

# 2026 Rulebook



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## Rules of Conduct

1. The car owner and or driver shall be responsible for the actions of his or pit crew while at any USAC-EC sanctioned race, and their presence on social media in actions related to the series. In addition, each pit crew member is equally responsible for their own actions.
2. The driver or designated crew member shall be the spokesperson for their particular car and crew. (Policy: Driver or crew member will not speak on the same issue at the same time).
3. No Member shall enter the scoring tower or approach the starters stand for the purpose of lodging a complaint or disputing a decision.
4. No member shall use abusive language or threaten bodily harm or equipment damage, when addressing another official or track official or subject such persons to unwanted physical contact, in addition to threatening language or behavior on social media. Such actions can result in loss of points, suspension and/or fine.
5. No driver or pit crew member shall drink intoxicants or use narcotics during any race meet. Any driver or pit crew member who arrives at a race meet and, in the opinion of the Series Director, Race Director, is under the influence of intoxicants or narcotics will be denied participation in the meet.
6. When a car is started in the pit area it is recommended that the driver wear his driving suit, seat belt and harness, and helmet properly fastened. When a car is started on the track, such equipment usage is mandatory.
7. No excessive speeding will be allowed in the pit area with any vehicle, racecar or push vehicle.
8. Any driver, while racing, who commits unnecessary contact, harassment, or uses any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Race Director, Series Director will be deemed to be Rough Riding.
9. Any driver or owner acting against or in opposition to a decision or policy of USAC-EC officials or directors shall be subject to a loss of points, suspension and/or fines.

## License / Membership

Must be 14 years of age to compete and must be approved by USAC-EC officials

A USAC License is mandatory to compete with USAC-EC (for insurance purposes only). Participants may compete in up to three races as a trial period; continued participation beyond the third race requires an active membership. Member insurance is \$200,000 excess medical. \$150 full time Membership. Visit [www.usacracing.org](http://www.usacracing.org) to apply for membership.

Please Note: There is a \$25 car entry fee at each USAC East Coast Sprint event.

## Format

### *Qualification Order / Draw*

20 or less cars -2 heats. 21-30 cars-3 heats. 31-40 cars-4 heats.

1. All entries (including entries running late and place a phone call) are eligible to participate in an open draw for heat race order. If participant fails to draw within designated time USAC-EC will draw for them. YOU MAY ONLY DRAW FOR ONE (1) ENTRY PER DRIVER.
2. If the #75 pill is selected, said person will get to redraw another pill.
3. Each driver will be allowed Two “original draw gamble” a year. If said driver wants to draw again to try for a better pill they can donate an additional \$25 and draw again. The most recent draw is the pill that counts, even if it’s worse than the previous pill. The gamble must take place on the spot. Person cannot leave the sign in table. The two gambles may be used consecutively.

## Qualifying for a 20 car A-Main

USAC-EC has the option to change the qualification procedures for special events.

1. Heats – Heat starting positions will be determined by an open draw completed by the end of drivers meeting. (Note –Heat races are 8 or 10 laps depending on size of track or Race Directors discretion).  
If two heats are held, all calls will qualify and 4 cars from each heat will enter the redraw. If three heats are held, 5 cars from each heat will qualify for the A-Main and 3 cars will enter the redraw. If four heats are held, 4 cars from each heat will qualify and 3 cars will enter the redraw. The balance will run the B-Main. An exception may be made by the Race Director.
2. B-Main - Start heads up, alternating by position of the heats. Sufficient number of cars needed to round out the A-main will qualify.

3. A-Main -Twenty (20) cars will start the A-Main. Exceptions may be made by the Race Director and/or track. If a qualified car is unable to take the initial green flag, (1) alternate will have the option to join the field. The alternate will be open to the first non-qualified car in the B-Main. No provisionals will be offered for non-qualified cars.

### *Redraw Procedures*

4. The redraw will consist of 8 cars during a two-heat or four-heat race format, and 9 cars in a three heat format.
5. The winner of the previous event will start at the back of the redraw order for the following race OR the next race that they attend. If multiple previous winners are in a redraw, the most recent winner will start ahead of the driver that missed a race(s).
6. All remaining drivers will draw in order of heat race and heat finish. Heat 1 winner, Heat 2 winner, Heat 3 winner, Heat 1 2<sup>nd</sup>, etc. Starting positions will be straight up from the redraw.
7. A driver may be placed scratch in any race if the Race Director requests that such action is in the best interest of the safety of all the competitors.

