



2022 USAC NATIONAL .25 MIDGET RULE BOOK

This rulebook will be used for all National, Regional and Championship Events

Effective Date of These Rules - These rules of competition become effective January 1, **2022**, and supersede all previous rules, bulletins or supplementary regulations.

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

1.3 Member in Good Standing - defined as a USAC member who has fulfilled their financial obligations to their respective USAC.25 club, any USAC.25 club they participate at and to USAC, along with any additional obligations to their respective club.

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

APPENDIX I

2022 .25 Midget Division Technical Specifications

This Appendix Pertains to .25 Midgets (May be referred to in this section as QM where needed)

701 Design and Construction

All phases of design and construction are subject to the approval of the USAC.25 Series Director and USAC Technical Officials. USAC may exclude any car, design or construction, which they deem unsafe, not meeting the USAC.25 specifications, the spirit of USAC.25 racing and/or the intentions of the rules contained herein.

702 Inspections (Yearly)

All cars will be inspected for mechanical and safety deficiencies and compliance with these rules at least once a year. A current year USAC inspection decal is MANDATORY for a car to compete.

703 Dimensions and Weight

- A. Wheelbase (Measured center to center of the axle of EACH side). The wheelbase must be at least 42 inches and no more than 56 inches
- B. Length (Measured bumper to bumper)
The overall length will be limited to 84"
- C. Tread (Width) (Measured from tire center to tire center)
The tread must be at least 28" and no more than 36"
- D. Height (Including Roll Cage)
The height will be a maximum of 50"
- E. Car Weight (Cars weighed after qualifying, heats, lowers & mains)
The weight of the car must be at least 160 lbs.
- F. Tires Approved right side tire compounds and sizes are listed in Table Appendix I-1 Left side tires for both dirt and pavement must be currently manufactured by USAC.25 approved supplier. Any compound and size may be used on left side. The front tire diameter must be no more than 11" diameter. The rear tire diameter must be no more than 12.5" diameter. The USAC.25 approved tire supplier for the 2022 racing season will be Hoosier Racing Tire.

Table Appendix 1-1

USAC Approved Tires



USAC Approved Asphalt Right Side .25 Midget Tires

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

For all 2022 Pavement USAC National Events, all classes must run the same Right Front (RF) and Right Rear (RR) in the heat race and the A main. Any approved Right-side tire may be run in lower mains.

USAC Approved Dirt Right Side .25 Midget Tires

Item Number	Tire Size	Wheel Position	Tread Width	Approx. Dia	Approx. Circ	Recom. Rim	Measured Rim	Section Width	Compounds
11175	33.0/5.0-6	RF	4.5"	10.50"	33.125"	6-6.5"	6.0"	6.25"	D10, D30
11225	34.5/6.5-6	RR	6.25"	11.0"	34.5"	8-8.5"	8.5"	8.25"	D10, D30
15325	33.0/5.0-6 NY1	RF	4.5"	10.50"	33.125"	6-6.5"	6.0"	6.25"	A35-NY1
15650	34.5/6.5-6 NY1	RR	6.0"	11.0"	34.50"	8-8.5"	8.5"	8.25"	A35-NY1

G. Ballast/Weights

Any ballast, excluding the belly pan itself, must be securely bolted within the confines of the cockpit.

1. Weights must not be fastened to the inside or outside of any nerf bars, front or rear bumpers or shoulder bars or to the roll cage.
2. ALL weights must be covered in a manner to keep from coming in contact with the driver (examples - plastic covering, tape, etc.).
3. It is required that the weight be painted or wrapped with a white or bright, fluorescent color. The current driver's last name must be written on each piece of weight.
4. Ballast cannot be mounted any higher than 5" above the **top** of lower frame rail.
5. Ballast must not be mounted to the body panels. Ballast may be mounted in the left side kick out but must be bolted to a metal kick out floor pan, a tab or a frame upright. Ballast in the kick out must not be mounted to the side of the

body panel or to a fiberglass floor. The kick out floor pan must be attached to the chassis with tabs, bolts or rivets, in order to attach any ballast to the kickoff floor pan.

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

H. Driver Weight

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

I. Class Weights

Table Appendix I-2

USAC Required Ages and Weights by Class/Division

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

*Restrictions for World Formula, see Appendix II, 1712-8

*Light & Heavy Formula Mod classes are combined.

1. Combined Weights

Racing gear includes driving suits, shoes, helmet, gloves and safety equipment.

The minimum total combined weight must be met at the completion of any

race. When weighing for the combined weight, drivers should be sitting or standing in cockpit. Weights must not be carried loose in cars/or on the driver. Refer to Table Appendix 1-2 for official weights.

2. Club Options for Weights

USAC clubs may choose to run different weights that are outside of those specified in table Appendix 1-2 in order to combine divisions within a class and make full fields of cars. Minimum weights may be changed at club level with the following stipulations: The Regional Board and National Office must be notified in writing of these deviations from “standard minimum weights” at the beginning of each race season. Weights must fall within minimum and maximum weights listed by class.

704 Car Construction

- A. All cars must be rear direct drive only. Clutches will not be permitted. If using only one rear wheel drive it must be in the right rear.
- B. All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex, will not be permitted.
- C. All cars must have a body that completely covers the driver’s legs, a tail section and a housing that covers the engine. The tail section may be the engine housing.
- D. All body panels, nose and tail sections must not have any sharp edges. There must not be sharp corners, such as square corners. All corners and edges must be rounded in shape.
- E. The bottom of the tail section must not be higher than the top of the bumper when normally installed. Holes will be permitted in the tail section for access.
- F. The belly pan or the body must enclose the front end or it must be enclosed by using metal sheeting at least .040” thick or steel sheeting at least .025” thick. The belly pan must extend from the front axle to the rear firewall. The belly pan must not extend beyond the cross bar member beneath the rear firewall. The belly pan must be flat from side to side. Aerodynamic appendages will not be permitted. The front edge of the belly pan shall be rolled or rounded up, or protected by a metal nose pan that keeps the front edge from catching any objects on the track or damaging objects that the car may run over. The belly pans should not have open holes larger than 1/2 inch in diameter. Excessive holes in the belly pan will not be permitted. All belly pans are subject to the approval of the USAC Officials.
- G. The carburetor must be covered by the tail section or a bubble/scoop, securely attached to the tail section.
- H. Changes to the body, the nose section, the tail section or the side panels must be submitted for approval to USAC prior to competition.
- I. All cars must have side panels on both sides of the cockpit and engine compartment. The side cockpit panels must be a minimum of six (6) inches in height and must not exceed 22 inches in height, as measured from the bottom frame tube.
- J. The maximum height of the body is 22 inches when measured from the bottom of the bottom frame rail to the top of the body.
- K. USAC designated decals are required on all cars. See Appendix 1-736.

- L. The rear sail panels on either side of cockpit may extend to the top of the roll cage and must not extend forward past a cross plane established by the seat back. The rear sail panels must be supported on all edges by steel frame members.
- M. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. Panels, parts, or other devices which in the opinion of USAC officials is not within the spirit or intent of this rule may be removed from the car by the competitor before competition.
- N. Rear view mirrors will not permitted.
- O. Windshields will not permitted.
- P. Lights are prohibited on any race car. A car will receive a warning if any lights are on and may be allowed to finish that race. A second occurrence in the event will result in a disqualification (DQ).
- Q. All cars are required to have a minimum of a two (2) inch hole in the right side body panel to easily access the crankshaft flywheel nut for sealing purposes prior to competition.
- R. Visors will be permitted, a maximum height of four (4) inches from the front of the halo bar with a total overall length from front to back of 7-1/2 inches. Visors must remain between the uprights and attached securely (zeus buttons or zip ties). All visors are subject to review for safety by USAC officials.
- S. Any changes in a chassis, or a body, that deviate from specifications in the USAC.25 rule book must be submitted for review and receive a letter of approval from the USAC National Office prior to competition in any USAC.25 sanctioned event.

705 Roll Cage and Frame

- A. All cars must have a roll cage that is an integral component of the frame. The roll cage must be adequately braced forward, backwards, and side to side, to secure it in an upright position in case of rollover. Front and rear uprights must completely enclose drivers head and shoulders when sitting upright in the cockpit. The roll cage must extend a minimum of one (1) inch above the driver's helmet when sitting upright in the cockpit, when measured from the bottom portion of the tubing.
- B. Roll Cage Construction –The roll cage must be constructed of 4130 steel tubing (chrome moly).
 - 1) The main uprights that form a roll cage that is LESS than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D. of 3/4 inch with a minimum wall thickness of .058 inch.
 - 2) The main uprights that form a roll cage that is MORE than 34 inches from the top when measured from the bottom frame rail to the top of the roll cage must be a minimum O.D of 7/8 inch, with a minimum wall thickness of .058 inch. This roll cage must have two rear support bars that attach to the roll cage no more a maximum of four (4) inches from the top of the roll cage, and extend downward towards the rear of the car and attached to the rear part of the frame. The support bars must be a minimum O.D. of 5/8 inch, with a minimum wall thickness of .049 inch. The support bars must be welded to the roll cage and frame. Welding is the only acceptable procedure for attaching the support bar to the roll cage.
 - 3) The roll cage design must have radii design required. Square intersections and

corners will not be permitted.

4) Solid metal is not permitted on top of car.

- C. **A left side shoulder bar is mandatory on all cars.** The left side shoulder bar may be constructed of one of the following:
- 1.) 4130 steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness .049 inches
 - 2.) Stainless steel tubing with a minimum O.D. 5/8 inches, with a minimum wall thickness, .065 inches
- D. The shoulder bar must be securely fastened to the left nerf bar and the rear roll cage upright using a minimum of grade five (5) bolt. The shoulder bar may be attached by welding, mounted with split clamps or nerf style spuds. The shoulder bar must be securely fastened at the nerf end between the leftmost point of the nerf bar and a point (4) four inches inboard of that. The shoulder bar attachment to the roll cage must be at least as high as the top of the tail section.
- E. Helmet hooks attached to the chassis are not allowed.

706 Fuel System

- A. A USAC approved vented fuel cap with a rollover valve is highly recommended for use at all 2022 USAC.25 National events and all other USAC.25-sanctioned events. The existing vent line must be removed and plugged at the fuel tank. An overflow hose must be connected to the overflow tube fitting on the side of the fuel cap. The overflow tube must be routed as straight and direct as possible to an exit through the body of the car, a maximum of two (2) inches. The exit must be located at the rear area of the car, in front of the left rear tire and no more than one (1) inch above the belly pan. Note: The approved fuel caps are designed to prevent uncontrolled fuel leakage in the case of a rollover whereas the car remains upside down. IT IS NOT a leak proof cap as it provides fuel system venting as well. The overflow tube serves as the function of directing excess fuel out of the engine area I noted case(s) of tank overfill, thermal expansion, minor angle inclinations and the likes. The following is a list of approved fuel cap part numbers that will be available January 15, 2021 from already established vendors that service USAC.25 racing:
- Part # 1249-1 - Fits: early QM tanks
 - Part # 1250-1 - Fits: Nervo, Fiser, Star race cars and tanks by Robison
 - Part # 1380-1 - Fits: Storm, Sherman, Star race cars and tanks by Griswald
 - Part # 1750-1 - Fits: Stanley, Afco, Bull Rider and Rice race cars

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

- B. In the event a car is competing without a USAC approved vented rollover fuel cap the vent line routing will remain optional however it must exit a maximum of two (2) inches on the left side of the car and be labeled as outlined in Section F (overflow tube).
- C. **Optional vent line routing – Vent line can exit the rear of the chassis following the rear frame rail. The rear exit of the vent line must be above the fuel tank when the race car is standing straight up on its nose.**
- D. No pressurized tanks.

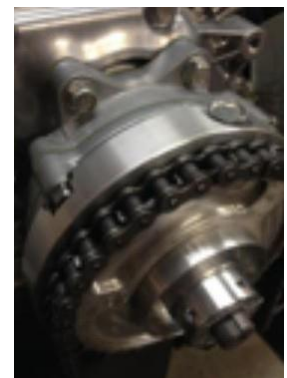
- E. Fuel tanks must be mechanically mounted to the frame preventing all movement inside the tail section. Minimum of 2 hose clamps must be used if hose clamps are used. Zip ties and duct tape not permitted. Fuel tanks cannot be replaced once a car takes the track, including warm up.
- F. Aluminum fuel tanks required and must have a minimum wall thickness of .050"
- G. Fuel tanks can be anodized or painted only.
- H. Fuel fittings must be automotive type. Lines must be attached in a secure manner. Metal automotive type hose clamps are required at all attachment points. Safety wire is also acceptable with a minimum of two complete wraps around the hose. AN fittings; Pushloc fittings are acceptable and do not require hose clamps if used with the correct hose. Zip ties on fuel lines are NOT ACCEPTABLE.
- I. Fuel lines must be rated for the appropriate fuel (Gasoline or Methanol) and must be made of flexible hose. Steel braided line is allowed. IT IS MANDATORY THAT ALL FUEL LINES USE A FIREPROOF SLEEVE REGARDLESS OF THE MATERIAL THEY ARE MADE OF. Fuel line must slide through the sleeve. This is not a wrap. The sleeve must also fit the outer diameter of the fuel line. Cool cans and other device for cooling fuel are not allowed. Devices used to reduce the temperature or remove energy from the fuel system, are not allowed.
- J. Fuel line at fuel tank must be equipped with a fuel shutoff device.
- K. Fuel pumps of any type are NOT allowed in Honda 120 and Honda 160.
- L. Vacuum type fuel pumps which stop "pumping" immediately upon engine stopping are allowed in World Formula and Animal.
- M. Maximum fuel tank size 140 ounces.
- N. FUEL FILTERS - Aluminum or steel only.
- O. Carburetor fuel inlet fitting part number CPG0714 for Briggs & Stratton carburetors and part number CPG0715 for Honda carburetors fittings are allowed.

707 Firewall

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

708 Revolving Parts – Chains & Sprockets

All chains, flywheel, sprockets and or belt drive systems must be placed so as not to be exposed to driver or handler while vehicle is in motion. Chain guards will be legal to run in all .25 quarter midget classes. Chain guards can be made of Plastic, aluminum or steel. No composite material allowed. Chain guards can attach to the engine sun gear cover but the stock bolts must be used. No welding, drilling or tapping to the sun gear side cover or engine is permitted. Example of the chain guard:



709. Bumpers

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

710 Nerf Bars

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

711 Steering and Suspension

- A. Tie rod or rack and pinion steering only. No cable systems allowed.
- B. Steering system must not allow the drivers legs to impair right or left steering.
- C. Steering may not go past center in either direction to keep steering from locking.
- D. Steering wheel hub must be padded, and must be at least 1 inch thick, and must be at least two inches outside diameter.
- E. The use of carbon fiber, titanium or other composite material as a steering shaft, radius rod, tie rod or suspension component is not allowed.

