



APPENDIX D

2012 National, Western & D1 Midgets Division Technical Specifications

401 Design and Construction

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

402 Dimensions and Weight

A. The wheelbase must be at least 66 inches and no more than 76 inches.

B. The overall width will be a maximum of 65 inches.

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

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)

D. Cars may be weighed prior to and/or following any event, you will be 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 found to be light will be scored last position.

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

Extenuating circumstances will be considered.

All cars must weigh a minimum of 1,050 lbs., including water, oil, fuel, and the driver.

Cars powered by four cylinder, horizontally-opposed, two valves per cylinder, intake and exhaust valves, in-line and on the same axis, must weigh 1,000 lbs., including water, oil, fuel, and the driver.

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

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 BALLAST/WEIGHT IN NERFS, BUMPERS, FRONT AXLE.

403 Car Construction / Body

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

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

C. 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. Torque tube hoop or strap highly suggested.

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

E. 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 center line of seat to top of driver's helmet when seated in an upright position.

F. Only standard type Midget Car bodies, tail tanks and hoods will be permitted.

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 408 for bumper rule)

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. The positioning of the nose may not extend above or below the down tube



more than two inches. 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.

- I. 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.
- J. A forward facing scoop, or ducting, supplying "forced air induction" to the injection inlets is not permitted.
- 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 body panels may be a maximum of thirty-six (36) inches high as measured from the bottom frame tube at rear motor plate and projected rearward twenty-three (23) inches. Right side cockpit opening must have a minimum opening of eight (8) inches vertical and twenty-three (23) inches horizontal. (see 403-O for side visor dimension)
- N. Left side cockpit body panels may be a maximum of twenty-five (25) inches high as measured from the bottom frame tube at the motor plate and projected rearward twenty-three (23) inches.
- O. Side visors on roll cage (body panel) will be allowed, they will be limited to eight (8) inches tall. The minimum right side opening must be twenty-three (23) inches horizontal and eight (8) inches vertical at any point. Left side visor may not be larger than right side visor. Visors that restrict driver's vision at the discretion of USAC officials will not be permitted
- P. Sail panel may extend rearward to triangular bar at back of roll cage.
- Q. All paneling must not extend past edge of frame rails more than thickness of material.
- R. One (1") inch turnout allowed on all body and sail panel edges. (except sun visor and nerf bar panel)
- S. Only steel, aluminum, or carbon fiber floor (belly) pan are permitted. The bellypan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids. Horizontal panels may not extend below the plane of the underpan or fuel tank. It is recommended that a fireproof absorbent pad be used under the engine on pavement.
- U. Sun visors are limited to Seven (7) inches in length from top to bottom and may not be wider than the width of the cage; sun visors must be flat on both sides. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.
- T. Panels may be attached to the inside of the nerf bars providing they are parallel to the centerline of the chassis, perpendicular to the ground and not lower than the bottom frame tube. These panels must be securely bolted within the confines of the nerf bar on all sides and not be more than 10 inches in height and 36 inches in length. Nerf bar panels may be no thicker than .125 inch. Any loose or damaged panels, during an event, could subject the car to a black flag penalty.
- U. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
- V. With the exception of suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than 6 inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine must be mounted as close to the frame as practical.
- X. Rear view mirrors are not permitted.

404 Roll Cage and Chassis

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

405 Fuel System



- A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements of USAC and SFI Specifications 28.2
- B. The minimum capacity of the tank must be 18 U.S. gallons.
- C. All tanks must have a minimum of four mounts to the chassis.
- D. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.
- E. It is highly recommended for pavement that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side
- F. A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.
- G. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

406 Firewall

An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical. The motor plate may not be made from carbon fiber, or any type composite materials.

407 Revolving Parts

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

408 Bumpers

- A. The car must be equipped with a rear bumper at all times
- B. Front and rear bumpers must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch.
- C. All cars must have a tubular front bumper with a minimum O.D. of 3/4 inch extending forward not more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

409 Nerf Bars

- A. The right nerf bar cannot extend beyond the outside of the right rear tire
- B. Nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly. See 403 V regarding nerf bar panels.