## Points & Money

Heat Races	B-Main	A-Main
8 ---- 1 <sup>st</sup>	3 ---- 1 <sup>st</sup>	70----- 1 <sup>st</sup>
7 ---- 2 <sup>nd</sup>	2 ---- 2 <sup>nd</sup>	67----- 2 <sup>nd</sup>
6 ---- 3 <sup>rd</sup>	1 ---- 3 <sup>rd</sup>	64----- 3 <sup>rd</sup>
5 ---- 4 <sup>th</sup>	1 ---- 4 <sup>th</sup>	61----- 4 <sup>th</sup>
4 ---- *5 <sup>th</sup>	1 ---- 5 <sup>th</sup>	58----- 5 <sup>th</sup>
3 ---- *6 <sup>th</sup>	1 ---- 6 <sup>th</sup>	55----- 6 <sup>th</sup>
2 ---- *7 <sup>th</sup>	1 ---- 7 <sup>th</sup>	52----- 7 <sup>th</sup>
1 ---- *8 <sup>th</sup>	1 ---- 8 <sup>th</sup>	49----- 8 <sup>th</sup>
		46----- 9 <sup>th</sup>
		43----- 10 <sup>th</sup>
		41----- 11 <sup>th</sup>
		39----- 12 <sup>th</sup>
		37----- 13 <sup>th</sup>
		35----- 14 <sup>th</sup>
		33----- 15 <sup>th</sup>
		31----- 16 <sup>th</sup>
		29----- 17 <sup>th</sup>
		27----- 18 <sup>th</sup>
		25----- 19 <sup>th</sup>
		23----- 20 <sup>th</sup>

Balance of Field: 23 Each

1. Participants will earn points for their heat and feature finishing position. There are **NO** show up points.
2. In order to earn feature points and money, the driver must take the initial green flag in the feature event.
3. \* These points are only awarded in the heat races to entries transferring directly to the A-Main.
4. Participants earning heat race points will not be eligible for B-Main Points.

5. **BACK UP CARS:** 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 not notifying USAC of the use of a backup car will be subject to penalties of point deductions and/or fine.** (USAC National Series Rule 1311).
- a. A Driver and team **MUST** notify a USAC Official of a back up car being used, **PRIOR** to the B-Main, or if there is no B-Main, prior to the feature line up being posted.
  - b. A Back up car may be used at any point during the night. However, the backup car will start at the **REAR** of the field for the next event it competes in; Heat Race, B-Main, or A Main.
  - c. A car owner can only enter **ONE** car under **ONE** car number per night. Any owner wishing to enter a second competitive car, not as a back up, must enter as a different number.
  - d. Driver changes of cars already entered for competition and/or qualified for the main event are **NOT** permitted.

## Rookie Eligibility

A driver's status for Rookie of the Year will be exhausted once that driver competes in a main event for the ninth (9th) time, regardless of how many seasons that encompasses. Competing in eight (8) or less will allow rookie status to be available for the following season.

## General Procedures

1. All cars are subject to inspection by the Technical Inspector or Series Director at any time or place.
2. Any driver who continually gets into trouble without good cause or appears unable to safely handle his/her car will be counseled at the direction of the Race Director or Series Director.
3. No car will enter the track under any condition (white, yellow or green flag conditions) without permission of a USAC-EC official.
4. Any car two (2) laps down may not re-enter the track and will be done for the remainder of that event
5. An 8-Minute horn will sound before each event. Hot laps, Heat Race 1, B-Main, and A-Feature events. Drivers and teams have the allotted 8-minutes to present their car to the pit steward prior to the feature event.

6. Should a driver not present their car to staging in an adequate amount of time, they will be assessed a two row penalty.
7. IF a driver does not present their car by the time the event has been pushed off by the push trucks, they will be penalized to the rear of the field.