- F. Radius Rods, Steering Rods, & Track locating rods must be constructed of aluminum tubing with a max of OD of .850" and max wall thickness of .1875. Rod ends may be constructed of ferrous materials however the maximum length of adapter is 1 ½".
- G. Bird Cages, torsion bars and sway bars may not be constructed of titanium and/or composite materials.
- H. Shock absorber and components must originate from an approved manufacturer. Shock absorbers must be a mono-tube design using a deflective disc type valve that controls the oil flow through the shock piston. Only a single piston is permitted in the shock main body and one (1) floating piston is permitted in the integral gas reservoir. Remote gas reservoirs are not permitted. Shock absorbers must provide a resultant force dependent upon piston velocity only. Shock absorbers must extend and compress fully with no interruption. All shock absorbers and components must be approved by USAC prior to competition.

The following is a list of current USAC approved shock absorber manufacturers:

Advanced	Penske
AFCO	Smoker
Ashley	Tanner
CSI	Tremble
Hunter	VRP
Integra	Genesis

Shock manufacturers not listed may have received prior approvals. Please contact USAC for any questions regarding a shock manufacturer not listed.

- I. Only one (1) shock absorber per wheel will be permitted.
- J. One travel indicating o-ring per shock will be permitted. The travel indicating o-ring must not exceed 1/4 inch in thickness. The travel indicating o-ring must not interfere with suspension travel. This o-ring is the only permitted part that may be installed on the exterior portion of the shock shaft other than the lower shock mounting hardware.
- K. All downward chassis movement while the race car is in competition must be limited ONLY by the normal increasing stiffness of the coil springs or torsion bars or the bottoming of the chassis against the race track whichever occurs first. Travel limiting devices, bump stops, droop limiters, cables, or any other device that interferes with the afore mentioned will not be permitted.
- L. Only one (1) coil spring per wheel will be permitted. Coil springs must be mounted on the O.D. of the shock body. Additional springs mounted on the shock shaft will not be permitted.
- M. The coil springs must have a linear spring rate.
- N. Coil springs must be manufactured using solid magnetic steel wire. The coil spring wire O.D. must be the same throughout the entire coil spring. The coil spring must be of the closed end design on both ends. The coil spring spacing between the coils must be equal. The O.D. of the coil spring coils must be the same throughout the entire spring with the exception of the first and last coils. The first and last coils

may be reduced in diameter for fitment to the shock body. If reduced in size both the first and last coil must be reduced equally.

1. Coil springs to be solid magnetic steel. No designer alloys, titanium, aluminum, carbon or fiber glass, or materials other than magnetic steel. Magnetic coatings do not comply. One spring on O.D. of shock body is allowed.
 2. Only linear wound design springs permitted. No progressive or tapered springs. All springs ends will be of closed design.
 3. Torsion bars and anti-roll bars to be magnetic steel. No designer alloys, titanium, aluminum, carbon or fiber glass, or materials other than magnetic steel. Magnetic coatings do not comply.
- I. Titanium or composite steering wheels not allowed.
- J, No data acquisition devices allowed on steering wheel.

K. INDEPENDENT FRONT SUSPENSION

Lower Control Arm

If the lower control arm has a single attachment point to the frame it can be of steel construction but can only be constructed from steel tubing with a .755" maximum outside diameter and a wall thickness of .065" maximum. Threaded tube ends can be no longer than 1.000" total overall length.

Lower Control Arms

If the lower control has a single attachment point to the frame and is constructed out of solid aluminum flat bar or plate the maximum size is 1.000"x1.000". If constructed from aluminum tubing 1.000" x 0.120 wall maximum. If the lower control arm has two or more attachment points to the frame it must be constructed out of aluminum tubing with an outside diameter of .688" maximum and a wall thickness of .188" maximum.

Upper Control Arm

All upper control arms must be constructed out of aluminum tubing. .688" maximum outside diameter with a .188 wall thickness maximum

- L. No rocker arm, bell crank or cantilever type suspension is allowed. If rear torsion bar suspension or a rear sway bar is used, the bottom of the rear shocks may be mounted to the arm that connects the birdcage to the torsion/sway bar. All shocks and springs must be mounted from the chassis down to the axle, birdcage, and/or rear torsion/sway bar in a manner that keeps the shock and spring in an upright position; no greater than a 30 degree angle from 90 degrees. The shock and spring will be on a vertical plane from the chassis to the axle, birdcage and/or rear torsion/sway bar arm; to which the bottom of the shock is connected.

712 Axles

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

713 **Wheels**

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
- B. The rim diameter must be at least 5 inches and no more than 6 inches.

714 **Tires**

- A. Any device(s) used for warming the tires prior to competition is prohibited.
- B. All tire sizes and compounds must be selected from the approved Hoosier tire list for the event and surface raced on (Pavement or Dirt), see Table 1-1.
- C. The use of any device(s) to alter the air pressure of the tires while the car is in motion is prohibited.
- D. "Dry Tire" Rule - It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners/shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc. will not be permitted on the tires. Any tires with signs of these products on or inside them will be impounded for further testing.
- E. USAC has the right to confiscate any tire at any time. A 2 x 2 patch/sample of the tire is to be removed and placed in a glass jar. The jar then is to be sealed with secure tamper proof tape (must be obtained through USAC) and signed by both the USAC Representative/USAC club official and representative of the tire in question (parent or guardian of the tire in question are ultimately held responsible). Tire sample will then be mailed to USAC office with any associated fees and completed confiscation form within 48 hours.
- F. The penalty for a chemically altered tire is up to a one year suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national), second offense is up to a lifetime suspension for the driver, parent/guardian and car owner(s) of the tire found to be illegal in all classes at all USAC sanctioned events (local, regional, and national) (second offense) and forfeiture of all accumulated points. See Appendix II, Section 1715.
- G. Tire buffing and grinding will be permitted. Tire shaving and profiling will be permitted, however, equipment and/or machines that cut material from a tire (shaving or profiling) will not be permitted at USAC.25 National events.

Tire Protests

- Protest must be in writing and filed with the tech inspector within 15 minutes, after feature race is completed. Tires protested will be marked and not confiscated until completion of the event. Handlers may not protest more than one car per event and may not protest same driver more than once per calendar year.
- All protests will be handled by the Club President and/or Tech Director and must be accompanied with a \$500 cash deposit and will not be refunded, regardless of the outcome of the protest. If the tire being protested is found legal, a new tire will be provided to the driver being protested by the protestor.
- Any situation not covered by these rules shall be referred to USAC for decision. This protest must also be in writing and accompanied by deposit.

Tire Protest/Confiscation Procedures:

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

A USAC.25 confiscation form must be completed prior to samples being taken. This must be completed by USAC and/or club official - Place the competitor label portion of the USAC tamper-proof tape provided by USAC that corresponds with this sample in top corner of the form; ask handler/representative of tire in question to take a picture of this form or make a copy of it for their records

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

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

USAC.25 strongly encourages clubs/regions to send samples to USAC National for verification that chain of command protocols were followed prior to sending to lab. This process allows failed test penalties to be consistent across national, regional and club levels. Penalties for failed samples sent directly to the lab are *only enforceable at the club level of that specific club*. Samples must be received no later than 72 hours following the completion of the event.

715 Throttle

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

716 Brakes

- A. Cars must be equipped with an effective braking system. A minimum of one wheel brake is required, located on the rear axle. The brake must be able to lock the drive wheel(s)
- B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.
- C. Brake discs are limited to being manufactured of steel, ferrous, aluminum alloy or Titanium. Carbon or carbon composite brake discs or components are not allowed. Brake pad material is open.
- D. Cars must be equipped with a full brake pedal or positive full stop
- E. No plastic brake lines.

717 Clutches

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

718 Engines

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

A. Quarter Midget:

1. **Rookie Classes:**

Honda 120 motor as specified in technical manual

2. **Honda 120:**

Honda 120 motor as specified in technical manual

3. **Honda 160:**

Honda 160 motors as specified in technical manual

4. **Briggs and Stratton World Formula**

Briggs and Stratton World Formula as specified in technical manual

5. **Briggs and Stratton Animal**

Briggs and Stratton Animal as specified in technical manual

B. All Classes

1. Air cooled only and no external liquid cooling devices

2. No fuel injection or supercharging

3. Flywheels must not freewheel.

4. NO liquid cooled engines allowed in Quarter Midgets

5. No external cooling devices

C. Restrictor Devices (Unaltered) must be used in the following:

1. **Red Rookie (Honda)**

2. **Blue Rookie (Honda)**

3. **Junior Honda & Junior 160 Honda Junior Animal & Senior Animal**

4. Restrictor plates will be supplied by USAC to Clubs at a nominal cost.

5. USAC or QMA approved plates allowed. Plates must be dated 6/09 or newer. USAC strongly encourages the use of the USAC plate.

6. Identification tab must be visible. Technical inspections of plate at any time by removing plate and inspecting surface and hole size.

7. Alterations of any kind will be disqualified.

8. Failure to use proper size restrictor plate in any designated classes or any alteration of restrictor plate is cause for immediate DQ and applicable suspension with Animal or Honda Suspension Program.

9. **HONDA Restrictors –**

Red Rookie = .3125”

Blue Rookie = .4375”

Junior Honda = .4375”

Junior 160 = .549”

Restrictor must be installed between carburetor and plastic insulator, with a stock gasket on each side of restrictor. All airflow must pass through restrictor.

10. If a restrictor plate is removed for racing in a non-restricted division by another driver, then it is allowable to run 2 gaskets temporarily.

11. Restrictor Dimensions

<u>Division</u>	<u>Color</u>	<u>Restrictor</u>
Red Rookie (Honda)	Red	.3125"
Blue Rookie (Honda)	Blue	.4375"
Junior. Honda	Blue	.4375"
Junior 160	Gray	.549"
Junior Animal	Black	.250"
Senior Animal	Gold	.573"

719 Fuel - Air

- A. Fuel is restricted to gasoline, and/or methanol only, as specified by the class. The addition of any unauthorized material(s) to the fuel is strictly prohibited. 1. Honda 120, Honda 160, Lt and Heavy Mod, Animal & World Formula:
Gasoline, automotive, "Pump" 89 Octane only per spec format. No White, Aviation or "Racing" fuel.
2.AA: Straight methanol OR gasoline. No additives.
- B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- C. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel will result in disqualification and or suspension from that particular class. First offense up to 30 day suspension in particular class for driver with fuel found to be illegal. Second offense up to a 1 year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

720 Shut Off, Ignition, Battery and Electronic Equipment

- A. All cars must be equipped with a fully operational on/off ignition switch or emergency shut-off located within easy reach of the driver. It must be located in the upper left portion of the drivers compartment or on the steering wheel. Switch and bracket should be located to prevent contact with drivers knee. Switch must be installed so when the handle is down, or rearward, the ignition is off. Penalty for not having a fully operational on/off ignition will be a race DQ. Reattaching once the checkered flag has been shown will not be allowed.
1. Only one ignition switch may be installed, EXCEPT when car is running in rookie class, a second switch mounted on the upper rear of the roll cage is MANDATORY so that officials, handlers and corner workers may shut off car.
- B. Battery – Battery must be securely mounted.
1. All wet-cell batteries mounted in cockpit area must be enclosed and vented out of cockpit.
- C. All engine electronics must be securely mounted.
- D. Electronics that provide traction control are prohibited. All electronic components

may be inspected, sealed or confiscated by USAC at any time. The penalty for utilizing traction control is a minimum one year suspension from competition.

- E. Data collection devices that can control any part of the car, measure active suspension travel, tire pressure, wheel speed, spring loads, steering position, throttle position and brake pressure are prohibited.
- F. Data may be gathered from the engine, however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.
- G. All data acquisition and measuring devices shall be mounted securely within the roll cage or down tubes. No data acquisitions allowed on steering wheel or in sight of the driver.
- H. The use of in-car video cameras (including mounted GoPros) are not permitted in the car during on track activity at USAC.25 National events. Failure to comply will result in a Race Day disqualification. The use of one (1) in-car video recording device may be allowed at the discretion of officials at local club races and regional races. This device must be mounted securely within the confines of the frame rails but out of the driver's line of sight. The approval of the mounted location for the device will be at the discretion of the event race director and/or technical director. Live streaming of on-track activity from these devices is not permitted.

721 Radios

- A. The use of in-car radio transmitting devices is prohibited
- B. No Radio communication with the driver is allowed during a race or event.
- C. Only one-way communication from USAC Race Control may be allowed.
 - 1. When used, participant may only use a RACING ELECTRONICS "Legend" or an approved non scanning RACECEIVER device.
- D. No open-air transmission of USAC official radio is permitted on premises. Failure to comply with this will result in the team being disqualified from the event.

722 Oil Catch

- A. All cars are required to have a catch can if the engine is vented. All breathers, engine vents and catch cans are to be placed in the engine compartment tail section or air box.
- B. The frame cannot be used as a catch can.
- C. Oil breathers must be located so as not to endanger the driver.
- D. Oil may not be added to the engine supply during a race.

Hose must be connected to the catch can at all times. No replacing or attaching after the checkered flag. Must be connected upon crossing scales. Race DQ only.

723 Exhaust

- A. Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
- B. Exhaust system must extend outside of engine housing.
- C. Exposed portions of exhaust system must not be higher than the rear tire.
- D. Exhaust system must not extend outside of a straight edge extended from rear

edge of rear tire and rear of the rear bumper.

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

724 Seating

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

725 Fire Prevention

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

726 Safety Equipment

Any participant not complying in full with all safety requirements will not be permitted to compete. Safety officials have the right to safety any or all cars in any class at any time.

- A. **Helmets** - All participating drivers must wear a well fitted safety helmet designed specifically for auto racing (SA designation) that meet or exceeds the 2015 or better, Snell Foundation or SFI 24.1 and are labeled as such. Helmets will be in good condition (no exterior cracks, evidence of impact or deteriorating interior lining). Helmets will be subject to inspection at each event by the Technical, Safety and/or medical representative. Hair must not be visible under the helmet or outside the driver suit/jacket. First offense, driver will receive a warning. Second offense will result in a race DQ.
 - 1. Visors/Face shields must be in the down position when on the racing surface.
 - 2. Clear, or amber, face shields must be worn after dark, or whenever track lights are turned on.
 - 3. No mohawks, spikes or decorative elements extending from the helmet are permitted.
- B. **Uniforms**
 - 1. **Suit** - All drivers must wear a one or two piece fire resistant suit which fits snugly around the neck, wrists and ankles, exposed skin not allowed. These items must meet SFI Foundation specifications 3.2A1 or higher. Jeans are not permitted. SFI 3.2A/5 mandatory in Formula Mod
 - 2. **Head Sock** - Use of Nomex Hood/head sock is highly recommended. Mandatory in Formula Mod
 - 3. **Nomex Underwear** - Recommended
 - 4. **Gloves** - All drivers must wear Nomex or equivalent gloves that must completely cover the hands and fingers. SFI Foundation specifications 3.3 or higher.
 - 5. **Shoes** - Must completely cover the feet, flat bottom shoes only.
 - 6. **Neck Collar** - Neck collar is mandatory, must be made of Nomex or equivalent is mandatory except as noted here, recommended rating of SFI Foundation 3.3.
 - 7. **Head & Neck Restraints** - SFI approved 38.1 may be used without Neck Collar. Must be renewed within every five (5) years and always be current.