410 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. Welded aluminum or titanium suspension parts are prohibited exception of jacobs ladder (Watts link)
- C. **Drag link straps mandatory dirt and pavement.**
- D. No electronic weight, shock, sway bar or any suspension item adjuster.
- E. No independent suspension



411 Axles

- A. 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.
- B. Any other construction will be considered as independent suspension.
- C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not permitted.

412 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
- B. The rim diameter must be 13 inches.
- C. The rim width is limited to eight (8) inches for both front wheels and the left rear.
- D. The right rear wheel may be a maximum of ten (10) inches in rim width.
- E. FOR DIRT EVENTS ONLY: - A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- 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. FOR PAVED EVENTS ONLY:
 - Direct mount or spindle mount wheels are not allowed on the right front at pavement races.
 - Splined front hubs/wheels will not be allowed.
- H. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.
- I. **All bolts are mandatory in bead lock and wheel centers.**

413 Tires

- A. Any device(s) used for warming the tires prior to competition is prohibited.
- B. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
- C. Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season. Siping and/or grooving permitted.
- D. FOR PAVED EVENTS ONLY: all tire sizes and compounds must be selected from the approved list for the event. If the right rear tire is changed during an event, under red or yellow flag conditions, the car will restart at the end of the restart lineup. If yellow laps are counted, this restart position could be in addition to the loss of lap/s incurred in the pits. The replacement tire must be the same compound as the tire removed.
- E. FOR PAVED EVENTS ONLY: The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.
- F. National Midget Dirt Tires (LF- D12, D15) (RF-D12, D15, D20) (LR-D12, D20) (RR-SP2, SP3, SP4)

414 Throttle

- A. Throttle toe straps are mandatory. A minimum of two (2) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.
- B. 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.



415 Brakes

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

416 Engine Starter and Clutch

The use of starters and a de-clutching device is optional. If utilized they must have a neutral position in the final drive.

417 Engine Size Limits All Divisions / RPM Limits for National Midget Events

A. Pushrod Type Engines

- 1. Four cylinder in-line, two valves per cylinder, water cooled, with intake and exhaust ports on the same side of the head using an aluminum block and approved non-cross flow aluminum "Fontana" cylinder head.
 - Maximum of 174 CID (2852cc)
 - Maximum RPM 8800
- 1a. Fontana (Rhino) sealed spec 200 CID (3278cc)
 - Maximum RPM at all USAC events factory set and sealed 7800
- 2. Four cylinder in-line, two valves per cylinder, water cooled, utilizing an aluminum block and/or head.
 - Maximum 166 CID (2721 cc)
 - Maximum RPM 8700
- 3. Four cylinder horizontally opposed two valves per cylinder. Intake and exhaust valves must be in-line and on the same axis.
 - Maximum 174 CID (2852 cc)

B. Single Overhead Camshaft Type Engines

- 2. Four cylinder horizontally opposed, rocker arm actuated four valves per cylinder, water-cooled engine.
 - Maximum 122 CID (2000 cc)
- 3. Four cylinder in line, aluminum block and head, 2 valves per cylinder.
 - Maximum 161 CID (2639cc)
 - Maximum RPM 9800
- 3b. Esslinger EST sealed spec 161 CID (2639cc) engine.
 - Maximum RPM at all USAC events factory set and sealed 9400

C. Double Overhead Camshaft Type Engines

- 1. Four cylinder in-line, water-cooled, maximum of four valves per cylinder.
 - Maximum 122 CID (2000 cc)
- 2. **Honda K24 four cylinder in-line, water-cooled, four valves per cylinder, with approved OEM block and head**



