



## APPENDIX G

### 2008 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  $\pm$  1/2 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. (See Illustration.)

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 for 2008 season - 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 for the 2008 season. (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.