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

728 Dental Appliances

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

729 Car Numbers (Club Option)

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

730 Appearance

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

731 Engine Protest Rules (applies to Honda and Briggs classes only)

1. Protest shall be from within the same division of class only, i.e. Jr., Sr., Lt.& Hvy. 120-160, Animal or World Formula - Only. Competitors in the same division, and in the same race may make a protest on an engine. No protesting in Rookie Class. Handlers may not protest more than one car per event and may not protest same driver more than once per calendar year.
2. Honda Engines and World Formula/Animal Engines may be protested for \$400.00 cash only plus any applicable shipping charges if necessary. No protested related inspection will be started prior to the funds being posted with the proper official.
3. This protest form and cash must be submitted to the Race Director, or his/her designee before the end of the race that the protested engine is participating in (i.e. checkered flag lap is complete).
4. The protest can only be made during an A-Main event.
5. The person protesting the motor must have their engine inspected for compliance first. If the "protester's" engine is found illegal the protest is null and void and the protest fee will go to the club. If the "protester's" engine is found legal the protest will continue.
6. The Race Director, his/her designee, will hold the protest money until the protested engine has been inspected for legality. The protested engine shall be tagged/marked and sealed as soon as its car comes across the scale if it has not been sealed prior.

7. The protested engine as well as the engine of the protested party along with the transferring funds including shipping shall be immediately taken to impound and/ or presented to the Technical Director for inspection. Engine must remain in impound and in the possession of tech officials throughout the entire process or may be shipped to USAC Headquarters for National tech directors' inspection or designatedtech inspection station.
8. Both protester and protestee have the option to be present at the time of inspection.
9. Any protest that is withdrawn will be assessed a \$50.00 fee that will be paid to the host club.
10. If the protested engine is found to be illegal, the motor must be completely torn down to check for additional illegalities. The Technical Director must confiscate all illegal parts and related parts from the protested engine and shall immediately forward them to the USAC National Office. If engine is found illegal protest money minus \$50 plus any shipping cost will be returned to the person filing the protest.
11. Refusal of protest, destroying or withholding of parts or any other lack of cooperation in this protest or inspection process shall be interpreted as an admission that the engine is illegal and shall subject the driver and handler to the conditions set forth in the Suspensions Program.
12. Any inspected or protested engine, block or part which are deemed to be over maximum wear limits in one or more spots but is under maximum wear limits in other spots is subject to confiscation but not
13. Note: Reference to Confiscation due to Wear Limits in "Engine Block Internal Rules" of both Manuals.
14. If the engine is found legal \$400 will be given to the person whose engine was protested.

732 Engine Suspension Rules

Handlers and drivers guilty of having an engine declared illegal at technical inspections may be disciplined as outlined in Appendix II, Section 1715, Engine Infractions and Flagrant/Intentional Modifications

1. Any suspension penalty assessed shall begin immediately if not specified otherwise. A lifetime suspension penalty assessed is open to review by USAC National.
2. Illegal **Honda, Animal and World Formula** part/s shall be sent within five (5) Business days to the USAC office or designee for review along with a confiscation form signed by both the USAC Club Official/USAC Representative and the Handler of the car in question. The Tech director has 48 hours to determine if the part/s are legal or illegal. If the part(s) is determined to be legal it shall be re-turned to handler. Handler shall be notified if part(s) is legal or illegal. All illegal or confiscated parts shall be sent to National Tech Director. All legal parts shall be returned to handler.
3. If a **Honda** motor is found to have a valve oil seal during tech it shall be a race disqualification only.
4. Spark plugs and exhaust infractions are a race disqualification only.
5. Failure to go to tech and/or impound will result in a race day DQ.
6. Refusal of tech shall be interpreted as an admission that the engine is illegal and a suspension from the class shall be immediate with all awards and qualifications

being revoked with up to a six-month driver and handler suspension at any USAC sanctioned event.

7. For the purpose of this rule only, if a handler has multiple cars competing at one race event and more than one engine is found to be illegal at that event; it will be considered to be one offense.
8. All membership suspensions must be sent to the USAC National Office within 5 business days.
9. Illegal Rookie engine parts shall be confiscated (Honda or Animal) but the suspension shall not be levied against handlers or drivers for the first offense. The second offense shall result in up to a 30 day Suspension from Rookie.
10. The cost to appeal a suspension to USAC National is \$500 plus any associated fees. See Appendix II, Section 1715. Appeals will be heard and decided upon by three (3) party appellate board comprised of USAC President and two (2) non-quarter midget motorsports professionals.

733 Fuel Testing

1. Cars will return from track through inspection area to be checked for fuel additives immediately following qualifying and racing.
2. Use a clean plastic gas can of fuel. Put a sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.
3. Fill a beaker with track fuel. Place a hydrometer and thermometer in the beaker and record the reading.
4. Fill a beaker with a sample of the competitors fuel taken directly from the car in question. Allow for the fuel to cool to the same temperature that the sample fuel was tested at. Once the competitors fuel sample has reached the correct temperature place the hydrometer in the beaker and check the reading. If a competitor's sample is outside of + or - .005 from the control sample, then the fuel sample should be sent into USAC for further testing. The competitors fuel and the control sample fuel must then be placed in separate appropriate containers and sealed up with secure tamper proof tape. USAC confiscation form must then be filled out by the USAC Track Official/USAC representative on hand as well as by a handler of the car in question. Competitor's jar must be initialed by handler of fuel sample in question.
5. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel will result in disqualification & and suspension from that particular class. First offense up to 30 day suspension in particular class for driver with fuel found to be illegal. Second offense up to a 1 year suspension for driver with fuel found to be illegal in a particular class. Third offense will be a lifetime suspension from all USAC .25 Midget sanctioned events. (Infractions accumulate as a whole. Two infractions is two infractions. One infraction in two different classes is treated as two infractions.)

DIGITRON FUEL TEST MAY BE USED AS WELL. IF DIGITRON TEST REVEALS A FUEL SAMPLE MAY BE QUESTIONABLE, SAMPLE MAY THEN BE CONFISCATED

AND SENT IN TO USAC NATIONAL HEADQUARTERS FOR FURTHER TESTING.

1. The approved testers are: DIGITRON DT-15, DT-47FT or FT-64 tester or the Precision Fuel Testing System.
2. Cars will return from track through inspection area to be checked for fuel additives immediately following qualifying and racing.
3. Use a clean plastic one gallon gas can of fuel. Put a fresh sample of track fuel into this clean can. This will be used as a control sample for comparison. Testing must be done in a clean and safe area.
4. Set the meter to zero in the sample of track fuel. Each time the meter is turned off this procedure must be repeated.
5. Suspend the probe in the fuel to be tested for a minimum of ten seconds to allow for stabilization. Fuel reading from -10 to +40 is track fuel. If testing is done after fuel is allowed to cool and settle, the fuel will read to within -/+7 of the track fuel sample.
6. If readings are between 50 and 100 or higher set car aside and retest in approximately ten minutes. If readings are still this high, DISQUALIFY THE CAR. Readings that are -/+ 100 at any time are not track fuel.
7. Replace the 9-volt battery each day.
8. Other methods may be used at the discretion of National Tech.
9. MANUFACTURED BY: DIGITRON
N 8102 FREY A ST.
SPOKANE, WA 99207
509-467-3128

734 Technical Inspection Procedure

Technical officials have the right to tech or safety any or all cars in any class at any time. A technical official may not perform the post-race technical inspection of their own car(s) and engine(s).

1. All technical and safety rules are the responsibility of the Parent or Guardian of the car in question ("The Handler").
2. It is the handlers responsibility to make sure that the car and engine are weighed and properly sealed after qualifying and/or races. If in doubt check with the Technical Director before the car leaves the scale/sealing area.
3. If repairs or maintenance are needed that require breaking of seals or an engine needs to be changed approval must be obtained prior to starting any work. This work must be done under supervision of Technical Director or his designate. Engine must be resealed immediately after work is completed.
4. After racing, cars must be weighed and have the engine seals checked. Cars finishing mains in announced impound positions must be placed immediately in the designated impound area.
5. Engine and car may not be removed from impound area without permission from Technical Director
6. If car is to be raced in another class or division, handler must make sure weights and seals are checked before leaving the scale/impound area. If a restrictor plate

needs to be removed and/or added it must be supervised by tech director or his designate and resealed. Removed restrictor plate must remain in the possession of technical until engine is inspected.

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

735 Mandatory Decals

The following decals are mandatory for USAC Competition

1. USAC .25 and any official Series Sponsors determined by USAC
2. Hoosier

APPENDIX II

2022 .25 Midget Race Procedures- Effective January 1, 2022

1701 Requirements

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

1702 Qualification Procedures

Practice and qualifying will be determined by pill draw (low to high). If a car is unable to time for any reason in the proper order, they will be awarded a no time.

Specifics will be covered in the entry form and/or at the driver's meeting. Clubs may deviate from these specifications, but need to notify National Office in writing at beginning of each season.

All qualifications will be held in accordance with the current USAC .25 Midget Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Qualifying will be done as follows: 3 warm up and 2 timed laps. If a car does not leave track after checkered, the black flag is displayed for driver to leave the track.
2. Handler should only enter track in order to restart a stopped car. No work other than turning on of fuel allowed. Remaining laps will be allowed to be completed for time. No additional laps will be given.
3. If a car breaks or leaves the track before all laps are completed, the fastest completed lap will be the qualifying time. If no laps were completed, then the car will take a "no time". They will not be able to re-qualify.
4. If two cars have identical times, the second fastest lap will be used as a tie breaker.
5. Driver qualifying the car will be the only one eligible to drive it in the event for which it qualified. The car that is used for qualification must be the same one used for the race.
6. A driver may only be signed in one time per class or division. NO double sign in. There is no exception to this rule.
7. Only one driver may qualify in any one car in the same division. (Example: One lightweight and another driver a heavyweight could qualify in the same car in the 160 class, however, two lightweights could not qualify in the same 160 car.

8. There are no exceptions to this rule. All cars must be weighed following qualification, and engines must be sealed. If a car or driver does not meet weight requirements, they will be awarded a “No Time”
9. After qualification, cars and engines must remain on the premises for the remainder of the event unless prior approval has been given.
10. Timing will continue until all classes/divisions are completed. In the event of a stoppage during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.
11. The use of air filters during qualifying at any USAC pavement events is illegal. The Senior Tech Official reserves the right to allow air filters at any event that it is deemed necessary.
12. Group/European Qualifying may be used at the Race Director’s discretion when transponders are used.
13. The Race Director is empowered to change the event format, including the number of qualifying laps to be run.

1703 Drawing for Starting Positions

As an alternative to qualifying, the passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position with the exception if there is an invert for the A-Main. In the event of a tie in total points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual lineups. #5,6,7,8,9 from 1702, apply in 1703 for heats.

A registrant is considered a late sign-in when online registration has ceased until the first heat race lineup is on track. No one will be able to sign in after the first heat race lineup is on track. Driver changes are not permitted after the first heat race lineup is on track.

Finishing Position	Points Given	Passing Points
1	55	
2	52	1 car @ 1 = 1 pt
3	49	2 cars @ 1 = 2 pts
4	46	3 cars @ 1 = 3 pts
5	43	4 cars @ 1 = 4 pts
6	40	5 cars @ 1 = 5 pts
7	37	6 cars @ 1 = 6 pts
8	34	7 cars @ 1 = 7 pts
9	31	8 cars @ 1 = 8 pts
10	28	9 cars @ 1 = 9 pts

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

1704 Authority & Responsibility of Race Director & Officials

ALL RACES are governed by the following personnel, who must be USAC members &/or officials in good standing, or as provided in USAC rules.

Race Director –

In charge of the overall running of the event; Approved by National Director for National and Regional events; Must be experienced, well-versed in all USAC racing rules and regulations; Makes any DQ determinations if needed, including flagrant calls; May consult with other officials if needed to make determinations; Approves of all other officials; Clubs have the option of using judges.

Flagger –

Runs the flagging of the race; Falls under the jurisdiction of the Race Director; May be called upon by Race Director when trying to determine a call; Flagger will be located in the flag stand during green flag racing.

Pit Steward –

In charge of the staging lanes. coordinates with Race Director to send cars out to the racing surface; Checks safety items in staging lanes to make sure cars and drivers are ready to race; To include, but not limited to: brakes are functioning, RaceCeiver is functioning, arm restraints and seat belts are fastened properly, pad in center of steering wheel, etc.; Pit Steward will be located between staging lanes and hot chute.

Director of Timing & Scoring –

In charge of keeping track of positions throughout the race to determine finishing order.

Technical Director –

In charge of inspection of engines and works together with safety director to ensure chassis are within specifications.

Safety Director –

In charge of ensuring safety rules are followed, including ensuring that all cars and drivers follow all safety rules; Works together with Technical Director to ensure chassis are within specifications; When required a proof of loss statement must be sent to USAC within 30 days of all incidents.

Duties of the Race Director

1. The following procedures shall be utilized by the Race Director at all USAC National and Regional events. They are recommended for use at other Quarter Midget events but Clubs may deviate from these specifications. The clubs need to notify Regional Board and National Office in writing at beginning of each season. Traditional quarter midget judging procedures may be incorporated with prior notification.
2. All race officiating will be done by the Race Director with input from the flagger and/or Asst. Race Director at the Race Director's discretion.
3. Race Director will not be handlers, owners, parents or family members of drivers entered in the particular on track race.
4. Authority of Race Director - A Race Director will have the authority/discretion to disqualify or Black Flag for flagrant calls. Race Director disqualifications may not be protested.
5. The Race Director has authority/discretion to immediately disqualify a driver/car for the following:
 - A. Flagrant or Deliberate Rough Driving; (a driver that is intentionally running over or into the car in front or beside him/her). See Appendix II, Section 1713 - 33 & 34.

- B. Any car with all four (4) wheels under the line that defines the inner edge of the racing surface must stop before the next turn (bringing out the yellow flag), If a car goes (4) wheels below the inner edge line and stops before the next turn, he/she will receive a STRIKE and be placed to the tail end of the line up. Failure to stop and continue racing will result in a race disqualification. On the white flag lap, after turn 4, a car avoiding an accident may not be penalized if all 4 tires go below the line, but must re-enter on the same straight away.
- C. Disobeying Flags; (jumping starts, passing under yellow, advancing around the track under yellow instead of dropping back into a starting or restart position as directed. etc..) After being warned at least one time and then being put to the tail of the lineup, the second warning could be cause for disqualification.

