APPENDIX B

2026 USAC Silver Crown Championship Division Technical Specifications

201 Design & Construction

All phases of design and construction are subject to the approval of the technical director.

The chief steward and the technical director may exclude any car, design or construction which they deem unsafe or does not meet the specifications, the spirit and/or the intentions of the rules contained herein.

Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the USAC technical director prior to entering a competition.

202 Dimensions & Weight

A. The wheelbase must be at least 96 inches. (see Diagram 202 – 1.1)

B. The overall length will be limited to a maximum of 15 feet. (see Diagram 202 – 1.1)

C. For pavement events only, the maximum overall width is 80 inches. (see Diagram 202 – 1.2)

D. The outside bead seat of the right rear wheel cannot exceed 46 inches at dirt events and 44 inches at pavement events as measured from the centerline of the rear axle center section. (see Diagram 202 – 1.3)

E. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset. (as measured straight line along outside RR to outside RF).

F. All cars must weigh a minimum of 1,675 lbs. on pavement / 1,625 lbs. on dirt, including driver.

G. Additional bolt-on weight will be permitted. Weight pieces must be mounted and fastened to the frame and/or chassis in a secure manner. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8″ diameter grade 8 or better bolt minimum. Weight pieces weighing more than 15 lbs. must be bolted using at least two 3/8″ diameter grade 8 or better bolts minimum. All additional bolt-on weight must be mounted and fastened in the area between the frame rails and axles and no higher than the upper rails. All bolt-on weight must be painted white. All bolt-on weight and mounting is subject to USAC officials approval. Loss of any bolt-on weight during competition shall result in disqualification from that event. Failure to follow any of the above restrictions and procedures may result in fines, disqualification and/or other penalties. Weight must be identified with car number and any bolt-on weight lost on the racetrack is subject to a fine. The addition of bolt-on weight during any yellow and/or red flag condition will not be allowed.

H. All cars utilizing an aluminum engine block must have 35 lbs. of weight secured to the lower frame rails between the front and rear motor plates on each side of the engine (70 lbs. total) and mounted between the frame rails. If verified by USAC officials that the required weight does not fit between the frame rails and the sides of the engine, the weights will be mounted symmetrically on both sides of the chassis alongside the engine, as close to the engine as feasible. Weight must be removable for USAC verification.

203 Car Construction & Body

A. All cars shall be rear drive only. The engine, driveline and rear axle center section must be on centerline with half (1/2) inch offset, one (1) inch overall allowed. The engine must be mounted in a vertical (level) position. (see Diagram 203 – 1.1)

B. Only torque tube type drivelines, utilizing only one (1) u-joint, will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one (1) solid piece. All cars must be equipped with a drive shaft restraining hoop and/or a strap securely attached to the chassis. The minimum hoop material is one-inch x .065-inch steel tubing. A driveline containment system utilizing a steel shield bolted to the engine plate or containment blanket to cover the torque ball and u-joint is highly recommended.

C. Radius rods may not be attached within the confines of the cockpit. All radius rods must be one (1) piece – no spring rods or shock dampers.

D. The driver shall be seated directly behind the engine; the driver's head can be no more than one (1) inch off the centerline of the roll cage, measured at the centerline of the seat to the top of the driver's helmet when seated in an upright position.

E. It is highly recommended that all cars have an aluminum guard behind the driver extending from the front of the step in

the tail tank to the floor pan, and across the full inner width of the frame.

F. Only standard type Silver Crown bodies, tail tank and hood will be permitted. All body panels must be readily removable.

G. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose piece and/or the front bumper shall not exceed 23-inches from the leading edge of the front axle. See Section 206C regarding the front bumper.

H. The top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills. Vertical spill plates are not allowed.

I. Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.

J. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.

K. A forward-facing scoop, or any ducting supplying "forced air induction" to the injection inlets is not permitted.

L. Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. ~~A maximum overlap of two (2) inches is allowed for proper fastening.~~

M. Side panels that include exit ducts may not extend more than five (5) inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.

N. For Dirt Events: Right side cockpit panels must have a minimum opening of 250 square inches. Openings hindering the driver's view is at the discretion of USAC officials and will not be permitted.

Left-side cockpit panels may be 36 inches high, measured from the bottom of the lower frame rail. The opening must be at least 12 inches vertically and 25 inches horizontally.

Side visors are not permitted.

O. For Pavement Events: Maximum dash or cowling height, including any wind screens, cannot exceed 38 inches high, measured from the bottom of the lower frame rail at the engine plate. They cannot project horizontally more than 15 inches rearward from a vertical plane established by the front of the engine plate. (see Diagram 203 – 2.1)

Left side cockpit panels cannot exceed 32 inches high, measured from the bottom of the lower frame rail at the engine plate, at a point 15 inches rearward of a vertical plane established by the front of the engine plate. The top of the panel may project rearward on an angle parallel to the roll cage at the top of the frame. (see Diagram 203 – 3.1)

Right side cockpit panels cannot exceed 38 inches high, measured from the bottom of the lower frame rail at the engine plate, at a point 15 inches rearward of a vertical plane established by the front of the engine plate. The top of the panel may project rearward on an angle parallel to the roll cage at the top of the frame. (see Diagram 203 – 4.1)

Any panel extending above the maximum side body panel height will be considered a sail panel. The sail panel may extend from the triangular bar at the back of the roll cage forward to a cross plane established at 38" behind a vertical plane established by the front of the engine plate and parallel with front cage uprights. Sail panels hindering the driver's view is at the discretion of USAC officials and will not be permitted. (see Diagrams 203 – 3.2 & 4.2)

Side visors are not permitted.

