## 326 Safety Equipment

- A. It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.
  - 1. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2000 or 2005 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. The use of an approved head and neck restraint is highly recommended.
  - 2. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrist and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3.
  - 3. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
  - 4. Roll Cage Nets - It is mandatory that all cars 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 Specification 37.1, which specifies a functional quick release opening mechanism. The life of the 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 nets should be as close to the top of the shoulders as possible. Mandatory - both nets required; LHS and RHS. (See Illustration #10.)  
**Roll cage nets will not be required if USAC approved full containment seats are utilized. ( See illustration # 12 )**
  - 5. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the drivers' helmet must be padded with a securely attached high impact material conforming to SFI Foundation Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.
  - 6. A SFI approved head and neck restraint system is required. (See illustration #11.)

## 327 Dentures

All drivers are required to remove all dentures before starting an event.

## 328 Car Numbers

- A. All car numbers are assigned by the Director of Competition or his designate.
- B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail.
- C. The numerals shall be in white on black background or black on white background or contrasting equivalents. The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.
- D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season. The number 1 is reserved for the National Champion driver and will not be reassigned. The use of number 1 is not cause to relinquish the competitor's permanent number. The Director of Competition may reassign numbers at the conclusion of the season. Any number released by



a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used the previous season. Other numbers will be assigned in the order that requests are received.

- E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season unless reassigned by the Director of Competition.
- F. Should two or more cars with the same number be entered in a competition, the Stewards will require one or more cars to be temporarily renumbered.

### 329 Car Names

- A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization has given its written consent.
- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names, which are undignified, might confuse the public or might detract from the interest in competitions, are prohibited.

### 330 Appearance

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.

### 331 Lead Time on Major Changes

No changes affecting engine size, location and offset, construction methods and materials, wheelbase, tread width and body design shall be made after October 31, if they are to be in effect during the next racing season.



## **APPENDIX D**

### **Sprint Car Division Procedures**

#### **1301 Qualification Order**

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. **In the event of a tie, the tie breaker will be the competitor with the second fastest time.** Specifics will be covered in the Entry Form or at the driver's meeting.

#### **1302 Qualification Procedures**

All qualifications will be held in accordance with PART VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.
3. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
4. The Chief Steward is empowered to change the event format, including the number of laps run, as set forth in the Official Entry when unusual circumstances arise that demand this action.

#### **1303 Drawing for Starting Positions**

In the event qualifications cannot be held or completed, the starting positions shall be determined by a random draw to determine the starting order of the heat races or by the current season point total of the driver and the entrant combined as they are listed on the official qualification draw list. The specifics of the random draw are outlined in Part VIII, 8.9 and starting lineup based on point totals is as follows:

1. Starting lineups will be determined as if the point totals were actual qualification speeds. The driver/entrant with the most points will assume the fast qualifier position. Driver/entrants without points will line up behind driver/entrants with points, in the order of their qualification draw. Qualification points will not be awarded when points and/or draw determine the field.
2. If more than a full field of cars is eligible and ready to qualify, the Chief Steward will, at his discretion, provide a modified format to include additional and/or all participants.
3. The Chief Steward will, at his discretion, provide a starting place at the rear of the semi-feature, or qualifying race, for any USAC National Sprint Car Driver Champion not previously qualified for this event.
4. If qualifications are held and the feature is run before the heat races and semi-feature, the feature will line up according to qualification times and started in accordance with the Official Entry Blank.
5. In the event it is necessary to run the feature event before the semi-feature or in the event the semi-feature is not run, the necessary starters to complete the feature line up will transfer according to the starting lineup of the semi-feature.

The Chief Steward has the authority to select and/or amend these procedures in unique situations.

#### **1304 Provisional Starting Positions**

The National Sprint Car Series will include a maximum of two provisional starters in each feature event providing there are eligible entrants who accept this option.

The Western, USAC/CRA and Regional Sprint Car Series will include a maximum of one provisional starter in each feature event providing there is an eligible entrant who accepts this option.