Practice Session/Pre-Race Warm-Up - Under yellow flag condition, a car may pass another car in order to create a safe distance but must keep yellow flag pace.
- D. Signaling by handler to driver (under green flag conditions).
- E. Car being operated in an unsafe manner. (For example: excessive biking, if a car turns over from biking on its own, stuck throttle, no brakes, etc.).
- F. Making adjustments or repairs on the racetrack or during a refuel or emergency stop. Cars may be worked on in the designated work area per USAC work rule on refuel stop or after an injured driver is cleared ok to race or has left the race.
- G. Third chargeable STRIKE (under green flag conditions). This will be scored as a DNF.
- H. Improper wearing of safety equipment. No neck collars, belts not over both shoulders, helmet not fastened, etc..
- I. Loss of driver-related safety items (helmet, gloves, arm restraints, belts, etc..) under green flag conditions. Does not include neck collar. **See Section 1709 -A and 1709 -C**
- J. If a car turns over and leaks fluid, or leaks while sitting on the track does not constitute a disqualification unless deemed an unsafe condition by the Race Director.
- K. Loss of ballast during a race (under green or yellow conditions) will result in a disqualification for the race.
 - a. Loss of ballast during practice will result in a DQ for a heat race; will start at the tail in the lowest main
 - b. Loss of ballast during heat race will result in a DQ; will start at the tail in the lowest main
 - c. Loss of ballast in a main will result in a DQ
- 6. Only the Official Handler may ask the Race Director for the reason of disqualification at the conclusion of the race; HOWEVER, they may NOT argue the call or protest it. Arguing or protesting the call may result in immediate ejection from the event.
- 7. The Race Director must have a communication link; via radio with the flagger & scoring tower.
- 8. Flagger shall not make any disqualification calls unless approved by the Race Director of that race.
- 9. Race Director has the option to put any car(s) to the rear that fails to keep proper

pace or remove from the race.

10. Cars are subject to black flag calls any time that they are on the track. Disqualification may be made after the checkered flag has been thrown, or before the green has been thrown. Incidents can occur in the hot chute or as cars leave the track. The Race Director can decide that it was intentional or deliberate, and disqualify the car.
11. During a medical red flag situation, NO cars can be worked on or moved, until the Race Director has declared the track clear.
12. It is the Race Director's responsibility to enforce and to determine violations of the Racing Rules, as outlined in Section 1713, "Racing Rules and Procedures".
13. Race Director may use the "meatball flag" (black flag with a red circle) to call a car into the pits or designated area for consultation, i.e., checking Raceceiver, tape numbers, etc. See Section 1706-3.

1705 Pushing/Restarts

1. Designated corner workers and race officials are the only ones allowed on track during yellow or red flag conditions. During yellow or red flag conditions only one (1) handler with a car on track may enter the race track or infield after permission from the race director has been given. Extenuating circumstances will be considered (i.e. medical red flag, etc). Handler will never enter track during green flag conditions. Failure to comply will result in a DQ for that race and may be subject to additional penalties.
2. Handlers may only enter the course/track or infield with permission from Race Director during yellow flag or during red flag conditions. Handler will never enter course/track during green flag conditions. Doing so will result in loss of hot chute privileges for the event. If this happens more than once during a race weekend, handler may be asked to leave the track premises/grounds.
3. Cars that are being pushed to start will only pass the flag stand twice; after second pass of flag stand, car must go to the designated work area before returning to the track surface.

1706 Laps under Yellow Flag

1. Laps where the yellow flag is displayed will not be scored.
2. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The re-lineup position will be verified by the scorers.
3. During a caution period a car may be called into the "designated pit area", using the Meatball Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it will return to its previous position. Handlers may not touch car, other than starting, unless directed by Race Director.

1707 Designated Work Area – USAC Work Rule

1. The work rule will be mandatory for all Club, Regional and National events.
 - a) A USAC.25 handler or alternate handler membership is required to be in the hot chute area.
2. A maximum of two handlers per car will be allowed in the hot chute. If a handler requires more than the two for major repairs, then any other handlers already designated in the hot chute for other cars may assist. No additional handlers will be

allowed to enter the hot chute for major repairs. ~~If the handler chooses, he/she may take his/her car out of the hot chute to a designated work area in close proximity to have additional members assist with repairs.~~

3. The designated work area will be marked off. A designated work area is where additional handlers can assist with repairs. This designated work area will depend on the Club hosting the event, because tracks layouts do vary. This may be a portion of the hot chute. This must be approved by the Race Director and/or Safety Director.
4. Any car going to the designated work area or hot chute will automatically be put to the tail end the of lineup. If a car is forced into the hot chute by another car, stops and has no work done or drives through at an idle, that car will retain their position. See Section 1706-3.
5. If a car leaves the racing surface under green flag, it may not re-enter the race.
6. Under a yellow or non medical red flag condition, a car (or cars) may go into the designated work area for repairs using any piece of equipment for repairs, but may not add fuel or gasoline (except by track Officials to Formula Mod cars during refueling stops). Refueling of cars during race will result in disqualification.
7. If more than one car is in the designated work area; positions will be determined by the order of cars returning to the track.
8. Three courtesy yellow flag caution laps will be given per caution once the on track lineup is set and cars are in race order. See Section 1708-14.
9. Cars that enter work area for anything other than repairs that would otherwise keep them from returning to the track, will not receive courtesy laps.

1708 Flag Procedures for .25 Midgets

1. Flagger's position to be located on flag stand on the outside of the track. Flagger will remain near the flag stand during all event practice sessions and races. See Section 1701-1 for more on Flagger's position. Flagger may have assistant hand them flags.
2. Green flag shall be displayed to start and restart a race.
3. Yellow flag is to be displayed anytime a car goes Dead On Track (DOT) or the track has any unsafe conditions (debris, fluids, etc.). There will be no passing under the yellow flag. Once green flag is waved, no lap is exempt from a yellow flag. (See Section 1704- C). If an accident occurs before the checker has been thrown, a yellow flag should be thrown and unsafe area or the area of the track where DOT has occurred should be pointed out. The yellow is to remain displayed until all corner workers have clear the racing surface. Caution (yellow) lights may be used around the rack and will be controlled by the flagger. If a single car goes DOT or in the infield under green, a yellow flag will be thrown, car may be charged with a STRIKE and started at back - unless a car is disqualified. See Section 1704-8 and 1713-16.
4. Red flag (medical) will be displayed any time cars turn over, injuries, or potential injuries may have occurred. If there is an injured driver, NO cars may be moved from racing surface or be worked on until driver(s) have been cleared. Red flag must also be displayed and cars stopped prior to anyone being allowed on the track to inspect track walls and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger

extended indicating stop after one more lap.

5. Cars not remaining above the safety entrance/blend line will be subject to being black-flagged. Cars that continue to disregard the safety entrance line may be subject to disqualification or loss of practice and testing session.
6. When practice session is over, checkered flag should be displayed for one lap and may be followed by a yellow flag in order to clear the track.
7. After a race warm up time has expired (If warm up is given); the yellow flag should be displayed for at least one lap before the line up signal is given. The original line up signal should be a rolled yellow and a rolled green, (one in each hand) displayed in a drumming motion to indicate a double file line up. Double file lineup will only be for initial starts. Following a yellow flag and after restart line-up has been determined; single file restart signal should be displayed. Hold a rolled yellow and a rolled green together in one hand straight above or in front of the Flag person. All restarts will be single file after initial double file.
8. Flagger is responsible for all starts, restarts, conduct of race, and flags, i.e., green, yellow, red, white, checkered and black, in accordance with the Race Director. All starts will be rolling starts. Flagger will determine the pace of each race. Flagger and/or Race Director has the option to put any car or cars to the rear if they will not keep proper pace.
9. During the line up process if cars fail to keep a proper pace or continually jump-start the green, a rolled black flag as a warning. Car(s) that still do not keep proper pace or other infractions may be sent to the back of the line up.

Flagger must maintain control and remain consistent. Once the race begins (First official scored lap) no other cars including the alternate car can enter the race. (See Section 1713-9). During the initial lineup and before the green flag falls, cars that stop on the track will be put back in their original position unless there is a disqualification or penalty. Cars will not be allowed to accelerate until the "gas it up" line, which will be between turns 3 and 4. Green flag will not be thrown until the front car(s) have reached turn four at earliest. Track size, banking and turn configurations may determine different pickup and racing points. These determinations should be based upon the need to maintain fair racing without the leader needing to make drastic racing moves to protect his position as the field accelerates to start or restart a race. The method used for National restarts will be, to paint a spot or mark midway on the straight, in the vicinity of the start/finish line, between turns four and one, about two-thirds of the track width from the bottom of the track, and requiring all cars to maintain position single file, nose to tail until past this spot. All 4 tires must stay above dot or line and nose to tail until past this point. Penalties for dropping below the dot, line or not staying nose to tail should be defined as follows: i.e.: yellow flag the restart and the offending car is penalized two (2) positions, or if a car can NOT go back two (2) positions then they are assessed a strike and sent to the tail. This type of restart has eliminated cars from chopping down on the track coming off turn four to protect their position and then causing incidents in turn one as several cars enter the turn from different racing lines. The preferred restart mark is a 9"-12" diameter solid painted dot or a 4" wide x 24" long painted line in an easily seen contrasting color to the color of the pavement or dirt surface. If a car creates a disturbance in the line, causing the following cars to hit the dot/line while avoiding the car, a yellow will be displayed and no cars penalized.

10. White flag will be displayed when there is one lap left in the race. Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. The Flagger does not have to remember the length of the race; when lap one comes up, simply display the white flag.
11. Checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been thrown, a yellow should be displayed along with the checkered flag, however, the race is officially completed. NO restarts after the checkered flag. Car(s) that cross the start finish line and are given the checkered flag will be scored accordingly. Any car that is lapped prior to the last lap can not earn their lap back due to a yellow/checkered finish. Car(s) that crossed after the yellow is displayed will be scored on the last officially completed lap. Any cars involved in the incident causing the yellow flag will be placed at the end of all cars running of their lap in the final standings. See Section 1713 - 32.
12. If under green flag two or more cars become hooked together and do not unhook themselves – the yellow flag will come out followed by red if necessary. (Flaggers and/or Race Director’s discretion). The cars will be unhooked and unless a car is disqualified, all cars will go to the tail and be charged with a STRIKE.
13. Black flag will be pointed at car being disqualified and then waved as the driver approaches to indicate the disqualification. If a car is disqualified during a race, and does not immediately leave the track after being black flagged, the black flag will be shown to the driver two more times on next two laps. If the driver still has not exited the track, the race CAN be stopped (red flag) and the disqualified car will be removed, DQ’ed and subject to further penalty. Race will be restarted from the last recorded lap. In lieu of displaying a black flag during green flag racing, possibly causing confusion (especially with Jr. classes), it is permissible to yellow flag a race when a racing DQ incident has occurred, then black flag the offending car, reset the line-up to the last completed lap and restart the race.
14. After a race lineup is determined and cars are in racing order, if there are cars in the work area, three laps will be given for cars once stopped in the work area to complete repairs and reenter the race. As the cars on the track pass the start/ finish line, the flagger will extend fingers, clearly indicating the countdown of three laps. After three complete caution laps have been completed, the flagman will indicate with a rolled green flag that racing will start on the next lap. The cars in the pits must be down and rolling before the lead car crosses the start finish line at the ‘one-to-go’ flag indication. The predetermined ‘late out point’ at the exit of the pits, car under its own power will apply for the warm up session before the race (If warm up is given). Local track configurations may alter timing at which the cars can be past the late out point.
There will be only one courtesy three-lap countdown per yellow flag period. Unless the reentering car creates a hazard, the flagger is not required to remain under yellow to allow the reentering car to catch the tail end of the field. Cars on the track intentionally slowing or speeding the field from the desired caution pace may be sent to the tail of the field as determined by the Race Director.

1709 Hazardous Mechanical Conditions

- A. All cars must have nerf bars, bumpers, hood and all other safety equipment (helmet, gloves, arm restraints, belts, etc..) in order to start or continue in a

competition unless otherwise approved by USAC. Miscellaneous attached equipment such as, but not limited to, data acquisition devices, RaceCeiver, and cameras will be securely fastened in the manner they were designed within the limits of the roll cage frame. If they become loose, dangling by a **cord**, or otherwise dangerous to the driver, other cars or spectators, the yellow flag will be thrown and the car must go to the pits to correct the condition per the USAC Work Rule. See Section 1707 and per the three lap courtesy work rule (1708-14). This will be charged as a STRIKE.

- B. If nerf bars, or bumpers are no longer originally fastened to the chassis or bumpers and **nerf bars** are broken or cracked the car must go to the pits to correct the condition per the USAC Work Rule, See Appendix I - 709 & 710.

C. Under yellow flag conditions, if safety equipment (helmet, gloves, arm restraints, belts, neck collar, etc..) becomes loose or falls off, that driver shall be called to an official on the track. A handler from the car may come onto the track and replace the safety equipment if necessary. If the safety equipment (helmet, gloves, arm restraints, belts, neck collar, etc..) is not working thereafter, they will be required to go into the pits and correct the condition per the USAC Work Rule. See Section 1707 and per the three lap courtesy work rule(1708-14). This will not be charged as a STRIKE, but the driver will be put to the tail of the field due to going into the pits.

1710 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before coming out of turn 4 on the track shall be guilty of a violation, the yellow will then be displayed. The penalty will be a repositioning of the car at the tail. A second violation will result in a STRIKE. See USAC.25 restart procedure and penalties, Appendix II, Section 1708-9.

1711 Testing

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

1712 Class & Division Structure

1. **Class Definition** - Class is defined as a race program by engine type and rules.
2. Ages and weights for classes are found in table at 703- I.
3. A driver will not be allowed to run more than five Quarter Midget classes per event.
4. No mixing of classes at National Events.
5. Senior Honda, 160 Honda and all Mods, Senior/Unrestricted Animal, WF and "AA" and may have a maximum of twelve (12) cars per race.
6. Jr. Honda and Jr. Animal classes may have maximum of twelve (12) cars per race, but are not required.

7. A driver may run 160 once he or she meets the age and weight requirements for the respective class (Light or Heavy 160) and receives the approval from the Race Director and/or Rookie Director.
8. In order to run a World Formula, or Formula Modified, a driver must have 12 months in an unrestricted class or Senior Animal and meet the minimum age requirements. See #12 for Formula Mod
9. No class jumping, either up or down. Definition: Engine and car must compete in the class that it originally signs in and qualifies. A car cannot be entered in more than one Quarter Midget class at a given event. This part of the rule disallows the signing in of a car to qualify and compete in more than one class.
It can run in same class but two divisions. Example: a car can be signed in for one driver to run as a Junior Honda and another driver to run as a Senior Honda, or in the classes that are separated by light and heavy drivers, and one driver may run as a light and another driver as a heavy in the same class. Junior and Senior, Light and Heavy are divisions of a class.
10. Division Definition - Division is defined by age and or weight.
11. Specific ages and weights for divisions are found in Appendix I, section 703-I.
12. Any driver who will turn nine (9), or (10) for Formula Mod on or before May 31st of a racing season, must move up on their 9th Birthday but has the option of moving up to and racing in the Senior division at all Local, Regional and National Events, at any time prior to his or her ninth birthday. Once he or she has made this decision and raced in a Senior division, he or she shall not be allowed to return to the Junior division of that class for any reason. If this option is used, USAC National office must be notified and driver profile shall be documented.
13. Drivers who turn nine (9) after May 31st of a racing season must remain in the Junior class until their 9th birthday. He or she may choose to remain in a Junior class for the remainder of that racing season.

