2025 NASCAR YOUTH SERIES NATIONAL QUARTER MIDGET RULE BOOK

This rulebook will be used for all National, Regional, and Local Competitions

Effective Date of these rules: These rules of competition become effective January 1, 2025 and supersede all previous rules, bulletins, or supplementary regulations.

Revision of Rules - The United States Auto Club reserves the right to revise these rules or any supplements thereto at any time. References forward of USAC will be understood to mean the United States Auto Club.

Member in Good Standing - defined as a NASCAR Youth Series member who has fulfilled their financial obligations to their respective NASCAR Youth Series club, any NASCAR Youth Series clubs they participate at, and to USAC. All NASCAR Youth Series members must be a full member at a NASCAR Youth Series sanctioned club.

Note: Some locations around the country may have different state and local rules and regulations with regards to safety, construction, and procedure for motorsports events. The stricter local rules will apply for events held at those locations. It will be necessary for those clubs or events to clearly post these changes so that competitors are fully aware of these changes in advance.

APPENDIX I

2025 NASCAR Youth Series Midget Technical Specifications
*This appendix pertains to NASCAR Youth Series which may be referred to in this section as NYS where needed

101 Design and Construction

All phases of design and construction are subject to the approval of the NASCAR Youth Series Director and NASCAR Youth Series Technical Officials. NASCAR Youth Series may exclude any car, design, or construction which is deemed unsafe, not meeting the NASCAR Youth Series specifications, the spirit of NASCAR Youth Series racing and/or the intentions of the rules and regulations contained herein.

102 Inspections (Yearly)

All cars will be inspected for mechanical, safety deficiencies, and compliance with these rules herein at least once a year. A current NASCAR Youth Series inspection decal is MANDATORY for a car to compete in NASCAR Youth Series competition.

103 Dimensions and Weight

A. Wheelbase - (measured center to center of the axle of EACH side) must be at least 42 inches and no more than 56 inches.
B. Length - (measures from bumper to bumper) will be limited to no more than 84 inches.
C. Tread Width - (measured from tire center to tire center) must be at least 28 inches and no more than 36 inches.
D. Height - (including roll cage) will be a maximum of 50 inches.
E. Car weight - (cars weighed after qualifying, heats, lowers, and mains) must be at least 160 pounds without a driver, helmet, neckbrace, driving suit, and shoes.
F. Tires - Approved right side tire compounds and size are listed in Table 1.1. Left side tires for both dirt and pavement must be manufactured by a NASCAR Youth Series approved manufacturer/supplier and may only be an approved compound as specified in Appendix I, section 135/136. The NASCAR Youth Series approved tire manufacturer/supplier for the 2025 racing season will be Hoosier Racing Tire.
G. Ballast/Weights - Any ballast, excluding the belly pan itself, must be securely bolted within the confines of the cockpit.
    a. Weights must not be fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars or to the roll cage.
    b. All lead weights must be covered in a manner to keep from coming into contact with the driver (example: plastic covering, tape, etc.)
    c. It is required that the weight be painted or tape wrapped with bright color. The current driver's name must be written on each piece of weight.
    d. Ballast cannot be mounted any higher than 7 inches above the top of the lower frame rail.
    e. Ballast must not be mounted to the body panels. Ballast may be mounted in the left side kick out but must be bolted to a metal kick out floor pan, a tab, or a frame

upright. Ballast in the kick out must not be mounted to the side of the body panel or to a fiberglass floor. The kick out floor pan must be attached to the chassis with tabs, bolts, or rivets in order to attach any ballast to the kick out floor pan. Optional kick out belly pan - the kick out belly pan can be steel material with a thickness of between .025" and .125" and be welded to the kickout tubing. But this steel floor pan cannot protrude below the bottom edge of the kick out tubing.

f. All weights attached to the metal belly pans must be secured with bolts and a minimum 1.5 inch fender washer so that the bolt heads will not pull or tear through the belly pan. Two (2) bolts are required if the ballast is six (6) inches or larger in length or width.

H. Driver weight - A driver's weight in all classes except those designated as a heavy division is non-applicable. The driver's weight in any heavy division will be a minimum of 100 pounds. The minimum weight of a heavy driver will be weighed without any racing gear (normal street attire, one (1) shirt, one (1) shorts or pants, one (1) pair of approved shoes. Weighted belt buckles, weights in pockets, or weights concealed in or under clothing will not be permitted. Racing gear and shoes will be included in the total combined weight of the driver and the car. The drivers in heavy divisions will be weighed either at the conclusion of the handlers meeting, or at the completion of the respective drivers first heat race. USAC officials reserve the right to weigh a driver at any time. In the judgment of USAC officials, if a driver purposely falsifies his or her weight, it will result in a Disqualification (DQ) from the event and possibility of suspension, determined by the USAC National Office.

I. Class Weights -

Table 1.2 - USAC Required Ages and Weights by Class/Division

CLASS (min)	DIVISION	DRIVER AGE	DRIVER WEIGHT (min)	COMBINED WEIGHT (min)	CAR WEIGHT
Rookie	Red	5-12	N/A	265 lbs.	160 lbs.
Rookie	Blue	5-12	N/A	265 lbs.	160 lbs.
Honda	Junior	5-8	N/A	265 lbs.	160 lbs.
Honda	Senior	9-17	N/A	290 lbs.	160 lbs.
Honda	Heavy	9-17	100 lbs.	340 lbs.	160 lbs.
Animal	Junior	5-8	N/A	265 lbs.	160 lbs.
Animal	Senior	9-17	N/A	290 lbs.	160 lbs.
Animal	Unrestricted	9-17	100 lbs.	340 lbs.	160 lbs.
Mod	-	7-17	N/A	270lbs.	160lbs.
Honda 160	Junior	7-8	N/A	265 lbs.	160 lbs.
Honda 160	Light	9-17	N/A	290 lbs.	160 lbs.
Honda 160	Heavy	9-17	100 lbs.	340 lbs.	160 lbs.
Formula Mod	-	10-17	N/A	325 lbs.	160 lbs.
World Formula	Light	9-17	N/A	290 lbs.	160 lbs.
World Formula	Heavy	9-17	100 lbs.	340 lbs.	160 lbs.
B	-	8-17	N/A	275 lbs.	160 lbs.
Half	-	11-17	100 lbs.	350 lbs.	170 lbs.

*Light & Heavy Formula Mod classes are combined.
*The age for Light and Heavy World Formula is 9 years of age regardless of date of birth

a. Combined Weights - Racing gear includes driving suits, shoes, helmet, gloves and safety equipment. The minimum total combined weight must be met at the completion of any race. When weighing for the combined weight, drivers should be sitting or standing in the cockpit. Weights must not be carried loose in cars/or on the driver. Refer to Table 1.2 for official weights.
b. Club Options for Weights - USAC clubs may choose to run different weights that are outside of those specified in table Appendix I-2 in order to combine divisions within a class and make full fields of cars. Minimum weights may be changed at club level with the following stipulations: The Regional Board and National Office must be notified in writing of these deviations from “standard minimum weights” at the beginning of each race season. Weights must fall within minimum and maximum weights listed by class

104 Car Construction

1. All cars must be rear direct drive only. Clutches will not be permitted. If using only one rear wheel drive it must be in the right rear.
2. All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex, will not be permitted.
3. All cars must have a body that completely covers the drivers legs, a tail section, and a housing that covers the engine. The tail section may be the engine housing.
4. All body panels, nose and tail sections must not have any sharp edges. There must not be sharp corners, such as square corners. All corners and edges must be rounded in shape.
5. The bottom of the tail section must not be higher than the top of the bumper when normally installed. Holes will be permitted in the tail section for access.
6. The belly pan or the body must enclose the front end or it must be enclosed by using aluminum sheeting at least .040” thick or steel sheeting at least .025” thick. The belly pan must extend from the front axle to the rear firewall. The belly pan must not extend beyond the cross bar member beneath the rear firewall. The belly pan must be flat from side to side. Aerodynamic appendages will not be permitted. The front edge of the belly pan shall be rolled or rounded up, or protected by a metal nose pan that keeps the front edge from catching any objects on the track or damaging objects that the car may run over. The belly pans should not have open holes larger than 1/2 inch in diameter. Excessive holes in the belly pan will not be permitted. All belly pans are subject to the approval of the USAC Officials.
7. The carburetor must be covered by the tail section or a bubble/scoop, securely attached to the tail section.
8. Changes to the body, the nose section, the tail section or the side panels must be submitted for approval to USAC prior to competition.
9. All cars must have side panels on both sides of the cockpit and engine compartment. The side cockpit panels must be a minimum of six (6) inches in height and must not exceed 22 inches in height, as measured from the bottom frame tube.
10. The maximum height of the body is 22 inches when measured from the bottom of

the bottom frame rail to the top of the body.

11. USAC designated decals are required on all cars.
12. The rear sail panels on either side of the cockpit may extend to the top of the roll cage and must not extend forward past a cross plane established by the seat back. The rear sail panels must be supported on all edges by steel frame members.
13. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. Panels, parts, or other devices which in the opinion of USAC officials are not within the spirit or intent of this rule may be removed from the car by the competitor before competition.
14. Rear view mirrors will not be permitted.
15. Windshields will not be permitted.
16. Lights are prohibited on any race car. A car will receive a warning if any lights are on and may be allowed to finish that race. A second occurrence in the event will result in a disqualification (DQ).
17. All cars are required to have a minimum of a two (2) inch hole in the right side body panel to easily access the crankshaft flywheel nut for sealing purposes prior to competition. Optional to the 2 inch hole is if you can see the flywheel nut from the rear right side of the body panel and enough clearance so that the nut can be paint sealed in tech, then the 2 inch hole is **not** required.
18. Visors will be permitted, a maximum height of four (4) inches from the front of the halo bar with a total overall length from front to back of 7-1/2 inches. Visors must remain between the uprights and attached securely (zeus buttons or zip ties). All visors are subject to review for safety by USAC officials.
19. Any changes in a chassis, or a body, that deviate from specifications in the NASCAR Youth Series rule book must be submitted for review and receive a letter of approval from the USAC National Office prior to competition in any NASCAR Youth Series sanctioned event.

105 Roll Cage and Frame

A. All cars must have a roll cage that is an integral component of the frame. The roll cage must be adequately braced forward, backwards, and side to side, to secure it in an upright position in case of rollover. Front and rear uprights must completely enclose drivers head and shoulders when sitting upright in the cockpit. The roll cage must extend a minimum of one (1) inch above the driver's helmet when sitting in driving position and upright in the cockpit, when measured from the bottom portion of the roll cage tubing.
B. Roll Cage Construction –The roll cage must be constructed of 4130 steel tubing (chrome moly).
    a. The main uprights that form a roll cage that is LESS than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D. of 3/4 inch with a minimum wall thickness of .058 inch.
    b. The main uprights that form a roll cage that is MORE than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D of 7/8 inch, with a minimum wall thickness of .058 inch. This roll cage must have two rear support bars that attach to the roll cage no more a maximum of four (4) inches from the top of the roll cage, or not more than (3) inches below from the top of the drivers helmet and extend downward

towards the rear of the car and attached to the rear part of the frame. The support bars must be a minimum O.D. of 5/8 inch, with a minimum wall thickness of .049 inch. The support bars must be welded to the roll cage and frame. Welding is the only acceptable procedure for attaching the support bar to the roll cage.

c. The roll cage design must have radii design required. Square intersections and corners will not be permitted.
d. Solid metal is not permitted on top of cars.

C. A left side shoulder bar is mandatory on all cars. The left side shoulder bar may be constructed of one of the following:
   a. 4130 steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness .049 inches
   b. Stainless steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness, .065 inches
D. The shoulder bar must be securely fastened to the left nerf bar and the rear roll cage upright using a minimum of grade five (5) bolt. The shoulder bar may be attached by welding, mounted with split clamps or nerf style spuds. The shoulder bar must be securely fastened at the nerf end between the leftmost point of the nerf bar and a point (4) four inches inboard of that. Optional shoulder bar mounting - the lower portion of shoulder bar can slip onto a nerf bar spud with a minimum slip over distance of 2 inches, but the top portion of the shoulder bar must be bolted as described above. The shoulder bar attachment to the roll cage must be at least as high as the top of the tail section.
E. Helmet hooks attached to the chassis are not allowed.

106 Fuel System

A. A USAC approved vented fuel cap with a rollover valve is highly recommended for use at all 2025 NASCAR Youth Series National events and all other NASCAR Youth Series-sanctioned events. If using the USAC approved vented fuel cap, the existing vent line must be removed and plugged at the fuel tank. An overflow hose can be connected to the overflow tube fitting on the side of the fuel cap. The overflow tube must be routed as straight and direct as possible to an exit through the body of the car, a maximum of two (2) inches. The exit must be located at the rear area of the car, in front of the left rear tire and no more than one (1) inch above the belly pan. Note: The approved fuel caps are designed to prevent uncontrolled fuel leakage in the case of a rollover whereas the car remains upside down. IT IS NOT a leak proof cap as it provides fuel system venting as well. The overflow tube serves as the function of directing excess fuel out of the engine area noted case(s) of tank overfill, thermal expansion, minor angle inclinations and the likes. The following is a list of approved fuel cap part numbers that will be available January 15, 2021 from already established vendors that service NASCAR Youth Series racing: • Part # 1249-1 - Fits: early QM tanks
   Part # 1250-1 - Fits: Nervo, Fiser, Star race cars and tanks by Robison
   Part # 1380-1 - Fits: Storm, Sherman, Star race cars and tanks by Griswald
   Part # 1750-1 - Fits: Stanley, Afco, Bull Rider and Rice race cars

   Previously purchased fuel caps should be updated to remain USAC approved. Updating can be purchased through approved vendors. 1/4-turn fuel caps are

permitted.

B. In the event a car is competing without a USAC approved vented rollover fuel cap the vent line routing will remain the same as outlined in the 106 fuel line rules.
C. Optional vent line routing – Vent line can exit the rear of the chassis following the rear frame rail. The rear exit of the vent line must be above the fuel tank when the race car is standing straight up on its nose.
D. No pressurized tanks.
E. Fuel tanks must be mechanically mounted to the frame preventing all movement inside the tail section. Minimum of 2 hose clamps must be used if hose clamps are used. Zip ties and duct tape is not permitted.Fuel tanks cannot be replaced once a car takes the track, including warm up.
F. Aluminum fuel tanks required and must have a minimum wall thickness of .050”
G. Fuel tanks can be anodized or painted only.
H. Fuel fittings must be automotive type. Lines must be attached in a secure manner. Metal automotive type hose clamps are required at all attachment points. Safety wire is also acceptable with a minimum of two complete wraps around the hose. AN fittings; Push Lok fittings are acceptable and do not require hose clamps if used with the correct hose. Zip ties on fuel lines are NOT ACCEPTABLE.
I. Fuel lines must be rated for the appropriate fuel (Gasoline or Methanol) and must be made of flexible hose. Steel braided line is allowed. IT IS MANDATORY THAT ALL FUEL LINES USE A FIREPROOF SLEEVE REGARDLESS OF THE MATERIAL THEY ARE MADE OF. The fuel line must slide through the sleeve. This is not a wrap. The sleeve must also fit the outer diameter of the fuel line. Cool cans and other devices for cooling fuel are not allowed. Devices used to reduce the temperature or remove energy from the fuel system are not allowed. Fuel temperature in the fuel tank while sitting on the grid, pre race must be at ambient temperature or higher.
J. The fuel line at the fuel tank must be equipped with a fuel shutoff device.
K. Fuel pumps of any type are not allowed in Honda 120 and/or Honda 160
L. Vacuum type fuel pumps which stop “pumping” immediately upon engine stopping are allowed in World Formula and Animal Divisions.
M. Maximum fuel tank size is 140 ounces.
N. Fuel Filters - Aluminum or Steel only
O. Carburetor fuel inlet fitting part number CPG0714 for Briggs & Stratton carburetors and part number CPG0715 for Honda carburetors fittings are allowed.

107 Firewall

A. An effective firewall of aluminum (Minimum .048 inch) or steel (minimum .025 inch) thick must be installed between the engine compartment/fuel tank and the cockpit. It must be as leak proof as practical with no open holes. Any holes for seat belt or shoulder mounts must contain no sharp edges.

108 Revolving Parts - Chains and Sprockets

A. All chains, flywheel, sprockets and or belt drive systems must be placed so as not to be exposed to driver or handler while the vehicle is in motion. Chain guards will be legal to run in all .25 quarter midget classes. Chain guards can be made of Plastic, aluminum or steel. No composite material allowed. Chain guards

can attach to the engine sun gear cover but the stock bolts must be used. No welding, drilling, or tapping to the sun gear side cover or engine is permitted. An example of the chain guard is located here:

109 Bumpers

A. The car must be equipped with a front and rear bumper securely fastened, using at least two grade 5 bolts or better, to the structural components of the chassis and designed without any stubs pointing downward.
B. The bumper must be strong enough to be used to lift the car. Double bumpers with at least two connecting tubes are required for square rear bumpers and at least one connecting tube for triangle rear bumpers. Horizontal tubes must be at least two inches apart.
C. Front and rear bumper tubes must be mounted over each other with a maximum rake of 15 degrees from vertical. They must have at least two inches of radius bend on the ends.
D. Front and rear bumper must not extend more than three inches out past the main frame rail.
E. The bumpers must be constructed of metal tubing having a minimum wall thickness of .049 inch. No ballast is allowed in the bumper tubing. Titanium and composite materials are not allowed. No solid bumpers permitted.
F. Bumpers must be mounted with minimum 6-32 to max 10-32 grade 5 or better bolts, minimum of two bolts per bumper.

110 Nerf Bars

A. All cars must be equipped with nerf bars (Side bumpers) starting at the rear, just forward of the rear tire. The nerf bars must extend outward to at least the center of the rear tires. The nerf bars cannot extend beyond the outside of the rear tires, measured by a straight edge parallel to the rear tire.
B. Nerf bars must be constructed from steel and with a minimum wall thickness limited to a minimum of .049 inch. A maximum of four horizontal and/or four vertical tubes are allowed in the construction of nerf bars. No ballast is allowed in the nerf bar tubing. Titanium and composite materials are not allowed. Panels on the nerf bar will not be allowed. Solid nerf bar is only permitted on the left side.
C. Nerf bars must be mounted with a minimum 6-32 to maximum 10-32 grade 5 or better bolts, minimum of three bolts per nerf bar. If the shoulder bar is welded to the left side nerf bar the top bolt of the shoulder bar can be considered the third (3rd) nerf bar bolt. The shoulder bar must be bolted at the top mounting point. If the shoulder bar is bolted to the nerf bar the nerf bar requires three (3) mounting bolts and the shoulder bar requires bolts at all attachment points. Optional shoulder bar mounting - the lower portion of shoulder bar can slip onto a nerf bar spud with a minimum slip over distance of 2 inches, but the top portion of the shoulder bar must be bolted as described above.

111 Steering and Suspension

A. Tie rod or rack and pinion steering only. No cable systems allowed.

B. The steering system must not allow the driver's legs to impair right or left steering.
C. Steering may not go past center in either direction to keep steering from locking.
D. The steering wheel hub must be padded, and must be at least 1 inch thick, and must be at least two inches outside diameter. It is highly recommended that the steering wheel spokes must not have sharp corners.
E. The use of carbon fiber, titanium or other composite material as a steering shaft, radius rod, tie rod or suspension component is not allowed.
F. Radius Rods, Steering Rods, & Track locating rods must be constructed of aluminum tubing with a max of OD of .850" and max wall thickness of .1875. Rod ends may be constructed of ferrous materials however the maximum length of the adapter is 1 ½". (Optional front panhard bar design - If the front panhard bar is positioned under the front section of the belly pan or foot box then the front panhard bar can be constructed using steel tubing. The steel tubing size is .510 inch max O.D. and a .075 inch max wall thickness. The max overall length cannot exceed 16 inches from center to center of rod end mounting bolts.)