The following conditions apply to provisional starters:



1. The top 20 in Entrant points are eligible for a maximum of four provisional starts per season with the top Entrant in points, not qualifying for the feature, being the first recipient. If an eligible Entrant elects not to use a provisional, his/her position will be taken by the next highest in point standings.
2. For the Western and USAC/CRA Series the top 15 in Entrant points are eligible for a maximum of two provisional starts per season with the top Entrant in points, not qualifying for the feature, being the first recipient. If an eligible Entrant elects not to use a provisional, his/her position will be taken by the next highest in point standings.
3. Prior to June 1st, "Provisionals" will be based upon the seasons ending points from the previous season. After June 1st "Provisionals" will be based on the current point standings as posted prior to the event.
4. Starting positions, point allocations and additional eligibility requirements can be found in 5.4C, 5.10 and 9.10 C.

## 1305 Stopping on the Course

A car that stops for any reason after leaving the grid and impedes the start of the race, will be placed at the rear of the starting field.

## 1306 Pushing

1. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
2. Cars stalled on the course may be pushed to start providing the engine is running before arriving at the pit entrance.
3. Push starts under green flag or yellow flag conditions will be at the discretion of the Chief Steward.

## 1307 Laps under Yellow Flag

1. In events of 60 laps or less on tracks of less than one mile in length, laps where the yellow flag is displayed will not be scored.
2. In events of 30 laps or less on tracks of one mile in length or longer, laps where the yellow flag is displayed will not be counted.
3. Cars stopped on the course and restarted will be placed at the rear of the field.
4. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
5. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
6. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
7. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
8. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
9. During a caution period a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

## 1308 Yellow Flag Procedure – Feature Event Only

1. If you leave the racing surface to perform a necessary repair you will be given up to 3 laps to complete the work need to be in the designated push off area with all work completed before the leader receives the one to go green signal from the starter at the start/finish line.
2. Necessary repairs are defined as something that would prevent you from being able to continue, such as a flat tire, nerf bar loose, reinstall injector stacks, rear bumper, etc.
3. Not defined as necessary is changing a worn tire, adding fuel, or chassis adjustments.
4. In order to be eligible for time to be given for repairs you must go directly to the designated work area.



5. ~~The laps will start counting once the field is lined up correctly. The laps DO NOT start counting when you get to the work area.~~
6. ~~2 laps will be given on 1/2 mile or bigger tracks, and 3 laps will be given on tracks that are smaller. The Chief Steward may amend the number of laps given, due to the differences in tracks, and will inform the competitors at the drivers meeting.~~

## 1309 Red Flag Procedure

Red flags will be opened up at the discretion of the Chief Steward. The white flag will be displayed, signaling to the crews that they may go out to the cars. ~~You may bring out as many crew members as needed to get work done in a timely manner. You will be allowed to perform any work needed to your car except for bringing a jack on the race track or changing a tire (this must be done in the designated work area). Once the track is clear and ready to go back to yellow, a one minute horn will sound, the starter will display the checkered flag, this indicates your time to work has expired. One minute later another horn will sound, the starter will pull back the checkered flag and any crew member still working on a car will result in that driver starting on the tail. Time to work is not guaranteed, you may not be able to reach your car before the one minute horn sounds. Specifics of a red flag procedure will be given by the Chief Steward at the Drivers Meeting.~~

Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC official. Drivers will also be allowed to remain buckled in while refueling, with the engine off.

## 1310 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start or continue in a competition. Competitors must start the main event with these items but, may continue without nerf bars during the main event if damaged.

## 1311 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period, if possible, or in the Official Finish of the race.

## 1312 Testing

As per the sanction agreement with the USAC Race Organizer, practice and/or testing during the three calendar days prior to a racing event is not permitted. The term "racing event" means all official USAC sanctioned functions at the track in conjunction with this race, beginning with the first day of USAC sanctioned practice. Teams who engage in such unauthorized practice or test runs will be subject to disciplinary action by USAC

Exceptions: USAC scheduled and sanctioned practices.