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

Light and Heavyweight: Among those classes divided by weight only, there may be enough drivers to justify this division in some areas and it will be optional to the Race Director whether the class is to be divided or not. The lightweight division is to be considered open to all drivers, the heavy weight restricted as to weight. Drivers may enter one division per class only. Per scoring procedures light classes start in front of heavy classes.

1. **Lack of Cars to Make a Complete Class** – (Local Option)
In order for clubs to more efficiently run their races, they may decide not to run certain USAC approved Quarter Midget Classes. Further, if there are no cars participating in a class, they could simply eliminate that class for the year. Clubs need to notify Regional Director and National Office in writing at beginning of each season. IF a car in an eliminated class were to show up for a race, it would be the club's option to run the class or not, or to let the car run in another class.
2. The Race Director at National and Regional events and the Board of Directors at the Club level have the authority to assess a driver's competence to compete in a

particular class.

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

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

NOTE: Number of laps may be adjusted.

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

1713 Racing Rules and Procedures

Unless otherwise noted, these procedures must be followed at all events:

1. USAC Quarter Midget Events - All participants at a USAC event must present their valid USAC I.D. card at the time of signing in.
 - a. Advertising

USAC and USAC.25 may regulate or deny the advertising of any product on equipment, apparel or otherwise in connection with a member, USAC, USAC.25 Series or any event. USAC.25 may not approve advertising if it is determined offensive, inappropriate, illegal and/or undignified, potentially detracting from the positive interest in any event and/or the integrity of USAC.25 and its members.
 - b. Products being advertised must be produced, marketed/advertised and sold in accordance with federal, state and local laws and regulations. If it's not legal for 16 years of age or younger to purchase, consume or use legally, it's deemed not approved. Some examples that are not permitted include the promotion of illegal

substances, tobacco/nicotine/vaping, alcohol and/or marijuana, marijuana-based products and/or cannabis/hemp products.

Additionally, imagery of illegal products, imagery and/or wording of products listed above that represent and/or identify the use of such products are not allowed at USAC.25 events. These types of brands are not permissible with the USAC.25 logo, images of USAC.25 events and its participants.

- c. Gift cards/certificates are acceptable as winner/podium prizes. These gift cards/certificates may include local businesses, club/race sponsors, stores, restaurants, etc. Prizes for entry/registration fees and/or discounts are acceptable. Financial institution gift cards (including Visa, MasterCard, AMEX, etc) and cash prizes are prohibited.
2. All car numbers shall be furnished. All cars must have a minimum of 3 numbers plainly visible; 1 on the left front, 1 on the left rear, and 1 on the right rear. (Optional for local events).
3. All cars are to present themselves at the lineup area before entering the racing surface ready to race. This includes all car and driver safety items, required "RaceCeiver," engine and exhaust systems, braking systems and racing fuel. After the car takes the racing surface, fueling of cars is prohibited in the staging lanes, hot chute or on the track and will result in a DQ.
4. **If a driver on the track is found not responding to communication by RaceCeiver,(the "meatball flag" shall be shown Appendix II 1704 -13) that driver shall be called to an official on the track. If it is found that the RaceCeiver is not functioning properly, the handler can replace the receiver with a properly working receiver, or plug the receiver in if the receiver is found to be unplugged. If the receiver is not working thereafter, they will be required to go into the pits and fix the problem. They will be given three (3) courtesy yellow flag caution laps to correct the problem once the on track line-up is set and cars are in race order. They will be required to tag the tail of the line-up.**
5. Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale/scale area at a high rate of speed without stopping is dangerous and is prohibited. See Section 1707-4. If it occurs under yellow conditions during racing, the car will be assessed a strike and will restart on the tail (or removed if it is a 3rd strike). If it occurs during a pre-race warm-up period, the penalty is a strike and the car will start the race on the tail. If the infraction occurs after a race is complete, a race DQ will be assessed by the Race Director.
6. No foreign matter, such as gum, candy, etc. shall be allowed in driver's mouth while he/she is in the car. Mouthpieces are allowed.
 - a. Drivers and/or handlers that receive Emergency Medical Treatment by medical personnel during a scheduled race activity, whether during on-track activities, while on premises of a facility with racing scheduled for the day/weekend, etc., with treatment taking place at an on-site medical facility and/or off-site medical facility must present a medical clearance form signed by a physician in order for the driver and/or handler to participate in future on-track USAC.25 sanctioned events. No exceptions will be allowed.
7. The possession or use of illegal drugs by a driver, car owner, mechanic, spectator or race official anywhere in the track, pit or parking area will be strictly prohibited.

The use of alcoholic beverages by a driver, car owner, mechanic, or race official anywhere in the track, pit or parking area from the time signs open until the time that tech inspections are completed will be strictly prohibited. Any violation of these rules is subject to disciplinary action by USAC and USAC-sanctioned clubs.

8. Any driver, car owner or mechanic, race official or spectator who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event. see Appendix V
9. All winners' cars will only be official after Tech declares engine legal. (Definition: at USAC events, it shall be mandatory that engines be inspected for legality). Extent of inspection will be at the discretion of Tech. Engines shall be considered illegal if car handler or owner refuses required inspection. (Appendix I Section 732-9b).
10. No change or adjustments to car or engine settings may be made to any race car by any method, while it is on the racing surface except for turning on the fuel. Additionally, no device, system or other method capable of making changes to these settings while on the racing surface will be installed, permanently or temporarily in any car. This includes practice sessions occurring on a scheduled race day. Interpretation and enforcement of these guidelines is the responsibility of the senior tech & safety officials in attendance at the event.
11. After initial warm-up period has elapsed (use of clock or air horn), all cars on the track and past designated line shall be lined up according to original starting position. All others shall start at the back of the pack - in the order they enter the racetrack. An alternate car may be summoned to the track if a car scheduled to start does not immediately take the track for the line-up. (see #20 below) Once the line-up is in order on the track, the car still in the line-up or hot chute will receive courtesy laps per the USAC Work rule (1707) and per the three lap courtesy work rule (1708 -14). Should the original car return to the line-up, it will be placed on the tail and the alternate car will be summoned to the pits and be available until the first full lap is scored.
12. In Formula Mod classes only, after a combination of 100 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled the counting resumes when the cars restart. A refueling stop, from red flag restart, should take no more than four minutes. There shall be NO MORE than 2 fuel stops after the initial green flag at any USAC District or National event. More fuel stops allowed at club races, but need to notify the USAC National Office in writing at beginning of each season. There will be no refueling stops for "AA" heat races.
13. Refueling for Formula Mod may be refueled after the completion of warm up time. This is at the discretion of the Race Director and announced before cars take the track. Drivers are to be out of cars for fueling.
14. No more than two (2) handlers per car in the hot chute during race.
15. For the safety of all involved, videotaping and/or photography of any kind will not be allowed in the hot chute area. Special circumstances (i.e. professional camera person/crew) may be allowed with previous authorization from Race Director. Scorers working in an official capacity may not videotape from the scoring tower.
16. Four corner workers are recommended for each race. All corner workers are to be located at the outside of each turn or at least two at each outside end of the track. No corner workers are allowed in the infield and are the only people allowed on the

track in the event of a caution during a race.

17. All pit locations must be located outside of the track wall or fencing.
18. Once a car qualifies or pushes off from the staging area for qualifying or first heat race, you must run the same car (chassis) for the entire event.
19. The Race Director has the option NOT to be in the hot chute with the handlers during a race. If he/she elects to call the race from another area at the track a USAC.25 official/spotter will be placed in the hot chute to ONLY relay and answer basic questions about the call. Any arguing with this designated person will result in removal from the hot chute for the rest of the event.
20. Fuel tanks and fuel caps cannot be replaced or reattached during a race. If the tank becomes loose or falls off at any point once the car takes the track, during green or yellow flag conditions, the car will be black flagged, must exit the track and scored as a DQ. Fuel tanks and fuel caps cannot be replaced or reattached after the checkered flag is waved or before going over the scale.
21. An alternate car will be allowed at all National events. The original car from the starting lineup is eligible to reclaim their position with the field under yellow until the first lap of the race is completed and scored. The alternate car is eligible to enter the race under yellow until the first lap is completed and scored and one of the cars from the starting lineup leaves the track. It is possible for the alternate car to receive a green flag start and still be removed from the race if the first lap is not completed under green and the original lineup car reenters the race under yellow to reclaim a starting position. The alternate car is optional for local events.
22. No trophy or awards, other than participation awards, shall be given to a driver for a race in which he was disqualified in tech or for unsportsmanlike conduct. Clubs may deviate from this rule with but need to notify USAC in writing at beginning of each season.
23. A DNF may advance and line up behind normally transferring cars in the order they went DNF, if there are unfilled starting positions.
24. A car with 3 STRIKE's will be given a DNF and allowed to transfer through the races, in the same manner as above if applicable.
25. Cars must have tail cone in place at all times when on the track.
26. Any car having their engine changed after qualifying or between races must report engine change to Race Director and Tech Director. Scoring tower shall be notified and car/driver will be placed on the tail of their next race.
27. When two or more cars make contact bringing out a yellow flag, all cars shall be charged with a STRIKE. If the Race Director can determine with 100% certainty that a car involved in the incident was not at fault, that car will not receive a STRIKE against it. A car or cars that are charged with a STRIKE will go to the tail. All cars involved in the initial incident that go dead on the track, whether charged with a strike or not, will go to the tail. Cars receiving STRIKES will be positioned behind DOT cars not receiving STRIKES. **If the Race Director can determine with 100% certainty that a car is not involved in the initial contact, but goes dead on the track to avoid the incident, or is inadvertently involved in the incident after the initial contact by the other cars, they will retain their position in the field at the last**

completed scored lap before the yellow flag

28. On the initial double file start of the race, it is possible to have an incident where the cause cannot be determined and several cars may be involved. This results from the close racing of the entire field, accelerating in one corner at the same time. If the green flag was shown on the initial start, the Race Director will give one additional double file start, with no strikes called or cars sent to the tail if it is not possible to determine the cause of the incident.
29. The Race Director has the option to not call a STRIKE for an incident where two cars make contact, but keep forward momentum and regain racing speed without going dead on the track. The flagger may display the yellow flag if it is determined that the slowed cars are potentially hazardous. If no STRIKES are called and no cars DOT, all cars will retain their positions in the field at the last completed scored lap before the yellow flag.
30. Following a race, a car or driver that does not have the proper required safety items will be subject to a race day DQ based on the "Safety Check and Registration Form." Any missing non-safety items such as a muffler, will be disqualified. If any non-necessary related parts are liberated, you may go to the work area and make any necessary repairs if a yellow flag is displayed. If the flagman feels the track conditions are safe, he may choose not to display the yellow flag.
31. Cars going DOT during yellow flag conditions will retain their running order as of the last recorded green flag lap and will not be charged with a STRIKE unless directed by the Race Director.
32. When a car related safety item (tail-cone, car body panel, nerf bars, bumpers, shoulder bar, wheel nut, etc.) falls or is knocked off a car, or becomes loose and is deemed a safety hazard by the Race Director under green flag conditions, a yellow flag will be thrown and the car sent to the hot chute/designated area to replace the item per the USAC Work Rule and per the three lap courtesy work rule (1708 -14). This will be charged as a STRIKE. The car will be allowed to resume racing if it is not their third STRIKE and they make it back out before the green flag. They will not retain their position. If the item falls off under yellow flag conditions or is knocked off as a result of an incident on the track when a yellow flag is displayed, the car must go to the hot chute/ designated area to replace the item without a STRIKE (STRIKE may have been charged for the incident, but will not be charged or added for the item). If the item falls off on the last lap of the race and the checkered flag has been thrown, they will be charged with a DNF whether or not it is their third STRIKE. The car related safety item may be replaced to cross the scales. If the steering wheel comes off while car is on track, Race Director will check wheel and determine if car is safe to continue.
33. Cars involved in incidents that receive strikes, whether they go DOT or not, and all cars going DOT on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored in the order of their last completed lap. Cars receiving strikes will be placed behind cars going DOT and not receiving strikes. See Appendix III, Section 2704.
34. In incidents involving Deliberate Rough Driving in which a car or cars receives an immediate disqualification, an innocent car involved in the incident will retain their position in the lineup at the last scored lap. If this type of incident occurs on the

final lap of the race, after the checkered is displayed, if the innocent car is DOT, it will be scored as a DNF without a strike. The car charged with the Deliberate Rough Driving will receive a DQ.

35. In incidents involving Overly Aggressive Driving a car or cars display an aggressive style in the course of their driving that shows little regard for other cars in their path, initiating contact in attempts to pass or to keep from being passed. The Flagger will display a rolled black flag to the offending car(s), and the Race Director will charge them with a two (2) strike penalty and placing them at the tail of the line-up. RaceCeiver communication will warn the driver of the aggressive driving. An innocent car involved in the incident will retain their position in the lineup at the last scored lap. If this type of incident occurs on the final lap of the race, after the checkered flag is displayed, if the innocent car is DOT, it will be scored as a DNF without a strike. The car charged with an Aggressive Rough Driving will receive a DQ.
36. In incidents involving defensive driving: (When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.) The Race Director will display a rolled black flag to the offending car(s), charging them with a two (2) strike penalty and placing them at the tail of the line-up. RaceCeiver communication will warn the driver of the defensive driving. A second defensive driving incident in the same race will receive a race DQ.
37. Any driver intentionally causing a caution, for something besides mechanical or a safety related issue, will receive a two (2) strike penalty.
38. In the event of a neck collar becoming loose or is lost while on the track a yellow flag will be thrown. They will be given a Strike and required to go to the pits to put the neck collar back on securely. They will be given three (3) courtesy yellow flag caution laps to correct the problem once the on track line-up is set and cars are in race order. They will be required to tag the tail of the line-up.
39. In the event that a time limit for a race is reached, the COOK OUT flag will be displayed by the flagger under the next caution along with the checkered flag. This flag signifies that the race has in fact reached the time limit. All drivers that take this flag will be scored according to their previous lap after accessing calls made by officials. Any car that is unable to take the flag under their own power will be scored according as being the pit area. In the event the time limit is reached under caution there will be a last green flag. This will not be announced but will allow the drivers the opportunity to finish the race under green. The next yellow, red or checker flag will end the race.
40. **In the event of rain, any race that is at least 50% complete, will constitute a completed race.** In the event a race is stopped due to rain and has not reached the halfway point, cars will be impounded. Any work on a car will result in **DQ**. If race resumes same day, tire pressure will be allowed to be adjusted before race resumes. **If race must be continued on the next day, it will begin at the beginning of the race with no laps complete. Cars will be released from impound upon the decision of the race to race on the next day.**
 - A. Regional Events (in regards to National Eligibility in the event of a race being rained out) - an attempt is defined as the car being on track and making at least two laps. Should weather prevent ALL classes from being on track and officials have canceled the event's activities for that day and there is not a designated

rain day scheduled, an attempt will be defined as participant being present at the event and signed in by the parent and /or handler.

