

APPENDIX II

2010 .25 Midget Race Procedures- Updated March April 27, 2010

1701 Age Requirements

1. All persons that enter the track or hot chute areas must be a minimum of sixteen years of age. i.e. handlers, flagmen, corner man etc. Must be a USAC member.
2. Proof of age is required at all USAC meets. No driver participation under five years. Rookie may train and practice only at four years six months of age. No racing until five years of age.
3. In Quarter Midget classes, drivers cannot race past December 31st of the year they turn 17 years of age
4. In Junior Half Midget, drivers cannot race past December 31st of the year they turn 18 years of age.
5. In Senior Half Midget, drivers can race from age 18 up, but this is a local option only. Senior Half Midget will not be run at any National Events.

1702 Qualification Procedures

Practice and qualifying will be determined by pill draw (low to high). If a car is unable to time for any reason in the proper order, they will be awarded a no time.

Specifics will be covered in the Entry Form and/or at the driver's meeting. Clubs may deviate from these specifications, but need to notify District Board and National Office in writing at beginning of each season.

All qualifications will be held in accordance with the current USAC .25 Midget Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Qualifying will be done as follows, 3 warm up and 2 timed laps.
 - If a car does not leave track after checkered, the black flag is displayed for driver to leave the track.
2. Handler should only enter track in order to restart a stopped car. No work other than turning on of fuel allowed. Existing laps will be allowed to be completed for time. No additional laps will be given.
3. IF a car breaks or leaves the track before all laps are completed, the fastest completed lap will be the qualifying time. If no laps were completed, then the car will take a "no time".
4. If two cars have identical times, the second fastest lap will be used as a tie breaker.
5. Driver qualifying the car will be the only one eligible to drive it in the event for which it qualified. The car that is used for qualification must be the same one used for the race.
6. A driver may only be signed in one time per class or division. NO double sign in. There is no exception to this rule.
7. Only one driver may qualify in any one car in the same division. (Example: One lightweight and another driver a heavyweight could qualify in the same car in the 160 class, however, two lightweights could not qualify in the same 160 car. There are no exceptions to this rule.
8. All cars must be weighed following qualification, and engines must be sealed. If a car or driver does not meet weight requirements, they will be awarded a "No Time"

9. After qualification, cars and engines must remain on the premises for the remainder of the event unless prior approval has been given.
10. Timing will continue until all classes/divisions are completed. In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.
11. The use of Air Filters during qualifying at any USAC pavement events is illegal. The Senior Tech Official reserves the right to allow Air Filters at any event that it is deemed necessary.
12. Group/European Qualifying may be used at the Chief Stewards discretion when transponders are used.
13. The Chief Steward is empowered to change the event format, including the number of qualifying laps to be run.

1703 Drawing for Starting Positions

As an alternative to qualifying, the passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position with the exception if there is an invert for the A-Main. Late sign ins, will not receive passing points, but only points accumulated through their finishing position in their heat race. In the event of a tie in total points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual lineups.

Finishing Position	Points Given	Passing Points
1	55	
2	52	1 car @ 1 = 1 pt
3	49	2 cars @ 1 = 2 pts
4	46	3 cars @ 1 = 3 pts
5	43	4 cars @ 1 = 4 pts
6	40	5 cars @ 1 = 5 pts
7	37	6 cars @ 1 = 6 pts
8	34	7 cars @ 1 = 7 pts
9	31	8 cars @ 1 = 8 pts
10	28	9 cars @ 1 = 9 pts
11	25	10 cars @ 1 = 10 pts
12	22	11 cars @ 1 = 11 pts

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

1704 Judging & Authority & Responsibility of Chief Steward & Officials

ALL RACES are run in concert by the following personnel, who must be USAC members &/or officials in good standing, or as provided in USAC rules.

Chief Steward –

In charge of the overall running of the event. Approved by National Director for National and District events. Must be experienced, well versed in all USAC racing rules and regulations. Makes any DQ determinations if needed, including flagrant calls. May consult with other officials if needed to make determinations. Approves of all other officials. Clubs have the option of using judges.

Flagger –

Runs the flagging of the race. Falls under the jurisdiction of the Chief Steward. May be called upon by Chief Steward when trying to determine a call. Flagger will be located in the flag stand during green flag racing.