## 1313 Motorized support vehicles are required to have a plainly visible number on the front and back of the vehicle corresponding to the race car number.



## APPENDIX E

### 2009 National, Western & Regional Midgets Division Technical Specifications

#### 401 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.

#### 402 Inspections

- A. All parts indicated on the USAC inspection forms must be tested by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual. This inspection shall be performed by an approved USAC inspection station prior to the start of each year's racing season. The Chief Steward or the Technical Director may require proof that this inspection has been done.
- B. Decorative chrome plating cannot be used on any parts requiring magnetic inspection.

#### 403 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.
- C. FOR PAVED EVENTS ONLY: The maximum rear wheel offset, from center line, is three inches (six inches overall) measured from the inside bead seat to the centerline of the rear end center section.
- D. Front wheel offset is limited to a maximum of 5-1/2 inches (11 inches overall) as measured from the inside bead seats to the centerline of the chassis.
- E. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset.

All cars must weigh a minimum of 900 lbs., including water, oil and fuel, but without the driver.

Cars powered by four cylinder, horizontally-opposed, two valves per cylinder, intake and exhaust valves, in-line and on the same axis, must weigh 850 lbs.

Cars may be weighed prior to and/or following any event.

All ballast, excluding floorpans, must be securely bolted within the confines of the frame tubes and must be forward of the rear engine mounting plate and behind the front axle.

Cars powered by four cylinder, horizontally-opposed, two valves per cylinder, intake and exhaust valves, in-line and on the same axis, must weigh 850 lbs.

#### 404 Car Construction

- 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 inclination is limited to forty-five degrees from vertical as measured from the vertical centerline of the cylinder bore.

V type engines are limited to 45 degrees inclination from vertical as measured from the centerline of the cylinder bore.

Only torque tube type drivelines, utilizing only one 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 solid piece. All cars must be equipped with a drive shaft restraining hoop securely attached to the chassis. Minimum hoop material is one inch X .095 steel tubing.

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

- B. The driver shall be seated directly behind the engine and on the centerline of the chassis. The cockpit opening must be at least five hundred (500) square inches measured on a plane parallel to the ground and level with the uppermost part of the body or windscreen.
- C. All Body panels must be readily removable. Body panels rigidly attached to the frame, to prevent chassis flex, will not be permitted.

The car's bodywork must be on the centerline of the chassis.

- D. 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.



The top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills. Vertical spill plates are not allowed. (See Illustration #7.)

The positioning of the nose may not extend above or below the downtube more than two inches. (See Illustration #6.)

Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.

- E. 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.

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

Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.

Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

The sides of the frame must be covered from the firewall to the leading edge of the seat

- F. Right side cockpit panels may be a maximum of 33 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearwards. (See Illustration #5.)

Left side cockpit panels may be a maximum of 20 1/2 inches high as measured from the top of the bottom frame tube at the motor plate and projected rearward. (See Illustration #5.)

Any hood or cowl panels higher than 33 1/2 inches on the right side and 20 1/2 inches on the left side may not extend rearward past a point 24 inches forward of the rear vertical (or most forward) roll cage tube.

Side panels cannot extend rearward past the rear diagonal roll cage tube/brace or an imaginary line between the back edge of the rear torsion tube and the back edge of the rear roll cage member. The rear roll cage member is defined as the top tube behind the driver where the a-frame connects.

Regardless of the imaginary line, side panels may not extend horizontally beyond the most rearward cage uprights.

The trailing edge of side panels may be flared a maximum of one inch.

Sail panels between the rear cage upright and brace are allowed. Sail panels may not extend past the structural rear downtube. Regardless of roll cage construction, sail panels may not extend rearward past a vertical line from the most rearward torsion tube. This rearward vertical line cannot be more than 14 inches from the back edge of the rear axle, also this panel may not be any wider than twelve inches (12) wide above the allowed right side panel height. Sail panels may not be flared outward. (See Illustration #6.)