G. Bird Cages, torsion bars and sway bars may not be constructed of titanium and/or composite materials.
H. Shock absorbers and components must originate from an approved manufacturer. Shock absorbers must be a mono-tube design using a deflective disc type valve that controls the oil flow through the shock piston. Only a single piston is permitted in the shock main body and one (1) floating piston is permitted in the integral gas reservoir. Remote gas reservoirs are not permitted. Shock absorbers must provide a resultant force dependent upon piston velocity only. Shock absorbers must extend and compress fully with no interruption. All shock absorbers and components must be approved by USAC prior to competition. Shock covers are allowed for Dirt racing events but are <u>not legal</u> for use in Pavement racing events.
    a. The following is a list of current USAC approved shock absorber manufacturers:

        i. Advanced
        ii. AFCO
        iii. Ashley
        iv. CSI
        v. Hunter
        vi. Integra
        vii. Penske
        viii. Smoker
        ix. Tanner
        x. Tremble
        xi. VRP
        xii. Genesis
        xiii. Walker Racing Development
        xiv. Ardent Racing
        xv. TMR

I. Only one (1) shock absorber per wheel will be permitted.
J. One travel indicating o-ring per shock will be permitted. The travel indicating o-ring must not exceed 1/4 inch in thickness. The travel indicating o-ring must not interfere with suspension travel. This o-ring is the only permitted part that may be installed on the exterior portion of the shock shaft other than the lower shock mounting hardware.
K. All downward chassis movement while the race car is in competition must be limited ONLY by the normal increasing stiffness of the coil springs or torsion bars or the bottom of the chassis against the race track whichever occurs first. Travel limiting devices, bump stops, droop limiters, cables, or any other device that interferes with

the aforementioned will not be permitted. The shock shaft movement must not be progressive or regressive related to a constant shaft velocity inches per second. This can be validated using a shock dyno test equipment measuring the load in both compression and rebound measuring the load at a constant shaft velocity of 3 inches per second. The graph must display a linear line graph within a one (1) lb max variation. The shock shaft must be able to travel from full droop to full travel. This means that the shock must extend to its full extended length and also close to where the shock eye touches the closure nut. Shock must not have internal shaft travel limiters or internal hydraulic from excessive shock oil being installed.

L. Only one (1) coil spring per wheel will be permitted. Coil springs must be mounted on the O.D. of the shock body. Additional springs mounted on the shock shaft will not be permitted.
M. The coil springs must have a linear spring rate.
N. Coil springs must be manufactured using solid magnetic steel wire. The coil spring wire O.D. must be the same throughout the entire coil spring. The coil spring must be of the closed end design on both ends. The coil spring spacing between the coils must be equal. The O.D. of the coil spring coils must be the same throughout the entire spring with the exception of the first and last coils. The first and last coils may be reduced in diameter for fitment to the shock body. If reduced in size both the first and last coil must be reduced equally.
    a. Coil springs are solid magnetic steel. No designer alloys, titanium, aluminum, carbon or fiberglass, or materials other than magnetic steel. Magnetic coatings do not comply. One spring on O.D. of the shock body is allowed.
    b. Only linear wound design springs are permitted. No progressive or tapered springs. All springs ends will be of closed design.
    c. Torsion bars and anti-roll bars to be magnetic steel. No designer alloys, titanium, aluminum, carbon or fiberglass, or materials other than magnetic steel. Magnetic coatings do not comply.
O. Titanium or composite steering wheels are not allowed.
P. No data acquisition devices allowed on the steering wheel.
Q. Independent Front Suspension
    a. Lower Control Arm - If the lower control arm has a single attachment point to the frame it can be of steel construction but can only be constructed from steel tubing with a .755” maximum outside diameter and a wall thickness of .065” maximum. Threaded tube ends can be no longer than 1.000” total overall length.
    b. Lower Control Arms - If the lower control has a single attachment point to the frame and is constructed out of solid aluminum flat bar or plate the maximum size is 1.000”x1.000”. If constructed from aluminum tubing 1.000” x 0.120 wall maximum. If the lower control arm has two or more attachment points to the frame it must be constructed out of aluminum tubing with an outside diameter of .688” maximum and a wall thickness of .188” maximum.
    c. Upper Control Arm - All upper control arms must be constructed out of aluminum tubing. .688” maximum outside diameter with a .188 wall thickness maximum
R. No rocker arm, bell crank or cantilever type suspension is allowed. If rear torsion bar suspension or a rear sway bar is used, the bottom of the rear shocks may be mounted to the arm that connects the birdcage to the torsion/sway bar. All shocks and springs must be mounted from the chassis down to the axle, birdcage, and/ or rear torsion/sway bar in a manner that keeps the shock and spring in an upright position; no greater than a 30 degree angle from 90 degrees. The shock and spring

will be on a vertical plane from the chassis to the axle, birdcage and/or rear torsion/ sway bar arm; to which the bottom of the shock is connected.

112 Axles

A. Independent rear suspension is not permitted.
B. No portion of the axle, hubs or nuts can extend beyond the outer edge of the wheel rim.
C. All front axles must be constructed of steel. All rear axles must be constructed of steel, aluminum, carbon composite or titanium.

113 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 at least 5 inches and no more than 6 inches.

114 Tires

A. Any device(s) used for warming the tires prior to competition is prohibited.
B. All tire sizes and compounds must be selected from the approved Hoosier tire list for the event and surface raced on (Pavement or Dirt), see Table 1.1.
C. The use of any device(s) to alter the air pressure of the tires while the car is in motion is prohibited.
D. “Dry Tire” Rule - It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners/shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc. will not be permitted on the tires. Any tires with signs of these products on or inside them will be impounded for further testing.
E. USAC has the right to confiscate any tire at any time. A 2 x 2 patch/sample of the tire is to be removed and placed in a glass jar. The jar then is to be sealed with secure tamper proof tape (must be obtained through USAC) and signed by both the USAC Representative/USAC club official and representative of the tire in question (parent or guardian of the tire in question are ultimately held responsible). Tire samples will then be mailed to the USAC office or directly to a USAC approved lab.
F. The penalty for a chemically altered tire is up to a one year suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national), second offense is up to a lifetime suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national) (second offense) and forfeiture of all accumulated points. See Appendix II, Section 215.
G. Tire buffing and grinding will be permitted and the use of pure water (with no additives) is allowed. Tire grooving, siping and needling are also allowed.Tire shaving and profiling will be permitted, however, equipment and/or machines that cut material from a tire (shaving or profiling) will not be permitted at NASCAR Youth Series National events.
H. Tire Protest -

Protest must be in writing and filed with the tech inspector within 15 minutes,

after the feature race is completed. Tires protested will be marked and not confiscated until completion of the event. Handlers may not protest more than one car per event and may not protest the same driver more than once per calendar year.

All protests will be handled by the Club President, USAC National Director and/or Tech Director and must be accompanied with a $500 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 provided to the driver being protested by the protestor.

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.

Tire Protest/Confiscation procedures

Items Needed: New small glass jar, cutting instrument, USAC tamper-proof tape, confiscation form

A NASCAR Youth Series confiscation form must be completed prior to samples being taken. This must be completed by USAC and/or club official - Place the competitor label portion of the USAC tamper-proof tape provided by USAC that corresponds with this sample in top corner of the form; ask handler/representative of tire in question to take a picture of this form or make a copy of it for their records

A 2x2 patch/sample of the tire is to be removed and placed in a new, unused glass jar. The patch/sample taken must be done in the presence of the handler(s) and tech official. This official must be unbiased and not have any relation to or directly involved with the handler(s) of the tire sample being taken.

Once the sample is placed in the glass jar and secured with a lid, it then must be sealed with secure tamper-proof tape provided by USAC. In addition, this tape must be signed by both USAC Representative/USAC club officials and the representative of the tire in question (parent or guardian of the tire in question are ultimately held responsible).

NASCAR Youth Series strongly encourages clubs/regions to send samples to USAC National for verification that chain of command protocols were followed prior to sending to the lab. This process allows failed test penalties to be consistent across national, regional and club levels. Penalties for failed samples sent directly to the lab by a local club or region are *only enforceable at the club level/regional level of that specific club/region*.

115 Throttle

A. Two (2) return springs are recommended to be connected to the throttle.

116 Brakes

A. Cars must be equipped with an effective braking system. A minimum of one wheel brake is required, located on the rear axle. The brake must be able to lock the drive

wheel(s)

B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
C. Brake discs are limited to being manufactured of steel, ferrous, aluminum alloy or Titanium. Carbon or carbon composite brake discs or components are not allowed. Brake pad material is open.
D. Cars must be equipped with a full brake pedal or positive full stop
E. No plastic brake lines.

117 Clutches

A. The use of onboard starters and a de-clutching device on a quarter midget is not allowed.
B. All quarter midgets will be direct drive.

118 Engines

All engines are subject to the technical specifications contained in the quarter midget technical manual(s)

A. Quarter Midget
    a. Rookie: Honda 120 motor as specified in the technical manual
    b. Honda 120: Honda 120 motor as specified in the technical manual
    c. Honda 160: Honda 160 motor as specified in the technical manual
    d. Briggs and Stratton World Formula: Briggs and Stratton World Formula as specified in the technical manual
    e. Briggs and Stratton Animal: Briggs and Stratton Animal as specified in technical manual
B. All Divisions/Classes
    a. Air cooled only and no external liquid cooling devices
    b. No fuel injection or supercharging
    c. Flywheels must not freewheel
    d. No liquid cooler engines
    e. No external cooling devices
C. Restrictor Devices
    a. Restrictor devices must be unaltered and must be used in the following:
        i. Red Rookie (Honda)
        ii. Blue Rookie (Honda)
        iii. Junior Honda (Honda)
        iv. Junior 160 (Honda)
        v. Junior Animal
        vi. Senior Animal
    b. Restrictor plates will be supplied by USAC to Clubs at a nominal cost.
    c. USAC, QMA and POWRI approved plates are allowed. Plates must be dated 6/09 or newer. USAC strongly encourages the use of the USAC plate.
    d. Identification tab must be visible and in top position. Technical inspections of plate at any time by removing plate and inspecting surface and hole size.
    e. Alterations of any kind will be disqualified.
    f. Failure to use proper size restrictor plate in any designated classes or

any alteration of restrictor plate is cause for immediate DQ and applicable suspension with Animal or Honda Suspension Program.

g. Restrictor must be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor. All airflow must pass through the restrictor.
h. If a restrictor plate is removed for racing in a non-restricted division by another driver, then it is allowable to run 2 gaskets temporarily.
i. Restrictor Plate Dimensions and color restrictors:
    i. Red Rookie (Honda) - Red - .3125”
    ii. Blue Rookie (Honda) - Blue - .4375”
    iii. Junior Honda - Blue - .4375”
    iv. Junior 160 - Gray - .549”
    v. Junior Animal - Black - .250”
    vi. Senior Animal - Gold - .573”
j. All USAC restrictor plates can be purchased at usac25gear.com.

119 Fuel - Air

A. Fuel is restricted to gasoline, and/or methanol only, as specified by the class. The addition of any unauthorized material(s) to the fuel is strictly prohibited. 1. Honda 120, Honda 160, Lt and Heavy Mod, Animal & World Formula:
    a. Gasoline, automotive, “Pump” 87 Octane only per spec format. No White, Aviation or “Racing” fuel.
    b. AA or Mod World Formula: Straight methanol OR gasoline. No additives.
B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
C. 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 will result in disqualification and up to 30 day suspension from that particular class. First offense up to 30 day suspension in particular class for driver with fuel found to be illegal. Second offense up to a 1 year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

120 Shut Off, Ignition, Battery, and Electronic Equipment

A. All cars must be equipped with a fully operational on/off ignition switch or emergency shut-off located within easy reach of the driver. It must be located in the upper left portion of the drivers compartment or on the steering wheel. Switch and bracket should be located to prevent contact with the driver's knee. Switch must be installed so when the handle is down, or rearward, the ignition is off. Penalty for not having a fully operational on/off ignition will be a race DQ. Reattaching once the checkered flag has been shown will not be allowed.
    a. Only one ignition switch may be installed, EXCEPT when the car is running in rookie class, a second switch mounted on the upper rear of the roll cage is MANDATORY so that officials, handlers and corner workers may shut off the car.
B. Battery – Battery must be securely mounted.

    a. All wet-cell batteries mounted in the cockpit area must be enclosed and vented out of the cockpit.

C. All engine electronics must be securely mounted.
D. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The penalty for utilizing traction control is a minimum one year suspension from competition.
E. Data collection devices that can control any part of the car, measure active suspension travel, tire pressure, wheel speed, spring loads, steering position, throttle position and brake pressure are prohibited.
F. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.
G. All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes. No data acquisitions allowed on the steering wheel or in sight of the driver.
H. The use of in-car video cameras (including mounted GoPros) are not permitted in the car during on track activity at NASCAR Youth Series National events. Failure to comply will result in a Race Day disqualification. The use of one (1) in-car video recording device may be allowed at the discretion of officials at local club races and regional races. This device must be mounted securely within the confines of the frame rails but out of the driver's line of sight. The approval of the mounted location for the device will be at the discretion of the event race director and/or technical director. Live streaming of on-track activity from these devices is not permitted.

121 Radios

A. The use of in-car radio transmitting devices is prohibited
B. No Radio communication with the driver is allowed during a race or event.
C. Only one-way communication from USAC Race Control may be allowed.
    a. When used, participants may only use an approved non scanning device. Approved brands: Racing Electronics, Raceiver, NitroBee. Approval must be given by the USAC National office for any other brands to be used in USAC competition.
D. No open-air transmission of USAC official radio is permitted on premises. Failure to comply with this will result in the team being disqualified from the event.

122 Oil Catch

A. All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed in the engine compartment tail section or air box.
B. The frame cannot be used as a catch can.
C. Oil breathers must be located so as not to endanger the driver.
D. Oil may not be added to the engine supply during a race.
E. Hose must be connected to the catch can at all times. No replacing or attaching after the checkered flag. Must be connected upon crossing scales. Race DQ only.

123 Exhaust

A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
B. Exhaust system must extend outside of engine housing.
C. Exposed portions of the exhaust system must not be higher than the top of the rear tire.
D. Exhaust system must not extend outside of a straight edge extended from the rear edge of rear tire and rear of the rear bumper.
E. Exhaust systems facing forward must not extend outside of the nerf bar.
F. Drilling holes in the baffles is prohibited. Inside seam of baffle must be straight, although seams may not be parallel in the baffle) A nut or washer welded onto muffler flange is allowed for safety wiring.
G. All classes must use a tailpipe and muffler combination conforming to technical manual specifications. Muffler must retain the threaded flange on Honda exhausts.
H. Clamps should be positioned with screw adjustments, bolts and excess strap material facing inboard when possible.
I. Exhaust system must be intact at scales. If any part comes off during race and not replaced before the checkered flag the car will be disqualified at the scale. No repairs after the checkered flag is waved.
J. All exhaust must pass through the mufflers.

124 Seating

A. Cars must have a web type safety belt with a quick release buckle. Safety belt must be securely fastened to the frame. Pull up lap belts are recommended.
B. Use of a safety belt is required at all times, and the belt should be worn as tight as possible.
C. Seat belt must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spine. Under no condition may it be worn over the area of the intestines and abdomen. (Lap portion of the safety belt must be located so that pressure is across the driver's hips).
D. Metal quick release is preferred.
E. Minimum of a five point safety belt is mandatory.
F. Double Shoulder straps are mandatory. They must be worn securely across the right and left shoulders, and should be worn as tight as possible.
G. No restraining device may be used to keep the driver's head or body outside of the shoulder bar.
H. Anti-Submarine belt mandatory.
I. Both the fastening design and condition of the straps are subject to the inspection of USAC.
J. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver’s head and neck.
K. The term of usage for restraints will be two (2) years from the date of manufacture as prescribed by the date on the restraint label for restraints labeled accordingly or when the restraint reaches the expiration date for restraints labeled with such. Restraints must be used in accordance to SFI specifications in regards to the size and weight of the competitor. It is the responsibility of the competitor, not USAC, to use restraints in accordance with SFI specifications. If the restraint reaches the expiration date, the first offense will be a warning and must be replaced before the car hits the track again,

second offense will result in a DQ.

L. Aluminum seats may be used. The seating system should provide lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head.
M. When the driver is sitting in driving position his / her eyes must not be lower than the front hood when looking straight forward.

125 Fire Prevention

A. No smoking, including electronic cigarettes, will be permitted in hot chute, staging area, flag stand, work areas, racing surface, scale and fuel areas, especially whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be subject to removal from the area.
B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become a part of the USAC rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area.
C. All clubs must have at least five charged canisters of FUEL BUSTER or equivalent placed in designated areas around the racing surface.
D. While refueling the driver must be out of the car. The penalty will be a DQ for the event from that class.

126 Safety Equipment

A. Any participant not complying in full with all safety requirements will not be permitted to compete. Safety officials have the right to safety any or all cars in any class at any time.
B. Helmets - All participating drivers must wear a well fitted safety helmet designed specifically for auto racing (SA designation) that meets or exceeds the 2015 or better, Snell Foundation or SFI 24.1 and are labeled as such. Helmets will be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining). Helmets will be subject to inspection at each event by the Technical, Safety and/or medical representative. Hair must not be visible under the helmet or outside the driver suit/jacket. First offense, the driver will receive a warning. Second offense will result in a race DQ.
    a. Visors/Face shields must be in the down position when on the racing surface under green flag conditions.
    b. Clear, or amber, face shields must be worn after dark, or whenever track lights are turned on.
    c. No mohawks, spikes or decorative elements extending from the helmet are permitted.
C. Uniforms
    a. Suit - All drivers must wear a one or two piece fire resistant suit which fits snugly around the neck, wrists and ankles, exposed skin not allowed. These items must meet SFI Foundation specifications 3.2A1 or higher. Jeans are not permitted. SFI 3.2A/5 mandatory in Formula Mod
    b. Head Sock – Use of Nomex Hood/head sock is highly recommended. Mandatory in Formula Mod
    c. Nomex Underwear – Recommended
    d. Gloves – All drivers must wear Nomex or equivalent gloves that must completely cover the hands and fingers. SFI Foundation specifications 3.3 or higher.

e. Shoes – Must completely cover the feet, flat bottom shoes only.
f. Neck Collar - Neck collar is mandatory, must be made of Nomex or equivalent is mandatory except as noted here, recommended rating of SFI Foundation 3.3.
g. Head & Neck Restraints - SFI approved 38.1 may be used without Neck Collar. Must be renewed within every five (5) years and always be current.

D. Arm Restraints
   a. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition. Center fastening point will be fastened in conjunction with quick release safety belts.
   b. Arm restraints are fastened securely to the driver's forearms, (between the wrist and elbow) never at or above the elbow.
   c. Arm restraints should be adjusted short enough to keep the driver from reaching more than two or three inches above the steering wheel.
E. Roll Cage / Frame Padding - Recommend that all chassis protrusions, frame tubes, roll cage tubes, steering shafts and roll bars in close proximity to the driver, to be padded with a securely attached high impact material.
F. Casts - Any driver with a hard cast on, will not be allowed in USAC competition. Any driver with a soft cast or brace, must receive clearance from the USAC National office and may require a doctor's release.

127 Dental Appliances

A. All drivers are required to remove all dental appliances before starting an event. (Example, Retainers, Removable Braces, or any other choking hazard). This also includes chewing gum, candy.

128 Car Numbers

A. All car numbers are assigned by the club if so desired.

129 Appearance

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

130 Engine Protest Rules (Applying to Honda and Briggs Classes Only)

A. Protest shall be from within the same division of class only, i.e. Jr., Sr., Lt.& Hvy. 120-160, Animal or World Formula – Only. Competitors in the same division, and in the same race may make a protest on an engine. No protesting in Rookie Class. Handlers may not protest more than one car per event and may not protest the same driver more than once per calendar year.
B. Honda Engines and World Formula/Animal Engines may be protested for $400.00 cash only plus any applicable shipping charges if necessary. No protest related inspection will be started prior to the funds being posted with the proper official.
C. This protest form and cash must be submitted to the Race Director, or his/her designee before the end of the race that the protested engine is participating in (I.e. checkered flag lap is complete).
D. The protest can only be made during an A-Main event.