Pit Steward –

In charge of the staging lanes. Coordinates with Chief Steward to send cars out to the racing surface. Checks safety items in staging lanes to make sure cars and drivers are ready to race. Pit Steward will be located between staging lanes and hot chute.

Director of Timing & Scoring –

In charge of keeping track of positions throughout the race to determine finishing order.

Technical Director –

In charge of inspection of engines and works together with safety director to ensure chassis are within specifications

Safety Director –

In charge of ensuring safety rules are followed, including ensuring that all cars and drivers follow all safety rules. Works together with Technical Director to ensure chassis are within specifications. When required a proof of loss statement must be sent to USAC within 30 days of all incidents.

Duties of the Chief Steward

1. The following procedures shall be utilized by the Chief Steward at all USAC National and District events. They are recommended for use at other Quarter Midget events but Clubs may deviate from these specifications. The clubs need to notify District Board and National Office in writing at beginning of each season. Traditional quarter midget judging procedures may be employed with notification.
2. All race officiating will be done by the Chief Steward with input from the flagger and/or Asst. Chief Steward at the Chief Steward's discretion.
3. Chief Steward will not be handlers, owners, parents or family members of drivers entered in the particular on track race.
4. Authority of Chief Steward - A Chief Steward will have the authority to disqualify or Black Flag, for flagrant calls. All calls by the Chief Steward will be for immediate disqualification (Black Flag). Chief Steward disqualifications may not be protested.

5. The Chief Steward will have authority to immediately disqualify a driver/car for the following:
 - A. Flagrant or Deliberate Rough Driving. (A driver that is running over or into the car in front or beside them.)
 - B. All 4 wheels under the speed breakers to gain an advantage. (Position, track distance etc.)
 - C. Disobeying Flags. (Jumping starts, passing under yellow, etc. After being warned at least one time and then being put to the tail, second warning could be cause for DQ)
 - D. Signaling by Handler to Driver. (Under green flag conditions)
 - E. Car being operated in an unsafe manner. (Excessive bicycling 3 consecutive corners, Stuck throttle, No brakes, etc)
 - F. Making adjustments or repairs on the racetrack or during a refuel or emergency stop. (Cars may be worked on in the designated work area per USAC work rule on refuel stop or after an injured driver is cleared ok to race or has left the race on an emergency stop.)
 - G. **Third** chargeable STRIKE. (Under green flag conditions) This will be scored as a DNF.)
 - H. Improper wearing of safety equipment. (No neck collar, belts not over both shoulders, helmet not fastened etc.)
 - I. Defensive Driving: When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.
 - J. Loss of car related safety items. (Nerf Bars, bumpers, shoulder bar, fuel tank, fuel tank cap, etc. under green flag conditions)
 - K. Loss of driver related safety items (Helmet, gloves, neck collar, arm restraints, belts, etc.) under green flag conditions.
 - L. Liberation of fluids under green or yellow flag conditions.
 - M. Loss of ballast during a race (green or yellow) will result in a DQ for the race.
6. Only the Official Handler may ask the Chief Steward for the reason of disqualification at the conclusion of the race; HOWEVER, they may NOT argue the call or protest it. Arguing or protesting the call may result in immediate ejection from the event.
7. The Chief Steward must have a communication link; via radio with the Flagger & Tower.
8. Flagman shall not make any disqualification calls unless approved by the Chief Steward of that race.
9. Chief Steward has the option to put any car(s) to the rear that fails to keep proper pace.
10. Cars are subject to black flag calls any time that they are on the track. Disqualification may be made after the checkered flag has been thrown, or before the green has been thrown. Incidents can occur in the hot chute or as cars leave the track. The Chief Steward can decide that it was intentional or deliberate, and disqualify the car.
11. During a medical red flag situation, NO cars can be worked on or moved, until the Chief Steward has declared the track clear.
12. It is the Chief Steward's responsibility to enforce and to determine violations of the Racing Rules, as outlined in Section 1713, "Racing Rules and Procedures".