Sail panels may not extend forward past a cross plane established by the most rearward part of the seat.

- G. All cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy, under the cockpit area. The bellypan must extend from the engine plate to behind the leading edge of the seat.

Bellypans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

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.

It is recommended that a fireproof absorbent pad be used under the engine.

- H. Sun visors are limited to five (5) inches in length from top to bottom including any tabs, extensions, etc. and may not be wider than the width of the cage. Sun visors cannot extend above the cage. (See Illustration #8.)

For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.

Panels may be attached to the inside of the nerf bars providing they are parallel to the centerline of the chassis, perpendicular to the ground and not lower than the bottom frame tube. These panels must be securely bolted within the confines of the nerf bar on all sides and not be more than 10 inches in height and 36 inches in length. Nerf bar panels may be no thicker than .125 inch. Any loose or damaged panels, during an event, could subject the car to a black flag penalty.

- I. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.



- J. 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.
- K. Rear view mirrors are not permitted.

## 405 Roll Cage - (See Illustration #1.)

- A. 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 must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage must be gusseted in all four corners with tubular gussets 11/16 inch OD X .095 wall thickness or 7/8 inches OD X .065 wall thickness. Gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. (See Illustration)

The roll cage should extend four inches above the driver's helmet when seated in the driving position.

Any manufacturer wishing to produce a design that is a departure from standard Midget car construction must submit a finite analysis report for the roll cage structure proving their design is equal in strength.

- B. Roll Cage Construction

1. Cars constructed after 1/1/95  
4130 steel tubing - Minimum O.D. 1-3/8; Minimum wall thickness .095
2. 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.

- C. No water or oil coolers are to be placed above or beside the cockpit opening.

## 406 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 USAC and SFI Specifications 28.2.

Tail tanks may not be made from aluminum, carbon fiber or carbon/Kevlar material.

The conventional tail tank shape cannot be modified and must be of one-piece construction.

Spill plates, skirts or air deflectors may not be attached or used to aerodynamically enhance the tail tank.

Any tail tank surface that is modified to provide access for the fuel cell must, when covering this opening, maintain the same shape as the original tank. Any cover used must be securely bolted around its entire perimeter.

- B. The minimum capacity of the tank must be 18 U.S. gallons.
- C. The tail tank must be constructed and supported in a manner that will insure every precaution has been taken to avoid rupture or breakage.

All tanks must have a minimum of four mounts to the chassis. Mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to insure the tank being secure to the chassis.

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.

All access covers must be made of material equal to or greater than 2024 T4 aluminum .1875 in thickness.

It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

- D. The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended.
- E. A flush or screw type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.  
A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.
- F. The tank vent must have a check valve.



- G. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

## 407 Firewall

An effective firewall of metal at least 0.0625 inch thick or other approved fire retarding material must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

The motor plate may not be made from carbon fiber, honeycomb, or other composite materials.

## 408 Revolving Parts

A suitable guard must shield all revolving parts inside the cockpit.

## 409 Bumpers

- A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis and designed without any stubs pointing downward.
- B. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper. The bumper must be squared at the rear.
- C. The bumper must be constructed of SAE 4130 or equivalent 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. No ballast is allowed in the bumper tubing.
- D. All cars must have a tubular front bumper with a minimum O.D. of 3/4 inch extending forward not more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

## 410 Nerfing Bars

- A. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside of the right rear tire when the right rear tire is at maximum offset.
- B. Nerf bars must be constructed from 4130 or equivalent tubing having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars. No ballast is allowed in the nerf bar tubing.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly. See 404 H regarding nerf bar panels.