P. Wind screens will be allowed. Measurements will be taken from the bottom of the lower frame rail to the top of the wind screen, which **cannot be** greater than 38 inches.

Q. No bodywork or paneling protruding horizontally into the cockpit of the car.

- Exception: The dash, cowling or hood may continue into the front of the cockpit to secure the top edge of the cowling, and/or to locate a wind screen. No pieces or paneling may extend rearward more than 10" beyond a vertical plane established by the front of the engine plate.

R. Paneling must not extend past the edge of the frame rails more than the thickness of the material.

S. Cars must have a floorboard or belly pan, utilizing aluminum or equivalent alloy. **No carbon fiber allowed.** Belly pans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs. It is highly suggested to ensure adequate mounts to support the weight of the driver standing on it with no deflection.

T. Belly pans may not extend rearward past the leading edge of the rear axle and must be flat from side-to-side without any aerodynamic aids. Horizontal panels must not extend below the plane of the underpan.

U. It is ~~recommended~~ mandatory that a fire-resistant absorbent pad be used under the engine on pavement.

V. Sun visors must not extend forward more than nine (9) inches from the front of the forward most edge of the roll cage/halo tube; may be no more than 11.5 inches in length, may not be wider than the width of the roll cage, and cannot extend

above the cage; sun visors must be smooth and follow the downtubes; a turn down at the front must not be any lower than the downtube.

W. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. A one (1) inch turnout will be allowed along the bottom of the body panels from the front of the nose piece to the rear of the rear axle. The chief steward or the technical director may have any panel or part removed which is not within the spirit or intent of this rule.

X. Water radiators, oil coolers and any remote engine accessory, including batteries, must be within the confines of the main frame tubes.

Y. Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate. Oil tanks mounted behind the engine plate/firewall may be mounted outside the main frame providing they do not protrude more than eight (8) inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame behind the engine plate/firewall must be mounted as close to the frame as practical. **Oil tank and radiator must have a catch tank.**

Z. Rear view mirrors are not permitted.

204 Roll Cage

A. All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend two (2) inches above the driver's helmet when seated in the driving position. Four (4) inches is highly recommended. Halos do not figure into the required clearance between the top of the helmet and the roll cage, main cage only.

B. Roll cages are required to be constructed of SAE 4130 **normalized** steel tubing or equivalent, with a minimum O.D. of 1-1/2 inches and a minimum wall thickness of .095 inches.

C. For all construction after 10/01/2004, the main uprights supporting the roll cage must be a minimum of 1-3/8 O.D. and .095 minimum wall thickness.

D. No water or oil coolers are to be placed above or beside the cockpit opening.

E. Maximum roll cage width on pavement is **34.5** inches at its widest point at the top of the cage. Maximum width of **37** inches at the bottom. Maximum width of 18.5 inches in each direction as measured from the center of the rearend.

F. Maximum roll cage width on dirt is 32.5 inches at its widest point, excluding torsion bar tubes, shock towers, etc. Maximum width of 32.5 inches at the bottom. Maximum width of 16.25 inches in each direction from the center of the rearend.

G. Safety bars or outlaw bars are highly recommended and will be considered for future series mandate.

205 Fuel System

A. A conventional Silver Crown tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements of USAC and SFI Specification 28.2. The maximum width of the tail tank is 24 inches.

Tail tanks must be constructed of either an approved plastic or aluminum. Carbon fiber, Kevlar or other composite construction is not allowed.

The conventional tail tank shape cannot be modified. Only approved factory supplied relief panels may be used. No spill plates, skirts or air deflectors may be attached or used to aerodynamically enhance the tail tank.

B. The maximum capacity of the tail tank assembly will be 75 U.S. gallons. The minimum capacity tank allowed is 59 U.S. gallons

C. The tail tank must be constructed and supported in a manner that will ensure every precaution has been taken to avoid rupture or breakage.

All mounting points between the tail tank and the chassis must have inner and outer plates attached to the tank shell. These plates must be of adequate size to ensure the tank being secure to the chassis.

For Pavement Events Only: All cars will be required to have a steel skid plate under the lowest portion of the tail tank to prevent rupturing the cell from dragging the ground. The skid plate can be welded to the rear saddle hoop that the tail tank sits on or bolted to the bottom of the tank. The steel plate should be a minimum of 12-gauge steel. The plate will be a minimum of six (6) inches wide and eight (8) inches long and should follow the contour of the tank. If the plate is welded, it must be in the center of the hoop and extend rearward to ensure the lowest portion of the tail tank is protected from dragging the ground. If the plate is bolted, it must have a similar plate inside the tank of adequate size and thickness to ensure the bolts will not pull through the tank.

Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the

fuel bladder.

An aluminum plate (3/16" thick) must be used to seal the opening in the bladder itself, and a malleable material such as aluminum (minimum .062 thick) may be used between the aluminum plate on the access door in the fuel cell and the mounting area to the tank. One-piece aluminum plate access covers are permitted but must be a minimum 3/16 (.1875) thickness.

The fuel tank must have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure must follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

D. **Cars utilizing rear inboard brakes must have a steel plate mounted to the bottom of the fuel tank directly above the brake rotor. This plate must be of adequate size to add protection to the lower portion of the tank. Steel with a minimum of .100" thickness is mandatory**.

E. A flush or screw type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.

F. A protective cover may be used on top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tail tank.

G. The tank vent must have a check valve.

H. Fuel pump may be located within cockpit.

I. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

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

206 Bumpers & Nerf Bars

A. The car must be equipped with a rear bumper at all times, functioning as best as possible without being a hazard.

B. Front and rear bumpers and nerf bars must be constructed of magnetic and/or stainless steel (no titanium) tubing with a minimum of 1.0-inch O.D. and minimum .065-inch and a maximum .095-inch wall thickness. Tubing may not be filled ~~with the purpose to add weight~~ for any reason.