1705 Pushing/Restarts

1. Handlers may only enter the course/track or infield with permission from steward during yellow flag or during red flag conditions. Handler will never enter course/track during green flag conditions.
2. Cars that are being pushed to start will only pass the flag stand twice; after second pass of flag stand, car must go to the designated work area before returning to the track surface.

1706 Laps under Yellow Flag

1. Laps where the yellow flag is displayed will not be scored.
2. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The re-lineup position will be verified by the scorers.
3. 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 will return to its previous position.

1707 Designated Work Area – USAC Work Rule

1. The work rule will be mandatory for all Club, Regional, District and National events.
2. A maximum of two handlers per car will be allowed in the hot chute. If a handler requires more than the two for major repairs, then any two other handlers already designated in the hot chute for other cars may assist. No additional handlers will be allowed to enter the hot chute for major repairs. If the handler chooses, he may take his car out of the hot chute to a designated work area in close proximity to have additional members assist with repairs
3. The designated work area will be marked off. A designated work area is where additional handlers can assist with repairs. This designated work area will depend on the Club hosting the event, because tracks layouts do vary. This may be a portion of the hot chute. This must be approved by the Chief Steward and/or Safety Director.
4. Any car going to the designated work area will automatically be put to the back of the pack.
5. If a car leaves the racing surface under green flag, it may not re-enter the race.
6. Under a yellow or non medical red flag condition, a car (or cars) may go into the designated work area for repairs using any piece of equipment for repairs, but may not add fuel or gasoline (except by track Officials to “AA” and Half cars during refueling stops). Refueling of cars during race will result in disqualification.
7. If more than one car is in the designated work area; positions will be determined by the order of cars returning to the track.
8. **Two** courtesy **yellow flag caution** laps will be given per caution once the on track lineup is set **and cars are in race order. Refer to 1708-14.**

1708 Flag Procedures for .25 Midgets

1. Flagger's position to be located on flag stand on the outside of the track. Flagger will remain near the flag stand during all event practice sessions and races. Flagger shall be at least 18 years of age, and a member of USAC. Flagger may have assistant hand them flags.
2. Green flag shall be displayed any time another flag is not being displayed.
3. Yellow flag is to be displayed any time a car goes dead on track or the track has any unsafe conditions (debris, fluids, etc.) There will be no passing under the yellow flag. No lap is exempt from a yellow flag. If an accident occurs before the checker has been thrown, a yellow flag should be thrown and unsafe areas or the area of the track where the dead on track has occurred should be pointed out. The yellow is to remain displayed until all corner workers have cleared the racing surface. Caution (Yellow) lights may be used around the track and will be controlled by the flagger. If a single car goes dead on the track or in the infield under green, a yellow flag will be thrown, car may be charged with a STRIKE and started at back – unless a car is disqualified. Also refer to 1704-8 and 1713-16.

4. Red flag (medical) will be displayed any time cars turn over, injuries, or potential injuries may have occurred. If there is an injured driver, NO cars may be moved from racing surface or be worked on until driver(s) have been cleared. Red flag must also be displayed and cars stopped prior to anyone being allowed on the track to inspect track walls and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap.
5. Cars not remaining above the safety entrance/Blend line will be subject to being black flagged. Cars that continue to disregard the safety entrance line may be subject to disqualification or loss of practice and testing session.
6. When practice session is over, yellow flag should be displayed for one lap followed by a checkered flag in order to clear the track.
7. After a race warm up time has expired; the yellow flag should be displayed for at least one lap before the line up signal is given. The original line up signal should be a rolled yellow and a rolled green, (one in each hand) displayed in a drumming motion to indicate a double file line up. Double file lineup will only be for initial starts. Following a yellow flag and after restart line up has been determined; single file restart signal should be displayed. Hold a rolled yellow and a rolled green together in one hand straight above or in front of the Flag person. All restarts will be single file after initial double file.
8. Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black, in concert with the Chief Steward. All starts will be rolling starts. Flagman will determine the pace of each race. Flagger and or Chief Steward has the option to put any car or cars to the rear if they will not keep proper pace.
9. During the line up process if cars fail to keep a proper pace or continually jump-start the green, a rolled black flag as a warning. Car(s) that still do not keep proper pace or other infractions may be sent to the back of the line up. Flagger must maintain control and remain consistent. Once the race begins (First official scored lap) no other cars including the alternate car can enter the race. (refer to 1713-9) During the initial lineup and before the green flag falls, cars that stop on the track will be put back in their original position unless there is a disqualification or penalty. Cars will not be allowed to accelerate until the "gas it up" line, which will be between turns 3 and 4. Green flag will not be thrown until the front car(s) have reached turn four at earliest.
10. White Flag will be displayed when there is one lap left in the race. Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. The Flagger does not have to remember the length of the race; when lap one comes up, simply display the white flag.
11. Checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been thrown, a yellow should be displayed along with the checkered flag, however, the race is officially completed. NO restarts after the checkered flag.
12. If under green flag two or more cars become hooked together and do not unhook themselves – the yellow flag will come out followed by red if necessary. (Flaggers and/or Chief Stewards discretion) The cars will be unhooked and unless a car is disqualified, all cars will go to the tail and be charged with a STRIKE.
13. Black Flag will be pointed at car being disqualified and then waved as the driver approaches to indicate the disqualification. If a car is disqualified during a race, and does not immediately leave the track after being black flagged, the black flag will be shown to the driver two more times on next two laps. If the driver still has not exited the track, the race CAN be stopped (red flag) and the disqualified car will be removed, DQ'ed and subject to further penalty. Race will be restarted from the last recorded lap.

