APPENDIX C

2026 USAC National Dirt Sprint Car Division Technical Specifications

301 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.

302 Dimensions & Weight

A. The wheelbase must be at least 83 inches and no more than 90 inches from centerline rear axle to front king pin centerline.

B. The overall length will be limited to a maximum of 14 feet.

C. Outside of the right rear wheel, at the outside bead, the seat cannot exceed 46 inches from the centerline of the rear axle center section.

D. 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 in a straight line along the outside of the right rear tire to the outside of the right front tire). Overall width is not limited.

E. All cars must weigh a minimum of 1,350 pounds, including the driver.

F. 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.

303 Car Construction & Body

A. All cars shall be rear drive only. The engine and driveline must be on the centerline with a half (1/2) inch offset with one (1) inch overall allowed.

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 or strap securely attached to the chassis, minimum hoop material is 1 inch x.065 steel tubing. A driveline containment system utilizing 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 centerline of the top of the seat at the driver's helmet can be no more than one (1) inch off the centerline of the roll cage.

E. Only standard type sprint car bodies, tail tanks and hoods will be permitted.

F. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper. (See section 306 for the bumper rule)

G. Any item added to resemble, imitate and/or designed specifically to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the engine and brake system, will not be permitted.

H. All cars are required to run a full sprint-type hood. Side panels covering the sides of the engine and/or vertical spill plates

may not extend vertically more than one (1) inch higher than any part of the hood covering the engine bay behind the front engine mount.

I. Radius rod protectors are permitted. Panel shall be no larger than 10 inches vertically and 24 inches in length, extending no more than four (4) inches from the outside edge of the lower frame rail.

J. Right side cockpit panels must have a minimum opening of 100 square inches. Panels that restrict drivers' vision at the discretion of USAC officials will not be permitted.

K. Left-side cockpit panels may be 36 inches high as measured from the bottom of the bottom frame rail. The left side opening must be at least ten (10) inches vertically at its narrowest point, and at least 20 inches horizontally.

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

M. The motor plate may not be made from carbon fiber or any type of composite materials.

N. All paneling must not extend past the edge of the frame rails more than the thickness of the panel material.

O. Only steel, aluminum, or carbon fiber floor/belly pans are permitted. The floor/belly pan may not extend rearward past the leading edge of the rear axle and must be flat from side-to-side without any aerodynamic aids. Horizontal panels may not extend below the plane of the floor/belly or fuel tank.

P. A one (1) inch turnout is allowed on all body and sail panel edges, except the sun visor.

Q. 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 and may not be wider than the width of the roll cage; sun visors must be smooth and follow the downtubes; a turn down at the front must not be any lower than the downtube.

R. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The chief steward or the technical director may have any panel or part removed which, in their opinion, is not within the spirit or intent of this rule.

S. Water radiators, oil coolers, batteries and any remote engine accessories must be within the confines of the main frame tubes located between the front axle and the rear engine mounting plate.

T. Panels attached to the nerf bars will not be permitted.

U. Rear view mirrors are not permitted.

304 Roll Cage & Chassis

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. The following are the minimum frame/chassis material requirements. Frames must be constructed of 4130 normalized tubing or equivalent.

TOP RAILS 1 ½" x .095"

BOTTOM RAILS 1 3/8 x .083"

ROLL CAGE UPRIGHTS 1 3/8" x .083"

ROLL CAGE CROSSMEMBER 1 ½" x .095"

UPPER RAILS 1 3/8" X .083"

REAR END SAFETY BAR HIGHLY SUGGESTED 1" x .083"

C. The maximum width of the main frame tubes is 29.5 inches

D. Safety bars or outlaw bars will be mandatory. Sizing will be 1.375" x .083." One solid bar, no slip joints allowed. (See diagrams at the bottom of this document.)

305 Fuel System

A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a tail tank and fuel cell/bladder meeting the requirements of USAC and SFI specification 28.2.

B. All tanks must have a minimum of four (4) mounts to the chassis.

C. 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. The only exception is a secondary mount attached to the top plate to prevent the fuel tank from separating from the chassis in the event of a failure of the primary mounts.

D. A fuel shut off valve within the driver's reach is mandatory.

306 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.