C. The front bumper must not extend more than 23-inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

D. Nerf bars cannot extend beyond the outside edge of the tire at any time. However, they must extend to the center of the tire.

E. Transponders must be on the car in order to be scored and must be placed between the bumper spuds on the right rear corner.

207 Steering & Suspension

A. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.

B. ~~No rack & pinion steering allowed~~. Rack and pinion steering will be permitted.

Cars utilizing rack and pinion systems must be equipped with a magnetic steel steering shaft with a collapsible section acceptable to USAC Officials.

The use of universal joints in the steering shaft must be acceptable to USAC Officials. It is recommended that a minimum of two (2) universal joints be used forward of the firewall.

C. Drag link strap mandatory.

D. Drag links and tie rods must be constructed of 4130 or magnetic steel minimum 1.0-inch O.D. and 0.058-inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) are mandatory on the drag link and tie rod.

E. Electronic weight, shock, sway bar or any suspension item adjusters are not permitted.

F. Independent suspension is not permitted.

G. Kingpin tethers are mandatory & must be SFI approved.

H. Cars are limited to five (5) shocks/dampeners. No electronic shocks allowed. If a second shock is used on any corner of the car, the second shock cannot be a through-rod shock or have a cannister attached.

I. ~~Only five (5) total cockpit chassis adjustments are allowed at any one time. Brake bias will not count toward the five (5) adjustments.~~ The number of cockpit adjustable suspension items will not be limited in 2026.

208 Axles

A. The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed. Any other construction will be considered as independent suspension and **is not permitted.**

B. Axle spools attached by the coping method must have the axle wrap around the spool at least two-thirds of the spool diameter. Gusset plates are recommended on all spools.

C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium axles are not permitted.

D. The rearend gear assembly must be of a conventional design with only one (1) set of spur gears located behind the ring and pinion.

209 Wheels

A. Plastic and/or carbon fiber wheels are not permitted.

B. All wheels will be measured for width from where the tire seats on each side of the wheel.

C. The rim diameter must be fifteen (15) inches.

D. Front wheel(s) width is limited to ten (10) inches.

E. The rim width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of fifteen (15) inches on the left rear.

F. All wheels and wheel centers are subject to the approval of USAC.

G. All bolts are mandatory in the beadlock and wheel centers.

H. The use of full-face brake scoops and/or wheel covers on the inside of ***front*** wheels is not allowed.

1. Wheel balancers and/or inside wheel covers are allowed on the rear of the car, but not on the front of the car.

I. Digital bleeders are allowed. Air may not be introduced to the tire. Bleeders may not be controlled remotely.

J. For Dirt Events Only: A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.

K. ~~Wheel covers will be allowed on both pavement and dirt track cars.~~ Outer wheel covers will be allowed at dirt track events but will not be permitted at pavement events.

L. Any wheel cover dislodging under racing conditions will be subject to a fine. Wheel covers must be held on with a minimum of three (3) 5/16" bolts, or minimum of three (3) 5/16" studs with locking nuts.

M. For Pavement Events Only: Any car using a lug nut type right front hub must use all six (6) lug nuts. A 360-degree pressure plate of either 1/8" steel or 3/16" aluminum must be used between the lug nuts and the wheel face. A pressure plate is not needed for wheels with adequate thickness at the wheel face.

N. Direct mount or spindle mount wheels are not allowed on the right front at pavement races. The use of splined right front hubs/wheels will not be allowed.

210 Tires

A. Any device(s) used for warming the tires prior to competition is prohibited.

B. Any solvents or chemicals applied in any way to a tire that alter the chemical makeup of the compound or have the effect of altering the tire durometer or construction is prohibited. Any tire can be confiscated at any time. Penalties from tire found to deviate from the original factory benchmark specifications are as follows:

- First Offense for entrant/driver: 4-race suspension from Silver Crown competition, loss of points and the forfeiture of purse money for that event, plus a $2,500 fine.

- Second Offense for entrant/driver: 1-year suspension from Silver Crown Series competition, loss of points and the forfeiture of purse money for that event, plus a $10,000 fine.

C. A tire protest is a $500 fee to be paid to the competition director before the event. If a tire sample is found to be illegal, the protest fee is returned. If a tire sample is found to be legal, the protested entrant will receive a new tire replacement.

D. Approved ~~minimum~~ tire compound(s) for a given event will be detailed in "Event Info" as listed on www.usacracing.com or at

a competitor's request.

1. Half-Mile Dirt Tracks
   - Right Rear: RD20, D25, F85A
   - Left Rear: SC12
   - Right Front: D20, F75
   - Left Front: D15, D20, F75

2. One-Mile Dirt Tracks
   - Right Rear: F85A ~~& F95~~
   - Left Rear: D50 ~~& F55~~
   - Right Front: F75
   - Left Front: D20, F75

3. Pavement Tracks
   - Right Rear: SC1M55
   - Left Rear: M30
   - Right Front: M60
   - Left Front: 2010

E. For Dirt Events Only: The same right rear tire that is used in qualifications must be used to start the main event. If the right rear tire is changed before the start of the main event, the car must start at the back of the field. If compound is changed, a one (1) lap penalty will be incurred.

F. For Pavement Events Only: The same right rear and right front tires that are used in qualifications must be used to start the main event. If the right rear or right front tire is changed before the start of the main event, the car must start at the back of the field.

G. For ALL Events: Tires stamped from qualifying must stay with the driver that qualified on them. If required/stamped tires are changed among drivers prior to the start of the main event, those drivers & cars must start at the back of the field.