## 411 Steering and Suspension

- A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- B. All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer as equivalent in necessary strength for its intended use.
- C. All such parts must be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
- D. Parts may not be joined by brazing, soldering or by dissimilar metals.
- E. All steering parts that are electroplated must be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than three (3) hours after plating.
- F. Parts that have been stripped of plating must also be baked according to the specifications in 411, item "E", unless the parts are to be reprocessed within a three (3) hour period.
- G. Shot peening is recommended for all highly stressed parts. Authorized facilities should be used.
- H. The steering wheel hub must be padded with a resilient material of not less than 3/4 inch thickness.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- J. Any welded aluminum or titanium suspension parts are prohibited. Welded aluminum jacob's ladders (Watts linkage) may be utilized.
- K. The use of carbon fiber or other composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited.



- L. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have only one external adjustment and may be adjusted remotely only by manual methods. Shock absorbers cannot operate or be adjusted electrically.

## 412 Axles

- A. Independent suspension is not permitted.  
The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed.  
Any other construction will be considered as independent suspension.
- B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.
- 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.
- D. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

## 413 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.  
The right rear wheel may be a maximum of ten (10) inches in rim width. Cars powered by four cylinder horizontally opposed, two valve per cylinder, intake and exhaust valves in-line and on the same axis, may use a right rear wheel with a maximum width of twelve (12) inches.
- D. FOR DIRT EVENTS ONLY: - A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- E. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.
- F. All wheels are subject to the approval of the United States Auto Club. Manufacturers are required to submit a certified test report, from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or exceed USAC specifications.
- G. All wheels should be inspected, at least annually, by the appropriate non-destructive testing techniques in accordance with the USAC Non-Destructive Testing Manual.
- H. FOR PAVED EVENTS ONLY:  
Direct mount or spindle mount wheels are not allowed on the right front at pavement races.  
Splined front hubs/wheels will not be allowed.
- I. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.

## 414 Tires

- A. All tires must be designed specifically for automobile racing and must be approved by the manufacturer for its intended use.
- B. Any device(s) used for warming the tires prior to competition is prohibited.
- C. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.  
Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season.



- D. FOR PAVED EVENTS ONLY: all tire sizes and compounds must be selected from the approved list for the event. If the right rear tire is changed during an event, under red or yellow flag conditions, the car will restart at the end of the restart lineup. If yellow laps are counted, this restart position could be in addition to the loss of lap/s incurred in the pits. The replacement tire must be the same compound as the tire removed.
- E. FOR PAVED EVENTS ONLY: The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.

## 415 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.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

## 416 Brakes

- A. Cars must be equipped with an effective braking system.
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy.  
Titanium, carbon or carbon composite brake discs or components are not allowed.  
Brake pad material is open.
- D. 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.

## 417 Engine Starter and Clutch

The use of starters and a de-clutching device is optional. If utilized they must have a neutral position in the final drive.

Any removable starter shaft must have a free turning collar, preferable of non-metallic material, securely fixed fore and aft to the shaft and able to rotate independently of the starter shaft.

## 418 Engine Size Limits

USAC reserves the right to require inlet restrictors in any engine classification for the purpose of equivalency.

- A. Pushrod Type Engines
  1. Four cylinder in-line, two valves per cylinder, water cooled, with intake and exhaust ports on the same side of the head using an aluminum block and approved non-cross flow aluminum "Fontana" cylinder head.
    - Maximum of 174 CID (2852cc)
  2. Four cylinder in-line, two valves per cylinder, water cooled, utilizing an aluminum block and/or head.
    - Maximum 166 CID (2721 cc)
  3. Four cylinder horizontally opposed, two valves per cylinder. Intake and exhaust valves must be in-line and on the same axis.
    - Maximum 174 CID (2852 cc)
  4. Maximum of six cylinders, V-type, (maximum 90 degrees), two valves per cylinder, in-line, water cooled,
    - Maximum 174 CID (2852 cc)
    - (a) Same as (4) above, utilizing an aluminum block and/or heads. - Maximum 166 CID
      - Maximum 166 CID (2721 cc)
- B. Single Overhead Camshaft Type Engines
  1. Maximum of six cylinders in-line or V-type (maximum 90 degrees), water-cooled two valves per cylinder.