C. All cars must have a tubular front bumper extending no more than 23 inches from the leading edge of the front axle and eight (8) inches from the frame. 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.

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.

307 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 is allowed.

C. A drag link strap is mandatory.

D. Drag links and tie rods must be constructed of 4130 or magnetic steel 1.0-inch O.D. and .058-inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) are mandatory on the drag link and tie rod.

E. Cars are limited to five (5) shocks/dampeners. No electronic shocks are 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.

F. Electronic weight, shock, sway bar or any suspension item adjusters are not permitted. Only five (5) total cockpit chassis adjustments are allowed at any one time.

G. Independent suspension is not permitted.

H. Only front axles made of magnetic steel will be permitted. The minimum sizes permitted will be 2" x .156, 2.25" x .120, 2-3/8" or greater x .095.

I. Front axle tether systems are mandatory. (2) chassis and (1) king pin to king pin.

308 Wheels

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

B. All wheels will be measured from where the tire seats on each side.

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

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

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

F. A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.

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

H. All bolts are mandatory in beadlock and wheel centers.

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

J. Wheel balancers and/or inside wheel covers are allowed on both the front and rear of the car.

K. 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) bolts and/or nuts only. 5/16" recommended.

309 Tires

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

B. Hoosier 105/16-15 Medium, Medium 1 & Hard are the only approved right rear tires in national competition.

1. Only new medium right rear tires are permitted.
2. Only SC12 left rear tires are permitted.

C. Front tires must be Hoosier.

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

- First offense for entrant/driver: 6-race suspension from National Sprint Car competition, loss of points and forfeiture of purse money for that event, plus a $2,500.00 fine.

- Second offense for entrant/driver: 1-year suspension from National Sprint Car competition, loss of points and forfeiture of purse money for that event, plus a $10,000.00 fine.

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

310 Throttle

A. A minimum of two (2) return springs must be connected to the throttle.

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

311 Brakes

A. Carbon fiber or carbon composite brake discs or components are not allowed.

B. 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.

312 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. Only small block V-8 engines with a cam in the block and a maximum of 410 cubic inches.

C. Engine block and cylinder heads must be machined from cast aluminum.

D. Two (2) valves and one (1) spark plug per cylinder.

E. Cylinder heads must retain a traditional valve pattern. Rotation of valves is not permitted.

F. No titanium crankshafts, connecting rods and/or rod caps.

G. Only normally aspirated engines will be permitted. No turbo chargers, super chargers and/or forced induction.

H. 16 fuel nozzles maximum, two (2) per cylinder. One (1) located in the cylinder head and/or one (1) in the injector manifold.

I. Only mechanical fuel injection systems are allowed.

J. Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted.

K. The oil pan must have an inspection plug. Plug should be a -12AN fitting or 1-inch inspection plug. No plug may remove the pan.

313 A4MP Alternative 410 Motor

A. The A4MP Alternative 410 Motor Program is legal for use in all **National** events. The rules and specifications for this engine program are available at: www.alternative410motor.com (this program subject to performance evaluation by USAC).

314 Fuel

A. Pure Methanol is the only approved fuel.

B. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program, along with fine and possible suspension.

315 Ignitions & Electronic Equipment

A. All cars must be equipped with one (1) ignition switch or emergency shut off located within easy reach of the driver.

B. Electronically controlled fuel injection systems shall not be permitted.

C. Only magneto type ignitions will be permitted. A single crank-trigger type system as a backup 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 the driver's reach.

D. 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 (1) suspension from competition and the loss of all points earned for the season.

E. The use of any data collection device is not permitted.

F. Electronic ignition is not permitted. An exception is the A4MP Motor Program.

G. A tachometer with water temperature and oil pressure collection capabilities are the only item approved for use to collect/record data. Specific device approval is at the discretion of the chief steward.

H. Multiple coil pack ignitions not permitted. An exception is the A4MP Motor Program.

316 Exhaust / Mufflers

A. The car may be required to have mufflers if local conditions warrant. If so, this will be stated under the "Event Info" section on www.usacracing.com, and/or through a bulletin. The technical director may disallow a muffler that, in their opinion, is not within the sprit or intent of this rule.