## **Yellow Flags**

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field, exception is safety issue.
2. Cars stopped on the track and restarted will be placed at the rear of the field.
3. All cars stopping on a yellow will be placed on the rear of the restarting lineup. An area will be designated (usually the pit area) for any work to be done during a yellow / red flag. Cars remaining on the racing surface that are able to restart without service will be placed on the rear, in order they were running prior to yellow flag. Any car that goes one or more laps down while in the work area or pit area will be out for that event.
4. 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
5. Inadvertent yellow: A car that an inadvertent yellow is displayed for will be positioned in order of positions lost. Example: USAC-EC throws a yellow for a car that appears to spin but does not; the car continues and loses 2 positions in process. The car that the inadvertent yellow was thrown for would line up for the restart behind the 2 cars that passed them.
6. Any driver who works on his car or permits any other person (other than a track / Series official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.
7. Any car that is involved in two (2) unassisted yellow flags will be disqualified for that event.
8. Any car that pulls off the track during a restart situation will automatically restart at the rear of the field. In the event that more than one car pulls off the track the last to return will be in the rear.
9. No 360 spins. Any car doing a 360, brings out a yellow and goes to the rear.

10. A lap is scored complete when the leader passes under green conditions. All cars crossing under green are scored in that position with the balance of the field reverting to the running order on the previously completed lap.
11. All Feature events will be GREEN-CHECKERED for the finish. There will be no Green, White, Checkered finishes

### **Yellow Flag Work Procedure (If race track allows)**

1. If you leave the racing surface to perform any repair you will have 60 seconds to complete the repair. Each car will only get to use the 60 second rule one time and this will only be allowed during the feature, there will be no time given during preliminary races.
2. The 60 second clock will start when the track is clear and the line-up is good and the car is stopped in the work area.
3. With 5 laps or less remaining in the feature, no work area time is guaranteed

### **Red Flag**

1. All red flags are closed unless opened by the Race Director or Series Director and race track. Cars that the red was thrown for and any that leave the racing service will be placed at the rear of the field.
2. Pit crew members will not be allowed on the track unless requested by an USAC-EC official. In case of a fuel stop, no more than two (2) crew members per car will be allowed on the track (certain tracks could allow more, info will be given at the drivers meeting). Refueling will be at the sole discretion of the Race Director and race track. Only tear offs may be taken out during a fuel stop. (Possibly air tanks & air gauge if the track allows).
3. Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC-EC official. Drivers will also be allowed to remain buckled in while refueling, with the engine off.
4. Any driver/car that drives off the track under power during a red flag will be disqualified from the event. Cars must come to a stop, then be pushed off the track.
5. Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.
6. A race is not considered complete until the checkered flag appears. If a yellow or red must be thrown after the checkered flag appears, the race is officially over, and the payoff will be done in the same manner as a yellow or red flag realignment.

## **Radio / Communication**

1. One way radio/receiver mandatory; we reserve the right to penalize drivers that do not run a radio/receiver.
2. No two-way radios will be allowed. No communication between crew and driver, only between track / USAC-EC officials to driver.
3. Any driver who willfully ignores orders given by USAC-EC officials in such a way as to hold up the show, bring harm to another competitor, official, or fan will be expelled for the night.

## **Transponders**

1. Transponders are mandatory at tracks that have the transponder loop.
2. Race teams must have their own transponder
3. Transponders will be mounted on the RF torsion tube gusset.

## **Safety**

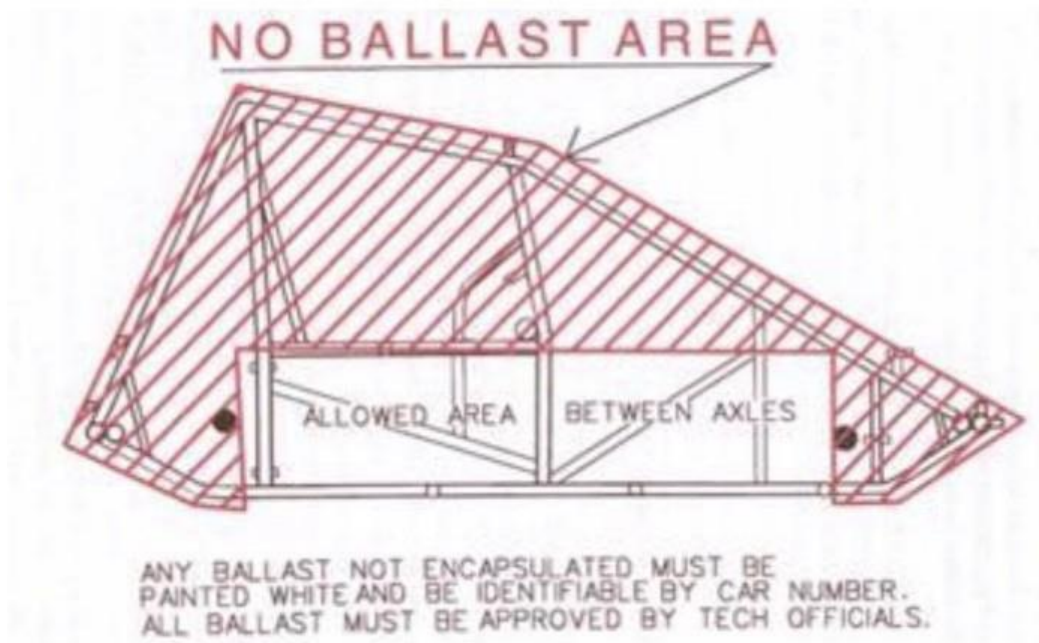
1. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with a minimum of 4 bolts 5/16 diameter. Seats must be installed and used in accordance with the manufacturer's instructions.
2. It is mandatory that all cars have a headrest of high impact, shock- absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
3. Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from the date of manufacturer (must have label). Seat belts must be installed and used in accordance with the manufacturer's instructions.
4. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2010 or SA 2015
5. 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.
6. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire resistant head sock (mandatory in NJ) and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A and 3.3