E. The person protesting the motor must have their engine inspected for compliance first. If the “protester’s” engine is found illegal the protest is null and void and the protest fee will go to the club. If the “protester’s” engine is found legal the protest will continue.
F. The Race Director, his/her designee, will hold the protest money until the protested engine has been inspected for legality. The protested engine shall be tagged/marked and sealed as soon as its car comes across the scale if it has not been sealed prior.
G. The protested engine as well as the engine of the protested party along with the transferring funds including shipping shall be immediately taken to impound and/ or presented to the Technical Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process or may be shipped to USAC Headquarters for National tech directors’ inspection or designated tech inspection station.
H. Both protester and protestee have the option to be present at the time of inspection.
I. Any protest that is withdrawn will be assessed a $50.00 fee that will be paid to the host club.
J. If the protested engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Technical Director must confiscate all illegal parts and related parts from the protested engine and shall immediately forward them to the USAC National Office. If an engine is found illegal protest money minus $50 plus any shipping cost will be returned to the person filing the protest.
K. Refusal of protest, destroying or withholding of parts or any other lack of cooperation in this protest or inspection process shall be interpreted as an admission that the engine is illegal and shall subject the driver and handler to the conditions set forth in the Suspensions Program.
L. Any inspected or protested engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation
M. Note: Reference to Confiscation due to Wear Limits in “Engine Block Internal Rules” of both Manuals.
N. If the engine is found legal, $400 will be given to the person whose engine was protested.

131 Engine Suspension Rules

A. Handlers and drivers guilty of having an engine declared illegal at technical inspections may be disciplined as outlined in Appendix II, Section 1715, Engine Infractions and Flagrant/Intentional Modifications
B. Any suspension penalty assessed shall begin immediately if not specified otherwise. A lifetime suspension penalty assessed is open to review by USAC National.
C. Illegal Honda, Animal and World Formula part/s shall be sent within five (5) Business days to the USAC office or designee for review along with a confiscation form signed by both the USAC Club Official/USAC Representative and the Handler of the car in question. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part(s) is determined to be legal it shall be returned to the handler. Handler shall be notified if part(s) is legal or illegal. All illegal or confiscated parts shall be sent to the National Tech Director. All legal parts shall be returned to the handler.

D. If a Honda motor is found to have a valve oil seal during tech it shall be a race disqualification only.
E. Spark plugs and exhaust infractions are a race disqualification only.
F. Failure to go to tech and/or impound will result in a race day DQ.
G. Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class shall be immediate with all awards and qualifications being revoked with up to a six (6) month driver and handler suspension at any USAC sanctioned event.
H. For the purpose of this rule only, if a handler has multiple cars competing at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.
I. All membership suspensions must be sent to the USAC National Office within 5 business days.
J. Illegal Rookie engine parts shall be confiscated (Honda or Animal) but the suspension shall not be levied against handlers or drivers for the first offense. The second offense shall result in up to a 30 day Suspension from Rookie.
K. The cost to appeal a suspension to USAC National is $500 plus any associated fees. See Appendix II, Section 1715. Appeals will be heard and decided upon by three (3) party appellate boards composed of USAC President and two (2) non quarter midget motorsports professionals. This appeal process cannot be used for Tire appeals.
L. Induction System Infraction
    a. During post-race technical inspection, if an engine is found to have the incorrect carburetor, oversize venturi bore diameter and or an engine restrictor plate that is found to have been modified for that class, the car will be disqualified from that race and placed at the tail of their next race.

132 Fuel Testing

A. Cars will return from track through the inspection area to be checked for fuel additives immediately following qualifying and racing.
B. Use a clean plastic gas can of fuel. Put a sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.
C. Fill a beaker with track fuel. Place a hydrometer and thermometer in the beaker and record the reading
D. Fill a beaker with a sample of the competitors fuel taken directly from the car in question. Allow for the fuel to cool to the same temperature that the sample fuel was tested at. Once the competitors fuel sample has reached the correct temperature place the hydrometer in the beaker and check the reading. If a competitor's sample is outside of + or - .005 from the control sample, then the fuel sample should be sent into USAC for further testing. The competitors fuel and the control sample fuel must then be placed in separate appropriate containers and sealed up with secure tamper proof tape. USAC confiscation form must then be filled out by the USAC Track Official/USAC representative on hand as well as by a handler of the car in question. The competitor's jar must be initiated by the handler of the fuel sample in question.
E. 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 will result in disqualification & and up to 30 day suspension from that particular

class. First offense up to 30 day suspension in particular class for driver with fuel found to be illegal. Second offense up to a 1 year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

F. DIGITRON FUEL TEST MAY BE USED AS WELL. IF DIGITRON TEST REVEALS A FUEL SAMPLE MAY BE QUESTIONABLE, SAMPLE MAY THEN BE CONFISCATED AND SENT IN TO USAC NATIONAL HEADQUARTERS FOR FURTHER TESTING.
    a. The approved testers are: DIGATRON DT-15, DT-47FT or FT-64 tester or the Precision Fuel Testing System.
    b. Cars will return from the track through the inspection area to be checked for fuel additives immediately following qualifying and racing.
    c. Use a clean plastic one gallon gas can of fuel. Put a fresh sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.
    d. Set the meter to zero in the sample of track fuel. Each time the meter is turned off this procedure must be repeated.
    e. Suspend the probe in the fuel to be tested for a minimum of ten seconds to allow for stabilization. Fuel reading from –10 to +40 is track fuel. If testing is done after fuel is allowed to cool and settle, the fuel will read to within -/+7 of the track fuel sample.
    f. If readings are between 50 and 100 or higher, set the car aside and retest in approximately ten minutes. If readings are still this high, DISQUALIFY THE CAR. Readings that are -/+ 100 at any time are not track fuel.
    g. Replace the 9-volt battery each day.
    h. Other methods may be used at the discretion of National Tech
    i. MANUFACTURED BY:DIGITRON
        i. N 8102 Frey St Spokane WA 99207 - 509-467-3128

133 Technical Inspection Procedure

A. Technical officials have the right to tech or safety any or all cars in any class at any time. A technical official may not perform the post-race technical inspection of their own car(s) and engine(s).
B. All technical and safety rules are the responsibility of the Parent or Guardian of the car in question (“The Handler”).The car owner, handler or their designated person(s) is always allowed to be present during the technical inspection process.
C. It is the handlers responsibility to make sure that the car and engine are weighed and properly sealed after qualifying and/or races. If in doubt check with the Technical Director before the car leaves the scale/sealing area.
D. If repairs or maintenance are needed that require breaking of seals or an engine needs to be changed approval must be obtained prior to starting any work. This work must be done under supervision of the Technical Director or his designate. Engine must be resealed immediately after work is completed.
E. After racing, cars must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area. If a car does not go across the scale to be weighted the

penalty is a race DQ with zero points for that race

F. Engine and car may not be removed from impound area without permission from Technical Director
G. Entry to the impound area is prohibited without approval from the Technical Director or his/her designate.
H. A car may be disqualified at post race tech for missing safety items.
I. The Technical Director will inform the handler to remove the engine and bring it to the technical area. Handler is responsible for having tools necessary to remove and disassemble the engine. Handler is responsible for any storage containers for disassembled engine components.
J. Engine will be inspected by the Technical Director according to the USAC manual for engine inspection. Appropriate technical guidelines should be used through the inspection process in the proper order. If during inspection a part is found to be illegal the director will get a second opinion. If the second opinion concurs the engine will be declared illegal and the car and driver will be disqualified. If the second opinion does not agree, the technical director and/or race director in attendance should be consulted.

134 Mandatory Decals

The following decals are mandatory for NASCAR Youth Series Competition: NASCAR Youth Series, Cookout, and Hoosier

- If in competition for NASCAR Youth Series Fab 4: Fab 4
- If in competition for MPI “Up on the Wheel”: MPI

The NASCAR Youth Series Patch is required on all driver fire suits for NASCAR Youth Series competition

Table 1.1

USAC Approved Asphalt Right Side .25 Midget Tires

Item Number	Tire Size	Wheel Position	Tread Width	Approx. Dia	Approx. Circ	Recom. Rim	Measured Rim	Section Width	Compounds
15325	33.0/5.0-6 NY1	RF	4.5”	10.50”	33.125“	6-6.5“	6.0”	6.25”	A35-NY1
15650	34.5/6.5-6 NY1	RR	6.25”	11.00”	34.50”	8-8.5”	8.5”	8.25”	A35-NY1

USAC Approved Dirt Right Side .25 Midget Tires

Item Number	Tire Size	Wheel Position	Tread Width	Approx. Dia	Approx. Circ	Recom. Rim	Measured Rim	Section Width	Compounds
11175	33.0/5.	RF	4.5”	10.50”	33.125“	6-6.5“	6.0”	6.25”	D10

	0-6								
11225	34.5/6.5-6	RR	6.25”	11.0”	34.5”	8-8.5”	8.5”	8.25”	D10
15325	33.0/5.0-6 NY1	RF	4.5”	10.50”	33.125”	6-6.5“	6.0:”	6.25”	A35-NY1
15650	34.5/6.5-6 NY1	RR	6.0”	11.0”	34.50”	8-8.5”	8.5”	8.25”	A35-NY1

135 Approved Pavement Tires

A. The Hoosier A35 tire will be the only legal tire for all four (4) tires on the quarter midget for all USAC National and Regional races. Right Front - NY1 A35 - 33, Right Rear - NY1 A35 - 34.5, Left Side - A35 - 31, 32, 32 short.
B. Only 6 inch diameter rims can be used on the right side. 5 inch and 6 inch diameter rims can be used on the left side.

136 Approved Dirt Tires

A. The Hoosier A35 and D10 tires will be the only legal tires to run on all four (4) tires on the quarter midget for all USAC National and Regional races. Right Front - NY1 A35 or D10 - 33, Right Rear - NY1 A35 or D10 - 34.5, Left Side - A35 - 31, 32, 32 short or D10 - 32.
B. Only 6 inch diameter rims can be used on the right side. 5 inch and 6 inch diameter rims can be used on the left side.

APPENDIX II

2025 NASCAR Youth Series Midget Race Procedures

*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

201 Requirements

A. All persons that enter the track or hot chute areas must be a minimum of 16 years of age and a member of USAC. A child under the age of 16 with significant .25 racing experience can obtain written permission from USAC National office to be a handler, flag person, corner worker, etc. Certain local and state laws will always take precedence.
    a. Any handler under the age of 16 must obtain written permission annually
    b. Junior handlers cannot be a handler in any event that the individual is a registered driver at
B. Proof of age is required at all USAC events. No driver participation under five years of age. Rookie may train and practice only at four years six months of age. No racing until five years of age.
C. In quarter midget classes, drivers cannot race past December 31st of the year they turn 17 years of age.
D. Any driver competing in the NASCAR Youth Series Series must be listed under their parent and/ or legal guardian's membership.

202 Qualification Procedure

A. 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 no time.
B. 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 the National Office in writing at the beginning of each season.
C. 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.
D. Qualifying will be done as follows: 3 warm up and 2 timed laps. If a car does not leave the track after being checked, the black flag is displayed for the driver to leave the track.
E. Handler should only enter the track in order to restart a stopped car. No work other than turning on fuel allowed. Remaining laps will be allowed to be completed for time. No additional laps will be given.
F. 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 "no time". They will not be able to re-qualify.
G. If two cars have identical times, the second fastest lap will be used as a tiebreaker.
H. 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.

I. A driver may only be signed in one time per class or division. NO double sign in. There is no exception to this rule.
J. 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.
K. There are no exceptions to this rule. 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”
L. After qualification, cars and engines must remain on the premises for the remainder of the event unless prior approval has been given.
M. 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.
N. 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.
O. Group/European Qualifying may be used at the Race Director’s discretion when transponders are used.
P. The Race Director is empowered to change the event format, including the number of qualifying laps to be run.

203 Drawing for Starting Positions

A. 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. 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. #5,6,7,8,9 from 202, apply in 203 for heats.
B. A registrant is considered a late sign-in when online registration has ceased until the first heat race lineup is on track. No one will be able to sign in after the first heat race lineup is on track. Driver changes are not permitted after the first heat race lineup is on track. Finishing Position Points Given Passing Points
    a. 1 - 55
    b. 2 - 52 1 car @ 1 = 1 pt
    c. 3 - 49 2 cars @ 1 = 2 pts
    d. 4 - 46 3 cars @ 1 = 3 pts
    e. 5 - 43 4 cars @ 1 = 4 pts
    f. 6 - 40 5 cars @ 1 = 5 pts
    g. 7 - 37 6 cars @ 1 = 6 pts
    h. 8 - 34 7 cars @ 1 = 7 pts
    i. 9 - 31 8 cars @ 1 = 8 pts
    j. 10 - 28 9 cars @ 1 = 9 pts
C. The Race Director has the authority to select and/or amend these procedures in unique situations.

START \ FINISH	1	2	3	4	5	6	7	8	9	10	11
1	55	52	49	46	43	40	37	34	31	28	25
2	56	52	49	46	43	40	37	34	31	28	25
3	57	53	49	46	43	40	37	34	31	28	25
4	58	54	50	46	43	40	37	34	31	28	25
5	59	55	51	47	43	40	37	34	31	28	25
6	60	56	52	48	44	40	37	34	31	28	25
7	61	57	53	49	45	41	37	34	31	28	25
8	62	58	54	50	46	42	38	34	31	28	25
9	63	59	55	51	47	43	39	35	31	28	25
10	64	60	56	52	48	44	40	36	32	28	25
11	65	61	57	53	49	45	41	37	33	27	25

204 Authority and Responsibility of the Race Director and Officials

A. ALL RACES are governed by the following personnel, who must be USAC members &/or officials in good standing, or as provided in USAC rules.
B. **Race Director:** In charge of the overall running of the event; Approved by National Director for National and Regional 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.
C. **Flagger:** Runs the flagging of the race; Falls under the jurisdiction of the Race Director; May be called upon by Race Director when trying to determine a call; Flagger will be located in the flag stand during green flag racing.
D. **Pit Steward:** In charge of the staging lanes. coordinates with Race Director to send cars out to the racing surface; Checks safety items in staging lanes to make sure cars and drivers are ready to race; To include, but not limited to: brakes are functioning, RaceCeiver is functioning, arm restraints and seat belts are fastened properly, pad in center of steering wheel, etc.; Pit Steward will be located between staging lanes and hot chute.
E. **Director of Timing and Scoring:** In charge of keeping track of positions throughout the race to determine finishing order.
F. **Technical Director:** In charge of inspection of engines and works together with the safety director to ensure chassis are within specifications.
G. **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.
H. Duties of the Race Director:
    a. The following procedures shall be utilized by the Race Director at all USAC National and Regional events. They are recommended for use at other Quarter Midget events but Clubs may deviate from these specifications. The clubs need to notify Regional Board and National Office in writing at the beginning of each season. Traditional quarter midget judging procedures may be incorporated with prior notification.
    b. All race officiating will be done by the Race Director with input from the flagger and/ or Asst. Race Director at the Race Director’s discretion.

c. Race Directors will not be handlers, owners, parents or family members of drivers entered in the particular on track race.
d. Authority of Race Director - A Race Director will have the authority/discretion to disqualify or Black Flag for flagrant calls. Race Director disqualifications may not be protested.
e. The Race Director has authority/discretion to immediately disqualify a driver/car for the following:
    i. Flagrant or deliberate rough driving (a driver that is intentionally running over or into the car in front or beside him or her). See appendix 213.
    ii. Any car with all four (4) wheels under the line that defines the inner edge of the racing surface must stop before the next turn (bringing out the yellow flag). Cars may not go (4) wheels under during green flag or yellow flag conditions, except for avoiding a car which is stopped on track as deemed by the race director. If a car goes (4) wheels below the inner edge line and stops before the next corner at the end of the straightaway, he/she will receive a STRIKE and be placed to the tail end of the line up. Failure to stop and continue racing will result in a race disqualification. On the white flag lap, after turn 4, a car avoiding an accident may not be penalized if all 4 tires go below the line, but must re-enter on the same straight away.
    iii. Any car that performs a 360 spin (under green or yellow flag conditions) and keeps going on the racing surface must stop before the next turn (bringing out the yellow flag), If the car stops before the next corner at the end of the straightaway, the car will receive a STRIKE and be placed to the tail end of the line up. Failure to stop and continue racing will result in a race disqualification.
    iv. Disobeying Flags; (jumping starts, passing under yellow, advancing around the track under yellow instead of dropping back into a starting or restart position as directed. etc..) After being warned at least one time and then being put to the tail of the lineup, the second warning could be cause for disqualification.
    v. Practice Session/Pre-Race Warm-Up - Under yellow flag condition, a car may pass another car in order to create a safe distance but must keep yellow flag pace.
    vi. Signaling by handler to driver (under green flag conditions).
    vii. Car being operated in an unsafe manner. (For example: excessive biking, if a car turns over from biking on its own, stuck throttle, no brakes, etc.). If a car bikes excessively (at the discretion of the Race Director) on its own, a yellow flag will be thrown. The car will receive a strike and will be permitted into the hot chute if the handler chooses to do so as legit damage to fix the biking (If this strike causes the car to have 3 strikes, the car will be a DQ from the race for 3 strikes). If the same car bikes a second time after the first violation has occurred, it will result in a DQ.
    viii. 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

to race or has left the race.

ix. Third chargeable STRIKE (under green flag conditions). This will be scored as a DNF.

x. Improper wearing of safety equipment. No neck collars, belts not over both shoulders, helmet not fastened, etc..

xi. Loss of driver-related safety items (helmet, gloves, arm restraints, belts, etc..) under green flag conditions. Does not include neck collar. (See section 209)

xii. If a car turns over and leaks fluid, or leaks while sitting on the track does not constitute a disqualification unless deemed an unsafe condition by the Race Director.

xiii. Loss of ballast during a race (under green or yellow conditions) will result in a disqualification for the race.

1. Loss of ballast during practice will result in a DQ for a heat race; will start at the tail in the lowest main
2. Loss of ballast during heat race will result in a DQ; will start at the tail in the lowest main
3. Loss of ballast in a main will result in a DQ

f. Only the Official Handler may ask the Race Director for the reason for 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.

g. The Race Director must have a communication link; via radio with the flagger & scoring tower.

h. Flagger shall not make any disqualification calls unless approved by the Race Director of that race.

i. Race Director has the option to put any car(s) to the rear that fails to keep proper pace or remove from the ra

j. 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 Race Director can decide that it was intentional or deliberate, and disqualify the car.

k. During a medical red flag situation, NO cars can be worked on or moved, until the Race Director has declared the track clear.

l. It is the Race Director's responsibility to enforce and to determine violations of the Racing Rules, as outlined in Section 213, "Racing Rules and Procedures".

m. The Race Director may use the "meatball flag" (black flag with a red circle) to call a car into the pits or designated area for consultation, i.e., checking Raceceiver, tape numbers, etc. See Section 206-3.

205 Pushing and Restarts

A. Designated corner workers and race officials are the only ones allowed on track during yellow or red flag conditions. During yellow or red flag conditions only one (1) handler with a car on track may enter the race track or infield after permission from the race director has been given. Extenuating circumstances will be considered (i.e. medical red flag, etc). Handlers will never enter the track during

green flag conditions. Failure to comply will result in a DQ for that race and may be subject to additional penalties.

B. Handlers may only enter the course/track or infield with permission from the Race Director during yellow flag or during red flag conditions. Handlers will never enter the course/track during green flag conditions. Doing so will result in loss of hot chute privileges for the event. If this happens more than once during a race weekend, the handler may be asked to leave the track premises/grounds.
C. Cars that are being pushed to start will only pass the flag stand twice; after second pass of the flag stand, car must go to the designated work area before returning to the track surface.