41. Both hands must remain on the steering wheel at all times while on the racing surface during flag race conditions. Under yellow and/or red flag conditions, a driver may use one hand for appropriate hand signals (i.e., signify leaving the racing surface, during line-ups, etc..). Any additional or extenuating circumstances during a green, yellow and red flag conditions will be at the discretion of the Race Director. A rolled black flag will be displayed and a verbal warning will be given from the Race Director. The second offence will result in a DQ for that race.
42. Drivers may not remove or loosen safety equipment while in the race car during a race. Doing so will result in a DQ for that race.
43. Drivers must remain secured in the drivers compartment at all times on track unless directed by the race Director and/or Safety Personnel to exit the car. Extenuating circumstances will be considered (i.e. fire, medical, etc.). Doing so without permission will result in a DQ for that race.
44. For all National Events, all races will be roll and go, including A mains.

1714 Protests

1. Any on track calls or decisions may not be protested.
2. Technical Protests - If the tech findings are not agreed with by the handler, they must fill out an appeal form within 15 minutes from the time that they are notified. The motor must remain in tech area during this time. If a second opinion is desired by the next higher technical authority, all charges for shipping and handling will be paid for by the protesting party.
3. **Tire Protest**
 - a. Protest must be in writing and filed with the tech inspector within 15 minutes, after feature race is completed. Tires protested will be marked and not confiscated until the completion of the event. Handlers may not protest more than one car per event and may not protest same driver more than once per calendar year.
 - b. All protests will be handled by the Club President and/or Tech Director and must be accompanied with a \$500 cash deposit and will not be refunded, regard-less of the outcome of the protest. If the tire being protested is found legal, a new tire will be returned to the driver being protested.
 - c. Any situation not covered by these rules shall be referred to USAC for decision. This protest must also be in writing and accompanied by deposit.
 - d. Tire protest form must be completed and sent in to USAC along with a sample of the tires in question.

Tire Protest/Confiscation Procedures:

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

A USAC.25 confiscation form must be completed prior to samples being taken. This must be completed by USAC and/or club official - Place the competitor label portion of the USAC tamper-proof tape provided by USAC that corresponds with this sample in top corner of the form; ask handler/representative of tire in question to take a picture of this form or make a

copy of it for their records

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

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

USAC.25 strongly encourages clubs/regions to send samples to USAC National for verification that chain of command protocols were followed prior to sending to lab. This process allows failed test penalties to be consistent across national, regional and club levels. Penalties for failed samples sent directly to the lab are only enforceable at the club level of that specific club. Samples must be received no later than 72 hours following the completion of the event.

1715 Penalty/Penalties Guidelines (to be used at Clubs, Regions and National events)

ENGINE INFRACTIONS

LEVEL 1 - FIRST OFFENSE

⌋ Automatic Race Day DQ; in the respective class that the infraction took place

LEVEL 2 - SECOND OFFENSE

⌋ Up to 60 days suspension from any USAC sanctioned event for the handler and driver from participating in the respective class that the infraction took place

LEVEL 3 - THIRD OFFENSE

⌋ A third offense may be considered intentional or flagrant modification and will be assessed by the National office per the Flagrant/Intentional Modifications Section listed below.

TIRE INFRACTIONS

LEVEL 1 - FIRST OFFENSE

⌋ Six (6) months suspension from any USAC sanctioned event for the handler and driver; plus the costs of testing fee(s)

LEVEL 2 - SECOND OFFENSE

⌋ One (1) year suspension from any USAC sanctioned event for the handler and driver; plus the costs of testing fee(s)

In order to protect and verify the protocols of the tire protest/sampling procedure were followed, these penalties may only be assessed by the USAC National office see Appendix I, section 714.

FUEL INFRACTIONS

⌋ Penalties assessed for tire and fuel can vary from a Race Day suspension AND a suspension that can go up to a one (1) year through the defined process tire and fuel testing and infractions outlined in Appendix I, Sections 714 and 733.

FLAGRANT/INTENTIONAL MODIFICATIONS (INCLUDES ENGINE, TIRE AND FUEL INFRACTIONS)

⌋ All parties involved in any modification to fuel, tires and engines that are deemed flagrant will receive penalties that may include monetary fines and suspensions. These flagrant penalties can only be assessed by the USAC National office.

NATIONAL APPEALS

National Appeals are reviewed by a three (3) party appellate board comprised of the USAC President and two (2) non-quarter midget motorsport professionals. USAC will have a list of appellate members which will be used to select from for each required review.

Should a participant elect to challenge a technical rules penalty, it must be declared at the time technical inspections are complete and/or when the penalty is assessed. The participant must inform the tech director and/or race director of his/her decision and the proper parts must be packaged up and sent to USAC National within 96 hours along with a completed USAC Confiscation Form.

1. The cost to appeal a technical suspension to USAC National is \$500 plus any associated fees (shipping, testing, etc...).
2. Behavioral penalties assessed at the local, region and national level are NOT appealable. These penalties are to be upheld at the level or below at which they were given. If at a National event, they will be upheld at local, regional and national.
3. Once the National Appeals/Penalty Board has made its decision, it is final and the matter is considered closed. The penalties assessed by the board will be upheld at the local, regional and national level at all USAC sanctioned events.

APPENDIX III

2022 .25 Midget Division Scoring Procedures: January 1, 2022

2700 - Practice Round Procedures

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

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

2701 - Qualifying (if applicable), Heat Races and Mains

1. When qualifying, heat races and/or mains begins there shall be a minimum of three (3) scorekeepers in the tower.
2. All entries on the qualifying/score sheets will be done in ink.
3. For qualifying, when the car enters the track they will be given three (3) warm up laps, then two (2) qualifying laps. The times will be written down on the qualifying sheet and/or time cards and confirmed amongst the scorekeepers.
4. For qualifying, after each car has qualified, the announcer may announce the times over the PA system. It is recommended that as qualifying takes place, the time cards be kept in order from fastest to slowest.
5. For qualifying, If a car does not take a green flag for qualifying they will receive a no time (NT). Noting as such on the qualifying sheet and the car will be lined up at the back of the racing field. In the event there are two or more NT, the cars should be lined up according to their pill draw or qualifying order, whichever applies at the event.
6. For qualifying, any irregularities or issues with the timing system will be noted on the qualifying sheet / time card.

7. For qualifying, if a heavy class driver is found to be less than 100 lbs after qualifying, they will be assigned with a no time and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If there is not a LIGHT DIVISION of the same class, the Race Director will have final authority where to place the car into a different class, in the last spot of the last heat or main, whichever applies.
8. For qualifying, heats or mains, If a CAR is found to be LIGHT or is disqualified after qualifying, heat or main, it will be given a DQ and placed in the last qualifying spot of its class/division. If qualifying or heat race, the weight or other infraction must be corrected prior to racing. If DQ occurs in main, car will be scored as a DQ for final results.
9. For qualifying, if there is any mechanical error in the timing system or a transponder not "reading" the car on the track will be brought into the hot chute area while the problem is being fixed. The car would not be allowed to be worked on or touched other than to fix the transponder. Once the problem is fixed, the next two (2) cars in line will go out, followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm up laps and any remaining qualifying times.
10. Once qualifying is completed, qualifying sheets/time cards will be placed in the proper order as follows: qualified cars (fastest to slowest), no time (NT) in order of pill draw at registration, DQ in order of pill draw at registration and then DNA in order of pill draw at registration. Denote on the line-up sheet any track records, DQ, or NT. In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position. Denote on the line-up sheet both times. In the case of identical qualifying first and second lap, cars will be lined up according to pill draw at registration (lowest to highest).
11. If an engine change takes place before heats begin there is no penalty. If an engine change takes place after heats, then the driver will start at the tail of the lower main they have qualified for. If an engine change takes place after lower mains begin and/or if the change takes place prior to an A main the driver has qualified for, the driver will start at the tail of the race he/she has qualified for.

2702 - Setting Up Heat and Main Races

After qualifying or heat races are complete in each class, scorers should prepare to set up races

Setup Mains based on Qualifying:

Setup mains using fastest to slowest cars, from qualifying sheets

Example: 30 cars in a class.

How to setup Heat Races:

Setup heat races based on pill draw. If more than 8 cars, place the lowest pill draw in the first heat, next pill draw in the next heat and so on.

- Heat Race: Max of 8 cars in a heat race with the exception of selected events approved by the .25 Midget Series Director.
- **Example: 30 cars in a class.** Max of 8 cars in a heat race. Lowest pill draw will start P1 in Heat 1. Highest pill draw will start P8 in Heat 2. Note: If more than 8 cars, create an additional heat.

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

· **Example: 13 cars in class.** Max of 8 cars in a heat race. Lowest pill draw start P1 in Heat 1. Highest pill draw will start P7 in Heat 1.

Heat 1	Heat 2
P1: Pill draw 1	P1: Pill draw 2
P2: Pill draw 3	P2: Pill draw 4
P3: Pill draw 5	P3: Pill draw 6
P4: Pill draw 7	P4: Pill draw 8
P5: Pill draw 9	P5: Pill draw 10
P6: Pill draw 11	P6: Pill draw 12
P7: Pill draw 13	P7: Pill draw 13

· **Mains:** The Rookie classes (Red and Blue), can only have a maximum of 8 cars per race. At local events you may choose to put less cars in the mains (races). For example, 10 cars for Seniors and Juniors and 6 cars for Rookies.

At local events, divisions may be combined. For example, Light & Heavy divisions may be run together as long as the Light cars are started in the front and the Heavy cars to the rear. Light & Heavy cars are separated on the score sheets to determine the finish of both divisions separated.

How to setup Mains based on Heat Races: To figure out how many mains (races) there will be by using Table 1 below.

If total of 12 cars in class- 1-12 CAR CLASS COUNT (1 or 2 Heat, top 12 to Feature)

If more than 12 cars in class:

13-16 CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 1 lower main, transfer 4)

17-20 CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)

21-22 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 2 lower mains, transfer 4)

23-28 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 3 lower mains, transfer 4)

29-30 CAR CLASS COUNT (3 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)

31-34 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 4 lower mains, transfer 4)

35-38 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)

39-40 CAR CLASS COUNT (4 Heats, top 6 in points to A Main; 5 lower mains, transfer 4)

41-45 CAR CLASS COUNT (5 Heats, top 6 in points to A Main; 6 lower mains, transfer 4)

Table 1

1. Use the table below (Table 2) to set up the race order and race number. Circle the highest main based on the table above (Table 1), and then cross out the mains as you determine the race order. The races should be numbered from the last main (race #1) and ending with the A Main events.

Red Rookie	1	2	3	4							
Blue Rookie	1	2	3	4							
Junior Honda	A	B	C	D	E	F	G	H	I	J	K
Senior Honda	A	B	C	D	E	F	G	H	I	J	K
Heavy Honda	A	B	C	D	E	F	G	H	I	J	K
Junior Animal	A	B	C	D	E	F	G	H	I	J	K
Senior Animal	A	B	C	D	E	F	G	H	I	J	K
Unrestricted Animal	A	B	C	D	E	F	G	H	I	J	K
Light 160	A	B	C	D	E	F	G	H	I	J	K
Heavy 160	A	B	C	D	E	F	G	H	I	J	K
Junior 160	A	B	C	D	E	F	G	H	I	J	K
Lt. Modified	A	B	C	D	E	F	G	H	I	J	K
Hvy. Modified	A	B	C	D	E	F	G	H	I	J	K
Light World Formula	A	B	C	D	E	F	G	H	I	J	K
Heavy World Formula	A	B	C	D	E	F	G	H	I	J	K

Table 2

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

r Class	Main	Details
1-6	A Main	<ul style="list-style-type: none"> Top 6 qualifiers or top point earners lock into A main. <p><u>A main starting position</u></p> <ul style="list-style-type: none"> 1st Qualifier or point earner - P1 2nd Qualifier or point earner - P2 3rd Qualifier or point earner - P3 4th Qualifier or point earner - P4 5th Qualifier or point earner - P5 6th Qualifier or point earner - P6 <ul style="list-style-type: none"> Starting positions 7th-10th in A main are transfers from B main who finish 1st-4th "X" car is the car finishing 5th in B main

7-12

B Main

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

B main starting position

- 7th Qualifier or point earner - P1
- 8th Qualifier or point earner - P2
- 9th Qualifier or point earner - P3
- 10th Qualifier or point earner - P4
- 11th Qualifier or point earner - P5
- 12th Qualifier or point earner - P6

- Top 4 finishers from B main transfer to A main.

B Main finish transfers to A main

- Finish 1st - transfer to 7th in A main
- Finish 2nd - transfer to 8th in A main
- Finish 3rd - transfer to 9th in A main
- Finish 4th - transfer to 10th in A main

- 5th place finisher is "X" car in A main
- 6th and beyond finishers do not transfer

13-18

C Main

- Top 13-18 qualifiers or 13th-18th point earners lock into C main in positions 1-6.

B main starting position

- 13th Qualifier or point earner - P1
- 14th Qualifier or point earner - P2
- 15th Qualifier or point earner - P3
- 16th Qualifier or point earner - P4
- 17th Qualifier or point earner - P5
- 18th Qualifier or point earner - P6

- Top 4 finishers from C main transfer to B main.

C Main finish transfers to B main

- Finish 1st - transfer to 7th in B main
- Finish 2nd - transfer to 8th in B main
- Finish 3rd - transfer to 9th in B main
- Finish 4th - transfer to 10th in B main

- 5th place finisher is "X" car in B main
- 6th and beyond finishers do not transfer

19-24

D

- Top 19-24 qualifiers or 19th-24th point earners lock into D main in positions 1-6.

D main starting position

- 19th Qualifier or point earner - P1
- 20th Qualifier or point earner - P2
- 21st Qualifier or point earner - P3
- 22nd Qualifier or point earner - P4
- 23rd Qualifier or point earner - P5
- 24th Qualifier or point earner - P6

- Top 4 finishers from D main transfer to C main.
D Main finish transfers to C main
Finish 1st - transfer to 7th in C main
Finish 2nd - transfer to 8th in C main
Finish 3rd - transfer to 9th in C main
Finish 4th - transfer to 10th in C main
 - 5th place finisher is "X" car in C main
 - 6th and beyond finishers do not transfer
-

25-30

E

- Top 25-39 qualifiers or 25th-30th point earners lock into E main in positions 1-6.

E main starting position

- 25th Qualifier or point earner - P1
- 26th Qualifier or point earner - P2
- 27th Qualifier or point earner - P3
- 28th Qualifier or point earner - P4
- 29th Qualifier or point earner - P5
- 30th Qualifier or point earner - P6

- Top 4 finishers from E main transfer to D main.
E Main finish transfers to D main
Finish 1st - transfer to 7th in D main
Finish 2nd - transfer to 8th in D main
Finish 3rd - transfer to 9th in D main
Finish 4th - transfer to 10th in D main
 - 5th place finisher is "X" car in D main
 - 6th and beyond finishers do not transfer
-

31-36

F

- Top 31-36 qualifiers or 31th-36th point earners lock into E main in positions 1-6.

E main starting position

- 31st Qualifier or point earner - P1
- 32nd Qualifier or point earner - P2
- 33rd Qualifier or point earner - P3
- 34th Qualifier or point earner - P4
- 35th Qualifier or point earner - P5
- 36th Qualifier or point earner - P6

- Top 4 finishers from F main transfer to E main.
F Main finish transfers to E main
Finish 1st - transfer to 7th in E main
Finish 2nd - transfer to 8th in E main
Finish 3rd - transfer to 9th in E main
Finish 4th - transfer to 10th in E main
 - 5th place finisher is "X" car in E main
 - 6th and beyond finishers do not transfer
-

Table 3

2703 - How To Use Your Score Sheet

1. Fill in class, date, and time of start of race.
2. Fill in the drivers' names and starting positions.
3. Check paper number on cars for legibility.
4. Check to see that the line up on the track is the same as your score sheet lineups.
5. Check on any variations before the green flag. Do not adjust your line up information on your score sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out. Make note of the different starting lineup in the restart area of your score sheet using an "ST" for Starting lap.
6. If you miss a car or lap, do not panic!
 - a. Pick out the lead car and begin the next lap. Don't be too concerned about what lap you're on. It is more important to get the car numbers on paper. You can always recon-struct the race later from your notes and figure out the laps and finish.
7. When a yellow flag is thrown, make a slash mark on your score sheet between the car number and at the point when the flag is thrown.
8. Restart line ups will be determined by taking the last completed lap (all cars present) and necessary adjustments for strikes and/or DOTs.
9. NOTE: All laps count until the checkered flag is thrown.

All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap number of each restart. Multiple restarts in the same lap denote with "A", "B", "C". (10A, 10B, 10C etc.) This is very important because if you need a restart lineup before you get a green lap in you can build the new line up from the latest RESTART lineup. This includes restarts due to line violations.

List all DOTs and strikes in the upper right hand area of the sheet (Use the car numbers. Always watch for three (3) Strikes or one (1) flagrant call on any driver and notify the Head Scorer, who will confirm with the officials, as soon as any driver reaches three (3) strikes.

As cars drop out for mechanical reasons, strikes, etc., note them in the lap that the drop occurred. Record all laps. If the checkered flag has not fallen continue to score.

When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.

Laps are counted DOWN. (End with Lap 1) Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.

EXCEPTION: If CAR 0 had spun and did not cross after car 4, you would go back to lap 20 to create the new lineup. Restart the race with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap. Then you will resume racing on the next lap following that last COMPLETED LAP. A completed lap constitutes all cars including lap cars accounted for in that lap

WHAT TO DO WITH LAPPED CARS

When restart line-ups are made lapped cars are left where they were running with the following exceptions:

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by dead on the track or by a strike), the lapped car will be brought to the rear and becomes un-lapped for 1 (one) lap only.

2704 - How To Create A Finish

Make sure you have signed your score sheet and have noted the time of day that the race began and was completed. Verify the last recorded lap with all scorers. If there is a problem re-check the score sheets. Majority rules and the Head Scorer will break ties. Go over the race on your own score sheet carefully and verify the total number of lapped cars each scorer has and any other special circumstances of the race. All must agree. If there is not a unanimous agreement, continue to go over the race lap by lap until the mistake found or difference is found and again, the majority rules.

NOTE: DO NOT FILL IN MISSED LAPS OR CARS or fill them in with different color ink so that there is no question about what you actually saw/wrote on your score sheet. After considering all lapped cars, verify your finish with the other scorers; all should agree. Don't announce finishes that you are not 100% sure of.

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

ORDER OF FINISH:

- **Finisher** - Car must cross the start-finish line on the checkered flag lap under green. Crossing the line means any part of the car that crosses over the line in any way it crosses the line. (front bumper, rear bumper, sideways, backwards, upside down, etc)
- **Did Not Finish (DNF)** - if there is more than 1 DNF, the finishing order is determined by the car with the most laps ran. (A DNF car is one that took a green flag) A DNF car does not have to complete a lap. A car receiving three Strikes is also a DNF.
If more than one car is DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless there is a call then the car(s) without the call will receive the better finishing position.
- **Did Not Start (DNS)** - If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.
- **Disqualified (DQ)** - In order in which they occurred, (scales, tech, etc.)
- **Did Not Attempt (DNA)** - Car and driver did not take the track, or report to staging

**** THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS. NEVER GO BACK A LAP FOR A FINISH OF A RACE (UNLESS THERE IS A YELLOW FLAG DISPLAYED WITH THE CHECKERED FLAG - REFERENCE 1708-11).**

USAC NATIONAL RACE POINTS FORMAT - May be used at local club races

Engine Change (Starts at the tail of next race)	ALL points according to drop out/race finish
(Did Not Finish, Including Strikes)	DNF
DQ (Mechanical)	ALL points according to drop out/race finish
DQ (Safety - loss of driver-related safety item Does not conform to the Safety Check and Registration Form)	ALL points according to drop out/race finish
DQ (Flagrant call)	ALL points according to drop out/race finish
DQ (Illegal - engine/tech item)	NO race points for the day, plus any additional penalties for the particular DQ. (Illegal engine/tires and illegal fuel cannot be used as a drop.)
DQ (Unsportsmanlike conduct)	NO race points for the day, plus any additional penalties for this action. Cannot be used as a drop.
DNS (Attempt to race, did not take the green flag)	ALL points according to drop out/race finish
DNA (Did Not Attempt to race____-Main)	Will receive last (10th or 11th) place points if driver/car participated in qualifying or heat race for that class and event.

POINTS FOR A "RAIN OUT" RACE (for use at club or regional races - see below for National Events)

1. Entire event rained out or any class that has not completed ALL Heat races (must be signed-in before event is called). Drivers in all class/divisions will be awarded 30 (thirty) points.
1. All Heat Races have been completed and A-Mains and Lower Mains rained out.
A-Main drivers - awarded 45 points
B-Main drivers - awarded 21 points
C-Main or lower drivers - awarded 10 points.
1. Heat Races and Lower Mains have been completed and A-Mains are rained out.
A-Main drivers - awarded 45 points
1. All drivers that completed their events will receive the appropriate points as they finished. POINTS FOR "TRANSFER" RACES with 10 cars

A - Main Race Points, B - Main Race Points

1st	60	2nd	57
3rd	54	4th	51
5th	48	6th	45
7th	42	8th	39
9th	36	10th	33
11th	31		

1st	0 (transfer)	2nd	0 (transfer)
3rd	0 (transfer)	4th	0 (transfer)
5th	25	6th	23
7th	21	8th	19
9th	17	10th	15 (alternate started)

Note: Those that transfer from the B-Main will receive 0 points because they will receive A-Main points.

C - Main and Lower - 10 points for those who do not transfer past the C - Main.

2022 National Point Structure

The Pavement Championship

- There are **three (3) NATIONAL** scheduled pavement races in **2022 and multiple Super Regionals**
- A minimum of **four (4)** races is required to be eligible in final National Points standings:
 - **Two (2) National Events (Indy Mandatory)**
 - **Two (2) Super Regional Events**
- Driver can race **MORE** than **two (2) National Events** - average points are used
- **Driver can race MORE than 2 Super Regional Events** - average points are used
- ~~NEW - There is one (1) "Throw-out" race for 2022 - driver must compete in at least four (4) events~~

The Dirt Championship

- There are **three (3) NATIONAL** scheduled dirt races in 2022 and multiple Super Regional
- A minimum of **three (3)** races is required to be eligible in final National Points standings:
 - **Two (2) National Events (Eldora Mandatory)**
 - **One (1) Super Regional Events**
- Driver can race **MORE** than **two (2) National Events** - average points are used
- **Driver can race MORE than 2 Super Regional Events** - average points are used
- ~~NEW - There is one (1) "Throw-out" race for 2022 - driver must compete in at least four (4) events~~

Car Count Bonus

A "Bonus" Will be added to each class of 1 point per car entered in the class up to 10 Cars For SUPER REGIONAL races.

Lock In Ability

You may "Lock-In" your points at any time (National and/or Super Regional) after running the minimum of two event in the category. This allows you to race and not impact points if you feel your point totals are sufficient. Racing added races can help your points totals based on your finishing positions. You cannot unlock after you have locked your points in.

POINT STRUCTURE - EXAMPLE

2022 NATIONAL POINTS FORMULA

NATIONAL RACE 1			NATIONAL RACE 2			SUPER REGIONAL 1			SUPER REGIONAL 2		
POS	POINTS	BONUS	POS	POINTS	BONUS	POS	POINTS	BONUS	POS	POINTS	BONUS
1	120		1	120		1	120	10	1	120	7
2	117		2	117		2	117	10	2	117	7
3	114		3	114		3	114	10	3	114	7
4	112		4	112		4	112	10	4	112	7
5	110		5	110		5	110	10	5	110	7
6	108		6	108		6	108	10	6	108	7
7	106		7	106		7	106	10	7	106	7
8	104		8	104		8	104	10	8	104	7
9	102		9	102		9	102	10	9	102	7
10	100		10	100		10	100	10	10	100	7
11	99		11	99		11	99	10	11	99	7
12	98		12	98		12	98	10	12	98	7
13	97		13	97		13	97	10	13	97	7
14	96		14	96		14	96	10	14	96	7
15	95		15	95		15	95	10	15	95	7
16	94		16	94		16	94	10	16	94	7
17	93		17	93		17	93	10	17	93	7
18	92		18	92		18	92	10	18	92	7
19	91		19	91		19	91	10	19	91	7
20	90		20	90		20	90	10	20	90	7
21	89		21	89		21	89	10	21	89	7
22	88		22	88		22	88	10	22	88	7
23	87		23	87		23	87	10	23	87	7
24	86		24	86		24	86	10	24	86	7
25	85		25	85		25	85	10	25	85	7

4th Place Finish
32 Cars In Class
Total Points 112

2nd Place Finish
17 Cars In Class
Total Points 117

7th Place Finish
10+ Cars In Class
Total Points 116

1st Place Finish
7 Cars In Class
Total Points 127

112

117

116

127

Avg National Points = 114.50

Avg Super Reg Points = 121.50

THE AVERAGE OF NATIONAL AND THE AVERAGE OF SUPER REGIONALS ARE SEPARATE

AVERAGE TOTAL POINTS = 118

In the case of rain at a Regional event, see Appendix II 1713-38.

In the case of rain at a National event, no points will be awarded if features are rained out. Any feature that is completed, will count for points. If features for that class are not completed at final event, individuals with two prior events completed who registered and attempted to compete will be awarded an attempt and previous 2 races averaged for total points.

2705 – Other Tower Personnel

Listed below are duties of other personnel that may be useful and helpful to be in the tower:

SPOTTER

A spotter may be used. The spotter stands behind the scorers and watches the track. They will note when a yellow flag comes out and note which cars are DOT in the order they stopped on the track. Additional duties include writing down the number of the cars that leave the track and in which order they left and in which order they returned to the track. The spotter needs to designate and record which cars go DOT under green and which under yellow. In addition, they need to markdown which cars have strikes so that innocent cars are not charged with a DOT. Write everything down – it is far better to write too much than not enough.

LAP COUNTER/CLOCK

A lap counter is assigned to count laps during a race and is responsible for accurate reporting of laps to the officials and Head Scorer. Laps may be displayed on an electronic countdown lap/clock or with cards. Laps should be displayed beginning with the total laps to be run and working down to the last lap. Laps must be in plain sight of the flag person at all times.

In addition, someone needs to be assigned to be in charge of the clock during practice and warm-up sessions (can be the same person counting laps if using an electronic clock). An indication of the duration of the session will be displayed in a way to show an accurate count of time elapsed. Handlers should be notified over the loud speaker as minutes decrease; lap counter will notify the Head Scorer and officials that time is over. A buzzer is recommended to announce “time is up”.

REFUELING RULE

During the AA class races (Feature/Lower Main Races, does not apply to Heat Races), laps are to be counted as soon as the green flag falls. Begin counting all laps green and yellow from the time the green flag falls until you reach the 80th lap. When the total of 80 laps is achieved, the spotter reports to the Head Scorer that the cars can refuel at the next yellow or red flag. Or if the field is under yellow when the 80th lap occurs, the spotter will inform the Head Scorer that there is a need for a red flag to refuel immediately. NOTE: All AA races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any USAC sanctioned event.

2706 - Electronic Scoring

In addition to current scoring procedures, the use of electronic scoring is recommended. Electronic scoring, if used, shall be in addition to all normal scoring procedures. The number of scorekeepers is optional at a club event.

TRANSPONDERS:

TYPE - To be determined at the event and may be posted on the entry.

LOCATION - From the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar.

READINGS - If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for restarts, lineups and results.

RACING

A car which enters the track without a transponder will be sent to the pits to have one placed on the car. They will have until the end of warm-up to make it to the out late line and still retain their position. If they do not make it by the end of warm-ups, they will go to the end of the field. If they do not make it before the line-up is correct, they may use the two (2) lap work rule.

A car which enters the track with a non-working transponder will be pulled to the side of the track and the transponder will be replaced. They will retain their position.

APPENDIX IV

2022 .25 Midget Rookie Program

3701 Rookie Procedures

- A. The Rookie Class is to train new drivers to understand basic racing rules and to be able to handle themselves and cars in a safe manner. The Rookie class is not for perfecting racing skills, abilities or techniques. Extended competitive racing in the Rookie Class once the fundamentals are learned is not to be allowed.
- B. The Rookie program is divided into two phases. The initial Red Rookie phase is intended to orient the child with safety, communication and racing procedures so that they understand what is expected of them before they enter the track, while on the track and leaving the track. The training is outlined in Section 3702.

When Red Rookies have displayed their understanding of these basics, they move to phase two of the Rookie training.
- C. The secondary Blue Rookie phase is to obtain experience in racing with others at a faster speed and to gain confidence in the car and their abilities.
- D. The minimum age for a Rookie will be five years for racing and four and one half years for practice and training only. (4 ½ year olds may not practice or train during an event) There is no age differentiation between Red and Blue Rookies, as all ages must pass through each phase.
- E. Each Rookie handler, upon joining a club shall present the drivers birth certificate to the Secretary of the club and the “official age” of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the USAC National Office.
- F. At the Clubs discretion, the Club President may issue a log book and Rookie Driver’s Card.
- G. Rookies and their parents shall receive from the National office, their picture ID badges. Rulebooks can be acquired on the USAC website.
- H. A driver may be moved to the Honda 120/Animal class at any time directed by the Club President or Rookie Director.

3702 Rookie Training

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

C. Instructor's Guide

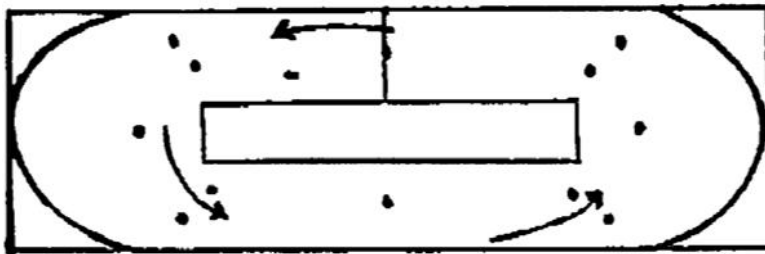
1. Rookie trainees, especially juniors, have limited concentration and stamina. Each phase of instruction should be limited to a maximum of 15 minutes time, followed by a short break and/or an actual on-track practice.
2. Rookie trainees should not be allowed onto the racing surface until the instructor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

prevents them from fully concentrating on doing their best. Parents cheering can be distracting enough to cause an accident. Further, parents need instruction themselves on how and when to enter the racing surface.