14. After a race lineup is determined and cars are in racing order, if there are cars in the pit area, two laps will be given for cars to complete repairs and reenter the race. As the cars on the track pass the start/finish line, the flagger will extend an arm, clearly indicating the countdown of two laps. After two complete caution laps have been completed, the flagman will indicate with a rolled green flag that racing will start on the next lap. The cars in the pits must be past a predetermined 'late out' point at the exit of the pits, under their own power, before the lead car crosses the start finish line at the 'one-to-go' flag indication. Local track configurations may alter timing at which the cars can be past the late out point. There will be only one courtesy two-lap countdown per yellow flag period. Unless the reentering car creates a hazard, the flagger is not required to remain under yellow to allow the reentering car to catch the tail end of the field. Cars on the track intentionally slowing or speeding the field from the desired caution pace may be sent to the tail of the field as determined by the Chief Steward.

1709 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and all other safety equipment in order to start or continue in a competition.

1710 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before coming out of turn 4 on the track shall be guilty of a violation, the yellow will then be displayed. The penalty will be a repositioning of the car at the tail. A second violation will result in a STRIKE.

1711 Testing

The limitations placed on testing for the USAC events DO NOT apply, except prior to a national championship event. Practice and/or testing during the three calendar days prior to the racing event is not permitted. Teams who engage in such unauthorized practice or test runs will be subject to disqualification from the event.

1712 Class & Division Structure

1. **Class Definition** - Class is defined as a race program by engine type and rules.
2. Ages and weights for classes are found in table at 703- I
3. A driver will not be allowed to run more than **four** Quarter Midget classes per event and a half class.
4. No mixing of classes at National Events. No Stock with Modified Stock. No Modified with "B". No "B" with "AA". This means that cars with modified engines entered as modified should not run with cars with "B" engines that entered as a "B". This does not mean that a modified engine cannot be in a "B" class car. A car with a modified engine can be entered in the "B" class and run as "B". This car cannot be entered in any other class at the event. A car may be entered and run as any Quarter Midget Class and as a "1/2".
5. The "1/2" class is defined by separate dimensions and is not the same as the quarter midget class. If one car and engine is run as an "A" and a "1/2" it must meet the wheelbase and wheel tread width of both classes.
6. Senior Honda, 160 Honda, Senior Super Stock and all Mod, Senior Animal, "B", WF "AA" and 1/2 classes may have a maximum of twelve cars per race.
7. Jr. Honda, Jr. Animal and Jr. Stock classes may have maximum of ten cars per race.