7. Arm Restraints - Arm restraints are recommended during competition. Below the elbow is suggested.
8. Roll cage nets will not be required if USAC-EC approved full containment seats are utilized.
9. Roll Cage Padding conforming to SFI specification 45.1 is mandatory if not utilizing full containment seat in all areas surrounding head. Padding is highly recommended with full containment seat.
10. A SFI approved head and neck restraint system is highly recommended. Mandatory in New Jersey.
11. One way radio/receiver mandatory (officials to driver), two-way radio communication will not be allowed
12. Drag links and tie rods to be constructed of 4130 or magnetic steel 1.0 inch O.D. and 0.58 inch wall thickness with no swedging of ends. Magnetic steel rod ends mandatory on drag link and tie rod. Left front radius rods to be constructed of 4130 steel with magnetic steel rod ends.
13. Drag link strap mandatory.
14. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the engine, driver, and fuel cell
15. Wi-Fi, cellular, or satellite device (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted.
16. All forms of vehicle position system (GPS) will not be permitted
17. Roll cage/driver rock screen is highly recommended (mandatory in NJ)

## Wheelbase

1. The wheelbase must be at least 83 inches and no more than 90 inches. Centerline rear axle to front king pin center line.
2. The overall length will be limited to a maximum of 14 feet.

## Weight



1. All cars must weigh a minimum of 1,475 lbs, including driver.
2. Any bolt-on weight must be painted a bright color and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event.
3. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. All added weight must be within the chassis structure.
4. USAC-EC officials reserve the right to disqualify any individual whose mounting procedure does not meet our specifications. (See illustration)
5. All cars will weight as directed by announcement, radio message, or posted at the designated scales, per the weight rule, and track layout. All cars must weigh in immediately following their races as directed. Any detour or redirection may result in disqualification or penalty.

6. The winner must weigh prior to any Winner's Circle Interview or Presentation.
7. Any detour to the scale, may result in loss of finish position. Should any car stop on the way to the scales and be touched by anyone other than a Race Official, the driver may be disqualified. Any car not meeting the minimum weight, after the designated event will lost finishing position from that event.
8. The scales used for the event, provided by the series or the trace, will be considered the official scales for the event.
9. Scales will be available for any team to verify its car weight and determine the scale weight.
10. The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board, and/or instructed via the driver's one-way radio.
11. If, at the scales, the car fails to meet minimum weight restriction, the following penalties apply:
  - a. Heat Race: Car is disqualified from the event but remains eligible for the B-Main and starts Last. If no B-Main is required, car will start last in the A-Main Event.
  - b. B-Main: Car is disqualified from that event and forfeits all money and transfer positions earned.
  - c. A-Main: Car is scored in last position for that event and will be awarded with last place points and money.

## **Frame**

1. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors.
2. "Outlaw Bar" safety uprights are MANDATORY starting for the 2024 season. All cars must have two upright safety gussets welded into their frame.
3. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure.
4. No pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the engine and braking system. Maximum width of main frame tubes 30".
5. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
6. No aluminum frames
7. No slip joints allowed in any form. Bolted or clamped slip joints will not be allowed. If current chassis has a slip joint it will have to be welded the full circumference of the tube.