H. If any tire is changed during the main event, the car will incur a one (1) lap penalty with the exception of a tire that is flat when the car reaches the work area. In this event, the car will restart at the tail of the field.

211 Throttle

A. Throttle toe straps are mandatory. A minimum of three (3) return springs must be connected to the throttle and at least one (1) of these must be connected to the butterfly shaft.

B. If the throttle actuating mechanism is the cable type, the cable must be encased.

C. The throttle pedal must have a wide-open pedal stop.

212 Brakes

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

B. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon fiber or carbon composite brake rotors and/or components are not allowed.

C. If at any time during competition it becomes evident that a car is without brakes, necessary repairs must be completed before the car can continue in competition.

213 Starter

Provisions must be made to start the engine without pushing or towing. In an emergency, qualified cars may be push-started for the race at the discretion of the chief steward. (See procedures – section 1206)

Any removable starter shaft must have a free turning collar of non-metallic material securely fixed fore and aft to the shaft and able to rotate independently of the starter shaft.

214 Clutch

Cars must have a declutching device.

215 Transmission

The transmission system must have a neutral position and forward speed with reverse optional. A maximum of two (2) forward gears will be allowed. One (1) gear must be for low speed only.

216 Engine Size Limits

A. Any engines not covered by the following specifications must be submitted to and approved by the technical director prior to entering a competition.

B. Engines must be normally aspirated with a pushrod operated valve mechanism and have a maximum displacement of 360 cubic inches.

C. Engine rules are as follows:

1. Cylinder blocks may be made by aftermarket manufacturers providing the specifications of the engine as produced by the original equipment manufacturer are not deviated from in a significant manner. Cars utilizing aluminum cylinder blocks are subject to additional weight requirements. (See section 202H.)
2. Cylinder heads may be manufactured from aluminum alloy providing that the original factory configuration is maintained. All aftermarket cylinder heads are subject to the approval of the USAC technical director.

   APPROVED CYLINDER HEADS:

   - Chevrolet:
     - Any OEM or aftermarket cylinder heads with intake & exhaust valves in-line.
     - SB-2, RSO, R07
   - Mopar:
     - R5/P7
   - Ford:
     - C3, D3, SC1
   - Toyota:
     - Phase 9
3. The location of the camshaft must be in the cylinder block. Camshaft timing must be fixed. Any device used to alter the camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
4. Standard production harmonic balancers are prohibited. Engines utilizing harmonic balancers must use a high-performance harmonic balancer meeting SFI Foundation specification.

217 Fuel

A. Fuel can be Methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.

B. All fuel is subject to testing at any time. Any fuel that does not conform to USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program, and/or a fine up to $1,000.

218 Ignitions & Electronic Equipment

A. All cars must be equipped with an ignition switch or emergency shut off located within easy reach of the driver.

B. Electronically controlled fuel injection systems are prohibited.

C. Any ignitions other than magnetos must be approved by USAC prior to their use in competition. It is the obligation of the participant, not the manufacturer, to obtain proper approval.

D. Magneto type ignitions will be a single crank trigger type system as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dash within a driver's reach.

- Only one (1) ignition switch and a single crank trigger switch is allowed in the cockpit. A second ignition switch can be utilized but must be in the engine compartment.

E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is indefinite suspension from competition and loss of all points earned for the season.

F. The use of electronic logic processors to control any function of the racecar and/or any system for gathering continuous data from any function of the race car is strictly prohibited.

G. Data may be gathered from the engine. However, this data may not be in communication with ignition electronics except for a tachometer. Approved electronic ignition may only be used to control and collect data for ignition; coils, trigger(s), spark curve(s), battery voltage and maximum RPM.

H. Exhaust Gas Temperature (EGT), Lambda & Knock sensors will be permitted. They are not to be part of the ignition system.

I. Digital dashboards of any kind are not allowed.

- Digital gauges specific to monitoring temperature & pressure for oil & water systems will be permitted (i.e.: QuickCar)

J. On-Board cameras will be allowed. Cameras must be securely mounted and cannot be attached to the driver.

- Allowed camera brands: GoPro, DJI Osmo, Insta360, AKASO, Apexcam & Icefox. No AIM cameras allowed.

219 Radios & Spotters

A. Two-way radio communication between the driver and a spotter is mandatory.

B. Teams are required to have USAC frequency as an overriding priority channel. USAC priority channel frequency is 464.5500.

C. Each team must submit to USAC their radio frequencies at/or before the first event is run.

D. Each team must supply a spotter to the designated location at each event. Failure to provide a spotter at the prescribed location may cause the car to be black flagged until such a time a spotter is present.

E. Wi-Fi, cellular or satellite devices (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted.

220 Oil Supply & Cooling System

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

B. For Pavement Events: The use of ethylene glycol antifreeze and other glycol inclusive coolants will not be allowed.

- Products designed to provide corrosion protection that do not include glycol will be permitted.

221 Exhaust

A. The car may be required to have mufflers if local track conditions warrant. If so, this will be stated under "Event Info" on www.usacracing.com or available at a competitor's request. The technical director may disallow a muffler that, in their opinion, is not within the sprit or intent of this rule.

- Inserts are not considered mufflers.

B. Losing a muffler on the track will result in a fine and/or disqualification from that event.

C. Exhaust headers must extend beyond the main chassis frame utilizing the primary header tubes prior to any collector section and must remain outside the main chassis frame through the final exhaust exit pipe or muffler.

222 Safety Equipment

It shall be the responsibility of the technical committee to inspect all safety equipment prior to each event. Any participant not complying in full of all safety requirements in this rulebook will not be permitted to compete.