8. In order to run 160, B, AA, a driver must run one 12-month period upon graduation from the rookie class, in a lower class or combination of a lower classes (not including rookie year) or obtain the unanimous approval of the Rookie Committee and final approval from the majority of your District Board before competing in these classes and meet the minimum age requirements. In order to run a World Formula or "AA" a driver must have 12 months in an unrestricted class or obtain the unanimous approval of the Rookie Committee and final approval from the majority of your District Board and meet the minimum age requirements.
9. No class jumping, either up or down. Definition: Engine and car must compete in the class that it originally signs in and qualifies. A car cannot be entered in more than one Quarter Midget class at a given event. This part of the rule disallows the signing in of a car to qualify and compete in more than one class. It can run in same class but two divisions. Example: a car can be signed in for one driver to run as a Junior Stock and another driver to run as a Senior Stock, or in the classes that are separated by light and heavy drivers, and one driver may run as a light and another driver as a heavy in the same class. Junior and Senior, Light and Heavy are divisions of a class.
10. **Division Definition** - Division is defined by age and or weight.
11. Specific ages and weights for divisions are found in at 701-1
12. Any driver who will turn nine during his local Club season has the option of moving up to and racing in the Senior division at all local, Regional, District and National events, at any time prior to his ninth birthday. Once he has made this decision and raced in the Senior division, he shall not be allowed to return to any Junior division for any reason. If this option is used USAC driver card shall be documented immediately.
13. Three cars or more entering a division will constitute a class. If less than three enter this division, it may be combined with other division in its class at the option of the Chief Steward, but excluding the Junior Division and you can never run Junior and Senior at the same time. Does not apply to the Rookie class.
14. Drivers who turn 9 during a racing season must move on their birthday. Exception: If you enter/sign-in for an event when you are 8, you may finish that event. Driver must move after the conclusion of that event.
15. Light and Heavyweight: Among those classes divided by weight only, there may be enough drivers to justify this division in some areas and it will be optional to the Chief Steward whether the class is to be divided or not. The lightweight division is to be considered open to all drivers, the heavy weight restricted as to weight. Drivers may enter one division per class only. Per scoring procedures light classes start in front of heavy classes.
16. **Lack of Cars to Make a Complete Class – (Local Option)**
In order for clubs to more efficiently run their races, they may decide not to run certain USAC approved Quarter Midget Classes. For example, if there are very few cars participating in Super Stock classes, but more participating in the Modified classes, they could eliminate Super Stock for the day, with the suggestion that the Super Stocks run with the Modified. Further, if there are no cars participating in a class, they could simply eliminate that class for the year. Clubs need to notify Regional Director and National Office in writing at beginning of each season. IF a car in an eliminated class were to show up for a race, it would be the clubs option to run the class or not, or to let the car run in another class.
17. The Chief Steward at National and District events and the Board of Directors at the Club level have the authority to assess a driver's competence to compete in a particular class.

**Lap Counts by Class/Division, USAC running order –
(Optional for Local Events)**

CLASS	DIVISION	HEATS	LOWER MAINS	B-Main	A-MAIN
Rookie	Junior & Sr	10	15	15	20
Honda	Junior	15	20	25	30
Honda	Senior	20	25	35	40
Honda	Heavy	20	25	35	40
Animal	Junior	15	20	25	30
Animal	Senior	20	25	35	40
Stock	Junior	15	20	25	30
Stock	Senior	20	25	35	40
Modified		20	25	35	40
Honda 160	Light & Heavy	20	25	35	40
B		20	25	35	40
WF	Light & Heavy	20	25	35	40
AA	Light & Heavy	20	25	35	40
Half	Junior	20	25	35	40

NOTE: Number of laps may be adjusted.

NOTE: 11-13 year olds must have approval from the Club rookie committee for ½ class.

1713 Racing Rules and Procedures

Unless otherwise noted, these procedures must be followed at all events.