## **Driveline**

1. Must be fully enclosed with steel, aluminum or magnesium and must have a steel safety hoop or seat belt type strap.
2. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. A driveline containment system utilizing steel shield bolted to engine plate or containment blanket to cover torque ball and u- joint is highly recommended.
3. All cars shall be rear drive only.
4. No offset engines. The engine must sit directly in front of the driver. The driveline must pass through the cockpit with the driver straddling the driveline.
5. Radius rods may not be attached within the confines of the cockpit. All radius rods must be one piece, no spring rods or shock dampers.
6. The motor plate may not be made from carbon fiber or any type of composite materials.

## **Fuel System**

1. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a tail tank and fuel cell/bladder meeting the requirements of USAC and the SFI Specification 28.2.
2. All tanks must have a minimum of four mounts to the chassis.
3. 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.
4. Fuel shut off valve within drivers reach mandatory.

## **Body**

1. Only standard type sprint car bodies, tail tanks and hoods will be permitted.
2. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must not extend below the middle frame rail.
3. Right side cockpit panels must have a minimum opening of one hundred (100) Square inches. Panels that restrict drivers vision at the discretion of USAC-EC officials will not be permitted.
4. All paneling must not extend past the edge of frame rails more than the thickness of panel material.

5. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.
6. Left side cockpit panels may be thirty-four (34) inches high as measured from the bottom of main frame tubes at the engine plate and projected rearward twenty-one (21) inches
7. 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 and may not be wider than the width of the roll cage; sun visors must be flat on both sides. Teams are encouraged to place the drivers' name on their visors in large letters.
8. One (1) inch turnout allowed on all body and sail panel edges, except sun visor, the (1) inch turnout may not be higher than any part of the roll cage and may not go beyond the further most roll cage up right bar that connects to the rear torsion tubes.
9. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Series Director or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
10. Water radiators, oil coolers, battery and any remote engine accessory, must be within the confines of the main frame tubes located between front axle and rear engine mounting plate.
11. Panels attached to nerf bars will not be permitted.
12. Rear view mirrors are not permitted.

## **Throttle**

1. A minimum of two (2) return springs must be connected to the throttle.
2. If the throttle actuating mechanisms is the cable type, the cable must be encased.

## **Brakes**

1. Carbon fiber or carbon composite brake discs or components are not allowed. All rotors must be steel, titanium or aluminum only
2. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

## **Steering and Suspension**

1. No cockpit adjustable chassis or suspension devices allowed, includes cockpit adjustable shock absorbers, roll bars, brake bias and weight jackers.
2. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Removable pin type mechanisms are not allowed.
3. No rack & pinion steering allowed.
4. Welded aluminum or titanium suspension parts prohibited for the exception of Jacobs ladder (watts link)
5. Drag link strap mandatory.
6. Drag links and tie rods to be constructed of 4130 or magnetic steel 1.0 inch O.D. and 0.58 inch wall thickness with no swedging of ends. Magnetic steel rod ends mandatory on drag link and tie rod. Left front radius rods to be constructed of 4130 steel with magnetic steel rod ends.
7. No electronic weight, shock, sway bar or any suspension item adjuster. H. Independent suspension is not permitted.
8. Only front axles made of magnetic steel will be permitted. The minimum sizes permitted will be 2" x .156, 2 1/4" x .120, 2 3/8" or greater x.095
9. Front axle tether systems are SUGGESTED (2) chassis and (1) king pin to king pin

## **Wheels**

1. Plastic and/or carbon fiber wheels are not permitted
2. The wheel diameter must be fifteen (15) inches. C. Front wheel(s) width is limited to ten (10) inches.
3. The wheel 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.
4. A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
5. All wheels and wheel centers are subject to the approval of the United States Auto Club.
6. All bolts are mandatory in Bead lock and wheel centers.
7. Digital bleeders are allowed. Air may not be introduced to the tire. Bleeders may not be controlled remotely.

8. Any wheel cover dislodging under racing conditions will be subject to a fine. No specifications will be mandatory as to how wheel covers are attached unless track rules dictate otherwise

## **Tires**

1. **Right Rear tire options – Hoosier 105/16-15 H15 and 105/16-15 MEDIUM will continue to be allowed for the 2026 season, There will be no burn off period. 2024 Hoosier D15A and MEDIUM compound tires can be used at driver digression immediately.**
2. The left rear tire compound is open – Must be a Hoosier Tire. The compound and size are optional. Both front tires must be Hoosier sprint car tires with compound optional.
3. The Altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire ‘soaking’ and or the introduction of tread ‘softener’ and/or the physical defacement (removing, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by USAC-EC officials may be issued.
  - a. Any tire may be inspected and/or analyzed for alteration at anytime. This will consist of a process as determined by the independent laboratory that performs the analysis. A “chain of Custody” process will be outlined with the competitor upon inspection of the tires.
  - b. The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part as the penalty period.