206 Laps Under Yellow Flag

A. Laps where the yellow flag is displayed will not be scored.
B. 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.
C. During a caution period a car may be called into the “designated pit area”, using the Meatball 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. Handlers may not touch cars, other than starting, unless directed by the Race Director.

207 Designated Work Area - USAC Work Rule

A. The work rule will be mandatory for all Club, Regional and National events. a) A NASCAR Youth Series handler or alternate handler membership is required to be in the hot chute area.
B. 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 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.
C. 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 track layouts do vary. This may be a portion of the hot chute. This must be approved by the Race Director and/or Safety Director.
D. Any car going to the designated work area or hot chute will automatically be put to the tail end of the lineup. If a car is forced into the hot chute by another car, stops and has no work done, that car will retain their position.
E. If a car leaves the racing surface under green flag, it may not re-enter the race.
F. 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 Formula Mod cars during refueling stops). Refueling of cars during the race will result in disqualification.
G. If more than one car is in the designated work area; positions will be determined by the order of cars returning to the track.
H. Three courtesy yellow flag caution laps will be given per caution once the on track lineup is set and cars are in race order. See Section 1708-14.
I. Cars that enter the work area for anything other than repairs that would otherwise keep them from returning to the track, will not receive courtesy laps.

J. Any car entering the hot chute area must come to a stop before re-entering the track. Failure to do so will result in a disqualification from the race.

208 Flag Procedures

A. Flagger's position to be located on the flag stand on the outside of the track. Flagger will remain near the flag stand during all event practice sessions and races. See Section 201 for more on flaggers position. Flaggers may have assistant hand flags to them.
B. Green flag shall be displayed to start and restart a race.
C. Yellow flag is to be displayed anytime a car goes Dead On Track (DOT) or the track has any unsafe conditions (debris, fluids, etc.). There will be no passing under the yellow flag. Once a green flag is waved, no lap is exempt from a yellow flag. (See Section 1704- C). If an accident occurs before the checker has been thrown, a yellow flag should be thrown and an unsafe area or the area of the track where DOT 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 rack and will be controlled by the flagger. If a single car goes DOT or in the infield under green, a yellow flag will be thrown, the car may be charged with a STRIKE and start at the back - unless a car is disqualified. See Section 204 and 213.
D. Red flags (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 the racing surface or be worked on until driver(s) have been cleared. Red flags 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.
E. 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. Hot shotting the field/buzzing the field will result in a one (1) strike penalty. This one (1) strike penalty will be immediately assessed at the time the incident occurs as per discretion of the race director.
F. When the practice session is over, the checkered flag should be displayed for one lap and may be followed by a yellow flag in order to clear the track.
G. 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.
H. Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black, in accordance with the Race Director. All starts will be rolling starts. Flagger will determine the pace of each race. Flagger and/or Race Director has the option to put any car or cars to the rear if they will not keep proper pace.

I. 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.

J. 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. (See Section 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. Track size, banking and turn configurations may determine different pickup and racing points. These determinations should be based upon the need to maintain fair racing without the leader needing to make drastic racing moves to protect his position as the field accelerates to start or restart a race. The method used for National restarts will be, to paint a spot or mark midway on the straight, in the vicinity of the start/finish line, between turns four and one, about two-thirds of the track width from the bottom of the track, and requiring all cars to maintain position single file, nose to tail until past this spot. All 4 tires must stay above the dot or line and nose to tail until past this point. Penalties for dropping below the dot, line or not staying nose to tail should be defined as follows: i.e.: yellow flag the restart and the offending car is penalized two (2) positions, or if a car can NOT go back two (2) positions then they are assessed a strike and sent to the tail. This type of restart has eliminated cars from chopping down on the track coming off turn four to protect their position and then causing incidents in turn one as several cars enter the turn from different racing lines. The preferred restart mark is a 9”-12” diameter solid painted dot or a 4” wide x 24” long painted line in an easily seen contrasting color to the color of the pavement or dirt surface. If a car creates a disturbance in the line, causing the following cars to hit the dot/line while avoiding the car, a yellow will be displayed and no cars penalized.

K. 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.

L. Checkered flag indicates the finish of the race. If an incident 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. Car(s) that cross the start finish line and are given the checkered flag will be scored accordingly. Any car that is lapped prior to the last lap can not earn their lap back due to a yellow/checkered finish. Car(s) that crossed after the yellow is displayed will be scored on the last officially completed lap. Any cars involved in the incident causing the yellow flag will be placed at the end of all cars running on their lap in the final standings. Cars that cross the finish line one lap down will be placed after the cars on the lead lap. Cars that cross the finish line two laps down will be placed after the cars one lap down.

M. If under the 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 Race Director’s 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.

N. Black flag will be pointed at the 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. In lieu of displaying a black flag during green flag racing, possibly causing confusion (especially with Jr. classes), it is permissible to yellow flag a race when a racing DQ incident has occurred, then black flag the offending car, reset the line-up to the last completed lap and restart the race.

O. After a race lineup is determined and cars are in racing order, if there are cars in the work area, three laps will be given for cars once stopped in the work area to complete repairs and re enter the race. As the cars on the track pass the start/ finish line, the flagger will extend fingers, clearly indicating the countdown of three laps. After three 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 down and rolling before the lead car crosses the start finish line at the 'one to-go' flag indication. The predetermined 'late out point' at the exit of the pits, car under it own power will apply for the warm up session before the race. Local track configurations may alter timing at which the cars can be past the late out point. There will be only one courtesy three-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 re entering 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 Race Director.

209 Hazardous Mechanical Conditions

A. All cars must have nerf bars, bumpers, hood and all other safety equipment (helmet, gloves, arm restraints, belts, etc..) in order to start or continue in a competition unless otherwise approved by USAC. Miscellaneous attached equipment such as, but not limited to, data acquisition devices, RaceCeiver, and cameras will be securely fastened in the manner they were designed within the limits of the roll cage frame. If they become loose, dangling by a cord, or otherwise dangerous to the driver, other cars or spectators, the yellow flag will be thrown and the car must go to the pits to correct the condition per the USAC Work Rule. See Section 207 and per the three lap courtesy work rule (208). This will be charged as a STRIKE

B. If nerf bars, or bumpers are no longer originally fastened to the chassis or bumpers and nerf bars are broken or cracked the car must go to the pits to correct the condition per the USAC Work Rule, See Appendix I - 109 & 110.

C. Under yellow flag conditions, if safety equipment (helmet, gloves, arm restraints, belts, neck collar, etc..) becomes loose or falls off, that driver shall be called to an official on the track. A handler from the car may come onto the track and replace the safety equipment if necessary. If the safety equipment (helmet, gloves, arm restraints, belts, neck collar, etc..) is not working thereafter, they will be required to go into the pits and correct the condition per the USAC Work Rule. See Section 207 and per the three lap courtesy work rule(208). This will not be charged as a STRIKE, but the driver will be put to the tail of the field due to going into the pits.

210 Repositioning

A. 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. See NASCAR Youth Series restart procedure and penalties, Appendix II, Section 208.

211 Testing

A. The limitations placed on testing for the USAC events DO NOT apply, except prior to a national championship event. Practice and/or testing is not allowed from Sunday at mid-night prior to the racing event until controlled practice begins for the event. Teams who engage in such unauthorized practice or test runs will be subject to disqualification from the event.

212 Class and Division Structures

A. Class Definition - Class is defined as a race program by engine type and rules.
B. Ages and weights for classes are found in table 1.2 at 103.
C. A driver will not be allowed to run more than five Quarter Midget classes per event.
D. No mixing of classes at National Events.
E. Senior Honda, 160 Honda and all Mods, Senior/Unrestricted Animal, WF and “AA” and may have a maximum of twelve (12) cars per race.
F. Jr. Honda and Jr. Animal classes may have a maximum of twelve (12) cars per race, but are not required.
G. A driver may run 160 once he or she meets the age and weight requirements for the respective class (Light or Heavy 160) and receives the approval from the Race Director and/or Rookie Director.
H. In order to run a World Formula, or Formula Modified, a driver must have 12 months in a non rookie class and meet the minimum age requirements. See M for Formula Mod
I. No class jumping, either up or down. Definition: Engine and chassis must compete in the class that it originally signed in and qualifies. A chassis and engine 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 chassis and engine to qualify and compete in more than one class. To further clarify the swapping of engines or chassis to race in another class at that event is not legal.
J. It can run in the same class but in two divisions. Example: a car can be signed in for one driver to run as a Junior Honda and another driver to run as a Senior Honda, 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.
K. Division Definition - Division is defined by age and or weight.
L. Specific ages and weights for divisions are found in Appendix I, section 103.

M. Any driver who will turn nine (9), or (10) for Formula Mod on or before May 31st of a racing season, must move up on their 9th Birthday but has the option of moving up to and racing in the Senior division at all Local, Regional and National Events, at any time prior to his or her ninth birthday of the year they turn 9. Once he or she has made this decision and raced in a Senior division, he or she shall not be allowed to return to the Junior Division of that class for any reason. If this option is used, the USAC National office must be notified and the driver profile shall be documented. This rule does not apply to the Light and Heavy World Formula classes. The age for Light and Heavy World Formula is 9 years of age regardless of date of birth.

N. Drivers who turn nine (9) after May 31st of a racing season must remain in the Junior class until their 9th birthday. He or she may choose to remain in a Junior class for the remainder of that racing season.

O. Drivers can start competing in the Junior 160 class at age seven (7) and may not race in the Junior 160 division past their ninth (9) birthday, unless their age warrants for the Junior Class. See Appendix II, 212, M-N. Any driver who turns seven (7) on or before May 31 of a racing season may compete in the Junior 160 class prior to their seventh (7) birthday but within the same calendar year. For the Jr 160 class, a driver can race in this class at club races starting at 6 ½ years old They cannot race at Regional or National races until they are 7 years of age.

P. Three cars or more must take the green flag in the feature to earn National Championship points. If less than three enter this division, it may be combined with another division in its class at the option of the Race Director, but excluding the Junior Division and you can never run Junior and Senior at the same time. Does not apply to the Rookie class.

Q. 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 Race Director whether the class is to be divided or not. The lightweight division is tobe 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.

    a. 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. Further, if there are no cars participating in a class, they could simply eliminate that class for the year. Clubs need to notify the Regional Director and National Office in writing at the beginning of each season. IF a car in an eliminated class were to show up for a race, it would be the club's option to run the class or not, or to let the car run in another class.
    b. The Race Director at National and Regional 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

212A Class and Division Structures

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

		PAVEMENT			DIRT		
CLASS	**DIVISION**	**HEATS**	**LOWER MAINS**	**A-MAIN**	**HEATS**	**LOWER MAINS**	**A-MAIN**
Rookie	Red & Blue	10	15	20	8	10	15
Honda	Junior	15	20	30	10	15	25
Honda	Senior	20	25	40	15	20	30
Honda	Heavy	20	25	40	15	20	30
Animal	Junior	15	20	30	10	15	25
Animal	Senior	20	25	40	15	20	30
Animal	Unrestricted	20	25	40	15	20	30
Modified	Light	20	25	40	15	20	30
Honda 160	Junior	15	20	30	10	15	25
Honda 160	Light & Heavy	20	25	40	15	20	30
WF	Light & Heavy	20	25	40	15	20	30

NOTE: Number of laps may be adjusted.

Time limits are subject to change based on variables including but not limited to: track size, car count, weather, track conditions, etc. Time starts when the first green flag is displayed. Time is only stopped for red flags and resumed when the red flag is lifted or at the discretion of the race director. For National events a 12-minute time limit for heats and 15-minute time limit for lowers may be implemented. A 20-minute time limit may be implemented only for non-competitive classes (rookies) in A-Mains.

213 Racing Rules and Procedures

A. Unless otherwise noted, the following procedures must be followed at all events:
B. Advertising - USAC and NASCAR Youth Series may regulate or deny the advertising of any product on equipment, apparel or otherwise in connection with a member, USAC, NASCAR Youth Series Series or any event. NASCAR Youth Series may not approve advertising if it is determined offensive, inappropriate, illegal and/or undignified, potentially detracting from the positive interest in any event and/or the integrity of

NASCAR Youth Series and its members.

C. Products being advertised must be produced, marketed/advertised and sold in accordance with federal, state and local laws and regulations. If it's not legal for 16 years of age or younger to purchase, consume or use legally, it's deemed not approved. Some examples that are not permitted include the promotion of illegal substances, tobacco/nicotine/vaping, alcohol and/or marijuana, marijuana based products and/or cannabis/hemp products. Additionally, imagery of illegal products, imagery and/or wording of products listed above that represent and/or identify the use of such products are not allowed at NASCAR Youth Series events. These types of brands are not permissible with the NASCAR Youth Series logo, images of NASCAR Youth Series events and its participants.
D. Gift cards/certificates are acceptable as winner/podium prizes. These gift cards/certificates may include local businesses, club/race sponsors, stores, restaurants, etc. Prizes for entry/registration fees and/or discounts are acceptable. Financial institution gift cards (including Visa, MasterCard, AMEX, etc) and cash prizes are prohibited.
E. All car numbers 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).
F. All cars are 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.
G. If a driver on the track is found not responding to communication by RaceCeiver,(the "meatball flag" shall be shown Appendix II 1704 -13) that driver shall be called to an official on the track. If it is found that the RaceCeiver is not functioning properly, the handler can replace the receiver with a properly working receiver, or plug the receiver in if the receiver is found to be unplugged. If the receiver is not working thereafter, they will be required to go into the pits and fix the problem. They will be given three (3) courtesy yellow flag caution laps to correct the problem once the on track line-up is set and cars are in race order. They will be required to tag the tail of the line-up.
H. Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale/scale area at a high rate of speed without stopping is dangerous and is prohibited. See Section 1707-4. If it occurs under yellow conditions during racing, the car will be assessed a strike and will restart on the tail (or removed if it is a 3rd strike). If it occurs during a pre-race warm-up period, the penalty is a strike and the car will start the race on the tail. If the infraction occurs after a race is complete, a race DQ will be assessed by the Race Director.
I. No foreign matter, such as gum, candy, etc. shall be allowed in the driver's mouth while he/she is in the car. Mouthpieces are allowed.
J. Drivers and/or handlers that receive Emergency Medical Treatment by medical personnel during a scheduled race activity, whether during on-track activities, while on premises of a facility with racing scheduled for the day/weekend, etc., with treatment taking place at an on-site medical facility and/or off-site medical facility must present a medical clearance form in order for the driver and/or handler to participate in future on-track NASCAR Youth Series sanctioned events. No exceptions will be allowed.
K. 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 (or last checkered flag of the day if tech is not being completed on that day) will be strictly prohibited. Any violation of these rules is subject to disciplinary action by USAC and USAC-sanctioned clubs.

L. 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. see Appendix V
M. All winners' cars will only be official after Tech declares the 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 the car handler or owner refuses required inspection.
N. No change or adjustments to car or engine settings may be made to any race car by any method, while it is on the racing surface except for turning on the fuel. Additionally, no device, system or other method capable of making changes to these settings while on the racing surface will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day. Interpretation and enforcement of these guidelines is the responsibility of the senior tech & safety officials in attendance at the event.
O. After the initial warm-up period has elapsed (use of clock or air horn), all cars on the track and cars in pits which are rolling shall be lined up according to the original starting position. All others shall start at the back of the pack – in the order they enter the racetrack. An alternate car may be summoned to the track if a car scheduled to start does not immediately take the track for the line-up. (see #20 below) Once the line-up is in order on the track, the car still in the line-up or hot chute will receive courtesy laps per the USAC Work rule (1707) and per the three lap courtesy work rule (1708 -14). Should the original car return to the line-up, it will be placed on the tail and the alternate car will be summoned to the pits and be available until the first full lap is scored.
P. In Formula Mod classes only, after a combination of 100 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled the counting resumes when the cars restart. A refueling stop, from red flag 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 the USAC National Office in writing at beginning of each season. There will be no refueling stops for "AA" heat races.
Q. Refueling for Formula Mod may be refueled after the completion of warm up time. This is at the discretion of the Race Director and announced before cars take the track. Drivers are to be out of cars for fueling.
R. No more than two (2) handlers per car in the hot chute during the race.
S. For the safety of all involved, videotaping and/or photography of any kind will not be allowed in the hot chute area. Special circumstances (i.e. professional camera person/crew) may be allowed with previous authorization from the Race Director. Scorers working in an official capacity may not videotape from the scoring tower.
T. Four corner workers are recommended 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.
U. All pit locations must be located outside of the track wall or fencing.
V. 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.

W. The Race Director has the option NOT to be in the hot chute with the handlers during a race. If he/she elects to call the race from another area at the track a NASCAR Youth Series official/spotter will be placed in the hot chute to ONLY relay and answer basic questions about the call. Any arguing with this designated person will result in removal from the hot chute for the rest of the event.

X. Fuel tanks and fuel caps cannot be replaced or reattached during a race. If the tank becomes loose or falls off at any point once the car takes the track, during green or yellow flag conditions, the car will be black flagged, must exit the track and scored as a DQ. Fuel tanks and fuel caps cannot be replaced or reattached after the checkered flag is waved or before going over the scale.

Y. An alternate car will be allowed at all National 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 re enters the race under yellow to reclaim a starting position. The alternate car is optional for local events.

Z. 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 but need to notify USAC in writing at the beginning of each season.

AA. A DNF may advance and line up behind normally transferring cars in the order they went DNF, if there are unfilled starting positions.

BB. A car with 3 STRIKES will be given a DNF and allowed to transfer through the races, in the same manner as above if applicable.

CC. Cars must have tail cone in place at all times when on the track.

DD. Any car having their engine changed after qualifying or between races must report engine change to the Race Director and Tech Director. Scoring tower shall be notified and the car/driver will be placed on the tail of their next race.

EE. When two or more cars make contact bringing out a yellow flag, all cars shall be charged with a STRIKE. If the Race Director 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 the Race Director can determine with 100% certainty that 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

FF. 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 Race Director will give one additional double file start, with no strikes called or cars sent to the tail if it is not possible to determine the cause of the incident.

GG. The Race Director 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.

HH. Following a race, a car or driver that does not have the proper required safety items will be subject to a race day DQ based on the “Safety Check and Registration Form.” Any missing non-safety items such as a muffler, will be disqualified. If any non-necessary 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.

II. Cars going DOT 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 Race Director.

JJ. When a car related safety item (tail-cone, car body panel, nerf bars, bumpers, shoulder bar, wheel nut, etc.) falls or is knocked off a car, or becomes loose and is deemed a safety hazard by the Race Director under green flag conditions, a yellow flag will be thrown and the car sent to the hot chute/designated area to replace the item per the USAC Work Rule and per the three lap courtesy work rule (1708 -14). This will be charged as a STRIKE. The car will be allowed to resume racing if it is not their third STRIKE and they make it back out before the green flag. They will not retain their position. If the item falls off under yellow flag conditions or is knocked off as a result of an incident on the track when a yellow flag is displayed, the car must go to the hot chute/ designated area to replace the item without a STRIKE (STRIKE may have been charged for the incident, but will not be charged or added for the item). If the item 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 third STRIKE. The car related safety item may be replaced to cross the scales. If the steering wheel comes off while the car is on track, the Race Director will check the wheel and determine if the car is safe to continue.

KK. 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. See Appendix III, Section 304.

LL. In incidents involving Deliberate 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 is displayed, if the innocent car is DOT, it will be scored as a DNF without a strike. The car charged with the Deliberate Rough Driving will receive a DQ.

MM. In incidents involving Overly Aggressive Driving a car or cars display an aggressive style in the course of their driving that shows little regard for other cars in their path, initiating contact in attempts to pass or to keep from being passed. The Flagger will display a rolled black flag to the offending car(s), and the Race Director will charge them with a two (2) strike penalty and place them at the tail of the line up.

RaceCeiver communication will warn the driver of aggressive driving. 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 an Aggressive Rough Driving will receive a DQ.