- Maximum 146 CID (2393 cc)
- 2. Four cylinder horizontally opposed, rocker arm actuated four valves per cylinder, water-cooled engine.
  - Maximum 122 CID (2000 cc)
- 3. Four cylinder in line, aluminum block and head, "Pinto" engine. Alteration of the basic design of the head or block is prohibited.
  - Maximum 161 CID (2639cc)
- C. Double Overhead Camshaft Type Engines
  - 1. Four cylinder in-line, water-cooled, maximum of four valves per cylinder.
    - Maximum 122 CID (2000 cc)
- D. The preceding engine sizes are maximum permitted. No clean up allowed.
- E. All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of six cylinders. Only one spark plug per cylinder will be allowed. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
- F. Complete engines and/or major components must be available in a reasonably sufficient supply to all competitors at comparative prices.
- G. USAC reserves the right to disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering a competition.

## 419 Fuel - Air

- A. Fuel is restricted to methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

## 420 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. Any ignition, other than magnetos, must be approved by USAC prior to their use in competition. It is the responsibility of the participant, not the manufacturer, to obtain proper approval.
- D. All engine electronics must be mounted under the hood. Electronic tachometers may be in the cockpit providing all connectors are on the engine side of the firewall.
- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- F. 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.
- G. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

## 421 Radios

- A. The use of in-car radio transmitting devices is prohibited.
- B. Only one-way communication from USAC Race Control will be allowed and is mandatory.
  - 1. Each participant is required to have a radio with two receiving channels.



Channel #1 Frequency 464.5500

Channel #2 Frequency 466.6875

## 422 Oil Supply

- A. The entire engine lubricating system must be of the dry sump type.
- B. Oil tank vents and/or breathers must be located so as not to endanger the driver.
- C. Oil may not be added to the engine supply during a race, without first receiving permission from the USAC Technical Director or Chief Steward.

## 423 Exhaust

- A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
- B. Cars having exhaust pipes passing the cockpit in close proximity to the driver must have raised metal guards adjacent to the cockpit to afford protection to the driver and mechanics.
- C. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. Mufflers should be bolted and clamped to the exhaust collector. Mufflers should be attached so as they follow the angle of the nerfing bar as closely as possible.
- D. FOR DIRT EVENTS ONLY: If the entry form states that mufflers are required, it will also be required to have a windshield screen mounted to the front of the roll cage.

## 424 Seating System

- A. Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head. The seat bottom must be mounted on the centerline of the chassis.  

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thickness) or aluminum (minimum .125 thickness) doubler with a minimum 2-inch diameter.
- B. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- C. 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. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.
- D. Adequate padding must be used under the buttocks to absorb impact.
- E. Seat Belts - The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer. All belts must have a label showing that they meet SFI specification 16.1 or 16.5.
  - 1. Seat belts must be worn as tight as possible.
  - 2. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
  - 3. Seat belts must come through the seat at the bottom on each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
  - 4. Five or six point (crotch) belts connected to the main belt quick release mechanism and securely attached to the chassis are mandatory.
- F. Shoulder Harness - The use of double over-the-shoulder straps is mandatory. The minimum width of shoulder straps is three (3) inches. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer. All straps must have a label showing that they meet SFI specification 16.1. (See Illustration #9)
  - 1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck. At points of attachment they should be four (4) to six (6) inches apart. They should be attached



- in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. They should not be more than two inches below the through hole in the seat back.
2. Where the straps pass through the seat, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
  3. Shoulder straps must be secured behind the drivers shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
  4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
  5. The shoulder harness should be worn as tight as possible.
- G. If using approved composite seat, approved bracketry must be used and installed according to manufactures specifications. ( A list of approved composite seats and hardware is available through the USAC office.