- 2a. Honda OEM blocks: 11000-PPL-810, 11000-RBB-813, and 11000-R40-811
- 2b. Honda OEM Cylinder heads: 12100-PPA-A01, 12100-RBC-000, and 12100-RBB-000
- 2c. Maximum 143 CID
- 2d. Maximum RPM 8700
- 2e. Maximum Bore 90mm (3.543")
- 2f. Maximum Stroke 92mm (3.622")
- 2g. Bore centers 3.702"

- D. The preceding engine sizes are maximum permitted. No clean up allowed.
- E. All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders. Only one spark plug per cylinder will be allowed. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
- F. Complete engines and/or major components must be available in a reasonably sufficient supply to all competitors at comparative prices.
- G. USAC reserves the right to adjust rules or disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering a competition.
- H. Fontana (Rhino) and Esslinger EST sealed spec engines must be rebuilt and sealed by original manufacturer. Fontana and Esslinger must supply USAC with seal and engine numbers that will be available for view to any USAC member. Any engine seal number not matching USAC records cannot participate. Any seals that have been tampered with (not original) could result in disqualification, loss of points and money earned for event. Sealed engines that are found to be out of manufacturer's specifications penalties to entrant and manufacturer (engine builder) will be issued. Loss of all points earned, one (1) year suspension and fine, engine manufacturer fine and engine removed from list of USAC approved for use.

418 Fuel

- A. Pure Methanol or Ignite Ethanol (red114) is only approved fuels. (NO ADDITIVES)
- B. 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.

419 Ignition and Electronic Equipment

- A. All cars must be equipped with ignition switch or emergency shut-off located within easy reach of the driver.
- B. Electronically controlled fuel injection systems are not permitted. Exception is Esslinger EST sealed spec engine.
- C. Any ignition, other than magnetos, must be approved by USAC prior to their use in competition. It is the responsibility of the participant, not the manufacturer, to obtain proper approval.

The current lists of approved electronic ignitions for NATIONAL EVENTS

MSD programmable 6214

EFI-X11 (blue)

Electromotive

Magnetos

Electromotive on Esslinger EST.

IF YOU DO NOT HAVE ONE OF THESE CONTACT USAC.



- D. All Ignition units must have download cable on LH cockpit side attached to mid-rail by seat or front cage upright. Electromotive, magnetos and sealed Rhino excluded
- 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. Electronic ignition systems may only be used to control and collect data for ignition; coil(s), trigger(s), spark curve(s), battery voltage, and maximum RPM limits. The electromotive ECU unit on Esslinger EST sealed spec engine in addition to above is permitted to control EFI (electronic fuel injection) with following sensors. TPS, fuel pressure, and MAP sensor.
- G. The use of electronic logic processors of any type 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 for exception of ignition see 419F.
- H. Tachometer only item approved for use to collect/record data other than electronic ignition system
- H. RPM limitation will be mandatory at all national events. (Refer to section 417)

420 Radios

- A. One way radio or raceceiver mandatory. Frequency 464.5500

421 Oil Supply

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

422 Exhaust

- A. Exhaust system tail pipe(s) must not be any wider than nerf bar
- B. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. The technical director may disallow a muffler that in their opinion is not within the sprit or intent of this rule.

423 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.

424 Safety Equipment

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

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the 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.
- B. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire resistant head sock and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A and 3.3
- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- D. Roll Cage Nets - It is mandatory that all cars be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release



opening mechanism. The life of roll cage nets shall not exceed two (2) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible. Mandatory - both nets required; LHS and RHS.

- E. Roll cage nets will not be required if USAC approved full containment seats are utilized.
- F. **Roll Cage Padding conforming to SFI specification 45.1 Mandatory if not utilizing full containment seat in all areas surrounding head. Highly recommended with full containment seat.**
- G. A SFI approved head and neck restraint system is highly suggested.