### **\*\* Penalty \*\***

Any member that attempts and/or is found to be using tires that are found to be illegal in any manor will be subjected to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by USAC-EC officials.

The minimum penalty will be as follows; disqualification from the event(s), a fine of all championship points, loss of all earned purse and/or award money from the event(s), a fine equal to and/or more than the purse money rewarded for the event(s) and/or a minimum suspension up to six months in duration and a maximum of a one year suspension.

## **Mufflers**

1. Mufflers are NOT mandatory, unless otherwise mandated by a State or track. USAC-EC will inform teams if and what mufflers would be required.
  - a. Until further notice, Mufflers are required at: Action Track USA (Kutztown) and Port Royal.
2. When and if required, a loss of muffler will result in a disqualification.

## **Nerf Bars**

1. The car must be equipped with a rear bumper at all times. Bumper integrity may be inspected by on track officials following accident. If Race Director deems bumper to be inadequate, a driver may be sent off of the speedway and their event over.
2. 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 0.065 inch wall thickness
3. All cars must have a tubular front bumper extending no more than 23 inches from the leading edge of front axle and 8" inches from frame. Bumpers must be constructed so as not to cause a safety hazard.
4. Nerf bars cannot extend beyond the outside edge of the tire at any time
5. No weight is to be added to bumpers or nerf bars
6. Nerf bars are to be secured with bolts, no quick disconnect type pins allowed
7. Left and right nerf bars must attach to the chassis at 3 points.

## **Hazardous Mechanical Conditions**

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

## **Ignitions and Electronic Equipment**

1. All cars must be equipped with one (1) ignition switch or emergency shut off located within easy reach of the driver.
2. Electronically controlled fuel injection systems shall not be permitted.
3. Only magneto type ignitions will be permitted. A single crank-trigger type system as back up ignition system will be permitted. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dash within drivers reach.
4. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
5. The use of any data collection device is not permitted.
6. Electronic ignition is not permitted.
7. Tachometer only item permitted to record data, RPM only.
8. Multiple coil pack ignitions not permitted

## **Fuel**

1. Pure Methanol is the only approved fuel. No additives of any kind.
2. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC-EC standards, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

## **Engine Option Rules - All options must follow USAC-EC car and tire specs.**

### **360 Engine Option**

1. 360 Cubic Inches: plus 2% maximum displacement (360 plus 2% =367.2).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Engine Rules are as follows: Legal ASCS spec cylinder head w/ 2 3/16" Injector/Restrictor; or 1 7/8" Restrictors with any open head. All Open head must be within 1 degree of OEM Head. All heads ASCS and Open must be Chevy 23 degree plus or minus 1 degree. Ford 20 degree plus or minus 1 degree. Dodge 18 degree plus or minus 1 degree.
4. Descriptions are as follows:
  - A. Spec Heads: Cylinder Heads List of Cylinder Heads approved for ASCS competition is as follows:
  - B. Chevy - #27-211 B. Ford - #27-223 C. Mopar - #27-222
  - C. Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.
  - D. Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.
  - E. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks.
  - F. Valve angle and placement may not be altered in any way. No welding of any kind, internally or Externally, is allowed.

5. Guidelines regarding porting and polishing:
  - A. Intake port openings must match the following:
    - i. ASCS Chevy - FP #1206 or equivalent
    - ii. Ford - FP#1262 or equivalent
    - iii. Mopar - FP#1213 or equivalent
6. Porting and polishing of intake ports is allowed with the following restrictions:
  - A. All ASCS logos must remain completely intact.
  - B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions ASCS tracks.
  - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
  - D. Maximum allowable width of push rod area as follows:
    - i. ASCS Chevy: 2.630
    - ii. ASCS Ford: 1.300
    - iii. ASCS Mopar: 2.450
    - iv. \*\*Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer.  
This area will be measured with an ASCS approved gauge.
  - E. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.
  - F. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially.
  - G. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
  - H. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. All spec heads must remain within 1 degree of the original manufacturing. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid before reinstatement.
7. Restrictor size for ASCS legal head: 2 3/16 inch maximum inside diameter of injector stack - 2.1875 at least 3 inches in length. No relief hole may be drilled above the Butterfly on any injector. No alteration of injector manifold mounting holes will be allowed. Due to the manufacturing process, some 2 3/16" injectors maybe slightly larger. There will be a tolerance of .005 (2.192). No throttle body or plenum type injectors. No down nozzle injectors.
8. Restrictors for all open head: 1 7/8 inch maximum inside diameter of injector stack -1.875 at least 1" in length of restriction for restrictor. There is no tolerance. These injector restrictors must be used with any non ASCS legal spec cylinder heads. ASCS Intake gasket is no longer recognized or used as a legal restrictor. Even if you leave them in, you have to have the 1 7/8 injector restrictor. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Restrictors can be purchased from Steve Faria @ System One. 559-687-1955.