1. **USAC Championship, District and National Quarter Midget Events** - All participants at a USAC event must present their valid USAC I.D. card at the time of signing in.
2. All #'s shall be furnished. All cars must have a minimum of 3 numbers plainly visible. 1 on the left front, 1 on the left rear, and 1 on the right rear.
(Optional for local events)
3. All cars to present themselves at the lineup area before entering the racing surface ready to race. This includes all car and driver safety items, required "RaceCeiver", engine and exhaust systems, braking systems and racing fuel. After the car takes the racing surface, fueling of cars is prohibited in the staging lanes, hot chute or on the track and will result in a DQ, except as noted for AA and Half classes.
4. Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale/scale area is prohibited; penalty is a DQ from race by Chief Steward.
5. No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car. Mouthpieces are allowed.
6. The possession or use of illegal drugs by a driver, car owner, mechanic, spectator or race official anywhere in the track, pit or parking area will be strictly prohibited. The use of alcoholic beverages by a driver, car owner, mechanic, or race official anywhere in the track, pit or parking area from the time sign ins open until the time that tech inspections are completed will be strictly prohibited. Any violation of these rules is subject to disciplinary action by USAC.
7. Any driver, car owner or mechanic, race official or spectator who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event.
8. All winners' cars will only be official after Tech declares engine legal. (Definition: at USAC events, it shall be mandatory that engines be inspected for legality. Extent of inspection will be at the discretion of Tech. Engines shall be considered illegal if car handler or owner refuses required inspection. (Appendix 1 Sec 732-9b)

9. No change or adjustments to car or engine settings may be made to any Quarter or Half Midget race car by any method, while it is on the racing surface. Additionally, no device, system or other method capable of making changes to these settings will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day. Components that incorporate, as part of their design predetermined and predictable changes to that component shall be allowed. (Example: temperature or load sensing shock absorber valves or integral temperature sensitive carburetor fuel metering devices.) No changes or adjustments can be made to car or engine settings to any Quarter or Half Midget racecar by any method, while it is on the racing surface. Interpretation and enforcement of these guidelines is the responsibility of the senior tech & safety officials in attendance at the event. Chassis or engine components that because of their required placement and normal use or function are within reach of the driver will be allowed. These may not be adjusted while the car is on the racing surface. (Example: shock absorbers with the normal knobs are allowed, however, a larger knob cannot be installed if it is within reach of the driver.)
10. After initial warm-up period has elapsed (use of clock or air horn), all cars on the track and past designated line shall be lined up according to original starting position. All others shall start at the back of the pack – in the order they enter the racetrack.
11. In “AA” and Half Midget classes only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting restarts when the cars restart. A refueling stop, from red flag to restart, should take no more than four minutes. There shall be NO MORE than 2 fuel stops after the initial green flag at any USAC District or National event. More fuel stops allowed at club races, but need to notify District Director and National Office in writing at beginning of each season.
12. Refueling for “AA” and Half may be refueled after the completion of warm up time. This is at the discretion of the Chief Steward and announced before cars take the track. Drivers are to be out of cars for fueling.
13. No more than two handlers per car in the hot chute during race and not more than four handlers may work on any one car in the hot chute.
14. Four Corner workers are necessary for each race. All Corner workers are to be located at the outside of each turn or at least two at each outside end of the track. No corner workers are allowed in the infield and are the only people allowed on the track in the event of a caution during a race.
15. All pit locations must be located outside of the track wall or fencing.
16. Once a car qualifies or pushes off from the staging area for qualifying or first heat race, you must run the same car (chassis) for the entire event.
17. The Chief Steward must be in the hot chute with the handlers during a racing event.
18. Fuel tanks cannot be replaced during a race.
19. An alternate car will be allowed at all National and District events. The alternate car cannot practice or warm up with the starting field before a race and may only enter the race after the double file lineup has been called by the flagger and a car from the starting lineup is not on the track. The original car from the starting lineup is eligible to reclaim their position with the field under yellow until the first lap of the race is completed and scored. The alternate car is eligible to enter the race under yellow until the first lap is completed and scored and one of the cars from the starting lineup leaves the track. It is possible for the alternate car to receive a green flag start and still be removed from the race if the first lap is not completed under green and the original lineup car reenters the race under yellow to reclaim a starting position. The alternate car is optional for local events.