NN. In incidents involving defensive driving: (When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.) The Race Director will display a rolled black flag to the offending car(s),charging them with a two (2) strike penalty and placing them at the tail of the line-up. RaceCeiver communication will warn the driver of the defensive driving. A second defensive driving incident in the same race will receive a race DQ

OO. Any driver intentionally causing a caution, for something besides mechanical or a safety related issue, will receive a two (2) strike penalty.

PP. In the event of a neck collar becoming loose or is lost while on the track a yellow flag will be thrown. They will be given a Strike and required to go to the pits to put the neck collar back on securely. They will be given three (3) courtesy yellow flag caution laps to correct the problem once the on track line-up is set and cars are in race order. They will be required to tag the tail of the line-up.

QQ. In the event that a time limit for a race is reached, the COOKOUT flag will be displayed by the flagger under the next caution along with the checkered flag. This flag signifies that the race has in fact reached the time limit. All drivers that take this flag will be scored according to their previous lap after accessing calls made by officials. Any car that is unable to take the flag under their own power will be scored according to being in the pit area. In the event the time limit is reached under caution there will be a last green flag. This will not be announced but will allow the drivers the opportunity to finish the race under green. The next yellow, red or checker flag will end the race.

RR. In the event of rain, any race that is at least 50% complete, will constitute a completed race. In the event a race is stopped due to rain and has not reached the halfway point, cars will be impounded. Any work on a car will result in DQ. If the race resumes the same day, tire pressure will be allowed to be adjusted before the race resumes. If the race must be continued on the next day, it will begin at the beginning of the race with no laps completed. Cars will be released from impound upon the decision of the race to race on the next day.

SS. Both hands must remain on the steering wheel at all times while on the racing surface during flag race conditions. Under yellow and/or red flag conditions, a driver may use one hand for appropriate hand signals (i.e., signifying leaving the racing surface, during line-ups, etc..). Any additional or extenuating circumstances during a green, yellow and red flag conditions will be at the discretion of the Race Director. A rolled black flag will be displayed and a verbal warning will be given from the Race Director. The second offense will result in a DQ for that race.

TT. Drivers may not remove or loosen safety equipment while in the race car during a race. Doing so will result in a DQ for that race.

UU. Drivers must remain secured in the drivers compartment at all times on track unless directed by the race Director and/or Safety Personnel to exit the car. Extenuating circumstances will be considered (i.e. fire, medical, etc.). Doing so without permission will result in a DQ for that race.

214 Protest

A. Any on track calls or decisions may not be protested.

B. 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.
C. Tire Protest
    a. Protest must be in writing and filed with the tech inspector within 15 minutes, after feature race is completed. Tires protested will be marked and not confiscated until the completion of the event. 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 $500 cash deposit and will not be refunded, regard-less 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. Tire protest form must be completed and sent in to USAC along with a sample of the tires in question.

215 Penalty/Penalties Guidelines

A. The following Penalties are to be used at Clubs, Regional, and National Events.
B. Engine Infractions
    a. LEVEL 1 - FIRST OFFENSE - Automatic Race Day DQ; in the respective class that the infraction took place
    b. LEVEL 2 - SECOND OFFENSE - Up to 60 days suspension from any USAC sanctioned event for the handler and driver from participating in the respective class that the infraction took place
    c. LEVEL 3 - THIRD OFFENSE - A third offense may be considered intentional or flagrant modification and will be assessed by the National office per the Flagrant/Intentional Modifications Section listed below.
C. Tire Infractions
    a. LEVEL 1 - FIRST OFFENSE - Six (6) months suspension from any USAC sanctioned event for the handler and driver; plus the costs of testing fee(s)
    b. LEVEL 2 - SECOND OFFENSE - One (1) year suspension from any USAC sanctioned event for the handler and driver; plus the costs of testing fee(s)
    c. In order to protect and verify the protocols of the tire protest/sampling procedure were followed, these penalties may only be assessed by the USAC National office see Appendix I, section 114
D. Fuel Infractions
    a. Penalties assessed for tire and fuel can vary from a Race Day suspension AND a suspension that can go up to a one (1) year through the defined process tire and fuel testing and infractions outlined in Appendix I, Sections 114 and 133
E. Flagrant/Intentional Modifications (Including Engine, Tire, and Fuel infractions)
    a. All parties involved in any modification to fuel, tires and engines that are deemed flagrant will receive penalties that may include monetary fines and suspensions. These flagrant penalties can only be assessed by the USAC National office.

216 National Appeals

A. National Appeals are reviewed by a three (3) party appellate board composed of the USAC President and two (2) non-quarter midget motorsport professionals. USAC will have a list of appellate members which will be used to select from for each required review. This appeal process cannot be used for tire suspension.
B. Should a participant elect to challenge a technical rules penalty, it must be declared at the time technical inspections are complete and/or when the penalty is assessed. The participant must inform the tech director and/or race director of his/her decision and the proper parts must be packaged up and sent to USAC National within 96 hours along with a completed USAC Confiscation Form.
    a. The cost to appeal a technical suspension to USAC National is $500 plus any associated fees (shipping, testing, etc…).
    b. Behavioral penalties assessed at the local, region and national level are NOT appealable. These penalties are to be upheld at the level or below at which they were given. If at a National event, they will be upheld at local, regional and national.
    c. Once the National Appeals/Penalty Board has made its decision, it is final and the matter is considered closed. The penalties assessed by the board will be upheld at the local, regional and national level at all USAC sanctioned events.
C. National Tire Appeals
    a. STEP 1: Initial Failed Tire Test - Level 1 Lab
        i. Race Disqualification
        ii. 6 Month Suspension (For 1st Offense)
    b. STEP 2: First Appeal - Level 2 Lab ISO 17025 Certified
        i. To appeal to a Level 2 Lab requires a team deposit of additional $2,500 within one week of penalty.
        ii. If Level 2 Lab meets benchmark, $2,500 returned to team minus cost of Lab 2 testing
        iii. If Level 2 Lab does not meet benchmark:
            1. Race Disqualification
            2. Total Suspension 6 months (For 1st Offense)
    c. STEP 3: Second Appeal - Level 3 Lab ISO 17025 Certified
        i. To Appeal to a Level 2 Lab requires a team deposit of additional $5,000 within one week of denied appeal.
        ii. If Level 3 Lab meets benchmark, $5,000 returned to team minus cost of Lab 3 testing
        iii. If Level 3 Lab does not meet benchmark:
            1. Race Disqualification
            2. Total Race Suspension 6 months (For 1st Offense)

APPENDIX III

2025 NASCAR Youth Series Midget Scoring Procedures
*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

301 Practice Round Procedures

A. As soon as sign-ins are complete, practice round information should be sent to the pit steward. Each practice round should have no more than 7 cars and the cars should be evenly distributed between the rounds in each class. Use the table below to create the practice rounds.

# of Cars	# of Rounds	Cars in each Round		# of Cars	# of Rounds	Cars in each Round
Up to 7	1	7		24	4	6-6-6-6
8	2	4-4		25	4	7-6-6-6
9	2	5-4		26	4	7-7-6-6
10	2	5-5		27	4	7-7-7-6
11	2	6-5		28	4	7-7-7-7
12	2	6-6		29	5	6-6-6-6-5
13	2	7-6		30	5	6-6-6-6-6
14	2	7-7		31	5	7-6-6-6-6
15	3	5-5-5		32	5	7-7-6-6-6
16	3	6-5-5		33	5	7-7-7-6-6
17	3	6-6-5		34	5	7-7-7-7-6
18	3	6-6-6		35	5	7-7-7-7-7
19	3	7-6-6		36	6	6-6-6-6-6-6
20	3	7-7-6		37	6	7-6-6-6-6-6
21	3	7-7-7		38	6	7-7-6-6-6-6
22	4	6-6-5-5		39	6	7-7-7-6-6-6
23	4	6-6-6-5		40	6	7-7-7-7-6-6

302 Qualifying (If Applicable), Heat Races, and Mains

A. When qualifying, heat races and/or mains begins there shall be a minimum of three (3) scorekeepers in the tower.
B. All entries on the qualifying/score sheets will be done in ink
C. For qualifying, when the car enters the track they will be given three (3) warm up laps, then two (2) qualifying laps. The times will be written down on the qualifying sheet and/or time cards and confirmed amongst the scorekeepers.
D. For qualifying, after each car has qualified, the announcer may announce the times over the PA system. It is recommended that as qualifying takes place, the time cards be kept in order from fastest to slow-est.
E. For qualifying, If a car does not take a green flag for qualifying they will receive no time (NT). Noting as such on the qualifying sheet and the car will be lined up at the back of the racing field. In the event there are two or more NT, the cars should be lined up according to their pill draw or qualifying order, whichever applies at the event.
F. For qualifying, any irregularities or issues with the timing system will be noted on the qualifying sheet / time card.
G. For qualifying, if a heavy class driver is found to be less than 100 lbs after qualifying, they will be assigned with no time and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If there is not a LIGHT DIVISION of the same class, the Race Director will have final authority where to place the car into a different class, in the last spot of the last heat or main, whichever applies.
H. For qualifying, heats or mains, If a CAR is found to be LIGHT or is disqualified after qualifying, heat or main, it will be given a DQ and placed in the last qualifying spot of its class/division. If qualifying or heat race, the weight or other infraction must be corrected prior to racing. If DQ occurs in main, the car will be scored as a DQ for final results.
I. For qualifying, if there is any mechanical error in the timing system or a transponder not “reading” the car on the track will be brought into the hot chute area while the problem is being fixed. The car would not be allowed to be worked on or touched other than to fix the transponder. Once the problem is fixed, the next two (2) cars in line will go out, followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm up laps and any remaining qualifying times.
J. Once qualifying is completed, qualifying sheets/time cards will be placed in the proper order as follows: qualified cars (fastest to slowest), no time (NT) in order of pill draw at registration, DQ in order of pill draw at registration and then DNA in order of pill draw at registration. Denote on the line-up sheet any track records, DQ, or NT. In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position. Denote on the line-up sheet both times. In the case of identical qualifying first and second lap, cars will be lined up according to pill daw at registration (lowest to highest).
K. If an engine change takes place before heats begin there is no penalty. If an engine change takes place after heats, then the driver will start at the tail of the lower main they have qualified for. If an engine change takes place after lower mains begin and/or if the change takes place prior to an A main the driver has qualified for, the driver will start at the tail of the race he/she has qualified for.

303 Setting Up Heat and Main Races

A. After qualifying or heat races are complete in each class, scorers prepare to set up races:
B. Setup based on qualifying: setup mains using fastest to slowest cars, from qualifying sheets
C. Setup based on heat races: Setup heat races based on pill draw. If more than 8 cars, place the lowest pill draw in the first heat, next pill draw in the next heat and so on.
    a. Heat Race: Max of 8 cars in a heat race with the exception of selected events approved by the .25 Midget Series Director.
    b. Example: 30 cars in a class. Max of 8 cars in a heat race. Lowest pill draw will start P1 in Heat 1. Highest pill draw will start P8 in Heat 2. Note: If more than 8 cars, create an additional heat. See below for the complete lineup in the 30 car field:

Heat 1	Heat 2	Heat 3	Heat 4
P1: Pill Draw 1	P1: Pill Draw 2	P1: Pill Draw 3	P1: Pill Draw 4
P2: Pill Draw 5	P2: Pill Draw 6	P2: Pill Draw 7	P2: Pill Draw 8
P3: Pill Draw 9	P3: Pill Draw 10	P3: Pill Draw 11	P3: Pill Draw 12
P4: Pill Draw 13	P4: Pill Draw 14	P4: Pill Draw 15	P4: Pill Draw 16
P5: Pill Draw 17	P5: Pill Draw 18	P5: Pill Draw 19	P5: Pill Draw 20
P6: Pill Draw 21	P6: Pill Draw 22	P6: Pill Draw 23	P6: Pill Draw 24
P7: Pill Draw 25	P7: Pill Draw 26	P7: Pill Draw 27	P7: Pill Draw 28
P8: Pill Draw 29	P8: Pill Draw 30		

D. Example: 13 cars in class, max of 8 cars per heat race. Lowest pill draw will start P1 in Heat 1, Highest pill draw will start P7 in Heat 1. See below for the complete lineup in the 13 car field:

Heat 1	Heat 2
P1: Pill Draw 1	P1: Pill Draw 2
P2: Pill Draw 5	P2: Pill Draw 6
P3: Pill Draw 9	P3: Pill Draw 10
P4: Pill Draw 13	P4: Pill Draw 14
P5: Pill Draw 17	P5: Pill Draw 18
P6: Pill Draw 21	P6: Pill Draw 22
P7: Pill Draw 25	P7: Pill Draw 26

E. Mains: The rookie classes (Red Rookie and Blue Rookie) can have a maximum of 8 cars per race. At local events a club may choose to put less cars in the mains (races). For example, 10 cars for seniors and Juniors and 6 cars for Rookies.
F. At local events, divisions may be combined. For example, Light and Heavy divisions may be run together as long as the light cars are started in the front and the heavy cars are started in the rear. Light and Heavy cars are separated on the score sheets to determine the finish of both divisions separate.
G. Main race setup:
    a. If total of 12 cars in class, 1-12 car class count (1 or 2 heat, top 12 to feature)
    b. If more than 12 cars in a class:
        i. 13-16 CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 1 lower main, transfer 4)
        ii. 17-20 CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)
        iii. 21-22 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)
        iv. 23-28 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 3 lower mains, transfer 4)
        v. 29-30 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)
        vi. 31-34 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)
        vii. 35-38 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)
        viii. 39-40 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)
        ix. 41-45 CAR CLASS COUNT (5 Heats, top 6 in points to A Main; 6 lower mains, transfer 4)
H. Use the table below (Table 2) to set up the race order and race number. Circle the highest main based on the table above (Table 1), and then cross out the mains as you determine the race order. The races should be numbered from the last main (race #1) and ending with the A Main events:

Red Rookie	1	2	3	4							
Blue Rookie	1	2	3	4							
Junior Honda	A	B	C	D	E	F	G	H	I	J	K
Senior Honda	A	B	C	D	E	F	G	H	I	J	K
Heavy Honda	A	B	C	D	E	F	G	H	I	J	K
Junior Animal	A	B	C	D	E	F	G	H	I	J	K
Senior Animal	A	B	C	D	E	F	G	H	I	J	K
UR Animal	A	B	C	D	E	F	G	H	I	J	K
Light 160	A	B	C	D	E	F	G	H	I	J	K
Heavy 160	A	B	C	D	E	F	G	H	I	J	K
Jr 160	A	B	C	D	E	F	G	H	I	J	K
Lt. Mod	A	B	C	D	E	F	G	H	I	J	K
Hvy. Mod	A	B	C	D	E	F	G	H	I	J	K
Lt WF	A	B	C	D	E	F	G	H	I	J	K
Hvy WF	A	B	C	D	E	F	G	H	I	J	K

I. Use the table below (Table 3) to determine which driver goes in which main. Fill up the lowest class. Do not put more than 8 cars for Rookies, 12 cars for Juniors and Seniors in a race. The number of cars in the races may be altered at your local club. For example, if there are 22 cars entered in a Junior class, the last main will be an “E” main (see Table 1) with 6 cars in it. In the A main, the first four cars may be inverted based on qualifying times/heat races and the last two cars will be straight up.

1-6 A Main • Top 6 qualifiers or top point earners lock into A main.

A main starting position
1st Qualifier or point earner - P1
2nd Qualifier or point earner - P2
3rd Qualifier or point earner - P3
4th Qualifier or point earner - P4
5th Qualifier or point earner - P5
6th Qualifier or point earner - P6
Starting positions 7th-10th in A main are transfers from B main who finish 1st-4th
“X” car is the car finishing 5th in B main

7-12 B Main • Top 7-12 qualifiers or 7th-12th point earners lock into B main in positions 1-6.

B main starting position
7th Qualifier or point earner - P1
8th Qualifier or point earner - P2
9th Qualifier or point earner - P3
10th Qualifier or point earner - P4
11th Qualifier or point earner - P5
12th Qualifier or point earner - P6
Top 4 finishers from B main transfer to A main.
B Main finish transfers to A main
Finish 1st - transfer to 7th in A main
Finish 2nd - transfer to 8th in A main
Finish 3rd - transfer to 9th in A main
Finish 4th - transfer to 10th in A main
5th place finisher is “X” car in A main
6th and beyond finishers do not transfer

13-18 C Main • Top 13-18 qualifiers or 13th-18th point earners lock into C main in positions 1-6.
C main starting position
13th Qualifier or point earner - P1
14th Qualifier or point earner - P2
15th Qualifier or point earner - P3
16th Qualifier or point earner - P4
17th Qualifier or point earner - P5
18th Qualifier or point earner - P6
Top 4 finishers from C main transfer to B main.
C Main finish transfers to B main
Finish 1st - transfer to 7th in B main
Finish 2nd - transfer to 8th in B main
Finish 3rd - transfer to 9th in B main
Finish 4th - transfer to 10th in B main
5th place finisher is “X” car in B main
6th and beyond finishers do not transfer

19-24 D • Top 19-24 qualifiers or 19th-24th point earners lock into D main in positions 1-6.
D main starting position
19th Qualifier or point earner - P1
20th Qualifier or point earner - P2
21st Qualifier or point earner - P3
22nd Qualifier or point earner - P4
23rd Qualifier or point earner - P5
24th Qualifier or point earner - P6
Top4 finishers fromD main transfer toC main.
D Main finish transfers toC main
Finish 1st- transfer to 7th inC main
Finish 2nd- transfer to 8th inC main
Finish 3rd- transfer to 9th in C main
Finish 4th - transfer to 10th in C main
5th place finisher is “X” car inC main
6th and beyond finishers do not transfer

25-30E• Top 25-39 qualifiers or 25th-30th point earners lock into E main in positions1-6.

E main starting position
25th Qualifier or point earner- P1
26th Qualifier or point earner - P2
27th Qualifier or point earner - P3
28th Qualifier or point earner - P4
29th Qualifier or point earner - P5
30th Qualifier or point earner- P6
Top4 finishers fromE main transfer toD main.
E Main finish transfers toD main
Finish 1st - transfer to 7th in D main
Finish 2nd - transfer to 8th in D main
Finish 3rd - transfer to 9th in D main
Finish 4th- transfer to 10th inD main
5th place finisher is “X” car inD main
6th and beyond finishers do not transfer

31-36F• Top 31-36 qualifiers or 31th-36th point earners lock into E main in positions1-6.

E main starting position
31st Qualifier or point earner - P1
32nd Qualifier or point earner - P2
33rd Qualifier or point earner - P3
34th Qualifier or point earner - P4
35th Qualifier or point earner - P5
36th Qualifier or point earner- P6
Top 4 finishers from F main transfer to E main.
F Main finish transfers to E main
Finish 1st- transfer to 7th inE main
Finish 2nd- transfer to 8th inE main
Finish 3rd- transfer to 9th inE main
Finish 4th - transfer to 10th in E main
5th place finisher is “X” car inE main
6th and beyond finishers do not transfer

304 How to use your Score Sheet

A. Fill in class, date, and time of start of race
B. Fill in the drivers’ names and starting positions.
C. During warm ups, check paper numbers on cars for legibility.
D. Check to see that the line up on the track is the same as your score sheet lineups
E. Check on any variations before the green flag. Do not adjust your line up information on your score sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out. Make note of the different starting lineup in the restart area of your scoresheet using an “ST” for starting lineup
F. If you miss a car or lap, do not panic!
    a. Pick out the lead car and begin the next lap. Don’t be too concerned about what lap you’re on. It is more important to get the car numbers on paper. You can always recon-struct the race later from your notes and figure out the laps and finish.
G. When a yellow flag is thrown, make a slash mark on your score sheet between the car number and at the point when the flag is thrown.