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

317 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, no fiberglass. Seats must be mounted with a minimum of four (4) bolts 3/8 diameter. Seats must be installed and used in accordance with the manufacturer's instructions. Approved full containment seats are required.

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 expiration label. Must have label. Seat belts must be mounted to the 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, SA 2016 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-piece (1) uniform fitted snugly

around the neck, wrists and ankles. It is recommended that you also wear a fire-resistant head sock and/or helmet skirt. It is recommended that all above items meet SFI Foundation specifications 3.2A and 3.3.

F. Arm restraints are highly recommended.

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

H. Roll cage padding conforming to SFI specification 45.1 is highly recommended with a full containment seat.

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

J. One-way radio is mandatory, (Racing Electronics Switchr, Solo II, Solo III or REceiver-Pro - Frequency 464.5500). Two-way radio communication will not be allowed.

K. 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.

L. All forms of vehicle position system (GPS) will not be permitted.

M. Fire suppression systems are highly recommended and will be evaluated for future mandate.

318 Car / Driver Appearance

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

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

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

Sprint Car Division Procedures

1301 Qualification Order / Draw

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

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time.

1302 Qualification Procedures

All qualifications will be held in accordance with PART VIII of 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 draw order may line up at the end of the qualifying order with the loss of one (1) lap from the qualification attempt and can start no better than the top 50% of the main event. The car still gets a qualifying time with no penalty other than starting position for the main event. Once a car pushes for its qualification attempt, any subsequent attempt will be made at the end of the order and will be subject to a 50% rule penalty.

B. Any car that has not completed their qualification attempt will have 60 seconds from the completion of qualifications to present the car to be qualified with the loss of one (1) lap from the qualification attempt and can start no better than the top 50% of the main event. The car still gets a qualifying time with no penalty other than starting position for main event.

C. In the event of a tie, the tiebreaker will be the competitor with the second fastest time.

D. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time or by draw order if no times are posted and will be lined up at the rear of the starting field.

E. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one (1) such car qualifies for the feature, these cars will be placed at the rear of the field

in the order of their qualifying draw.

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

G. All cars, unless noted in driver's meeting, will go directly to the scales post-qualifying. If a car misses the scales and disappears from the sight of the officials at the scales, or the car is found to be light, will be scored last position. Extenuating circumstances will be considered.

1303 Drawing for Starting Positions

In the event qualifications cannot be held or completed, starting positions shall be determined by a random draw to determine the starting order of the heat races. The specifics of the random draw are outlined in Part VIII, 8.9.

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

1304 Provisional Starting Positions

The National Sprint Car series 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 four (4) 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 used.

B. First event of 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 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, 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.

1305 Stopping on the Course

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

1306 Laps Under Yellow Flag

A. In 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.

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 entire field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag. All cars must cross under the green flag after restarts for a full lap to be considered complete as well.

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 the 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. Inadvertent yellow: A car that an inadvertent yellow is displayed for will be positioned in order of the positions lost. Example: USAC throws a yellow for a car that appears to spin but does not; the car continues and loses two (2) positions in the process. The car that the inadvertent yellow was thrown for would line up for the restart behind the two (2) cars that passed them.

J. A lap is scored complete when any two (2) cars pass 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. Lapped cars are positioned at the tail, in running order, with any cars involved in the caution or returning from the work area lined up behind them, all the way at the tail.

K. All feature events will have a green-white-checkered finish if a caution is displayed after the white flag.

1307 Yellow Flag Work Procedure

A. Work area time is available in all events. Each car will only be permitted guaranteed work area time once per event. Cars utilizing a provisional and cars no longer on the lead lap are not eligible for guaranteed work area time.

B. The 60 second clock will start when the car is stopped in the work area.

C. With five (5) laps or less remaining, no work area time is guaranteed.

1308 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 the crews that they may go out to the cars. The chief steward will provide the specifics of red flag procedures during 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 the field.

1309 Hazardous Mechanical Conditions

All cars must have nerf bars, a 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 nerf bars during the event if damaged.

1310 Repositioning

A. Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two (2) positions for each car passed. This penalty will be assessed at the next yellow caution period, if possible, or in the official finish of the race. Designated points will be specified at the drivers meeting.