A. Approved aluminum and composite seats may be used, but no fiberglass. Seats must be mounted with a minimum of 4 bolts ~~5/16 diameter~~ 3/8 diameter, and SAE J429 Grade 8 Steel or equivalent. Seats must be installed and used in accordance with the manufacturer's instructions. Approved full containment seats are required.

- Roll cage padding conforming to SFI specification 45.1 is highly recommended with a full containment seat. ~~Padding is mandatory if a full containment seat in all areas surrounding head is not utilized.~~

- Roll cage nets will not be required with full containment seats.

B. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.

C. Seat belts must meet SFI 16.5 or SFI 16.1 and be within the manufacturer's expiration label. **Must have the manufacturer label**. Seat belts must be mounted to the racecar frame. Mounting is at the discretion of the USAC Technical Director.

D. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the SA 2015, or SA 2020 Snell Foundation or SFI Foundation 31.1 specifications and are labeled as such. Helmets will be subject to inspection at each event by the technical and/or medical representative.

E. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one (1) piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that competitors wear a fire-resistant head sock and/or helmet skirt. It is recommended that all above items meet SFI Foundation Specifications 3.2A and 3.3.

F. Arm restraints are highly recommended.

G. An SFI approved head and neck restraint system is highly recommended.

223 Fire Safety

A. On Board Fire Systems - It is strongly recommended that each car has built-in operable fire extinguishing equipment with a minimum content of five (5) pounds located inside the car and within the wheelbase. On board fire systems should meet SFI specification 17.1. This will be evaluated for a future mandate.

B. Extreme care should be taken in the handling of fuels. Where local regulations are posted, they become part of the United States Auto Club rules. Any individual found violating these regulations will be subject to fine and may be removed from the pit area. The car entrant will be responsible for the actions of his crew.

224 Car Numbers

A. All car numbers are assigned by the director of competition or their designate.

B. Every car must carry its assigned number prominently displayed on the nose and on each side of the tail.

C. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number, an entrant must have entered and/or made an effort to compete in at least (1) race in the previous season. The number 1 is reserved for the national champion driver and will not be reassigned. The use of number 1 is not a cause to relinquish the competitor's permanent number. Numbers may be reassigned if the number was not actually used the previous season. The director of competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the director of competition. Other numbers will be assigned in the order that the requests are received.

D. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season unless reassigned by the director of competition.

225 Car / Driver / Crew Appearance

A. The USAC logo must be placed on the right and left lower cockpit side panels to be eligible for competition and the series point fund.

B. Car numbers must be displayed in three (3) areas – one (1) on each side of the tail and one (1) on the front section of the hood. Numbers 2-99 will be assigned on a permanent basis provided the car is registered by January 15 of each year and competed in 51% or more of the scheduled races in previous season.

C. Drivers' uniforms must display the USAC logo on the upper right hand or left hand chest to be eligible for the point fund.

Silver Crown Championship Division Procedures

1201 Qualification Order / Draw

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

In the event qualifying order is based on practice times, the order will be based on overall practice times with the car posting the longest elapsed time in practice lining up first in the qualifying order and the car posting the shortest elapsed time in practice lining up last in the qualifying order. Any car unable to post a practice time will line up ahead of those posting a practice time in the qualifying order.

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. In the event of a tie, the tiebreaker will be the competitor with the second fastest time followed by the highest in entrant point standings. Specifics will be covered on the entry form and/or at the driver's meeting.

1202 Qualifications Procedures

All qualifications will be held in accordance with Part V in the current USAC rulebook and the official entry for the event with the following additions and exceptions.

A. Any car not able to qualify within three (3) positions of its original position in the qualification order, or any car not able to fire and drive away under their own power may line up at the end of the qualifying order with the loss of one (1) lap (when qualification distance is more than one lap) from the qualification attempt and can start no better than pole position of the qualifying race or equivalent.

B. All cars not eligible for direct transfer to the feature race will be ranked by best qualifying time for the purpose of establishing a lineup(s) for the qualifying race(s). Any car(s) not completing an official qualification attempt may start at the rear of the qualifying race(s) at the discretion of the chief steward.

C. In the event a qualifying race is not held, the feature race line up, as per the official entry, will be determined by official qualifying results. Cars which fail to complete an official qualification attempt will line up at the rear of the starting order.

D. Any replacement(s) and/or alternate(s) necessary to complete the starting field for the feature race will be based upon the posted results of the qualifying race(s). Replacements and/or alternates will be lined up at the rear of the starting field.

E. The chief steward is empowered to change the event format, including the number of laps to be run, as set forth in the official entry when unusual circumstances arise that demand this action.

F. All cars will go directly to the tech area/scales post qualifying, if car misses ~~scales~~ the tech area and disappears from the sight of the officials ~~at scales~~, or the car ~~is found to be light~~ fails to make minimum weight, or has a technical infraction, it will be scored in the last position. Extenuating circumstances will be considered.

1203 Procedure for No Qualifications

In the event qualifications cannot be held or completed, the starting positions will be filled as follows:

A. Positions 1-18 will be determined by the current car entrant point standings (based on previous year entrant points for the first two (2) events of the season), followed by past champion entrants and past champion drivers (starting with most recent champions), the previous year's event winning entrant and driver, the number of events entered and competed in and random draw.

1204 Provisional Starting Positions

The Silver Crown division will include a maximum of two (2) provisional starters in each feature event providing there are eligible entrants who accept this option.

The following conditions apply to provisional starters:

A. The top-20 in car entrant points are eligible for a maximum of two (2) provisional starts per season with the top entrant in points not qualifying for the feature being the first recipient. If an eligible entrant elects not to use a provisional, his or her position will be taken by the next highest in the point standings. There is no guaranteed start money if a provisional is used.