H. Restart line ups will be determined by taking the last completed lap (all cars present) and necessary adjustments for strikes and/or DOTs
I. NOTE: All laps count until the checkered flag is thrown.
J. All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap number of each restart. Multiple restarts in the same lap denote “A”, “B”, “C”. (10A, 10B, 10C etc.) This is very important because if you need a restart lineup before you get a green lap you can build the new line up from the latest RESTART lineup. This includes restarts due to line violations.
K. List all DOTs and strikes in the upper right hand area of the sheet (Use the car numbers. Always watch for three (3) Strikes or one (1) flagrant call on any driver and notify the Head Scorer, who will confirm with the officials, as soon as any driver reaches three (3) strikes.
L. As cars drop out for mechanical reasons, strikes, etc., note them in the lap that the drop occurred. Record all laps. If the checkered flag has not fallen, continue to score.
M. When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.
N. Laps are counted DOWN. (End with Lap 1) Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.
O. EXCEPTION: If CAR 0 had spun and did not cross after car 4, you would go back to lap 20 to create the new lineup. Restart the race with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap. Then you will resume racing on the next lap following that last COMPLETED LAP. A completed lap constitutes all cars including lap cars accounted for in that lap
P. Lapped Cars - When restart line-ups are made lapped cars are left where they were running with the following exceptions:
    a. You cannot start a race with a lapped car
    b. If cars in front of lapped cars are sent to the rear, (either by dead on the track or by a strike), the lapped car will be brought to the rear and becomes un-lapped for 1 (one) lap only.

305 How to Create a Finnish

A. Make sure you have signed your score sheet and have noted the time of day that the race began and was completed. Verify the last recorded lap with all scorers. If there is a problem, re-check the score sheets. Majority rules and the Head Scorer will break ties. Go over the race on your own score sheet carefully and verify the total number of lapped cars each scorer has and any other special circumstances of the race. All must agree. If there is not a unanimous agreement, continue to go over the race lap by lap until the mistake found or difference is found and again, the majority rules.
B. NOTE: DO NOT FILL IN MISSED LAPS OR CARS or fill them in with different color ink so that there is no question about what you actually saw/wrote on your score sheet. After considering all lapped cars, verify your finish with the other

scorers; all should agree. Don't announce finishes that you are not 100% sure of.

C. A driver that does take the initial double file green flag but does not complete a lap is a DNF. A driver must take every completed green lap in order to be a finisher. If a driver comes out late from the work area and misses the start, score until verified by the officials as being late.

D. Order of Finish:
    a. Finisher – Car must cross the start-finish line on the checkered flag lap under green. Crossing the line means any part of the car that crosses over the line in any way it crosses the line. (front bumper, rear bumper, sideways, backwards, upside down, etc). Final standings for finishers will be determined by the sequence in which the cars completed the scheduled distance.
    b. Did Not Finish (DNF) – if there is more than 1 DNF, the finishing order is determined by the car with the most laps ran. (A DNF car is one that took a green flag) A DNF car does not have to complete a lap. A car receiving three Strikes is also a DNF.
    c. If more than one car is DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless there is a call then the car(s) without the call will receive the better finishing position.
    d. Did Not Start (DNS) – If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.
    e. Disqualified (DQ) – In order in which they occurred (flagrant)
    f. Did Not Attempt (DNA) – Car and driver did not take the track, or report to staging
    g. Disqualified (DQ) – In order in which they occurred (unsportsmanlike conduct, illegal engine or tech item). This category is for any car receiving 0 points.

    ** THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS. NEVER GO BACK A LAP FOR A FINISH OF A RACE (UNLESS THERE IS A YELLOW FLAG DISPLAYED WITH THE CHECKERED FLAG - REFERENCE 208)

306 National Race Points Format - May be used at local club races

Engine Change (Starts at the tail of next race)	ALL points according to drop out/race finish
DNF (Did Not Finish, Including Strikes)	ALL points according to drop out/race finish
DQ (Mechanical)	ALL points according to drop out/race finish
DQ (Safety - loss of driver-related safety item - ALL points according to drop out/race finish Does not conform to the Safety Check and Registration Form)	ALL points according to drop out/race finish
DQ **(**Flagrant call)	ALL points according to drop out/race finish
DQ **(**Unsportsmanlike conduct)	NO race points for the day, plus any additional penalties for this action. Cannot be used as a drop.
DQ (Illegal - engine/tech item)	NO race points for the day, plus any additional penalties for the particular DQ. (Illegal engine/tires and illegal fuel cannot be used as a drop.)
DNS (Attempt to race, did not take the green flag)	ALL points according to drop out/race finish
DNA (Did Not Attempt to race -Main)	Will receive last place points if driver/car participated in qualifying or heat race for that class and event.

307 Points for a Rain Out Race - for use at club or regional races - see below for National Events

A. Entire events rained out or any class that has not completed ALL Heat races (must be signed-in before the event is called). Drivers in all class/divisions will be awarded 30 (thirty) points.
B. All Heat Races have been completed and A-Mains and Lower Mains rained out.
   A-Main drivers - awarded 45 points
   B-Main drivers - awarded 21 points
   C-Main or lower drivers - awarded 10 points.
C. Heat Races and Lower Mains have been completed and A-Mains are rained out.
   A-Main drivers - awarded 45 points

D. All drivers that completed their events will receive the appropriate points as they finish. POINTS FOR “TRANSFER” RACES with 10 cars
E. A Main Race Points (Based on finishing positions)
    a. 1 - 60
    b. 2 - 57
    c. 3 - 54
    d. 4 - 51
    e. 5 - 48
    f. 6 - 45
    g. 7 - 42
    h. 8 - 39
    i. 9 - 36
    j. 10 - 33
    k. 11 - 31
    l. 12 - 29
F. B Main Race Points (Based on finishing positions)
    a. 1 - 0 (transfer)
    b. 2 - 0 (transfer)
    c. 3 - 0 (transfer)
    d. 4 - 0 (transfer)
    e. 5 - 25
    f. 6 - 23
    g. 7 - 21
    h. 8 - 19
    i. 9 - 17
    j. 10 - 15
G. Those that transfer from the B-Main will receive 0 points because they will receive A-Main points.
H. C - Main and Lower - 10 points for those who do not transfer past the C - Main.
I. In the case of rain at a Regional event, see Appendix II 213.
J. In the case of rain at a National event, no points will be awarded if features are rained out. Any feature that is completed, will count for points. If features for that class are not completed at the final event, the event becomes an “eligible” event for national points but no points are awarded.
K. For calculation of National Points where a race that is considered an “eligibility race only” the average of other races completed will comprise the National Points average.
L. Regional qualifiers can be on dirt or pavement. A combination of two super regional races are required on pavement for the pavement national championship and 1 super regional race is required for the dirt national championship.
M. National Points:

FINISH	POINTS	FINISH	POINTS	FINISH	POINTS
1	**120**	11	**99**	21	**89**
2	**117**	12	**98**	22	**88**
3	**114**	13	**97**	23	**87**
4	**112**	14	**96**	24	**86**
5	**110**	15	**95**	25	**85**
6	**108**	16	**94**	26	**84**
7	**106**	17	**93**	27	**83**
8	**104**	18	**92**	28	**82**
9	**102**	19	**91**	29	**81**
10	**100**	20	**90**	30+	**80**

308 Other Tower Personnel

A. Listed below are the duties of other personnel that may be useful and helpful to be in the tower:
    a. Spotter - A spotter may be used. The spotter stands behind the scorers and watches the track. They will note when a yellow flag comes out and note which cars are DOT in the order they stopped on the track. Additional duties include writing down the number of the cars that leave the track and in which order they left and in which order they returned to the track. The spotter needs to designate and record which cars go DOT under green and which under yellow. In addition, they need to markdown which cars have strikes so that innocent cars are not charged with a DOT. Write everything down – it is far better to write too much than not enough.
    b. Lap Counter - A lap counter is assigned to count laps during a race and is responsible for accurate reporting of laps to the officials and Head Scorer. Laps may be displayed on an electronic countdown lap/clock or with cards. Laps should be displayed beginning with the total laps to be run and working down to the last lap. Laps must be in plain sight of the flag person at all times. In addition, someone needs to be assigned to be in charge of the clock during practice and warm-up sessions (can be the same person counting laps if using an electronic clock). An indication of the duration of the session will be displayed in a way to show an accurate count of time elapsed. Handlers should be notified over the loudspeaker as minutes decrease; lap counter will notify the Head Scorer and officials that time is over. A buzzer is recommended to announce “time is up".

309 Refueling Rule

A. During the Formula Mod class races (Feature/Lower Main Races, does not apply to Heat Races), laps are to be counted as soon as the green flag falls. Begin counting all laps green and yellow from the time the green flag falls until you reach the 100th lap. When the total of 100 laps is achieved, the spotter reports to the Head Scorer

that the cars can refuel at the next yellow or red flag. Or if the field is under yellow when the 80th lap occurs, the spotter will inform the Head Scorer that there is a need for a red flag to refuel immediately. NOTE: All Formula Mod races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any USAC sanctioned event.

310 Electronic Scoring

A. In addition to current scoring procedures, the use of electronic scoring is recommended. Electronic scoring, if used, shall be in addition to all normal scoring procedures. The number of scorekeepers is optional at a club event.
B. Transponders:
    a. TYPE – To be determined at the event and may be posted on the entry.
    b. LOCATION – From the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar.
    c. READINGS - If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for restarts, lineups and results.
    d. A car which enters the track without a transponder will be sent to the pits to have one placed on the car. They will have until the end of warm-up to make it to the out late line and still retain their position. If they do not make it by the end of warm-ups, they will go to the end of the field. If they do not make it before the line-up is correct, they may use the two (2) lap work rule.
    e. A car which enters the track with a non-working transponder will be pulled to the side of the track and the transponder will be replaced. They will retain their position.

311 National Points Structure

Pavement

A. There are eight (8) National scheduled races in 2025
B. A minimum of four (4) races is required to be eligible for final National Point standings.
C. A tie breaker for national championship points will be determined by the drivers finish at the tier 1 race in the perspective class
D. Battle at the Brickyard in Indianapolis IN will be mandatory to qualify for National points in 2025.
E. You must race either Las Vegas or Charlotte in order to qualify for National points in 2025. If you race more than 1, your best 1 will be taken.
F. You must race 2 of the 5 level 3 races in order to qualify for National points in 2025. You may choose from Talladega, Garden State (Wall), Castle Rock, Richmond, or Topeka. If you race more than 2, your best 2 will be taken.
G. A driver can compete in more than four (4) national events.
H. A total will be taken of the 4 required national events in 2025.
I. Rainout Procedures:

a. Indy: If a class rains out (A main is not completed at least halfway), no points will be awarded, but eligibility will be counted for 2025 points eligibility.
b. Las Vegas: If a class rains out (A main is not completed at least halfway), you must race either the NASCAR Youth Series level 2 race at Charlotte or the level 3 race at Castle Rock (Castle Rock will count twice, once as your points for Castle Rock and once as your points towards Las Vegas).
c. Charlotte: If a class rains out (A main is not completed at least halfway), eligibility will be awarded but no points will be given. If a class rains out, the level 3 race at Topeka can be raced (for those classes rained out only) (Topeka will count twice, once as your points for Topeka and once as your points towards Charlotte).
d. Any Level 3 race: you must run a different level 3 race in order to gain points. No eligibility will be given for the single event.

Dirt

J. There are four (4) National scheduled races in 2025
K. A minimum of three (3) races is required to be eligible for final National Point standings.
L. A tie breaker for national championship points will be determined by the drivers finish at the tier 1 race in the perspective class
M. TriCity will be mandatory to qualify for National points in 2025.
N. You must race 2 out of the 3 tier 3 races (Abe Lincoln, West End, or Hagerstown) in order to qualify for National points in 2025. If you race more than 2, your best 2 will be taken.
O. A driver can compete in more than three (3) national events.
P. A total will be taken of the 3 required national events in 2025.
Q. Rainout Procedures:
    a. TriCity: If a class rains out (A main is not completed at least halfway), no points will be awarded, but eligibility will be counted for 2025 points eligibility.
    b. Abe Lincoln: If a class rains out (A main is not completed at least halfway), no points will be awarded, but eligibility will be counted for 2025 points eligibility.
    c. West End: If a class rains out (A main is not completed at least halfway), no points will be awarded, but eligibility will be counted for 2025 points eligibility.
    d. Hagerstown: If a class rains out (A main is not completed at least halfway), no points will be awarded, but eligibility will be counted for 2025 points eligibility.

APPENDIX IV

2025 NASCAR Youth Series Midget Rookie Program
*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

401 Rookie Procedures

A. The Rookie Class is to train new drivers to understand basic racing rules and to be able to handle themselves and cars in a safe manner. The Rookie class is not for perfecting racing skills, abilities or techniques. Extended competitive racing in the Rookie Class once the fundamentals are learned is not to be allowed.
B. The Rookie program is divided into two phases. The initial Red Rookie phase is intended to orient the child with safety, communication and racing procedures so that they understand what is expected of them before they enter the track, while on the track and leaving the track. The training is outlined in Section 3702.
C. When Red Rookies have displayed their understanding of these basics, they move to phase two of the Rookie training.
D. The secondary Blue Rookie phase is to obtain experience in racing with others at a faster speed and to gain confidence in the car and their abilities.
E. The minimum age for a Rookie will be five years for racing and four and one half years for practice and training only. (4 ½ year olds may not practice or train during an event) There is no age differentiation between Red and Blue Rookies, as all ages must pass through each phase.
F. Each Rookie handler, upon joining a club shall present the drivers birth certificate to the Secretary of the club and the “official age” of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the USAC National Office.
G. At the Clubs discretion, the Club President may issue a log book and Rookie Driver’s Card.
H. Rookies and their parents shall receive from the National office, their picture ID badges. Rulebooks can be acquired on the USAC website.
I. A driver may be moved to the Honda 120/Animal class at any time directed by the Club President or Rookie Director.

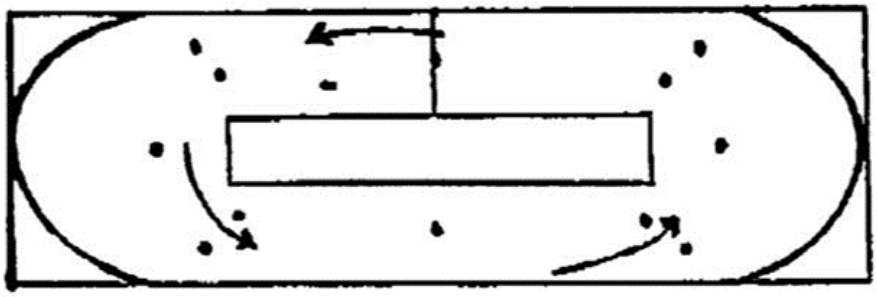
402 Rookie Training

A. Rookie Training by a competent instructor must be completed by all new drivers. Minor changes can be made to this outline to conform to local conditions. Any driver not trained by the clubs Rookie Trainers must pass a test given by his local Club’s Rookie Committee before he enters into the Rookie Class. The Rookie driver must be a USAC member to be covered by club insurance during training periods.
B. Purpose of Rookie Training Program
    a. Instruct drivers in the basic procedures of .25 Midget racing.
    b. Promote driver safety from a driver’s viewpoint.
    c. Offer all drivers an opportunity to improve their driving techniques and skills through non-competitive practice sessions with qualified adult supervision.
    d. Train new drivers AND handlers in driver safety and track

safety.

C. Instructor's Guide
    a. Rookie trainees, especially juniors, have limited concentration and stamina. Each phase of instruction should be limited to a maximum of 15 minutes time, followed by a short break and/or an actual on-track practice.
    b. Rookie trainees should not be allowed onto the racing surface until the instructor has made sure that every precaution has been taken to ensure the Rookie trainee's safety. Each car should be safety checked to be sure that all equipment is installed and working correctly. Extra attention should be paid to the on/off switch, (location, operation) safety belts, brakes, roll cage (proper clearance). New handlers often have little experience with race cars or safety equipment.
    c. The Rookie Trainee should be completely instructed on how to stop the car safely in the event of trouble or unease with car speed. Rookie Trainees should have a full understanding of all flags and hand signals prior to driving on the track. The meaning of the red, yellow and black flags are VERY important, as well as where you want the Rookie Trainee to stop when shown a red flag. The Rookie Trainee should be shown that the steering wheel is his or her "**BEST FRIEND**", and that they should only take their hands off of it when operating the on/off switch or signaling to leave the track. Gently roll the car over on its side while they are belted in the car to carefully show them that they can't "Hold Up" the car or prevent a rollover. This procedure can make many Rookie Trainees nervous, so assure them that they are safe, and remind them to never take their hands off the wheel. Let the Rookie Trainee know that you are not interested in how fast they can go in the initial training sessions, but want to get them used to the car being in motion and how to handle the car. Don't push speed on them, but whatever speed they drive at, try to have them remain at a consistent speed and not "let up" or "Breathe it" in the corners. For some drivers, it may be helpful to limit the gas pedal travel for the first few training sessions, especially with bringing along an apprehensive driver as well as an overly aggressive one.
    d. The instructor must always remember that he/she is dealing with children and keep all explanations as simple as possible. Small whiteboards with dry erase markers are a valuable tool in explaining situations, as are small die cast cars. Rookie Trainees need to build confidence in both themselves and their cars. Whenever possible, praise can bring results far greater than the instructor's expectations. The instructor must have great patience when the Rookie Trainee has had repeated mistakes or has trouble understanding the subject matter at hand. Additional patience and attention will be needed with younger trainees. To keep a Rookie Trainees attention, you will have to meet them half way by becoming their friend, but still remain aloof enough to command their respect. Keep the conversation on their level, but don't talk down to them. Find time to know the trainee, find out their fears and appreciate them as being quite real in their minds, while working to alleviate them with rational explanations. Build up their confidence by passing yours on to them.
    e. Parents should be encouraged to attend, participate and listen to all verbal instruction, and to ask questions whenever they are unsure or don't

understand any instruction or point. Parents should NEVER be allowed onto the track while their child is driving. This tends to make the Rookie Trainee self conscious and prevents them from fully concentrating on doing their best. Parents cheering can be distracting enough to cause an accident. Further, parents need instruction themselves on how and when to enter the racing surface.

D. Helpful Training Tips
   a. Pylons – Rookie Trainees can be helped immensely by the use of pylons. Use pylons in the first training session on track to establish the driving pattern. Twelve pylons are recommended for this lesson. (See Illustration below) One pylon is placed on either side of the track in the straight-aways, approximately 7-8 paces from the wall and in the centers of the straight-aways.
   b. One pylon should be placed in each corner, about a car width up from the infield line towards the center. Place the remaining 8 pylons in 4 “gates” of two pylons, between each corner and straight away. Basically the cones will direct the Rookie Trainee around the racing “groove” in a proper pattern. Instruct the Rookie trainee that they are to drive around the outside of the pylons in the middle of each straight away, in between the “gate” pylons, and as close to the infield line in the corners, inside that pylon. Again, this puts the Rookie Trainee in a good pattern, and helps to eliminate the usual corner pinching that is common with new drivers. It also helps to “walk” the Rookie Trainee around the track in the pattern that you want them to learn.
   c. 
   d. Reactions to Sudden Hazards – The Rookie trainee should be able to react to sudden hazards appearing in front of the car by the third training session. If the instructor stands in one of the corners or elsewhere, with a pylon hidden from the Rookie Trainee. When the car approaches, the pylon is flipped into the path of the car. (It is recommended that this is practiced without cars first to make sure that you don’t hit a car or Rookie trainee with the pylon.) This exercise will help the instructor to judge the reflexes of the driver and indicate to the Rookie Trainee that he/she must be constantly alert while on the track.
   e. NOTE: Sometime prior to this exercise, pylons should be shown to the Rookie Trainee’s so that they understand it is made of soft rubber and will not hurt them.
   f. These tips are shown as aids in the instruction of the Rookie Trainee. Other demonstrations and instructions may be devised. However, caution and safety must always be at the forefront. Nothing should be done that will cause the Rookie Trainee to lose confidence. Don’t make tests too difficult,

and even if a driver fails a test the first few times, first point out what was done correctly and offer praise, while gently pointing out the mistakes in a friendly manner.