425 Car / Driver / Crew Appearance

- A. **USAC logo must be placed on top section of sail panel right and left side. USAC sponsor logo(s) must be placed on right and left lower cockpit side panels to be eligible for point fund.**
- 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 E

National, Western & D1 Midgets Division Procedures

1401 Qualification-Order

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. **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

1402 Qualification Procedures

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

1. **Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt and can start no better than twelve (12) in A- feature. Car still gets qualifying time with no penalty other than starting position for A-feature.**
2. In the event a tie, the tie breaker will be competitor with the second fastest time.
3. 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.
4. 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.
5. The Chief Steward is empowered to change the event format, including the number of laps run, as set forth in the Official Entry when unusual circumstances arise that demand this action.

1403 Drawing for Starting Positions

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

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

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



1404 Provisional Starting Positions

The National and Western Midget Divisions will include a maximum of two (2) provisional starters in each feature event providing there are eligible entrants who accept this option.

The D1 Midget Division will include a maximum of one (1) provisional starter in each feature event providing there are eligible entrants who accept this option.

The following conditions apply to provisional starters:

1. The top 20 in Entrant points are eligible for a maximum of three (3) provisional starts per season with the top Entrant in points, not qualifying for the feature, being the first recipient. If an eligible Entrant elects not to use a provisional, his/her position will be taken by the next highest in point standings. No guaranteed start money if provisional used.
2. **First event for 2012: "Provisional" will be based on 2011 season ending top 20 car owner points.**
3. **Second event for 2012: "Provisional" will be based on current 2012 season top 20 car owner points.**
4. Starting positions, point allocations and additional eligibility requirements can be found in 5.4C

1405 Stopping on the Course

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

1406 Laps under Yellow Flag

1. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. In events of 35 laps or less on tracks of one mile in length or longer, laps where the yellow flag is displayed will not be counted.
3. Cars stopped on the course and restarted will be placed at the rear of the field.
4. If the yellow flag is displayed before the field completes the first lap, a complete, and two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
5. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.
6. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
7. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
8. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
9. During a caution period a car may be called into the "designated pit area", using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position
10. **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.**

1407 Yellow Flag Work Procedure National Events

1. **If you leave the racing surface to perform a necessary repair you will have two (2) laps on ¼ mile tracks and one (1) lap for ½ mile or larger tracks to make necessary repairs.**



2. Lap count starts and finishes when track clear (ready to race) and lead car crosses start finish line.
3. Necessary repairs are defined as something that would prevent you from being able to continue, such as a flat tire, lost muffler, no rear bumper, safety issue, etc. (car damage)
4. Not defined as necessary is changing a worn tire, adding fuel, or chassis adjustments.

1408 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.

1409 Hazardous Mechanical Conditions

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

1410 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.

1411 Backup Cars

Teams may use a backup car any time between qualifying and start of A-Main. Use of backup car must be approved by technical director. If backup car introduced before qualification and makes original drawn position in qualifying order no penalty. Backup car introduced any time after original entry qualified and withdrawn new entry must be submitted. The car will start at rear of all subsequent events qualified for. Car will be credited for points earned as original entry.

1412 Event Procedures National Events

1. In the event race track needs to be run in (wheel pack) Mandatory all cars participate. All cars remain on track until Checker flag, group one (1) will remain on track for hot lap session. Any car that leaves track before checker flag displayed will be subject to penalty of loss of one (1) lap in qualifying. Specifics will be addressed at drivers meeting.
2. If you are not on the track or in push off lane, ready to race at announced time during drivers meeting you will be penalized two (2) starting positions. Any car pushed after field started assembling must start at rear. Extenuating circumstances will be considered.
3. All races start at designated area turn four (4), original starts side by side you cannot improve your position until past designated starting point. Restarts single file nose to tail in line; you cannot improve your position until past designated area. Refer to 1410 repositioning for penalty.
4. All Feature events will use fifty (50) minute rule, time starts at first engine start. Clock will stop during red flag condition and continue at first engine start. 50 minute rule does not apply where events count yellow flag laps.
5. Twenty four (24) car inversion total, Six (6) car inversion for heats, fastest six (6) cars transferring from heats will be inverted for A-feature