#### **425 Fire Equipment**

The entrant or crew chief of each car must have in his pit a fully charged five-pound dry powder extinguisher or its equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

#### **426 Fire Prevention**

- A. No smoking will be permitted in the pit area whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be removed from the pit area and will be subject to fine.
- B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

#### **427 Safety Equipment**

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the 2000 or 2005 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. The use of an approved head and neck restraint is highly recommended.
- B. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3
- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- D. Roll Cage Nets - It is mandatory that all cars 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 Specification 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. Mandatory - both nets required; LHS and RHS. (See Illustration #10.)  

Roll cage nets will not be required if USAC approved full containment seats are utilized. ( See illustration # 12 )
- E. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact material conforming to SFI Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.
- F. A SFI approved head and neck restraint system is required. (See illustration #11.)

#### **428 Dentures**

All drivers are required to remove all dentures before starting an event.

#### **429 Car Numbers**

- A. All car numbers are assigned by the Director of Competition or his designate.
- B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail.



- C. The numerals shall be in white on black background or black on white background or contrasting equivalents. The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.
- D. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season. The number 1 is reserved for the National Champion driver and will not be reassigned. The use of the number 1 is not cause to relinquish the competitor's permanent number. Numbers may be voluntarily released by the holder at the end of the season. The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used in competition the previous season. Other numbers will be assigned in the order that car registrations are received.
- E. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.
- F. Should two or more cars with the same number be entered in a competition, the Stewards will require that one or more cars be temporarily renumbered.

### **430 Car Names**

- A. A car may not be named after a manufacturer or organization, unless the manufacturer or organization has given its written consent.
- B. A car may not be named after a car manufacturer unless at least the engine was designed by the manufacturer.
- C. If a car is named after an automotive product, other than a car, the product must be used in its proper relationship to the car.
- D. A car may be named after a person, who is its entrant.
- E. Names that are undignified, might confuse the public or might detract from the interest in competitions are prohibited.

### **431 Appearance**

Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.



## APPENDIX E

### National, Western & Regional Midgets Division Procedures

#### 1401 Qualification-Order

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. **In the event of a tie, the tie breaker will be the competitor with the second fastest time.** Specifics will be covered in the Entry Form or at the driver's meeting.

#### 1402 Qualification Procedures

All qualifications will be held in accordance with PART VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.
3. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
4. The Chief Steward is empowered to change the event format, including the number of laps to be run, as set forth in the Official Entry when unusual circumstances arise that demand this action.

#### 1403 Drawing for Starting Positions

In the event qualifications cannot be held or completed, the starting positions shall be determined by a random draw to determine the starting order of the heat races or by the current season point total of the driver and the entrant combined as they are listed on the official qualification draw list. The specifics of the random draw are outlined in Part VIII, 8.9 and starting lineup based on point totals is as follows:

1. Starting lineups will be determined as if the point totals were actual qualification speeds. The driver/entrant with the most points will assume the fast qualifier position. Driver/entrants without points will line up behind driver/entrants with points, in the order of their qualification draw. Qualification points will not be awarded when the field is determined by points and/or draw.
2. If more than a full field of cars is eligible and ready to qualify, the Chief Steward will, at his discretion, provide a modified format to include additional and/or all participants.
3. The Chief Steward will, at his discretion, provide a starting place at the rear of the semi-feature, or qualifying race, for any USAC National Midget Driver Champion not previously qualified for this event.
4. If qualifications are held and the feature is run before the heat races and semi-feature, the feature will line up according to qualification times and started in accordance with the Official Entry Blank.
5. In the event it is necessary to run the feature event before the semi-feature or in the event the semi-feature is not run, the necessary starters to complete the feature line up will transfer according to the starting lineup of the semi-feature.

The Chief Steward has the authority to select and/or amend these procedures in unique situations.

#### 1404 Provisional Starting Positions

The National and Western Midget Divisions will include a maximum of two (2) provisional starters in each feature event providing there are eligible entrants who accept this option.

The Regional Midget Division will include a maximum of one (1) provisional starter in each feature event providing there are eligible entrants who accept this option.