E. Flags, Hand Signals and Safety
   a. Flags
      i. Every Rookie Trainee & handler MUST know the meaning and color of each flag. A Rookie Trainee should not be allowed on the track until they have shown they know the meaning of each flag. Let them know that flags and hand signals are the only way handlers and officials can communicate with them while the car is moving on the track.

         RED Stop Immediately

         YELLOW Caution, Slow Down, No Passing

         GREEN Start, Increase Speed, Go

         BLACK Disqualified, Go To Pits

         WHITE One Lap to Go, Take One Lap

         CHECKERED Race is complete

         GREEN & YELLOW Held Vertically and Parallel, One In Each Hand Denotes

         "Form-Up" Side By

         Side For Original Start.

         Held Together In One Hand Overhead

         BLACK and YELLOW Denotes Restart In Single File.

         All Cars Slow Down and Exit Track

   b. Hand Signals and their meanings
      i. Rookie Trainees must be able to recognize these important Hand signals. Give examples of the use of each hand signal:
      ii. **Finger drawn across throat in slashing motion** - Turn off switch and stop.
      iii. **Hand held flat in downward motion** - Slow down.
      iv. **Thumb and index finger in open/close motion** - Give it more throttle.
      v. **Any flag held in a furled position w/one or more fingers held above it** – Take the number of laps indicated by fingers, then take action required by the flag.
      vi. **Arms extended to the front in an opening & closing motion** - Move in or out as indicated.
      vii. **Hand or flag pointing to rear end** - Move to the back of the pack.
   c. The car and safety
      i. Safety Equipment and Its Purpose
      ii. Switch Location and purpose.
      iii. Brake Operation and purpose.
      iv. Safety Belt Reasons for use, how tight?
      v. Helmet What type, why & when worn, how snug?
      vi. Visor What type, why & when worn.
      vii. Jacket What type, why they are required.
      viii. Roll Cage Purpose; height.

ix. Gloves Purpose; what type used.
x. FireWall Purpose; why it must be extended below the belly pan. Bumpers Purpose; importance of not having any broken parts. Nerf Bars Purpose; importance of not having any broken parts

d. The car safety dos and don'ts
i. The car is definitely not a toy. It is not to be played with in the usual sense of the word.
ii. Obey the flagger. He is in charge out on the track. Do not take signals from the pit area during an event. (Explain why: disqualification, taking eyes away from track can cause accidents, etc.)
iii. Keep in mind what you are doing…not what you did last week or what you will do tomorrow.
iv. Do not watch or wave to the spectators, mother or father. Keep your eyes on what is happening on the track in front of you.
v. Do not chew gum or candy while driving. If involved in an accident, you could choke.
vi. Before leaving the pit area for the track, always check your safety equipment to be sure it is in operating condition. Be sure your visor is clean and pulled down. Your helmet must be tight. Be sure your safety belts, neck collar, and gloves are tight. When checking your belts try to pull the lap belt first then the driver's right side shoulder belt then the drivers left side shoulder belt. When tightening your lap belts, snug them up enough that you cannot get your finger under them. No more than one or two fingers under the belts under your shoulder belts.
vii. Check your RaceCeiver to make sure that you can hear clearly - Always keep your switch in the "off" position when the car is not in use. - Do not remain in the car during refueling operations.
viii. Drivers should be cautioned to keep elbows and hands inside the car at all times.

e. When leaving the pit area and coming out onto the track
i. Look for other cars already on the track; do not break into the flow of traffic and stay above white line.
ii. If flagger is on duty, await their signal before coming out onto the track. - Do not drop into the flow of traffic already on the track. Let the pack go by before dropping down to run your pattern.
iii. Do not "play" with other drivers on the track. "Fooling around" can cause accidents.
iv. Tell your handler, should they attempt to refuel you on the track that they can refuel only in the pits, and only with the driver out of the car.
v. If someone is standing in the on chute or pit lane area – STOP; do not run him or her over.

f. When leaving the track to enter the pit area
i. Look quickly behind you for other cars before turning out of the traffic pattern. - Hold your left hand up on the inside to signal to other drivers that you are pulling out and going to the pits.
ii. After leaving the traffic pattern, move up to the wall and follow it around until you reach the entrance.
iii. The car handler should be waiting at the pit entrance for his driver. - Upon reaching the pit entrance, drive slowly to pit position, turn off the switch and apply brakes. Be sure to allow room for any other cars

that may also want to exit the track.

iv. Watch out for other drivers, handlers and cars as you go to your pit position

g. Safety in the pit area
   i. Fuel & Extinguishers:
   ii. Before practice or racing make sure all fire extinguishers are in their proper location. Whenever a car is being refueled, the driver is to leave the car and stand to one side – this applies at all times. Handlers should not smoke while refueling. There will be no refueling on the track or in the "infield". Refuel in the pit area only.
   iii. Playing and/or roughhousing: No playing in the pit area or out on the track. Drivers could be hit by cars, etc.
   iv. Always stay near your car unless you have permission from your handler to leave the area. Always tell your handler where you will be…you could miss an event.
   v. When watching, the program always remains "behind" the fence. Do not sit on exposed walls at the entrance to the track or pit area.
   vi. Do not attempt to help push a car off/onto the track. Let the adult handler or owner tend to that chore.

F. On-Track Training Procedures
   a. Set up pylons/cones as shown in illustration
   b. Test your Rookie Trainee's knowledge of the meanings of the flags. Explain the basic hand signals to your students.
   c. Track Walk. Explain: (Instructor/Driver only).
      i. Staging area line-up, point out driver/handler only line, never drive into staging area, etc.
      ii. Describe hot chute/pit area parking according to number
      iii. Begin walking out onto track "on chute", point out flagging positions for practice/qualifying, point out white "blend line" STAY ABOVE!!
      iv. Join patterns through gate pylons, point out where the instructor would like the student to drive: around outside of the straightaway pylon, through the next gate, below the turn pylon, etc. During the walk ask the driver where they think they should go next to see if they are getting the idea. If needed, walk 1 or 2 more times around.
      v. Show the driver how to leave the track. Demonstrate the hand signal and where to drive, high in turns, etc. When leaving the track, have your hand on the switch ready to stop.
      vi. Show where to park/stop to get ready for qualifying, and where to stop to leave pits – "pit gate".
   d. Suit up driver: In car talk. After belting in:
      i. Describe the steering wheel as the driver's best friend, "buddy". "You never let go of your buddy unless you need to turn the car on or off, or signal to leave the track" (And, of course, to hold a checkered flag.)
      ii. Tip the car over on the side – ask the driver to hold up the car – show them that they **cannot** hold up the car, **SO DON'T LET GO OF YOUR BUDDY**, your hand could be smashed.
      iii. Point out gas and brake pedals – demonstrate.

iv. Point out the switch and its function – Ask the driver to look you in the eyes and remove your hand from the steering wheel to turn the switch on. Hands back on the wheel. Drill your driver several times until the driver can confidently switch on & off. Example:
    1. Switch on (no peeking) – hands back on wheel.
    2. Switch off (no peeking) – hands back on wheel.
    3. Switch on (no peeking) – hands back on wheel.
    4. Switch off (no peeking) – hands back on wheel.
    5. (No fair if you peek.)

v. Ask the driver if they are ready to drive! And ask if they have any questions? f. Retest them on flags and hand signals.

vi. Disengage drive axle spline if possible or take the chain off and tell driver you are going to push them around the track without engine running, to see if they remember where to drive.

vii. Push around the track. Ask if they have any questions. See if they are ready to try with engine running. Explain: When the handler starts pushing and taps you on the head, turn switch on, Drive!! PUSH THEM OFF.

e. Drive pattern through and around pylons. As the driver's speed and pattern improves, begin removing pylons, remove gate pylons in pairs first, leaving straightaway and corner pylons for last. Once all pylons are removed and the driver shows he/she can run a pattern, stop them and praise them for what they have accomplished. “You are doing great; see, you are so good you don’t need the cones anymore.”

f. Take a break – many kids will be pooped by this point and need time to think about what they have accomplished. This is a good stopping point: For lessons during the week after school – this may be the end of the first lesson. For lessons on weekends – (with more than one student) you could switch to the next driver and go through the drills with them.

g. Possibly Second Session: Experienced driver required.
    i. Suit up and review switch drill, flags, and hand signals.
    ii. Have the student drive along to see if he/she remembers what was learned in the first session. If positive, then proceed to the passing game. If negative, place corner and straightaway pylons to help reinforce last session. Usually the pattern will come back to the driver quickly.
    iii. Test reactions to sudden hazards in order to see if the driver is ready to have another car on the track with them. Remember to remind drivers that the cones are made of soft rubber; do not let them know you will be throwing one out in front of them.
    iv. The Passing Game: At this point an experienced driver is necessary. Have both cars stop in the turn, single file, and describe how you want the rear car to pass the front car, on the inside coming out of the turn. (The handlers can demonstrate by pretending they are cars and passing each other). Emphasize that they cannot pass on the outside, and how that would cause an accident if tried.
    v. Start the passing game by instructing the experienced driver to be the first to pass, and to slow down once they have passed the student. The student will likely be slow and tentative, and this will make it easier for the two cars to drive single file. Once the experienced driver has passed the student, have them slow down so the student may

pass. Continue this exercise until the student is passing with confidence. In many cases this will be a good time to stop – Ask if they would like a break. Having achieved confidence with another car on the track, many students will realize they want to continue training. Some students, especially the very young, may not want to continue. Emphasize that they are the “boss” in the car and they don’t have to drive if they don’t want to.

h. Third Session: Experienced driver required.
    i. Review all that has been learned so far to reinforce the ideas of pattern, passing, flags, and hand signals (on track also). Stop the cars at start/finish line.
    ii. Describe the form-up flags, green and yellow vertically, side by side, for a double file start, the two flags together in one hand vertically for single file restart. Describe “forming-up” by placing the student on the pole and indicating where on the track you want them to drive, low in turns and straights, leaving room on the outside for the #2 car. Emphasize that the pole car controls the pace and needs to watch where they are going, not the other car! Tell them to be steady on the speed, don’t speed up and slow down.
    iii. Describe the form-up flags again to reinforce.
    iv. Describe the switch position signals and what to do, i.e., pole car moves forward, outside car falls in behind to switch positions, outside car becomes pole car.
    v. Qualify the student and have them exit the track. If they make a mistake, give them another chance to qualify, reinforce what they have learned. If successful, tell them that the training is complete. They may need to come back one more time for full review and graduation. Or if you feel they are ready to race.

i. Fourth Session
    i. Review and practice all previous sessions: Form-up, switching positions, exiting procedures, qualifying, etc.
    ii. Have a 10-15-lap race with other experienced drivers. (Always let your student be the one to carry the checkered flag at the finish of the race.)
    iii. Graduation and presentation of certificate.
    iv. For the driver’s first race it is fun to tie a red rag to the cage (rookie flag) have the trainer and club officers sign it and at the end of the day take it off the car and let the driver know they are a full fledge racer.

403 Rookie Program Committee

A. Each Club of USAC shall have a Rookie Committee staffed by the Race Director, Club President, Technical Director, Safety Director, and Rookie Instructor. If one of the committee members is absent, an alternate should be picked, at a given race day. The committee will monitor the progress of each driver in the Rookie class. If it is the opinion of the committee a driver is capable of graduating into the Honda/ Animal class, the committee shall notify the Handler verbally, sign the Rookie Card and duly note it in the logbook. During the three race probationary period, a Rookie may be returned to the Rookie class for obvious reasons. The Rookie Committee

shall render all possible aid to the Rookie handler.
B. Advising on purchase of cars, engines and other equipment to help avoid pitfalls.
C. Checking legality of engines purchased during the Rookie training, in the event that a Rookie handler has purchased an illegal engine and this fact is discovered by the Rookie Committee, the owner shall be advised that he has one race day to bring the engine up to legal specifications.

404 Rookie Racing

A. The Rookie Class shall be a recognized class by USAC and shall run under the Honda 120/Animal engine rules at all USAC races. The Rookie Class shall be divided into the Red and Blue divisions only, which may be combined if necessary to make a class.
B. Illegal Honda engine parts shall be confiscated but the suspension shall not be levied against handlers or drivers for the first offense only. 2nd Offense follows the engine suspension, 30 days suspended from Rookie. Rookie Class participants shall be required to install a restrictor plate on their carburetor. Any alteration to Rookie restrictor plates or slides– 1st Offense automatic 30-day suspension. 2nd offense shall be 1-year suspension. SEE Appendix I, Section 132
C. No more than eight cars may be entered in any Rookie race.
D. One safety man will be present at each corner for every Rookie race, outside of wall
E. If a Rookie driver makes an infraction of a racing rule and a call is made, the driver shall be put to the back of the restart lineup, not given a black flag. An explanation shall be given to the driver by the Track Director of what they did wrong and why it should not be done. Rookie drivers will not be eliminated from races for receiving multiple driving infractions (STRIKES).
F. Infractions such as liberating fluids, dropping safety parts, etc., are not driving infractions and drivers should not be given a second chance before disqualification. These infractions will result in immediate disqualification. This rule is in place from the time the car enters the track to the time the car exits the track.
G. On the first event of Rookie competition, the driver shall be entered in all races at the back of the lineup. An orange piece of cloth or ribbon should be affixed to the roll cage to notify other drivers and handlers this is the driver's first race out of training.

405 Graduation of Rookie Drivers

A. The Rookie Class is a learning class, so as soon as the Rookie driver is proficient at line ups, racing in traffic, and the other needed skills to race in a competitive class, they shall be moved to the Honda 120/Animal classes.
B. A Rookie driver must participate in at least three events before graduating to a competitive (Honda 120/Animal) class. One of these three events must be in the Red Rookie class. Should a driver win in three (3) national Red or Blue rookie classes and/or five (5) club or regional races, they must move up to the next.
C. Clubs should hold a small ceremony to make the advancement of a Rookie driver into the Honda 120/Animal classes.
D. On the first event of competition in the Honda 120/Animal class, the new driver shall be entered in all races at the back of the pack for the entire event.
E. All graduating Rookie drivers shall be on probation for three events and shall not be

allowed to compete in any class above Honda 120/Animal Class until he has participated in three Honda 120/Animal events to acquire the necessary experience involved in handling a car in other classes. These events must be 3 separate events (i.e. racing Jr Honda and Jr Animal at the same event does not count as 2 events).

F. Once a Rookie is graduated to Honda 120/Animal and completes his/her probationary period, they may not be returned to the Rookie class except if there is a lapse in the participation of a driver, they may be moved back to Rookie for a trial period if Rookie Committee feels it necessary.

407 Rookie Racing Deliverables (These procedures may be adopted by local and regions)

A. Moving into Red Rookie
    a. Can listen and react positively to receiver, track lights, and flagger
    b. Can line up single file and double file
    c. Can run a positive track line
B. Moving from Red Rookie to Blue Rookie
    a. Can listen and react positively to receiver, track lights, and flagger
    b. Can line up single file and double file
    c. Can run a positive track line
    d.
C. Moving from Blue Rookie to Competitive Classes

407 National Rookie Racing (These procedures may be adopted by local and regions)

A. A rookie meeting will be held following the drivers meeting for all rookie drivers and handlers
    a. Raceivers must be present during the rookie meeting for testing
    b. A kill switch must be present on top of the roll cage with an extension on top of the switch. This extension can be a fuel line, etc. Cars WILL NOT be allowed on the track without a proper working kill switch mounted to the roof of the car. The switch must turn off in the rear direction of the car.
    c. Rookie parents will be required to work their perspective corner during rookie races (1-corner 1, 2-corner 2, 3-corner 3, 4-corner 4, 5-corner 1, 6-corner 2, 7-corner 3, 8-corner 4)
B. Red Rookie Procedures - These procedures supersede any procedures stated above, but do not negate any procedures that are not listed below
    a. If a car has all four (4) tires in the infield (below the painted or taped line), the caution will be thrown, putting the incident car to the tail of the field and lining the cars up based on scoring procedures. No disqualification will be given.
    b. On restarts, the restart line is not in play, but no passing will be allowed until after the start/finish line. If a car passes prior to the start/finish line, a yellow flag will be thrown and a warning will be given to the incident driver. If the driver passes again before the start/finish line, the car will be put back two (2) spots in the lineup.
    c. A disqualification (DQ) **will not** be given for three (3) strikes
    d. Failure to keep up after two (2) green flag attempts will result in the incident car being placed at the tail of the field
C. Blue Rookie Procedures - These procedures supersede any procedures stated above, but do not negate any procedures that are not listed below

a. If a car has all four (4) tires in the infield (below the painted or taped line) and a car does not stop prior to the following corner,, the caution will be thrown, and a disqualification will be given the incident car
b. On restarts, the restart line is in play. If a car passes prior to the start/finish line or drops below the line, a yellow flag will be thrown and the car will be put back two (2) spots in the lineup.
c. A disqualification (DQ) **will** be given for three (3) strikes
d. Failure to keep up after two (1) green flag attempts will result in the incident car being placed at the tail of the field

D. General Rookie Procedures
   a. Hand signaling under green will result in a verbal warning. A second time will result in loss of hot chute admittance for the remainder of the event.
   b. Videoing in the hot chute area will result in a verbal warning. A second time will result in loss of hot chute admittance for the remainder of the event.

APPENDIX V

2025 NASCAR Youth Series Midget Participant Conduct
*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

USAC Members, families and handlers at USAC-sanctioned events are expected to conduct themselves in a professional and non-disruptive manner at all times.

Any USAC Members, family or handler who while at a USAC-sanctioned event that:

- Uses vulgar or derogatory language
- Verbally or physically threatens or assaults another participant, official or other person
- Engages in unsportsmanlike conduct or conduct detrimental to the sport • Destruction of racing facility
- Or otherwise creates a condition or circumstance which is unsafe, unfair or out of order

Shall have violated the rules and regulations of USAC and may be penalized by the local club, regional series and/or USAC Director accordingly. A penalty may include but is not limited to probation, disqualification, suspension, expulsion and/or fines. These penalties are not open to appeal.

USAC and NASCAR Youth Series strive to maintain the safety and integrity of the sanctioning body, series and its events. The use of illegal drugs, the improper use of alcohol and at times the proper use of certain medications may create safety risks to our members, clubs, officials and spectators. This conduct cannot be permitted by USAC and NASCAR Youth Series. Under age drinking and under age smoking (including vaping) is strictly prohibited at all NASCAR Youth Series-sanctioned events.

USAC and NASCAR Youth Series has established a Substance Abuse Policy and may from time to time conduct tests for drugs and alcohol that may adversely affect a person during the course of any NASCAR Youth Series-sanctioned event.

Any violation of this policy or refusal to submit to testing, searches or inspections as requested by NASCAR Youth Series may result in the immediate termination of membership and loss of the right to compete in any NASCAR Youth Series-sanctioned event for a to-be-determined period of time.

Prohibited Substances:
Includes, but not limited to illegal drugs such as marijuana, cocaine and hallucinogens. For these rules, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law allowing use of a substance.

APPENDIX VI

2025 NASCAR Youth Series Midget Social Media Policy - For USAC members and officials
*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

2025 SOCIAL MEDIA POLICY United States Auto Club

In the fast-evolving world of digital media, social media can mean many things. Social media includes all means of communicating or posting information or content of any sort on the internet, including to your own or someone else's web blog, journal or diary, personal website, social networking or affinity website, web bulletin board or a chat room, whether or not associated or affiliated with USAC, as well as any other form of electronic communication.

The most common forms of social media are Facebook and Twitter, but continue to evolve with Instagram, Snapchat and other forms of peer-peer and user generated content sites. Even though these forums may seem informal, often it is a home for people who choose to vent frustration. Ultimately, you are solely responsible for what is posted online from accounts managed by yourself, or those you may be responsible for (minors under 18).

Before creating online content, yourself and/or allowing others the ability to post online content for you, consider some of the risks that you may pose. Keep in mind that any of your conduct that adversely affects USAC, our track partners, our sponsors and all other members and participants of USAC may result in disciplinary action up to and including suspension.

