



APPENDIX B

2012 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.

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.**

202 Dimensions and Weight

- A. The wheelbase must be at least 96 inches.
- B. The overall length will be limited to a maximum of 15 feet.
- C. The overall width will be limited to a maximum of 80 inches.
- D. **The outside bead seat of the right rear wheel cannot exceed 46 inches at dirt events and 44 inches at pavement events measured from the centerline of the rear axle center section**
- E. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset. (as measured straight line along outside RR to outside RF)
- F. Weights

All cars must weigh a minimum of 1,625 lbs., including driver.

Cars may be weighed prior to and/or following any event, you will notified at drivers meeting of any change to scaling process. The scales will be available to all before hot laps.

All cars will go directly to scales post qualifying, if car misses scale and returns to pit or car found to be light will be scored last position.

Top Five 5 cars from feature go directly to scales unless otherwise instructed at driver meeting, if car found to be light that car scored last, awarded last place points and money.

Extenuating circumstances will be considered.

Additional bolt-on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within confines of frame. No weight may be added during yellow or red flag.

203 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.
- B. 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 and or strap securely attached to the chassis. Minimum hoop material is one inch X.065 steel tubing.
- C. Radius rods may not be attached within the confines of the cockpit.
- D. The driver shall be seated directly behind the engine; **drivers head can be no more than one (1") inch off center line of roll cage, measured at centerline of seat to TOP of driver's helmet when seated in an upright position.**
- E. 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.
- F. Only standard type Silver Crown bodies, tail tank and hood will be permitted. All body panels must be readily removable.



- G. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper. **See 208C regarding front bumper**
- H. 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.
- I. 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.
- J. 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.
- K. 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.
- L. 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.
- M. Right side cockpit panels may be a maximum of thirty-six (36) inches high, measured from top side of lower frame rail at engine plate.
- N. Left side cockpit panels may be thirty (30) inches high, measured from top side of lower frame rail at engine plate.
- O. Any panel extending above maximum side body panel height will be considered a sail panel.
- P. **Sail panel may extend rearward to triangular bar at back of roll cage, sail panels may not extend forward past a cross plane established by vertical tube(s) to cage at seat back.**
- Q. All paneling must not extend past edge of frame rails more than thickness of material.
- R. Cars must have a floorboard or bellypan, utilizing aluminum or equivalent alloy. Bellypans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs. It is highly suggested to insure adequate mounts to support weight of driver standing on with no deflection.
- S. 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.
- T. It is recommended that a fireproof absorbent pad be used under the engine on pavement.
- U. Sun visors are limited to 8 inches from top to bottom. and cannot be wider than the cage. Sun visors must be flat on both sides without wickers or aerodynamic advantages. For fan recognition; it is recommended that all teams place the drivers name on their visor in large letters.
- V. 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.
- X. Water radiators, oil coolers and any remote engine accessory, including batteries, must be within the confines of the main frame tubes.
- Y. 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. Oil tank and radiator must have catch tank.
- Z. Rear view mirrors are not permitted.

204 Roll Cage

- 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 should extend four (4) inches above the driver's helmet when seated in the driving position.



- 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.

205 Fuel System

- A. A conventional SILVER CROWN 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.

An aluminum plate (3/16" thick) must 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.

- E. 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.
- F. A flush or screw type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.
- G. 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 pump may be located within cockpit.**
- J. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

206 Firewalls

An effective firewall of must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.



207 Revolving Parts

- A. Highly recommended driveline containment system utilizing steel shield or containment blanket to cover torque ball and u-joint.

208 Bumpers

- A. The car must be equipped with a rear bumper at all times
- B. All rear bumpers must be a multiple tube style bumper constructed of magnetic and or stainless (NO TITANIUM) steel tubing with a minimum 1.0 inch O.D. and 0.065 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.
- C. 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.

209 Nerfing Bars

- A. **Nerf bars cannot extend beyond the outside edge of the tire at any time.**
- B. Nerf bars must be constructed from magnetic and or stainless (NO TITANIUM) steel tubing with a minimum 1.0 inch O.D. 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.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

210 Steering and Suspension

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- B. No rack & pinion steering allowed
- C. Welded aluminum or titanium suspension parts prohibited for the exception of Jacobs ladder (watts link)
- D. Drag link strap mandatory
- E. **Drag links and tie rods be constructed of 4130 or magnetic steel 1.0 inch O.D. and 0.58 inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) mandatory on drag link and tie rod.**
- F. No electronic weight, shock, sway bar or any suspension item adjuster.
- G. Independent suspension is not permitted

211 Axles

- A. Independent suspension is not permitted.
- B. 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.
- C. 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.
- D. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium axles are not permitted.
- E. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

212 Wheels

- A. Plastic and/or carbon fiber wheels are not permitted
- B. The rim diameter must be fifteen (15) inches.



- C. Front wheel(s) width is limited to ten (10) inches
- D. The rim width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of fifteen (15) inches on the left rear.
- E. Dirt events a USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- F. All wheels and wheel centers are subject to the approval of the United States Auto Club.
- G. **All bolts are mandatory in Bead lock and wheel centers.**
- 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. A pressure plate is not needed for wheels with adequate thickness at the wheel face.
- I. Direct mount or spindle mount wheels are not allowed on the right front at pavement races.
The use of splined 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.