20. No trophy or awards, other than participation awards, shall be given to a driver for a race in which he was disqualified in tech or for unsportsmanlike conduct. Clubs may deviate from this rule with but need to notify District Board and National Office in writing at beginning of each season.
21. A DNF may advance and line up behind normally transferring cars in the order they went DNF, if there are unfilled starting positions.
22. A car with 3 STRIKE's will be given a DNF and allowed to transfer through the races, in the same manner as above if applicable.
23. Cars must have tail cone in place at all times when on the track.
24. Any car having their engine changed after qualifying or between races must report engine change to Chief Steward and Tech Director. Scoring tower shall be notified and car/driver will be placed on the tail of their next race.
25. When two or more cars make contact bringing out a yellow flag one or both cars may be charged with a STRIKE. If the Chief Steward can determine with 100% certainty that a car involved in the incident was not at fault, that car will not receive a STRIKE against it. A car or cars that are charged with a STRIKE will go to the tail. All cars involved in the initial incident that go dead on the track, whether charged with a strike or not, will go to the tail. Cars receiving STRIKES will be positioned behind DOT cars not receiving STRIKES. If a car is not involved in the initial contact, but goes dead on the track to avoid the incident, or is inadvertently involved in the incident after the initial contact by the other cars, they will retain their position in the field at the last completed scored lap before the yellow flag.
26. On the initial double file start of the race, it is possible to have an incident where the cause cannot be determined and several cars may be involved. This results from the close racing of the entire field, accelerating in one corner at the same time. If the green flag was shown on the initial start, the Chief Steward may declare a single file restart, with no strikes called or cars sent to the tail if it is not possible to determine the cause of the incident.
27. The Chief Steward has the option to not call a STRIKE for an incident where two cars make contact, but keep forward momentum and regain racing speed without going dead on the track. The flagger may display the yellow flag if it is determined that the slowed cars are potentially hazardous. If no STRIKES are called and no cars DOT, all cars will retain their positions in the field at the last completed scored lap before the yellow flag.
28. At the scales following a race, a car or driver that does not have the proper required safety items or non-safety related items such as a muffler, will be disqualified. If any non-safety related parts are liberated, you may go to the work area and make any necessary repairs if a yellow flag is displayed. If the flagman feels the track conditions are safe, he may choose not to display the yellow flag.
29. Cars going Dead On Track during yellow flag conditions will retain their running order as of the last recorded green flag lap and will not be charged with a STRIKE unless directed by the Chief Steward.
30. When a tail-cone falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to re-place the tail-cone. This will be charged as a STRIKE unless a call is made on another car. The car will be allowed to resume racing if it's the first STRIKE and they make it back out before the green flag. They will not retain their position. If the tail-cone falls off on the last lap of the race and the checkered flag has been thrown, they will be charged with a DNF whether or not it is their 3rd STRIKE. The tail-cone may be replaced to cross the scales.
32. Cars involved in incidents that receive strikes, whether they go DOT or not, and all cars going DOT on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored in the order of their last completed lap. Cars receiving strikes will be placed behind cars going DOT and not receiving strikes. Also refer to Appendix III, Section 2704.

33. In incidents involving Flagrant Rough Driving in which a car or cars receives an immediate disqualification, an innocent car involved in the incident will retain their position in the lineup at the last scored lap. If this type of incident occurs on the final lap of the race, after the checkered flag is displayed, if the innocent car is DOT, it will be scored as a DNF without a strike. The car charged with Flagrant Rough Driving will receive a DQ.

1714 Protests

1. Any on track calls or decisions may not be protested.
2. Technical Protests - If the tech findings are not agreed with by the handler, they must fill out an appeal form within 15 minutes from the time that they are notified. The motor must remain in tech area during this time. If a second opinion is desired by the next higher technical authority, all charges for shipping and handling will be paid for by the protesting party.
3. **Tire Protest**
 - a. Protest must be in writing and filed with the tech inspector within 15 minutes, after feature race is completed. Handlers may not protest more than one car per event and may not protest same driver more than once per calendar year.
 - b. All protests will be handled by the Club President and/or Tech Director and must be accompanied with a \$450 cash deposit and will not be refunded, regardless of the outcome of the protest. If the tire being protested is found legal, a new tire will be returned to the driver being protested.
 - c. Any situation not covered by these rules shall be referred to USAC for decision. This protest must also be in writing and accompanied by deposit.
 - d. It is the goal of USAC to have the tire results returned in a timely matter.
 - e. The party against whom a protest is made has a right to know the charge and have a written copy thereof so that they may adequately defend themselves against any action.
 - f. USAC has the right to confiscate any tire at any time.