9. Electronic or timed fuel injection will not be allowed. Only one injector nozzle per cylinder. No down Nozzle Injectors. No injection nozzles drilled directly into head. No computerized injection. Injection throttle body must have one shaft operated round butterfly per cylinder. Slide or barrel injectors will be not allowed.
10. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
11. Engines must be normally aspirated.
12. Only two valves and one spark plug per cylinder allowed. No big blocks. I. All heads must remain within 1 degree of original OEM valve angle. All heads ASCS and Open must be Chevy-23 degree plus or minus 1 degree. Ford-20 degree plus or minus 1 degree. Dodge-18 degree plus or minus 1 degree.

### **Tech Procedures**

All Cars will be subject to technical inspection at random. Cars will and could be subject to:

1. Stacks checked – 2 3/16” for ASCS Head or 1-7/8” for Open Head.
2. One of these could also be checked, a pill will be pulled by the feature winner to decide on:
  - a. Fuel test
  - b. Pumped
  - c. ASCS heads inspected with scope and approved head tool from Brodix

### **358 engine option**

358 cars must pass Central Pa Sprint Car tech.

1. Any cast iron block V-8 engines only of 358 cubic inch maximum displacement with a maximum stroke of 3-1/2 inches. Flat top pistons only, no domes or dishes. Zero deck height. Maximum compression ratio of 10.80:1 as measured by Whistler gauge. Cast iron heads and Aluminum heads of stock configuration allowed. No canted or splayed valve heads allowed (valves must be in line). Manufacturers name and part numbers must remain legible at all times on steel and aluminum heads. Stock OEM valve guide angle - all Chevrolet OEM heads, Chevrolet aftermarket heads and Aluminum heads must have a 23 degree valve guide angle, plus or minus 1 degree. Milling of heads permitted. All Ford aftermarket Type “N” heads must have a 10 degree valve guide angle, plus or minus 1 degree. All other Ford heads must have a 20 degree valve guide angle, plus or minus 1 degree. All Mopar heads must have a 18 degree valve guide angle, plus or minus 1 degree (mopar w2 head will be exempted, heads not legal w5 ,w7,w8,w9,vic 340). Other manufacturers contact speedway management for valve guide angles. Port and polishing of heads are permitted. No raised intake runners or spread port exhaust; ASCS heads are not allowed. No welding or epoxy work allowed on or in intake runners except for repair. Maximum allowable width of pushrod area as follows: 1. Chevy- 2.650” 2. Ford- 1.350” 3. Mopar-2.450” \*\*Width of pushrod area will be measured on the outside of the intake ports,

at the location of the original pushrod machining from the original manufacturer. No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder. Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited. Engines with the magneto and/or distributor must be mounted in the stock OEM production position for the block and/or engine must be approved prior to competition. No multiple coil-pack ignitions allowed. No titanium crankshafts, steel connecting rods only. There must be an inspection plug in the oil pan using either a #12AN fitting or a one-inch pipe plug. If car is to be inspected and there is no inspection plug, oil pan removal will be required for inspection.

### **305 engine option**

1. 305 must have 305 Race Saver seals

### **NEWS 602 & RUSH engine option**

1. Must pass New Egypt Speedway, Accord Speedway and/or RUSH tech

### **Car Appearance**

1. Car numbers must be displayed in three (3) areas, one (1) on each side of tail and on one (1) front section of hood.

### **Sponsorship**

1. Drivers may be required to display participating USAC-EC sponsor decals to be eligible for contingency awards/money.
2. USAC-EC will outline the available contingency awards and provide stickers with applicable throughout the year.