Does This Apply To Me?

This new Social Media policy applies to all USAC Competitors and Officials. A Competitor is a Driver, Entrant, Family Member, Crew Member or any other individual or entity who is a Member and participates competitively in a USAC-sanctioned event. An Official is any and all authorized USAC officers, employees, agents, representatives, and subcontractors. USAC reserves the right to apply the policy to other Members as it deems appropriate. This new policy is in effect immediately and will be posted on all USAC rulebooks and websites for members. For 2025, this policy will become part of the annual waiver and credentialing process.

Know The Social Media Rules

Carefully read these guidelines, as well as the rule book before you decide to post anything and make sure it is consistent with this policy. Inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.

Be Respectful

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social

media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile track-side environment on the basis of race, sex, disability, religion or any other status protected by law, rule or policy.

Be Honest and Accurate

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. And almost all controversial posts, even if deleted still can run rampant thanks to a simple screenshot of that post. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post any rumors, speculation or information about USAC or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

Take a Deep Breath Before Hitting the Keyboard; Don't Retaliate

USAC prohibits taking negative action against any Member or other for reporting a possible deviation from this policy or for cooperating in an investigation. Any Member who retaliates against another Member or other for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including termination.

USAC reserves the right to modify this policy as it deems appropriate in its discretion. In such case, USAC will provide: i) existing Members with a bulletin and the revised policy via the electronic mail account on file with USAC for the Member, Entrant and/or Associate and post the bulletin and the revised policy on the NASCAR Youth Series website; ii) new applicants with the revised policy as part of the membership application materials.

For more information

Of course, nothing in this social media policy is meant to discourage Members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with USAC, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance and brighten this experience for all parties involved.

If you have questions or need further guidance, please contact the NASCAR Youth Series Midget Series Director.

2025 USAC JR SPRINT RULE BOOK

This rulebook will be used for all National, Regional, and Local Competitions

Effective Date of these rules: These rules of competition become effective January 1, 2025 and supersede all previous rules, bulletins, or supplementary regulations.

Revision of Rules - The United States Auto Club reserves the right to revise these rules or any supplements thereto at any time. References forward of USAC will be understood to mean the United States Auto Club.

Note: Some locations around the country may have different state and local rules and regulations with regards to safety, construction, and procedure for motorsports events. The stricter local rules will apply for events held at those locations. It will be necessary for those clubs or events to clearly post these changes so that competitors are fully aware of these changes in advance.

1. Age: Drivers ages 6 through 12 (A driver whose 13th birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday) may compete in the USAC Racing Jr. Sprint Class.

2. Roll Cage: Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Welds in Halos are encouraged for driver protection. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3 inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 “above the driver’s helmet to the top of the cage at any point above the driver’s helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness at a point not lower than 1 1/2 “ below or above the top of the driver's shoulders.

3. Bumpers and Nerfs: A car must have a bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerf bars. Nerfing bars must extend to the inside edge of tires, but not beyond the outside of tires.

4. Safety: Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. 5 point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three years old. (Example: Oct 99 may be used in 2000, 2001 and 2002.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one of the three latest SNELL approvals. Nomex headstocks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and\or cage nets with a SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.

5. Cockpit Controls: On and off switches must be on dash, top of the cowl or on the steering wheel. On/off switch must be functional. No radio communication is allowed with the car or the driver. Receivers are allowed. Cockpit controls: kill switch, starter button and engine monitor. No driver operated shock adjusters, wing sliders or panhard adjusters allowed in cockpits.

6. Battery: All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

7. Fuel: Fuel is to be USAC Racing approved. Racing fuel must be Pure Methanol.

8. Weight: Minimum Wing car and driver weight: 400 lbs. Non wing weight minimum weight car and driver is 385 lbs.

9. Suspension: Adjustable Aluminum or steel body shocks are legal. Coil Over or Torsion Bars or combination of both is permitted.

10. Wheelbase: Max of 52 inches, Min of 50 inches, center of front axle to center of rear axle. Rear axle to be steel or splined aluminum 1 1/4" min dia.

11. Maximum Tread Width: Not to exceed 55” outside of tire to outside of tire.

12. Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

13. Brakes: Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.

14. Tires and Wheels: Wheels to be 8" dia steel or aluminum non-beadlock only. Right rear spec tire to be 10 x 8.50 x 8 American Racer (McCreary) or Hoosier RD 20 of comparable size Durometer of 42 reading minimum taken anytime. There can be no grooving, sipping, softening or altering the tire in any way, must be as it arrives from the manufacturer. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs.

15. Bodies: All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24 gauge steel or .060" aluminum on cars not equipped with an approved fuel cell. The body of the car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for the driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the drivers shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

16. Transmission: The drive will be by engine or jackshaft mounted clutch. **No axle mounted clutches or variable speed clutches of any type allowed**. No direct drive will be allowed. Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of the chain from the front of the front sprocket to the center of the rear axle. The driver must not be able to touch the chain or sprockets while sitting in the cockpit.

17. Wings: Right side board, maximum 42" x 20". Left side board, 42" x 20". Minimum center section size is 6 sq. ft. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than 3" beyond the center section and sides must cover the center section. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside the center section. The lower front corner of the wing sides cannot be more than 4" below the top of the roll cage on a straight line to the top of the front roll cage crossmember. The top of the roll cage is defined as the point of the roll cage or halo that would contact the ground. Use of a welded on Halo is encouraged for driver protection but bolts on Halos are not considered as part of the chassis structure and are not the top of the roll cage or chassis. Nose wings cannot exceed 24"x 18", and must carry a car number. Top wings are mandatory to enter a night's event except non wing events. Cars may finish without a wing if no replacement is available.

18. Numbers: All cars must have legible numbers painted in contrasting colors on both sides of the car and the nose.

19. License: All drivers must be members in good standing of USAC Racing to qualify for prizes and contingencies supplied by USAC Racing.

20. Ballast: Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc. allowed. If lead is used the weight must be covered with tape.

21. Hubs: Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs: 5/16 bolt minimum or splined with safety key.

22. Engine Rules: Briggs & Stratton World Formula engines as defined by the USAC Racing and FIA Homologation specs. The engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the USAC Racing Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe.

2025 USAC JR SPRINT TECHNICAL RULE BOOK

Wording highlighted in yellow below are the 2025 tech updates.

All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in this technical manual.

> ***All parts are subject to comparison with a known stock part.*** All dimensional specifications in this tech manual will have a plus or minus .001 inch tolerance when using dial indicators, micrometers, dial calipers or any type variable gauge, except camshaft dial indicator lobe lift values during camshaft profile check do not have the .001 inch tolerance and/or otherwise specified. The .001 inch tolerance does not apply to no/go pins and no/go gauge technical specifications.

717.1: Shrouds and covers: All shrouds and covers must be run as supplied except any color is legal. Cylinder shield may be bent slightly or cut around the spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead. Flywheel finger guard cover, Top Cover and Plate are non tech items. They are replaced by Part # 555699.
717.2 : Header and silencer
717.2.1: Factory RLV header part number EXP 5930.. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. Bottom bracing must be bolted to the head. Factory header may be cut and turned to fit the car as long as the overall length and tube size remains the same as the stock factory header. No additional grinding or machining is legal. OAL 19.0” +/- ½ “measured on the inside diameter with a ¼” wide tape measure. OD .9375” x .065 wall (ID .807 +/-.005). Ceramic coating of the pipe is legal. It is also legal to add a small spot weld on header OD to prevent the muffler from sliding up the pipe.

717.2.2: Exhaust gas temp sensor is optional.

717.2.4: RLV Silencer #4100 required. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal.

Baffle holes are .128 inch(#30 drill bit) no go gauge. Ceramic coating is allowed

717.2.5: Springs attaching Silencer to header must be safety wired. Silencer must be attached and functional to header or car at the end of the race or driver and car will be DQ'd

717.3 : Electric starter: Starter motor must be operational and capable of starting engine. The battery must be a minimum of 8 AH rating and capable of starting a warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket P\N 557119 is optional.

717.4: Air filter must be Green Brand 40 X 75 filter attached directly to Carb. No Extensions or Adapters.

717.5 : Spark plug: Any commercially available, 10 mm thread, spark plug allowed. The spark plug must be stock as OEM manufactured. Indexing washers are allowed. Removal of factory sealing washer is not allowed unless using a head temp sensor ring.

717.6: Fuel pump must be Briggs and Stratton number 597338 or 808656. Must be pulsed from the intake manifold only.

717.7: Clutch: May be engine or Jackshaft mounted. Belt or chain drive from engine to jackshaft. May use #219 or #35 sprocket. No torque converter or shifter type allowed.

717.8: Rev Limiter: Rev Limit is 7100 rpm +/- 50 rpm. Rev limiter may be checked at any point in the race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and the motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument. Each competitor is allowed one courtesy check of the rev limiter with the instrument to be used at the event.

717.9: Fuel: Pure Methanol only! Specific Gravity for Methanol is 0.7913@68 degrees F. Use a Temperature Correction Chart to determine exact SG. Legal Methanol Corrected Specific Gravity is 0.760 to 0.800. VP M1 Methanol is the standard for Zeroing a Digitron or any device for testing Methanol for power enhancing additives. VP M3 and M5 and other brands of like chemistry are Illegal.

717.9.1: OIL: Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer)

717.10 Carburetor: Stock Walbro PZ26 carburetor only. No alterations allowed; choke excluded. Carb rubber mount boot Briggs #557130 is required. New carburetor may have different color and exterior appearance.

Carburetor float and needle. It is now legal to use aftermarket plastic (black or white color) floats and needles for the WF carburetors. However these aftermarket parts must have the same basic shape, size and function as OEM parts. This update is necessary because the current Walbro OEM supplier is no longer manufacturing these components for replacement.

717.10.2: Slide must remain unaltered. Unaltered Stock needle marked CDB is required,

717.10.3: Choke assembly is optional and may be removed and shaft holes plugged with silicon. If choke is retained choke lever may be fastened open with spring, rubber band or tie

wrap.

717.10.4: Methanol Jets : Drilling or reaming of gas carb jets is allowed: Nozzle .111” no go; pilot\slow jet .026” no go; Main jet .072” no go. NOGO Gauge must NOT pass thru. No drilling / chamfering and or modifications to the main jet E tube. No additional tolerance is allowed.

717.10.6: Venturi measurement
717.10.6.1: Vertical .9902” max
717.10.6.2: Horizontal .7382” max

717.11: Camshaft: No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to the stock Briggs part. First camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer may not exceed .312”.
Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and compression relief. Max lift at pushrod is .312”.

717.11.1: Install degree wheel, using positive stop method.

717.11.2: Check ignition timing. With the right edge of the flywheel magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil.
The degree wheel must indicate between 23 and 29 degrees BTDC.

Coil legs to flywheel O.D. gap is a non tech item.

The flywheel key must have the B&S logo. Minimum key width is .182 inch.

717.11.3: Tech camshaft at pushrods. Push gently down on the dial indicator stem to ensure that there is no lash when pushrods are going down.

Intake Lobe Profile Specs.
.020 - 34 to 30 BTDC
.050 – 18 to 14 BTDC
.100 – 2 BTDC to 2 ATDC
.150 – 13 to 17 ATDC
.200 – 29 to 33 ATDC
.250 – 49 to 53 ATDC
.275 – 63 to 67 ATDC
Lift - .303” min - .312” max
.275 – 42 to 28 BBDC
.250 – 18 to 14 BBDC
.200 – 2 to 6 ABDC
.150 – 18 to 22 ABDC
.100 – 33 to 37 ABDC
.050 – 49 to 53 ABDC
.020 - 66 to 70 ABDC

Exhaust Lobe Profile Specs.
.020 - 75 to 71 BBDC

.050 – 57 to 53 BBDC
.100 – 39 to 35 BBDC
.150 – 25 to 21 BBDC
.200 – 9 to 5 BBDC
.250 – 12 to 16 ABDC
.275 – 25 to 29 ABDC
Lift - .303” min - .312” max
.275 – 70 to 66 BTDC
.250 – 57 to 53 BTDC
.200 – 37 to 33 BTDC
.150 – 21 to 17 BTDC
.100 – 6 to 2 BTDC
.050 – 11 to 15 ATDC
.020 - 29 to 33 ATDC

717.12: Deck/Piston Clearance: Machining of deck surface is permitted. There will be no knife edge finishes allowed, Smooth finish only. Piston pop up cannot exceed .035” above block surface in the center of the piston. When measuring piston pop up, relieve protrusions left by number stamp on top of piston. Set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar. Carbon may be removed from the top of the piston prior to measuring. Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

717.13: Bore: Maximum bore 2.725”. Factory oversize pistons allowed.

717.14: Stroke: Maximum stroke is 2.206”. Push the piston down to take up rod play.

717.15: Head gasket: Any commercially available head gasket may be used but must maintain the same basic configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .038” measured with a micrometer from inside of the cylinder hole of the gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal.

717.16: Head: Head may not be altered in any way from factory specifications. EXCEPTION: Oil drain back hole may be enlarged to .375 no go. NO PORTING OF ANY SHAPE OR WAY! Heat sink P\N 555690 is allowed.

717.16.05: Cylinder head gasket surface may be machined. Remove Carbon first. Depth from gasket surface to head surface between valves must be a minimum of .319”. Measure by using a depth micrometer. No knife edges or angle milling of head. Cylinder head must be as furnished from Briggs & Stratton. No polishing, grinding, or machining of valve seat angles, or intake and exhaust runners allowed. Valve seats (Int & exh) - One 45° angle and a small 30 degree top angle only. Valve seats of additional angles and/or angles not comparable to the factory stock head are not permitted.

717.16.05.1 Cylinder head- Intake valve guide may be replaced with factory replacement guide , part number 555645 must be installed in stock location, no pushing guide up out of the intake port . A maximum height from top of guide boss measuring .255 max to top portion of guide. Machining of valve guide length is prohibited. Stock length guide to measure 1.250 “ , + or - .005. Exhaust guide replacement legal with part# 555645 factory guide.

717.05.2 Cylinder head- no machining of top of head, under the rocker arm plate. Maybe compared to stock known part. This means visual inspection and dimensions may be compared to sample stock head.

717.16.1: Rocker Arms / Push Rods: rocker arms must be as produced. Length must be 2.820 inches minimum. Push rod length 5.638" no go to 5.656 must go. Push rod diameter is .185 to .190".

717.16.5.1: Intake port and manifold: No media blasting of any type allowed on intake port in\on the head or manifold. Must be as cast.
Maximum diagonal measurement is 1.101”.
Maximum vertical measurement is 1.044”.

717.16.5.2: Exhaust port: No media blasting of any type allowed on exhaust port. Must be as factory OEM cast.
Maximum I.D. of shoulder in bottom of exhaust port is .854”

717.16.6: Valve seats - One 45° angle and a small 30 degree top angle only. Valve seats of additional angles and/or angles not comparable to the factory stock head are not permitted.

717.16.6.1: Intake valve seat diameter is .966” - .972”.

717.16.6.2: Exhaust valve seat diameter is .844” - .850”.

717.16.7: Valves
717.16.7.1: Intake valve head diameter is 1.055” - 1.065”. Intake valve length is 3.372” +\- .010”. Intake valve weight - 27.90 grams minimum

717.16.7.2: Exhaust valve head diameter is .935” - .945”. Exhaust valve length is 3.372” +\- .010”.
Exhaust valve weight - 27.70 grams minimum

717.16.7.3: Valve stem diameter is .232” - .238”.

717.16.7.4: Valve face must have one 45° sealing surface only.

717.17.8 Valve springs

717.17.8.1: Dual valve springs as supplied by the factory are required.

717.17.8.2: Inner spring wire diameter is .066” - .068”.

717.17.8.3: Outer spring wire diameter is .112” - .114”.

717.17.8.4: Valve Guides: Replacement of valve guides with B&S factory part 555645, is allowed.

717.18: Ignition: Unaltered B&S stock ignition part #555125 or #84012325 with the red shell is mandatory. If using part #84012325, the LED must flash red when the engine is running. Maximum RPM: 7,150. Ignition coil and/or its position, other than air gap may not be altered in any way. Coil attachment bolts must be stock and cannot be altered in

any way to advance or retard timing.

717.18.1: Spark plug connector must be stock factory type.

717.18.2: Rubber plug boot is allowed.

717.18.3: There must be resistance from plug wire to ground on coil #557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of 10 minutes if correct reading is not attained upon first check. No spec available on P\N #557125.

717.18.4: Coil air gap is non tech.

717.19: Flywheel: Only stock Cast Aluminum Briggs #557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum Flywheel Weight with starter ring, cooling fins, and attachment bolts 4 pounds 3 oz.

717.19.1: Completely broken off flywheel fan fins are not allowed. Minimum 1.750 inch Flywheel cover opening inch allowed.

717.19.2: Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing. The flywheel key must
be aluminum .182 minimum width. NO offset keys permitted.

717.20: One or two stock crankcase gaskets are required. Silicone with no gasket is not legal.

717.21: Valve Lifters: Must be stock. No Polishing allowed.
717.21.1: Lifter head diameter must be .964” - .984”.

717.22: Connecting Rod: Stock B&S part #557005 or 557117 or any commercially available billet aluminum aftermarket rod with or without the bearing insert. Rod may not be altered or modified from factory produced configuration . Rod may be clearanced, providing that it is in stock configuration and finish, with no dimpling or media blasting. Only aluminum material can be used. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.
717.22.1: Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419” minimum to 2.429” maximum.
717.22.2: Oil hole opening is .185” no-go for the B&S rod. The crank end of the oil hole can be chamfered.

717.23: Wrist pin:
717.23.1: Maximum I.D. is .414”.
717.23.2: O.D. is .624”-626”.
717.23.3: Minimum length is 1.901”.

717.24: Piston rings: Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed except end gapping and lapping. Maximum RING GAP of Rings .050. Rings must be self supported in the cylinder bore of the engine being inspected. Rings must remain flat. Rings

must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below.
717.24.1: Minimum width of top two rings is .095".
717.24.2: Thickness of top two rings is .059" - .064".
717.24.3: Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed but may be trimmed in overall length.
717.24.4: Thickness of oil ring is .098" - .102".

717.25: Piston: Stock "kidney bean" piston required. No alteration, polishing or machining allowed. Only piston skirts are coated and coating cannot be removed and skirts or any part of piston be polished. Factory finish only.
717.25.1: Minimum from top of piston to top of wrist pin on circlip side is .658".
717.25.2: Minimum piston length is 1.768".
717.25.3: Factory oversize World Formula pistons are allowed.

717.26: Crankshaft: Stock B&S crankshaft casting #772 and #052 only allowed, all finishes being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required. Side cover may be peened to retain side cover bearing. The use of Loctite and or staking to retain crank gear secure to crankshaft is acceptable and legal.

717.26.1: Shim(s) if used, must be installed as from factory.
717.26.2: Crankshaft journal diameter is 1.094" - 1.100".

717.27: Block: Must be stock with no alterations, except blocks may be repaired to prevent cracking on the flywheel side in the bearing support area. Bracing of engine block behind flywheel is legal. No machining of flywheel allowed . Support can be fastened by epoxy, glue, fasteners .Addition of fasteners is legal. Welding is not legal in this area. Support bracing plate only aluminum , no titanium or magnesium . Sleeving of ignition side bearing bore and repair in block is legal. Means of tightening bearing/bore fit by means of shim, sleeve retaining compound, and coating of outside diameter of bearing only is legal.
Slip fitting of crank bearing on ignition side is legal. No after market bearings allowed .
Addition of 3rd and/or 4th bearing support for crankshaft is legal. Can be mounted to motor mount or stand alone bolting to to side cover and blower guard housing . Replacement of flywheel nut for use with bearing is legal .
Blower gaurd block of plate center hole minimum diameter is 1.750"

The oil drain hole between the lifters can be drilled out to any size hole.

Venting with a tube going to valve cover or catch can is legal.