B. First event of the current season: Provisionals will be based on the previous year's season-ending top-20 car entrant points.

C. ~~All events up to May 1~~ Second and Third events of the current season: Provisionals will be based on the previous year's

season-ending top-20 car entrant points and the top-20 in the current season's car entrant points. The first (2) from either category will be eligible. Current season points take precedence.

D. ~~After May 1~~ After the third event, the current top-20 in car entrant points will be used for provisionals.

E. Starting positions, point allocations and additional eligibility requirements can be found in 5.4C, 5.10 and 9.10C.

1205 Stopping on the Course

A car that stops for any reason after leaving the grid, impedes the start of the race and/or requires a push start will be placed at the rear of the starting field.

1206 Pushing

A. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the chief steward.

B. Qualifications: A car in its proper position for qualifying may be push started with the loss of one (1) lap (when qualification distance is more than one lap) from the qualifying attempt and will have to race in the consolation event to make the feature event. In the event of no consolation event, the car cannot start in the top 50% of the feature field. The car still gets a qualifying time with no penalty other than its starting position for the main event.

C. Races: Cars are required to leave the grid under their own power at the start of an event. A car requiring a push start at the beginning of an event will be placed at the rear of the starting field. Push starts under green flag or yellow flag conditions will be at the discretion of the chief steward.

- Cars that are not able to fail to fire and drive away will be given one (1) attempt to refire and leave the grid under their own power before a push truck is dispatched to assist starting, and the car is placed at the rear of the starting field.

1207 Laps Under Yellow Flag

A. In all events of 60 laps or less, laps where the yellow flag is displayed will not be scored.

B. Cars stopped on the course and restarted will be placed at the rear of the field. If a car stops on the course and requires a push start to continue, that car will be credited with any laps lost if the car remains on the racetrack. This is providing that no mechanical work is performed while on the track and the car does not enter the pits.

C. If the yellow flag is displayed before the field completes the first lap, a complete and two (2) abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field. If more than one (1) car in either lane cannot make original line up, USAC will use a crisscross procedure to establish a new lineup.

D. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file lineup. This lineup will be determined by the last completed lap scored under the green flag. (see section 1212 – Restarts)

E. Any car not completing the lap in which the yellow was first displayed shall be considered involved in the incident and placed at the rear of the field.

F. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow, it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.

G. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.

H. During a caution period, a car may be called into the "designated pit area," using the black flag, for inspection by the officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.

I. In the event of an inadvertent yellow flag, a car(s) that the yellow flag was displayed for will be positioned in order of positions lost.

1208 Red Flag Procedure

A. Red flags will be opened up at the discretion of the chief steward. The white flag will be displayed, signaling to crews that they may go out to the cars. The chief steward will provide the specifics of red flag procedures at the drivers' meeting.

B. Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC official. Drivers will also be allowed to remain buckled in while refueling with the engine off.

C. Any car that leaves the racing surface under the red flag will be positioned at the rear of field.

D. Once the entire field is refired after a red flag, yellow flag laps can again be counted.

1209 Backup Cars

Teams may use a backup car any time between qualifying and the start of the main event. The technical director must approve the use of a backup car. If a backup car is introduced before qualifications and makes its original drawn position in the qualifying order, there is no penalty. If a backup car is introduced any time after original entry is qualified, the replacement car will start at the rear of the next event qualified for. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already been entered in the event. Once a car has been withdrawn from an event, that car will not be allowed to be re-entered to competition during that event. The replacement car will be credited for points earned as the original entry. Any team caught using a backup car without notice to race officials will be subject to further penalty, including fine and loss of points.

1210 Hazardous Mechanical Conditions

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

1211 Repositioning

A. A driver who is a car width out of line on a restart and/or improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward one (1) position for being out of line or two (2) positions for each car passed. This penalty will be assessed immediately with a caution flag if the offender is within the top-five (5) on the track. Outside the top-five (5), the penalty will be assessed at the next yellow caution period, if possible, or in the official finish of the race.

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

C. A car determined to have jumped the initial start will be immediately penalized one (1) row for the subsequent start. The third-place starter will cross to the outside of the front row.

1212 Restarts

All restarts will be single-file, nose-to-tail with no passing before the designated point on the track. Lapped cars will be moved to the rear in running order with any pitted car returning behind them. The first car in the running order (Fast Pass recipient) that has been lapped will receive one (1) lap back as long as the car has not pitted or was involved in the caution. The Fast Pass recipient will line up at the tail of the field.

1213 Scaling Procedure

A. Cars may be weighed prior to and/or following any event per a notification at the drivers meeting of any change to the scaling process. The scales will be available to all before practice.

B. All cars will go directly to the tech area/scales post qualifying, if a car misses ~~scales~~ the tech area and disappears from the sight of the officials ~~at scales~~, or the car ~~is found to be light~~ fails to make minimum weight, or has a technical infraction, it will be scored in the last position. Extenuating circumstances will be considered.

C. The top-three (3) cars from the feature will go directly to the tech area/scales unless otherwise instructed at the drivers meeting. If a car misses ~~scales~~ the tech area and disappears from the sight of the officials ~~at scales~~, or the car ~~is found to be light~~ fails to make minimum weight, or has a technical infraction, it will be scored in the last position. Extenuating circumstances will be considered.

1214 Testing

A. Testing and/or practices during the seven (7) calendar days prior to a racing event *(at that track)* is not permitted. The term "racing event" means all USAC sanctioned functions in conjunction with the race, beginning with the first day of USAC sanctioned practice. Teams that engage in such unauthorized testing or practice runs will be subject to disciplinary action by USAC.