D. Helpful Training Tips

1. Pylons – Rookie Trainees can be helped immensely by the use of pylons. Use pylons in the first training session on track to establish the driving pattern. Twelve pylons are recommended for this lesson. (See Illustration below) One pylon is placed on either side of the track in the straight-aways, approximately 7-8 paces from the wall and in the centers of the straight-aways.

One pylon should be placed in each corner, about a car width up from the infield line towards the center. Place the remaining 8 pylons in 4 “gates” of two pylons, between each corner and straight away. Basically the cones will direct the Rookie Trainee around the racing “groove” in a proper pattern. Instruct the Rookie trainee that they are to drive around the outside of the pylons in the middle of each straight away, in between the “gate” pylons, and as close to the infield line in the corners, inside that pylon. Again, this puts the Rookie Trainee in a good pattern, and helps to eliminate the usual corner pinching that is common with new drivers. It also helps to “walk” the Rookie Trainee around the track in the pattern that you want them to learn.



2. Reactions to Sudden Hazards – The Rookie trainee should be able to react to sudden hazards appearing in front of the car by the third training session. If the instructor stands in one of the corners or elsewhere, with a pylon hidden from the Rookie Trainee. When the car approaches, the pylon is flipped into the path of the car. (It is recommended that this is practiced without cars first to make sure that you don’t hit a car or Rookie trainee with the pylon.) This exercise will help the instructor to judge the reflexes of the driver and indicate to the Rookie Trainee that he/she must be constantly alert while on the track.

NOTE: Sometime prior to this exercise, pylons should be shown to the Rookie Trainee’s so that they understand it is made of soft rubber and will not hurt them.

3. These tips are shown as aids in the instruction of the Rookie Trainee. Other demonstrations and instruction may be devised. However, caution and safety must always be at the forefront. Nothing should be done that will cause the Rookie Trainee to lose confidence. Don’t make tests too difficult, and even if a driver fails a test the first few times, first point out what was done correctly and offer praise, while gently pointing out the mistakes in a friendly manner.

D. Flags, Hand Signals and Safety

1. Flags

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

RED	Stop Immediately
YELLOW	Caution, Slow Down, No Passing
GREEN	Start, Increase Speed, Go
BLACK	Disqualified, Go To Pits
WHITE	One Lap to Go, Take One Lap
CHECKERED	Race is complete
GREEN & YELLOW	Held Vertically and Parallel, One In Each Hand Denotes "Form-Up" Side By Side For Original Start. Held Together In One Hand Overhead
BLACK and YELLOW	Denotes Restart In Single File. All Cars Slow Down and Exit Track

2. Hand Signals and Their Meanings

- a. Rookie Trainees must be able to recognize these important Hand signals. Give examples of the use of each hand signal:

Finger drawn across throat in slashing motion - Turn off switch and stop.

Hand held flat in downward motion - Slow down.

Thumb and index finger in open/close motion - Give it more throttle.

Any flag held in furred position w/one or more fingers held above it – Take number of laps indicated by fingers, then take action required by flag.

Arms extended to the front in an opening & closing motion - Move in or out as indicated.

Hand or flag pointing to rear end - Move to the back of the pack.

3. The Car and Safety

- a. **Safety Equipment and Its Purpose**

Switch	Location and purpose.
Brake	Operation and purpose.
Safety Belt	Reasons for use, how tight?
Helmet	What type, why & when worn, how snug?
Visor	What type, why & when worn.
Jacket	What type, why they are required.
Roll Cage	Purpose; height.

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

b. Car Safety, Dos and Do Nots

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

c. When leaving the pit area and coming out onto the track:

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

d. When leaving the track to enter the pit area:

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

e. Safety in the Pit Area

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

D. On-Track Training Procedures

1. Set up pylons/cones as shown in illustration
2. Test your Rookie Trainee’s knowledge of the meanings of the flags. Explain the basic hand signals to your students.
3. Track Walk. Explain: (Instructor/Driver only).
 - a. Staging area line-up, point out driver/handler only line, never drive into staging area, etc.
 - b. Describe hot chute/pit area parking according to number.
 - c. Begin walking out onto track “on chute”, point out flagging positions for practice/qualifying, point out white “blend line” STAY ABOVE!!
 - d. Join pattern through gate pylons, point out where instructor would like student to drive: around outside of straightaway pylon, through next gate, below turn pylon, etc. During walk ask driver where they think they should

- go next to see if they are getting the idea. If needed walk 1 or 2 more times around.
- e. Show driver how to leave the track. Demonstrate the hand signal and where to drive, high in turns, etc. When leaving track have hand on switch ready to stop.
 - f. Show where to park/stop to get ready for qualifying, and where to stop to leave pits – “pit gate”.
4. Suit up driver: In car talk. After belting in:
 - a. Describe steering wheel as the driver’s best friend, “buddy”. “You never let go of your buddy unless you need to turn car on or off, or signal to leave track” (And, of course, to hold a checkered flag.)
 - b. Tip car over on side – ask driver to hold up the car – show them that they **cannot** hold up car, **SO DON’T LET GO OF YOUR BUDDY**, your hand could be smashed.
 - c. Point out gas and brake pedals – demonstrate.
 - d. Point out switch and its function – Ask driver to look you in the eyes and remove hand from steering wheel to turn switch on. Hands back on the wheel. Drill your driver several times until driver can confidently switch on & off. Example:
 - Switch on (no peeking) – hands back on wheel.
 - Switch off (no peeking) – hands back on wheel.
 - Switch on (no peeking) – hands back on wheel.
 - Switch off (no peeking) – hands back on wheel.
 - (No fair if you peek.)
 - e. Ask driver if they are ready to drive! And ask if they have any questions?
 - f. Retest them on flags and hand signals.
 - g. Disengage drive axle spline if possible or take the chain off and tell driver you are going to push them around the track without engine running, to see if they remember where to drive.
 - h. Push around track. Ask if they have any questions. See if they are ready to try with engine running. Explain: When handler starts pushing and taps you on the head, turn switch on, Drive!! PUSH THEM OFF.
 5. Drive pattern through and around pylons. As driver’s speed and pattern improves, begin removing pylons, remove gate pylons in pairs first, leaving straightaway and corner pylons for last. Once all pylons are removed and driver shows he/she can run pattern, stop them and praise them for what they have accomplished. “You are doing great; see, you are so good you don’t need the cones anymore.”
 6. Take a break – many kids will be pooped by this point and need time to think about what they have accomplished. This is a good stopping point: For lessons during the week after school – this may be the end of the first lesson. For lessons on weekend – (with more than one student) you could switch to next driver and go through the drills with them.

7. Possibly Second Session: Experienced driver required.
 - a. Suit up and review switch drill, flags, and hand signals.
 - b. Have student drive along to see if he/she remembers what was learned in the first session. If positive, then proceed to passing game. If negative, place corner and straightaway pylons to help reinforce last session. Usually the pattern will come back to the driver quickly.
 - c. Test reactions to sudden hazards on in order to see if driver is ready to have another car on the track with them. Remember to remind driver that the cones are made of soft rubber; do not let them know you will be throwing one out in front of them.
 - d. The Passing Game: At this point an experienced driver is necessary. Have both cars stop in the turn, single file, and describe how you want the rear car to pass the front car, on the inside coming out of the turn. (The handlers can demonstrate by pretending they are cars and passing each other). Emphasize that they cannot pass on the outside, and how that would cause an accident if tried.
 - e. Start the passing game by instructing the experienced driver to be the first to pass, and to slow down once they have passed the student. The student will likely be slow and tentative, and this will make it easier for the two cars to drive single file. Once the experienced driver has passed the student, have them slow down so the student may pass. Continue this exercise until the student is passing with confidence. In many cases this will be a good time to stop – Ask if they would like a break. Having achieved confidence with another car on the track, many students will realize they want to continue training. Some students, especially the very young, may not want to continue. Emphasize that they are the “boss” in the car and they don’t have to drive if they don’t want to.
8. Third Session: Experienced driver required.
 - a. Review all that has been learned so far to reinforce the ideas of pattern, passing, flags, and hand signals (on track also). Stop the cars at start/finish line.
 - b. Describe the form-up flags, green and yellow vertically, side by side, for a double file start, the two flags together in one hand vertically for single file restart. Describe “forming-up” by placing the student on the pole and indicating where on the track you want them to drive, low in turns and straights, leaving room on the outside for the #2 car. Emphasize that the pole car controls the pace and needs to watch where they are going, not the other car! Tell them to be steady on the speed, don’t speed up and slow down.
 - c. Describe the form-up flags again to reinforce.
 - d. Describe the switch position signals and what to do, i.e., pole car moves forward, outside car falls in behind to switch positions, outside car becomes pole car.
 - e. Qualify the student and have them exit the track. If they make a mistake, give them another chance to qualify, reinforce what they have learned. If successful tell them that the training is complete. They may need to come back one more time for full review and graduation. Or if you feel they are ready to race –

9. Fourth Session

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

3703 Rookie Program Committee

- A. Each Club of USAC shall have a Rookie Committee staffed by the Race Director, Club President, Technical Director, Safety Director, and Rookie Instructor. If one of the committee members is absent, an alternate should be picked, at a given race day. The committee will monitor the progress of each driver in the Rookie class. If it is the opinion of the committee a driver is capable of graduating into the Honda/Animal class, the committee shall notify the Handler verbally, sign the Rookie Card and duly note it in the logbook. During the three race probationary period, a Rookie may be returned to the Rookie class for obvious reasons. The Rookie Committee shall render all possible aid to the Rookie handler:
- B. Advising on purchase of cars, engines and other equipment to help avoid pitfalls.
- C. Checking legality of engines purchased during the Rookie training, in the event that a Rookie handler has purchased a illegal engine and this fact is discovered by the Rookie Committee, the owner shall be advised that he has one race day to bring the engine up to legal specifications.

3704 Rookie Racing

- A. The Rookie Class shall be a recognized class by USAC and shall run under the Honda 120/Animal engine rules at all USAC races. The Rookie Class shall be divided into the Red and Blue divisions only, which may be which may be combined if necessary to make a class.
- B. Illegal Honda engine parts shall be confiscated but the suspension shall not be levied against handlers or drivers for the first offense only. 2nd Offense follows the engine suspension, 30 days suspended from Rookie. Rookie Class participants shall be required to install a restrictor plate on their carburetor. Any alteration to Rookie restrictor plates or slides- 1st Offense automatic 30-day suspension. 2nd offense shall be 1-year suspension. SEE Appendix I, Section 732
- C. No more than eight cars may be entered in any Rookie race.
- D. One safety man will be present at each corner for every Rookie race, outside of wall
- E. If a Rookie driver makes an infraction of a racing rule and a call is made, the driver shall be put to the back of the restart lineup, not given a black flag. An explanation shall be given to the driver by the Track Director of what they did wrong and why it should not be done. Rookie drivers will not be eliminated from races for receiving multiple driving infractions (STRIKES).
- F. Infractions such as liberating fluids, dropping safety parts, etc., are not driving

infractions and drivers should not be given a second chance before disqualification. These infractions will result in immediate disqualification.

- G. On the first day of Rookie competition, the driver shall be entered in all races at the back of the lineup of the race for which he has qualified regardless of qualifying position. An orange piece of cloth or ribbon should be affixed to the roll cage to notify other drivers and handlers this is the driver's first race out of training.

3705 Graduation of Rookie Drivers

- A. The Rookie Class is a learning class, so as soon as the Rookie driver is proficient at line ups, racing in traffic, and the other needed skills to race in a competitive class, they shall be moved to the Honda 120/Animal classes.
- B. A Rookie driver must participate in at least three events before graduating to a competitive (Honda 120/Animal) class. One of these three events must be in the Red Rookie class. Should a driver win in three (3) national Red or Blue rookie classes and/or five (5) club or regional races, they must move up to the next.
- C. Clubs should hold a small ceremony to make the advancement of a Rookie driver into the Honda 120/Animal classes.
- D. On the first day of competition in the Honda 120/Animal class, the new driver shall be entered in all races at the back of the pack for which they qualified, regardless of qualifying position.
- E. All graduating Rookie drivers shall be on probation for three events and shall not be allowed to compete in any class above Honda 120/Animal Class until he has participated in three Honda 120/Animal events to acquire the necessary experience involved in handling a car in other classes.
- F. Once a Rookie is graduated to Honda 120/Animal and completes his/her probationary period, they may not be returned to the Rookie class except if there is a lapse in the participation of a driver, they may be moved back to Rookie for a trial period if Rookie Committee feels it necessary.

APPENDIX V

Participant Conduct

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

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

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

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

USAC and USAC.25 strive to maintain the safety and integrity of the sanctioning body, series and its events. The use of illegal drugs, the improper use of alcohol and at times the proper use of certain medications may create safety risks to our members, clubs, officials and spectators. This conduct cannot be permitted by USAC and USAC.25. Under age drinking and under age smoking (including vaping) is strictly prohibited at all USAC.25-sanctioned events.

USAC and USAC.25 has established a Substance Abuse Policy and may from time to time conduct tests for drugs and alcohol that may adversely affect a person during the course of any USAC.25-sanctioned event.

Any violation of this policy or refusal to submit to testing, searches or inspections as requested by USAC.25 may result in the immediate termination of membership and loss of the right to compete in any USAC.25-sanctioned event for a to-be-determined period of time.

Prohibited Substances:

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

Social Media Policy For USAC.25 Members and Officials

#usac25

#usacnation

Twitter: USAC25Series Facebook: Usac25 Instagram: usac.25

2022 SOCIAL MEDIA POLICY United States Auto Club

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

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

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

Does This Apply To Me?

This new Social Media policy applies to all USAC Competitors and Officials. A Competitor is a Driver, Entrant, Family Member, Crew Member or any other individual or entity who is a Member and participates competitively in a USAC-sanctioned event. An Official is any and all authorized USAC officers, employees, agents, representatives, and subcontractors. USAC reserves the right to apply the policy to other Members as it deems appropriate. This new policy is in effect immediately and will be posted on all USAC rulebooks and websites for members. For 2022, this policy will become part of the annual waiver and credentialing process.

Know The Social Media Rules

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

Be Respectful

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or

bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile track-side environment on the basis of race, sex, disability, religion or any other status protected by law, rule or policy.

Be Honest and Accurate

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

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

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

USAC reserves the right to modify this policy as it deems appropriate in its discretion. In such case, USAC will provide: i) existing Members with a bulletin and the revised policy via the electronic mail account on file with USAC for the Member, Entrant and/or Associate and post the bulletin and the revised policy on the USAC.25 website; ii) new applicants with the revised policy as part of the membership application materials.

For more information

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

If you have questions or need further guidance, please contact Butch Lamb, USAC.25 Midget Series Director, at butch@usacnation.com.