213 Tires

- A. Any device(s) used for warming the tires prior to competition is prohibited.
- B. Any solvents or chemicals applied in any way to a tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction is prohibited. **Any tire can be confiscated at any time.** Tire found to deviate from the original factory specifications, the maximum penalty is a one year suspension from competition and loss of all points earned for the season.
- C. Approved tire(s) for given event will be detailed on entry form.

214 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.

215 Brakes

- A. Master cylinders not fixed to the frame must have flexible lines.
- B. 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.

216 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.

217 Clutch

Cars must have a declutching device.

218 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.

219 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. Engines must be normally aspirated, with pushrod operated valve mechanism, and have a maximum displacement of 360.0 cubic inches and a minimum of 350.0 cubic inches.
- C. Engine rules are as follows:
 - 1. Aluminum cylinder blocks are not allowed. Cylinder blocks may be made by aftermarket manufacturers providing the specifications of the engine, as produced by the original equipment manufacturer, are not deviated from in a significant manner.
 - 2. Cylinder heads 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.

APPROVED CYLINDER HEADS:

Chevrolet

Any OEM or aftermarket cylinder head with intake and exhaust valves in-line.

SB-2

MOPAR:

MOPAR R5/P7

Ford:

Ford C3 and D3

Toyota:

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- 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. Standard production harmonic balancers are prohibited. Engines utilizing harmonic balancers must use a high performance harmonic balancer meeting SFI Foundation Specification.

220 Fuel - Air

- A. **Fuel is restricted to Ignite (Red 114) Ethanol.** The addition of any unauthorized material(s) to the fuel is strictly prohibited. **Fuel will be supplied at all race events.**
- B. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC Ignite 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.

221 Ignitions and Electronic Equipment

- A. All cars must be equipped with one (1) 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. Magneto type ignitions will be a single crank- trigger type system as back up ignition system. One (1) switch that alternates the current between the magneto and the crank trigger maybe mounted to the dash within drivers reach.
- 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. Approved electronic ignition may only be used to control and collect data for ignition; coils, trigger(s), spark curve(s), battery voltage and maximum RPM.
- H. Exhaust Gas Temperature (EGT), Lambda, Knock sensors will be permitted. They are not to be part of Ignition system.

222 Radios and Spotters

- A. Two-way radio communication between the driver and a spotter is mandatory.
- B. Teams are required to have USAC frequency as an overriding priority channel. USAC priority channel frequency is: 464.5500.
- C. Each team must submit to USAC their radio frequencies at/or before first event run.
- D. 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.

223 Oil Supply

- A. The entire engine lubricating system must be of the dry sump type

224 Exhaust

- A. The car may be required to have a muffler if local track conditions warrant. If so, this will be stated on each entry blank. The technical director may disallow a muffler that in their opinion is not within the spirit or intent of this rule. Inserts are not considered a muffler.

225 Seat / Seat Belts

- A. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16" diameter.
- B. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
- C. Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from date of manufacturer. (Must have label)
- D. Seat belts and seats must be installed and used in accordance with manufacturer's instructions.

226 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.

227 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 SA 2005 or SA 2010 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.
 2. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrist and ankles. It is recommended that you also wear a fire resistant head sock and/or helmet skirt. Recommended all above 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.
5. Roll cage nets will not be required if USAC approved full containment seats are utilized.
6. Roll cage padding conforming to SFI specification 45.1 highly recommended. **Mandatory if not utilizing full Containment seat in area surrounding drivers head.**
7. **A SFI approved head and neck restraint system is highly suggested**

228 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. 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.
- D. 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.

229 Car / Driver / Crew Appearance

- A. **USAC, and Traxxas logo must be placed on right and left lower cockpit side panels, Ignite logo must be placed on both sides of tail tank below fuel cap to be eligible for point fund and supplied fuel.**
- B. Car numbers must be displayed in three (3) areas one (1) each side of tail and one (1) on front section of hood. Numbers 2-99 will be assigned on a permanent basis provided car registered by January 15 of each year and competed in 51% or more of scheduled races in previous season.
- C. **Drivers uniforms must display USAC logo on upper RH or LH chest to be eligible for point fund.**



APPENDIX C

Silver Crown Championship Division Procedures

1201 Qualification Order / Draw

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. **The designated time for draw will be posted on entry and at track (USAC vehicle) if participant fails to draw within designated time USAC will draw for them. YOU MAY ONLY DRAW FOR ONE (1) ENTRY PER DRIVER**

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 and/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 and can start no better than 50% of qualified cars.**
2. 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.
3. 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.
4. 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.
5. 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 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.
9. **Inadvertent yellow, car(s) that yellow was displayed for will be positioned in order of positions lost. Example: USAC throws a yellow for car(s) that appears to spin but does not; car(s) continue and loses 2 positions in process. The car(s) inadvertent yellow thrown for would line up for restart behind the 2 cars that passed them.**



1208 Red Flag Procedure

1. 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.
2. 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.
3. Any car leaves racing surface under red flag will be positioned at rear of field.

1209 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start 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

1. 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.
2. If more than one (1) car cannot make original line up, USAC will use crisscross procedure to establish new line up.