- There will be no unsanctioned practices and/or testing allowed at World Wide Technology Raceway or Iowa Speedway in 2026.

Exception: Participation in USAC scheduled and sanctioned testing and/or practices will be permitted.

1215 Rookie Eligibility

A driver's status for Rookie of the Year will be exhausted once that driver competes in a main event for the fifth time overall regardless of how many seasons that encompasses. Competing in four (4) main events or less will allow a driver to retain Rookie status for the following season.

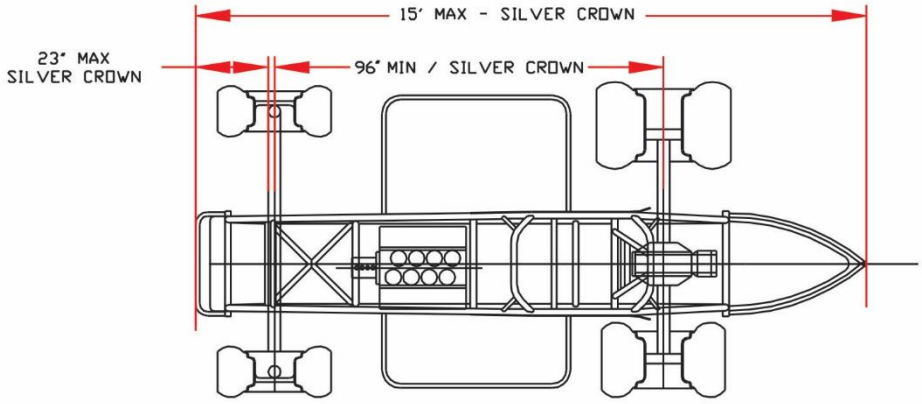
USAC Silver Crown Series Illustrations

Diagram 202 - 1.1

Section 202 A
96" MINIMUM WHEELBASE

Section 202 B
15' MAXIMUM OVERALL LENGTH

Section 203 G & 206 C
23" MAXIMUM DISTANCE FOR NOSE
AND/OR FRONT BUMPER
FROM LEADING EDGE OF FRONT AXLE



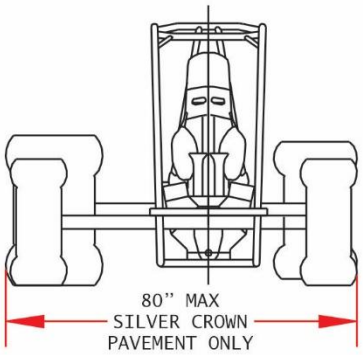


Diagram 202 - 1.2

Section 202 C
PAVEMENT ONLY: 80" MAXIMUM WIDTH

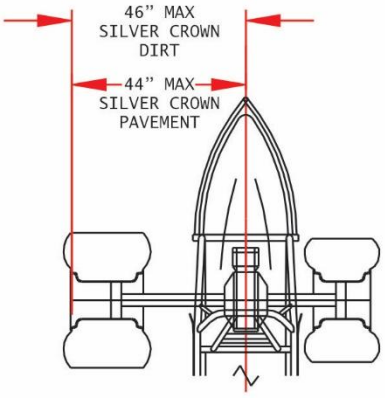


Diagram 202 - 1.3

Section 202 D
OUTSIDE BEAD SEAT OF RR NOT TO EXCEED:
46" AT DIRT EVENTS
44" AT PAVEMENT EVENTS

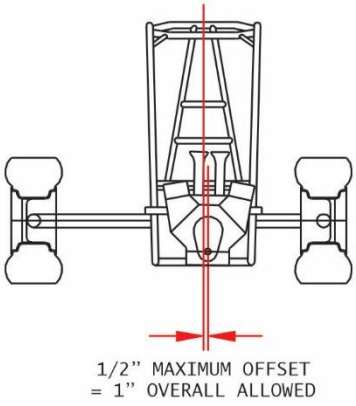
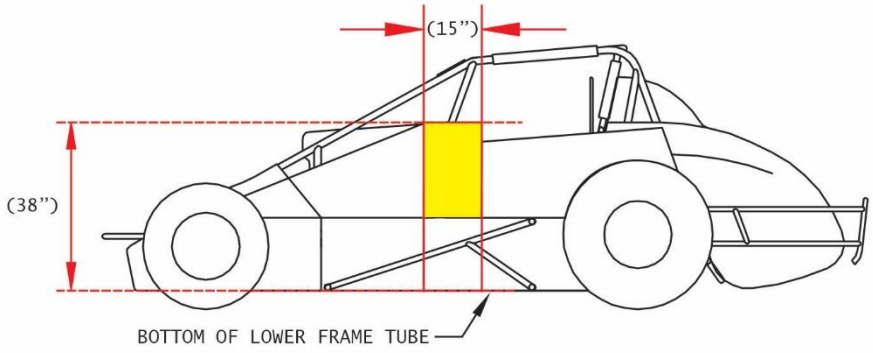