B. Any driver who does not maintain a nose-to-tail formation until past the designated point on the track during any start will be repositioned rearward one (1) position. Extenuating circumstances will be considered. Penalties will be assessed immediately on any car running in the top-five with a caution being necessitated. All other penalties will be assessed at the next yellow caution period, if possible, or in the official finish of the race.

C. If more than one (1) car in either the inside or outside lane cannot make the original lineup, or is involved in the caution, the lineup will be crisscrossed throughout.

D. 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.

1311 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 qualification spot is missed or a qualifying lap is still available, one (1) lap can be taken at the end of the line and cannot start in the top 50% of the feature field. The same penalty applies for backup car attempting to qualify on time but without having transferred the transponder to the correct car.

If a backup car is introduced at any time after the original entry is qualified, the replacement car will start at the rear of the next scheduled 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 not notifying USAC of the use of a backup car will be subject to penalties of a point deduction and/or fine.

1312 Event Procedure

A. In the event the racetrack needs to be run in (wheel pack), it is mandatory that all cars participate. All cars will remain on the track until called off with group one (1) remaining on the track for hot laps. Any car that leaves the track early will be subject to a penalty of a loss of one (1) lap in qualifying. Specifics will be addressed at the drivers meeting.

B. All events will use an 8-minute warning for staging. Any car late will be subject to a two-row (4 position) penalty. Any car pushed after the field is assembled must start at the rear.

C. All national events start at the designated area in turn four (4). The original starts side-by-side without being out of line to the designated starting point. Restarts are single file. (Refer to 1410 repositioning for penalty.)

D. All national feature events may require a necessary stoppage for fuel based on total laps.

E. All standard format events will feature six (6) car inverts in each heat with the six (6) fastest heat transfers inverted at the front of the feature field. Behind those, heat winners line up in order by qualifying time (unless already among top-six invert), followed by the balance of the field straight up by qualifying time.

F. All standard format events will consist of 24 feature starters unless otherwise noted. If four (4) heat races are held, the top-five (5) finishers will transfer to the feature. If three (3) heat races are held, the top-six (6) finishers will transfer to the feature.

G. If 41 or more cars are in competition, five (5) heat races will be held with the top-four (4) finishers transferring to the feature.

- If 28-40 cars are in attendance during an event on a track under a half mile in length, four (4) heat races will be held with the top-five (5) finishers transferring out of each heat.
- If 27 cars or less are in attendance during an event on a track under a half mile in length, three (3) heat races will be held with the top-six (6) finishers transferring out of each heat. Semi-Feature transfers will not retain their qualifying time and will start in positions 19-24 in the feature event.
- If 31-40 cars are in attendance during an event on a track a half mile in length, four (4) heat races will be held with the top-five (5) finishers transferring out of each heat.
- If 30 cars or less are in attendance during an event on a track a half mile in length, three (3) heat races will be held with the top-six (6) transferring out of each heat. Semi-Feature transfers will not retain their qualifying time and will start in positions 19-24 in the feature event.

H. Semi-Feature, C-Main & D-Main events will be lined up by heat race finish. The front row of the semi will be reserved for the fastest two (2) non-transfers.

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

J. If a car is found to be light, that car will be scored last and awarded last place points and money.

1313 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. Competing in eight (8) national main events or less will allow Rookie status to be retained for the following season.

1314 AMSOIL DOMINATOR Sprint Car Incentive Program

A. The AMSOIL DOMINATOR Sprint Car Incentive Program rewards the top-12 in entrant points. The active incentive teams at each race will be based on points that reset each Monday with only those entrants being eligible, whether all incentive cars are present or not. The driver for any event must be a licensed USAC driver to be eligible.

B. The entry fee will be waived for all eligible cars at every event except for those requiring pre-registration. For those, competitors are responsible for providing their own entry fee and information. USAC will not cover.

C. USAC reserves the right to withdraw incentives from any car entrant and driver for any length of time due to actions detrimental to the sport or violating the loyalty clause – negative comments, either in interviews or on social media. The incentive teams are viewed as the standard in sprint car racing and will be held to higher expectations. The loyalty clause excludes incentive teams and drivers from competing in a dirt sprint car event on the same day as a USAC National Sprint

Car event. Furthermore, they will not compete at a track that does not conduct at least one (1) scheduled USAC event during the calendar year within 24 hours and 250 miles of a USAC National Sprint Car event.

D. The AMSOIL DOMINATOR Sprint Car Incentive Program goes into effect on February 9 with teams finishing the previous season among the top-12 being eligible to receive benefits. Points from the current season will establish the eligible teams starting on March 1.

E. Incentive teams are also eligible for established point funds at the conclusion of the season with the same rules in effect. Any team violating will not be paid, but no other team will assume their spot. All positions are paid 100% regardless of attendance as long as the incentives rules are followed.

1315 2026 USAC National Sprint Car Point Fund

Pos.....Money
1.....$60,000
2.....$40,000
3.....$30,000
4.....$25,000
5.....$22,000
6.....$20,000
7.....$18,000
8.....$16,000
9.....$14,000
10.....$12,000
11.....$11,000
12.....$10,000
Rookie of the Year.....$5,000
Total Point Fund.....$283,000

Diagrams

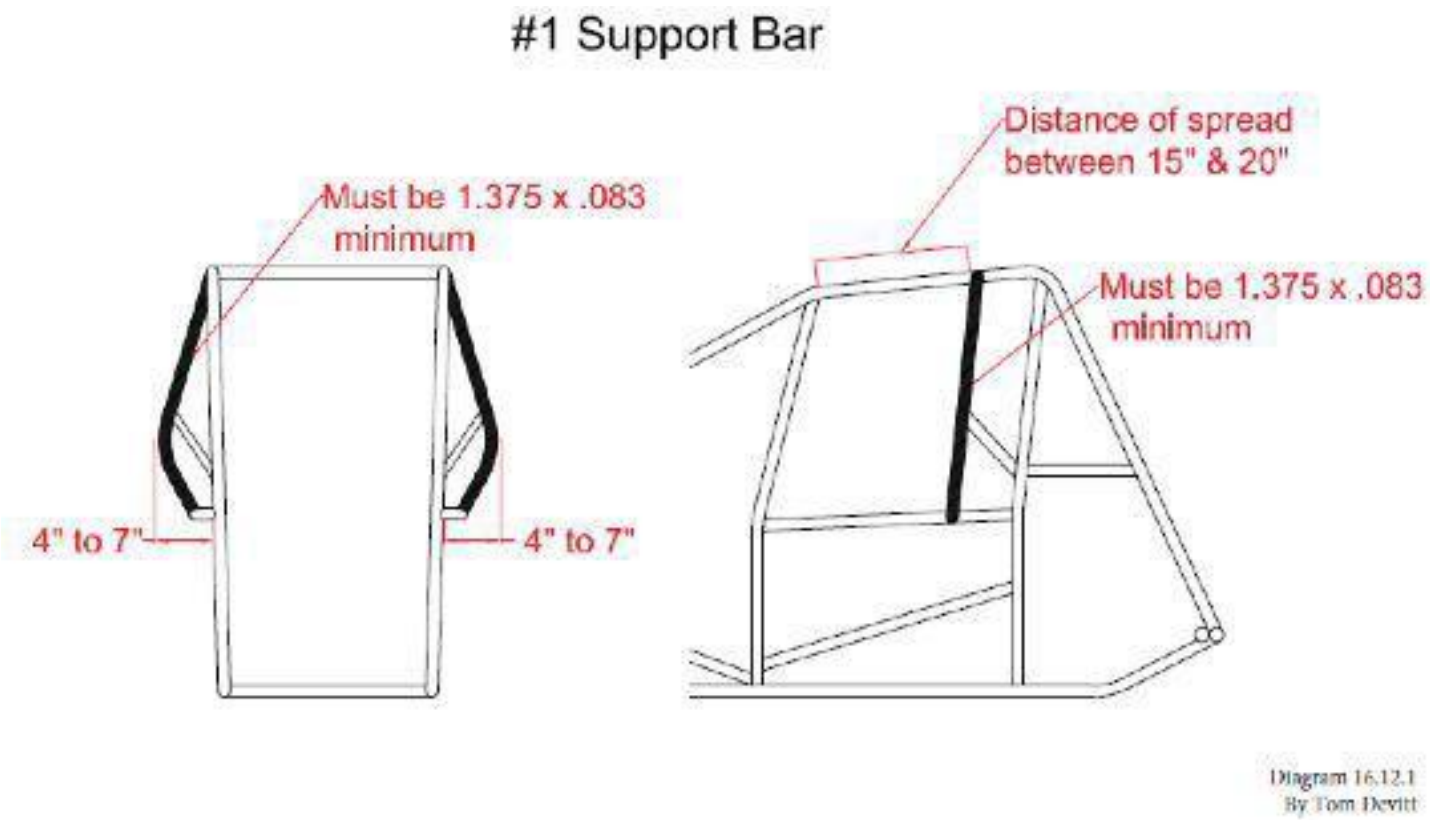


Diagram 16.12.1
By Tom Devitt

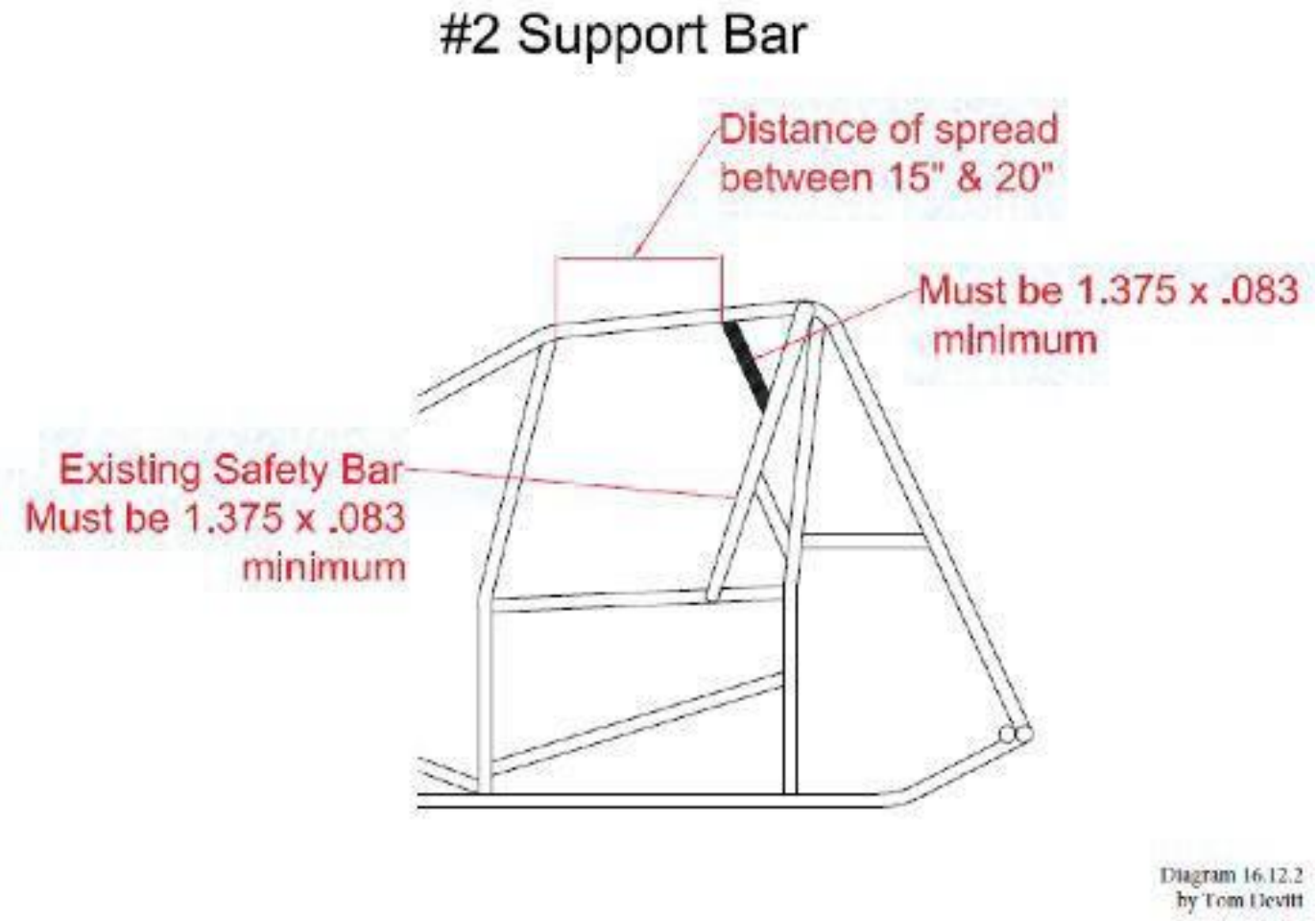
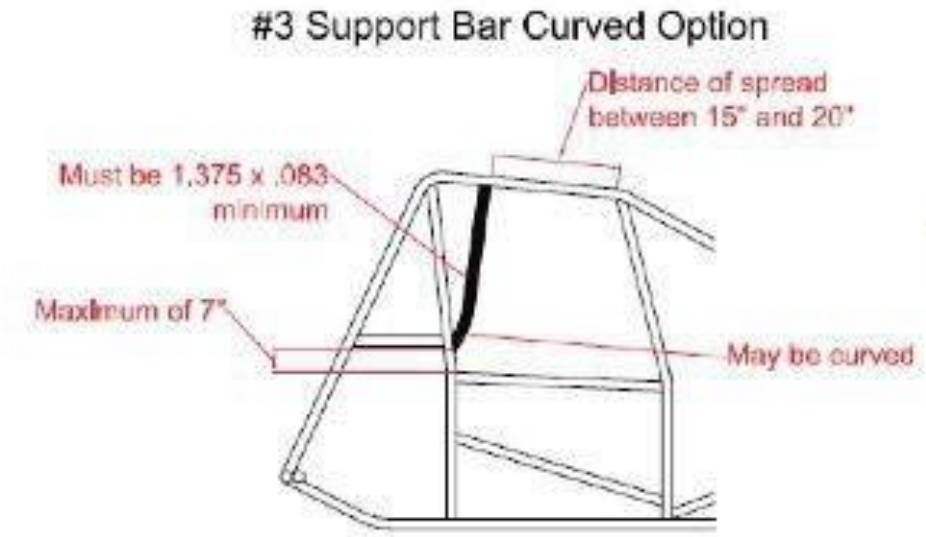
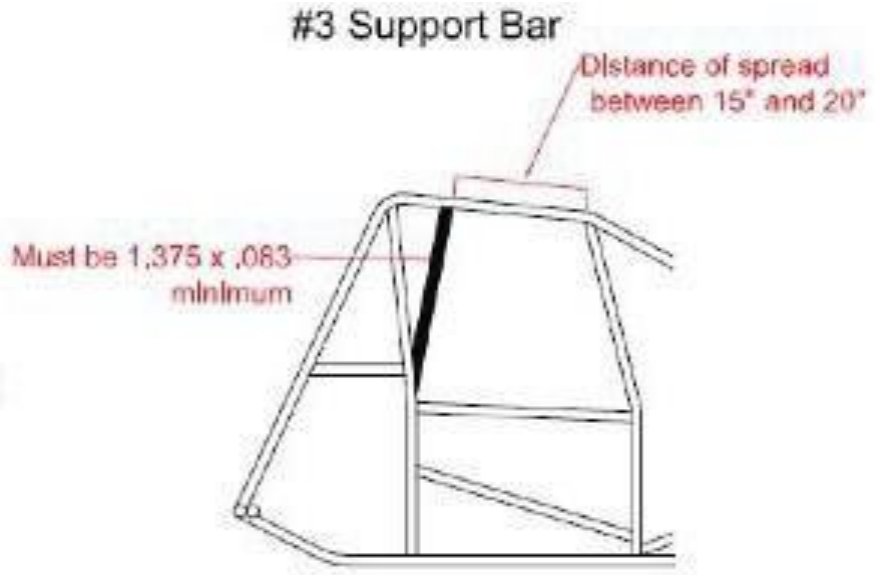


Diagram 16.12.2
by Tom Devitt





Drawing 16.12.3
By Tom Devitt