**USAC EAST COAST SPRINT CAR OFFICIALS RESERVE THE RIGHT TO CHANGE AND OR ALTER RULES AND PROCEDURES IN THE INTEREST OF FAIR COMPETITION.**

## **New Jersey Safety Rules (Subject to change due to NJ state police policies)**

1. SNELL RATING ON HELMET MUST BE 2010 & 2015. ANYTHING OLDER WILL NOT PASS INSPECTION. NO OPEN FACED HELMETS ALLOWED.
2. Seat belts must show date of manufacture and not be more than two years old.
3. All drivers must wear one piece fire resistant uniforms covering the body. Two piece fire suits are prohibited. Fireproof underwear is mandatory.
4. Rock Screen in front of driver is mandatory.
5. The ignition and fuel cutoff switches and valves must be located within easy reach of the driver and be identified with "on" and "off". A brightly painted area must surround the fuel valve for easy location by safety officials.
6. All race drivers must have their valid driver's license on their person to race in NJ. Any drivers asked to show their license, that does not have their license with them on race day, will not be permitted to race in that event.
7. All thread or another type of front torsion arm & torsion stop retainer is mandatory in both front torsion tubes.
8. It is mandatory that all drivers wear arm restraints and fire resistant gloves. Arm restraints must be worn below the elbow.
9. Shoulder harness and crotch belts are mandatory. Shoulder harness must go over the cross bar behind the seat.
10. Roll cage must be at least 3 inches from the driver's head in any direction.
11. All seats must have four mounting points; two on the bottom and two on the top. Large fender washers needed under bolt heads or seat straps approximately 1 inch wide by 1/8 inch thick by 7 inches long must be installed across the mounting points.
12. A headrest pad, with a minimum size of 4 inches by 4 inches by 2 inches thick is required behind the driver's head.
13. Gussets are required on all roll cage joints.
14. When required, Mufflers welded to the exhaust system are required.
15. No plastic wheels allowed in New Jersey. Wheel covers must be bolted to the wheel by the bead lock bolts as was the old Gilliam style or be the foam type. DZUS buttons are no longer allowed. The 3 bolt style covers are allowed, No jay bolts allowed.
16. Fuel lines must be at least 3 inches from the exhaust headers or be shielded.
17. Alcohol and narcotics are strictly forbidden in the pit area.

TANK TOPS, SHORTS, SANDALS OR ANY OPEN TOED SHOES ARE PROHIBITED FROM THE PIT AREA. ANYONE DRESSED IN THIS NATURE WILL BE DENIED ACCESS TO THE PIT AREA. THIS INCLUDES DRIVERS, OWNERS, MECHANICS AND OFFICIALS.

NO ONE UNDER THE AGE OF 17 IS ALLOWED TO DRIVE A FOUR- WHEELER. FOUR WHEELERS MUST NOT EXCEED 5 MPH AND RIDER MUST WEAR A HELMET.

All drivers must be a minimum of 17 years of age. Permits may be issued through the State on an individual basis for drivers under 17. If you are traveling to New Jersey to race in a division as part of a touring series, and you are 14 or 15 (or 16 in a car above 400 hp) years of age, a parent/ guardian must contact the NJSP by writing a short letter as to why your son/daughter wishes to race at Bridgeport Speedway. In the letter, explain how they are part of a series that is traveling to the racetrack and that you wish your child to participate in the event. Include a history of the driver's accomplishments (tracks, divisions, results), along with a copy of their birth certificate WELL in advance (40-60 days) prior to the date of the event. Once approved by the NJSP, the driver is cleared to race those events.

1. Proof of age - A copy of a state issued Driver's License or ID and/or Birth Certificate
2. Racing Resume
3. Endorsement letter from corresponding racetrack
4. Letter of written consent from a parent or legal guardian
5. Rule modification request letter including specific events and dates the participant will be competing in

Requests can be emailed to the following email address: [FAIU@njsp.org](mailto:FAIU@njsp.org)

All required documents should be emailed in PDF format. Requests can alternatively be mailed to: New Jersey

State Police  
P.O. Box 7068  
West Trenton, NJ 08628

ATTN: Motor Vehicle Racing Control Squad

(Office) 609-584-5000 Ext. 5284 (Cell) 609-947-3644 (Fax) 609-584-8750

Questions regarding this process can be sent via email to [FAIU@njsp.org](mailto:FAIU@njsp.org)