The following conditions apply to provisional starters:



The top ~~15-20~~ in Entrant points are eligible for a maximum of ~~two (2)~~ three (3) provisional starts per season with the top Entrants in points, not qualifying for the feature, being the first recipient. If an eligible Entrant elects not to use a provisional, his/her position will be taken by the next highest in points standings.

Prior to June 1st, "Provisionals" will be based upon the season ending points from the previous season. After June 1st, "Provisionals" will be based on the current point standings as posted prior to the event.

Starting positions, point allocations and additional eligibility requirements can be found in 5.4 C., 5.10 and 9.10 C.

## 1405 Stopping on the Course

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field.
2. At certain venues a two-spin/stop rule will be in effect. When this rule is in effect and in case of a spin and/or stop, only one assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the Chief Steward.

## 1406 Pushing

1. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
2. Cars stalled on the course may be pushed to start providing the engine is running before arriving at the pit entrance.
3. Push starts under green flag or yellow flag conditions will be at the discretion of the Chief Steward.

## 1407 Laps under Yellow Flag

1. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. In events of 35 laps or less on tracks of one mile in length or longer, laps where the yellow flag is displayed will not be counted.
3. Yellow flag laps for indoor races on 1/10 mile tracks or shorter will not be counted.
4. Cars stopped on the course and are restarted will be placed at the rear of the field.
5. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
6. If a second restart is required, the cars will line up single file with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
7. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
8. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
9. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
10. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
11. During a caution period a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

## 1408 Yellow Flag Procedure – Feature Event Only

1. If you leave the racing surface to perform a necessary repair you will be given up to 3 laps to complete the work need to be in the designated push off area with all work completed before the leader receives the one to go green signal from the starter at the start/finish line.
2. Necessary repairs are defined as something that would prevent you from being able to continue, such as a flat tire, nerf bar loose, reinstall injector stacks, rear bumper, etc.



3. Not defined as necessary is changing a worn tire, adding fuel, or chassis adjustments.
4. In order to be eligible for time to be given for repairs you must go directly to the designated work area.
5. The laps will start counting once the field is lined up correctly. The laps DO NOT start counting when you get to the work area.
6. 2 laps will be given on ½ mile or bigger tracks, and 3 laps will be given on tracks that are smaller. The Chief Steward may amend the number of laps given, due to the differences in tracks, and will inform the competitors at the drivers meeting.

## 1409 Red Flag Procedure

Red flags will be opened up at the discretion of the Chief Steward. The white flag will be displayed, signaling to the crews that they may go out to the cars. You may bring out as many crew members as needed to get work done in a timely manner. You will be allowed to perform any work needed to your car except for bringing a jack on the race track or changing a tire (this must be done in the designated work area). Once the track is clear and ready to go back to yellow, a one minute horn will sound, the starter will display the checkered flag, this indicates your time to work has expired. One minute later another horn will sound, the starter will pull back the checkered flag and any crew member still working on a car will result in that driver starting on the tail. Time to work is not guaranteed, you may not be able to reach your car before the one minute horn sounds. Specifics of a red flag procedure will be given by the Chief Steward at the Drivers Meeting.

Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC official. Drivers will also be allowed to remain buckled in while refueling, with the engine off.

## 1410 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start or continue in a competition. Competitors must start the main event with these items but, may continue without nerf bars during the main event if damaged.

## 1411 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period if possible or in the Official Finish of the race.

**1412 Testing** - As per the sanction agreement with the USAC Race Organizer, practice and/or testing during the three calendar days prior to a racing event is not permitted. The term "racing event" means all official USAC sanctioned functions at the track in conjunction with this race, beginning with the first day of USAC sanctioned practice. Teams who engage in such unauthorized practice or test runs will be subject to disciplinary action by USAC.

Exceptions: USAC scheduled and sanctioned practices.

**1413 Motorized support vehicles** are required to have a plainly visible number on the front and back of the vehicle corresponding to the race car number.