Diagram 203 - 1.1

Section 203 A
ENGINE & DRIVELINE MUST BE ON
CENTERLINE WITH MAX 1/2" OFFSET,
1" OVERALL ALLOWED

Diagram 203 - 2.1

38" MAXIMUM DASH/COWL HEIGHT
MAY PROJECT REARWARD TO
A PLANE 15" FROM ENGINE PLATE

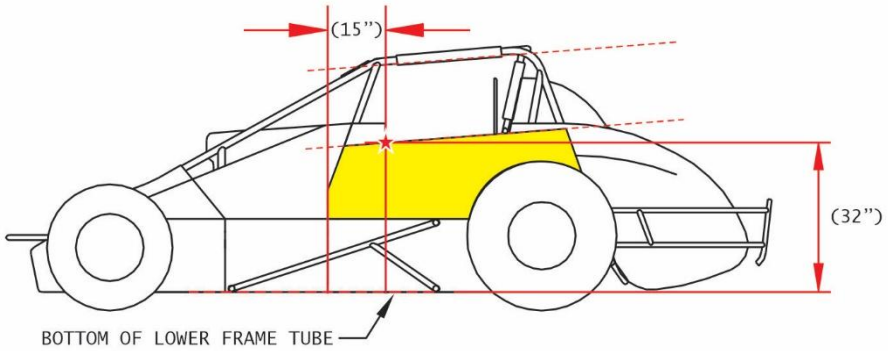


Section 203 O – For Pavement Events:

Diagram 203 - 3.1

32" LEFT SIDE MAXIMUM COCKPIT
PANEL HEIGHT ESTABLISHED AT:
15" REARWARD FROM ENGINE PLATE

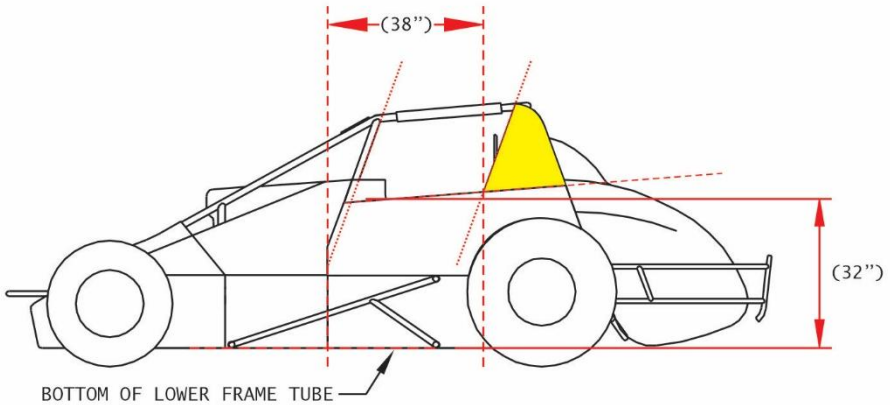
PANELS MAY PROJECT REARWARD
PARALLEL TO ROLL CAGE AT TOP OF FRAME



Section 203 O – For Pavement Events:

Diagram 203 - 3.2

SAIL PANELS MAY EXTEND FROM TRAINGULAR BACK
FORWARD TO A CROSS PLANE ESTABLISHED AT:
38" REARWARD FROM THE ENGINE PLATE
AND PARALLEL TO FRONT UPRIGHTS

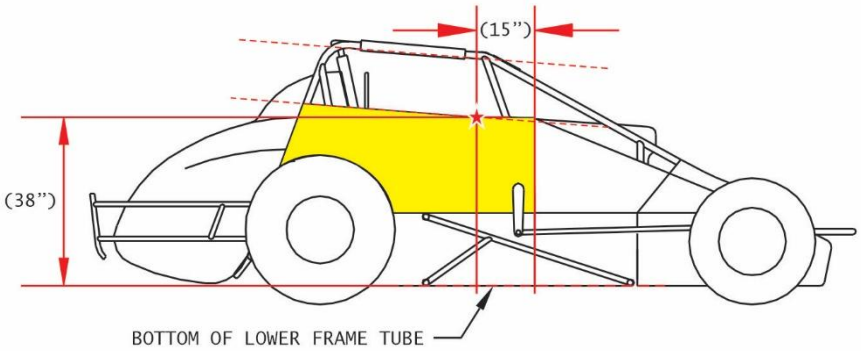


Section 203 O – For Pavement Events:

Diagram 203 - 4.1

38" RIGHT SIDE MAXIMUM COCKPIT
PANEL HEIGHT ESTABLISHED AT:
15" REARWARD FROM ENGINE PLATE

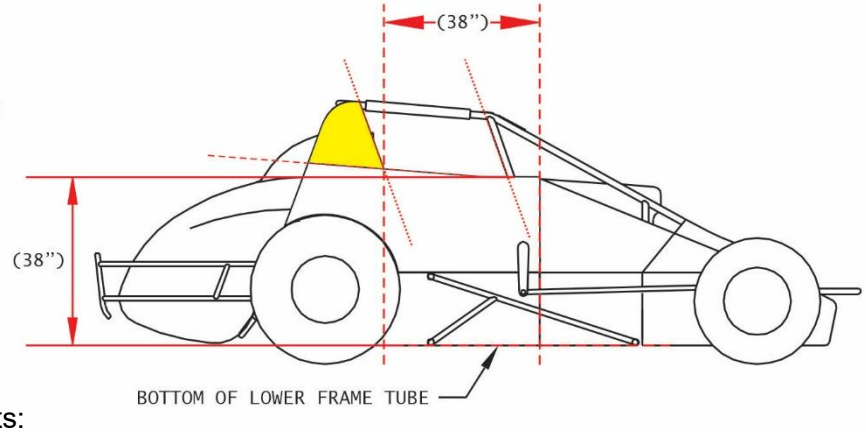
PANELS MAY PROJECT REARWARD
PARALLEL TO ROLL CAGE AT TOP OF FRAME



Section 203 O – For Pavement Events:

Diagram 203 - 4.2

SAIL PANELS MAY EXTEND FROM TRIANGULAR BACK
FORWARD TO A CROSS PLANE ESTABLISHED AT:
38" REARWARD FROM THE ENGINE PLATE
AND PARALLEL TO FRONT UPRIGHTS



Section 203 O – For Pavement Events: