APPENDIX D

2026 USAC National Midget Division Technical Specifications

401 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.

402 Dimensions & Weight

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

B. The maximum width from the right rear tire to the left rear tire is 65 inches.

C. All cars must weigh a minimum of 1,035 pounds, including the driver.

D. 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.

403 Car Construction & Body

A. All cars shall be rear drive only. Engine offset is limited to a maximum of one (1) inch, two (2) inches overall, from the chassis centerline as measured at the centerline of the crankshaft. Engine inclination is limited to 45 degrees from vertical as measured from the vertical centerline of the cylinder bore.

B. Only torque tube type drivelines utilizing only one (1) u-joint or CV 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. A torque tube strap is mandatory. 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; 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 top of the roll cage.

E. Only standard type midget 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 406 for bumper rule).

G. Any item added to resemble, imitate and/or specifically designed 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. 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.

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

J. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically past the tubing.

K. Any wicker or turnout may not extend past the frame rail vertical of the downtubes or cage, rearward of the back of the cage, or below the bottom of the lower frame rails.

L. Right side cockpit body panels may be a maximum of 36 inches high as measured from the bottom of the frame rail. The opening must be 150 square inches and not distract the driver's vision as determined by the chief steward. The right-side panel cannot extend out any further than four (4) inches. This includes turnouts from the frame uprights (cage post).

M. Left side cockpit body panels may be a maximum of 34 inches high as measured from the bottom of the bottom frame rail. The opening must be at least 10 inches vertical and 20 inches horizontal and not distract a driver's vision as determined by the chief steward.

N. Side visors on the roll cage will be limited to eight (8) inches tall. Visors that restrict a driver's vision will not be permitted, at the discretion of USAC officials.

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. Sun visors must not extend forward more than seven (7) 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 cage; may be no more than 13.5 inches in length and may not be wider than the width of the roll cage; sun visors must be smooth and follow the downtubes with an allowable turn down starting four (4) inches from the leading edge but cannot be any lower than the downtube.

Q. Panels attached to nerf bars will not be permitted.

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

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

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

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

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

W. With the exception of suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than six (6) inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame behind the engine must be mounted as close to the frame as practical.

X. Rear view mirrors are not permitted.

404 Roll Cage & Chassis

A. The frame and/or chassis must be constructed of 4130 normalized tubing or equivalent.

B. 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. Halos do not figure into the required clearance between the top of the helmet and the roll cage, main cage only.

C. Roll cage construction – For cars constructed after 1/1/98, the main uprights forming the roll cage must be a minimum of 1-3/8 inches O.D. x .095 wall thickness 4130 normalized tubing or equivalent.

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

E. (See diagrams at the bottom of this document.)

405 Fuel System

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

specification 28.2.

B. The minimum capacity of the tank must be 18 U.S. gallons.

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

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

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

406 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 7/8-inch O.D. and a minimum .065-inch & 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 forward no more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

D. The right nerf bar cannot extend beyond the outside of the right rear tire.

E. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

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

407 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. Drag link straps are required.

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

D. Independent suspension is not permitted.

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. Only five (5) total cockpit chassis adjustments are allowed at any one time.

408 Axles

A. The car's axles connecting the wheels must be of one (1) piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed on the front axle.

B. Any other construction will be considered as independent suspension.

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

409 Wheels

A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.

B. All wheels will be measured from where the tire seats on each side, 10 inches right rear seat to seat & 8 inches left rear seat to seat.

C. The wheel width is limited to eight (8) inches for both front wheels and the left rear.

D. The right rear wheel may be a maximum of ten (10) inches in width.

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

F. All bolts are mandatory in bead lock and wheel centers.

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

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

I. 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.

410 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 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 Midget competition, loss of points and forfeiture of purse money for that event, plus a $2500 fine.

- Second offense for entrant/driver: 1-year suspension from National Midget suspension, loss of points and 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 tire sample is found to be legal, the protested entrant will receive a new tire replacement.

D. National Midget tires (LF- D12, D15) (RF-D12, D15, D20) (LR-D12, D20) (RR-SP3 only). Right rear tires will be stamped to be run during qualifications, heat race and feature. Changing a tire will result in being put to the tail of feature. If a tire is punctured, it must be verified by a series official and replaced with an used tire.

411 Throttle

A. A minimum of two (2) return springs are permitted.

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

412 Brakes

A. Electronic controlled brake bias adjusters are not permitted. Manual adjustment only.

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

C. Carbon fiber or carbon composite brake discs or components are not permitted.

D. 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.

413 Engine Size Limits (All Divisions) / RPM Limits for National Midget Events

A. Pushrod Type Engines

1. Four cylinder in-line, two (2) valves per cylinder, water cooled, with intake and exhaust ports on the same side of the head using an aluminum block and approved non-cross flow aluminum "Fontana" cylinder head.

Maximum of 174 CID (2852 cc)

Maximum RPM 8800

2. Fontana (Rhino) sealed spec engine

Maximum of 200 CID (3278 cc)

Maximum RPM (factory set and sealed) 7800

3. Four cylinder in-line, two (2) valves per cylinder, water cooled, utilizing an aluminum block and/or head.

Maximum 166 CID (2721 cc)

Maximum RPM 8700

B. Single Overhead Camshaft Type Engines

1. Four cylinder in-line, aluminum block and head, 2 valves per cylinder.

Maximum 161 CID (2639cc)

Maximum RPM 10300 (Esslinger)

Maximum RPM 9800 (Esslinger BB7)

Maximum RPM 9800 (MOPAR – SR-11)

2. Esslinger EST sealed spec engine

Maximum 161 CID (2639cc)

Maximum RPM (factory set and sealed) 9400

C. Double Overhead Camshaft Type Engines

1. Honda K-Series four cylinder in-line, water-cooled, four (4) valves per cylinder, must use Honda OEM cylinder block and cylinder head.

Maximum 154.6 CID (2533.5cc)

Maximum RPM 9600

Maximum Stroke 99 mm (3.898”)

D. The preceding engine sizes are the maximum permitted. No cleanup is allowed.

E. All engines must be normally aspirated, internal combustion, four (4) cycle, reciprocating piston type, incorporating a maximum of four (4) cylinders. Only one (1) spark plug per cylinder will be allowed. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.

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

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

H. Complete engines and/or major components must be available in a reasonably sufficient supply to all competitors at comparative prices.

I. USAC reserves the right to adjust rules or disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing in regard to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering a competition.

J. Fontana (Rhino) and Esslinger EST sealed spec engines must be rebuilt and sealed by the original manufacturer. Fontana

and Esslinger must supply USAC with seal and engine numbers that will be available for view to any USAC member. Any engine seal number not matching USAC records cannot participate. Any seals that have been tampered with (not original) could result in disqualification, loss of points and money earned for event. Sealed engines that are found to be out of the manufacturer's specifications will result in penalties issued to the entrant and manufacturer (engine builder), including the loss of all points earned, a one (1) year suspension and fine, an engine manufacturer fine and the engine being removed from the list of being approved for use in a USAC event.

K. All probationary RPM limits will be monitored at each event and are subject to RPM adjustments on, but not limited to, an event-by-event basis and may be adjusted during an event.

L. Cylinder heads may not be billet.

M. Any new cylinder head designs must be submitted to USAC for approval prior to competition.

414 Fuel

A. Pure methanol is the only approved fuel (no additives).

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

415 Exhaust

A. Exhaust system tail pipe(s) must not be any wider than the nerf bar.

B. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. The technical director may disallow a muffler that, in their opinion, is not within the sprit or intent of this rule.

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

416 Ignition & 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 not permitted. The lone exception is the Esslinger EST sealed spec engine.

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

The current list of approved electronic ignitions for national events is as follows:

MSD programmable 6214, EFI R1i (Red or gold) Electromotive, Magnetos, Electromotive on Esslinger EST.

Performance Electronics PE3 IG and IG2

D. All ignition units must have download cable on the LH cockpit side attached to the mid-rail by the seat or front cage upright. Electromotive, magnetos and sealed Rhino are excluded.

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

F. Electronic ignition systems may only be used to control and collect data for ignition: coil(s), trigger(s), spark curve(s), battery voltage and maximum RPM limits. The electromotive ECU unit on an Esslinger EST sealed spec engine, in addition to the above, is permitted to control EFI (electronic fuel injection) with the following sensors: TPS, fuel pressure and MAP sensor.

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

H. Tachometers with water temperature and oil pressure collection capability are the only item approved for use to collect/record data other than the electronic ignition system. Specific device approval is at the discretion of the chief steward.

I. RPM limitation will be mandatory at all national events. Ignition to all cylinders must be cut at or before the predetermined limit as established in section 414.

J. Two (2) ignition switches are allowed in the cockpit.

417 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 4 bolts 5/16 diameter. Seats must be installed and used in accordance with 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 (1) piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire-resistant head sock and/or helmet skirt. 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 if USAC approved full containment seats are utilized.

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

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

J. A 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 positioning systems (GPS) will not be permitted.

M. A fire suppression system is highly recommended and will be evaluated for future mandate.

418 Car / Driver Appearance

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

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

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

National Midget Division Procedures

1401 Qualification Order

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. The designated time for the draw will be posted at the track (USAC vehicle) if 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.

1402 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 its 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 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 its starting position for the 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 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 the driver's meeting, will go directly to the scales post qualifying. If a car misses the scale and returns to their pit or the car is found to be light, the car will be scored in the last position. Extenuating circumstances will be considered.

1403 Drawing for Starting Positions

In the event qualifications cannot be held or completed, the starting positions shall be determined by a random draw to determine the starting order of the heat races. 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.

1404 Provisional Starting Positions

The National Midget 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 national entrant points are eligible for a maximum of three (3) provisional starts. If an eligible entrant elects

not to use a provisional, his or her position will be taken by the next highest in point standings. No guaranteed start money if a provisional is used.

B. For the first event of the season, provisionals will be based on the previous year's season-ending top-20 in 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. The current year's 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.

1405 Stopping on the Course

A. 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.

1406 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-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 line up.

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 green after restarts for a 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 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 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 flag conditions. All cars crossing under the green flag 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.

1407 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.

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.

1408 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 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.

1409 Hazardous Mechanical Conditions

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

1410 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 (5) 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 the outside lane cannot make the original lineup or is involved in a 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.

1411 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, but the car cannot start in the top 50% of the feature field. The same penalty applies for a 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 re-enter 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.

1412 Event Procedures

A. In the event the racetrack needs to be run in (wheel pack), it is mandatory that all cars participate. All cars remain on the track until called off, with group one remaining on the track for their hot lap session. Any car that leaves the track early will be subject to a penalty of the 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 section 1410 repositioning for penalty.)

D. All national feature events will use the 45-minute rule regarding a necessary stoppage for fuel. Time starts when the first engine starts. The clock will stop during red flag conditions and continue at the first engine start.

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. A notification will be made at the drivers meeting regarding any changes 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 will be awarded last place points and money.

1413 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) national main events or less will allow Rookie status to be available for the following season.

1414 National Midget Incentive Program

A. The NOS Energy Drink National Midget Incentive Program rewards the top-10 in entrant points. The active incentive teams at each race will be based on points that reset each Monday, with only those owners 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 midget racing and will be held to higher expectations. The loyalty clause excludes incentive teams and drivers from racing a competing dirt midget event on the same day as a USAC National Midget 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 Midget event.

D. The current season NOS Energy Drink National Midget Incentive Program goes into effect on April 25 with teams finishing the current season among the top-12 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 incentives rules are followed.

1415 2026 USAC National Midget Point Fund

Pos……Money

1……$40,000

2……$25,000

3……$18,000

4……$14,000

5……$10,000

6……$8,000

7……$7,000

8……$6,000

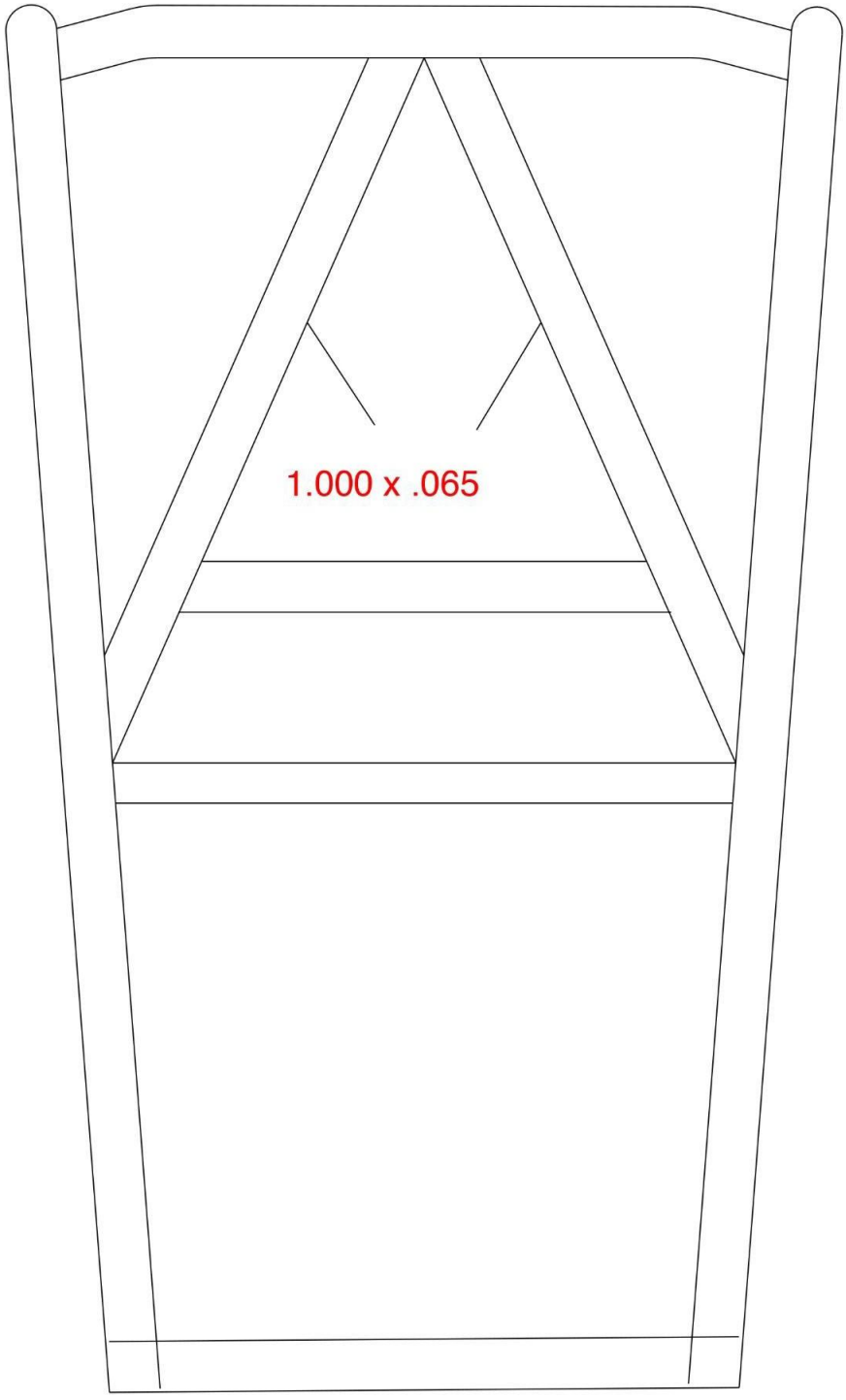
9……$5,000

10…….. $4,000

Rookie of the Year…..$3,000

Total Point Fund……..$140,000

Midget Frame Dimensions



Midget Chassis Dimensions

