



APPENDIX E

2013 USAC Ignite Midgets Series Division Technical Specifications

501 Design and Construction

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

502 Dimensions and Weight

- A. The wheelbase must be at least 66 inches and no more than 76 inches.
- B. The overall width will be a maximum of 65 inches.
- C. FOR PAVED EVENTS ONLY: The maximum rear wheel offset, from center, is three inches (six inches overall) measured from the inside bead seat to the centerline of the rear end center section.

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

- D. All cars must weigh a minimum of 1,140 lbs., including water, oil, fuel, and the driver with his personal equipment.

Cars may be weighed prior to and/or following any event. The scales will be available to all before hot laps.

Details for scaling procedure will be announced in driver meeting.

If car found to be light will be scored last and awarded last place points and money for event car weighed. Extenuating circumstances will be considered. (worn tire not one)

Additional bolt on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within confines of frame. No weight may be added during yellow or red flag. NO BALLAST/WEIGHT IN NERFS, BUMPERS, FRONT AXLE.

503 Car Construction / Body

- A. All cars shall be rear drive only.
- B. Engines must be mounted on the centerline of the chassis and the crankshaft must be parallel to the bottom plane of the chassis. Engine height is limited to 5/8 inch (.625) from the flat on the bottom of the bellhousing to the bottom of the engine mounting plate.Engine inclination must be thirty degrees from vertical as measured form the vertical centerline of the cylinder bores.
- C. Only torque tube type drivelines, utilizing only one u-joint, will be allowed the torque tube must be one solid piece. Torque tube hoop or strap mandatory
- D. Radius rods may not be attached within the confines of the cockpit.
- E. The driver shall be seated directly behind the engine: drivers head can be no more than one (1) inch off center line of roll cage, measured at center line of seat to top of driver's helmet when seated in an upright position.
- F. Only standard type Midget Car bodies, tail tanks and hoods will be permitted.
- G. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper. (see 507 for bumper rule)
- H. The top surface of the nose may not be dished or concave more than one (1) inch. This dimension will be measured from a straight edge lying on the longitudinal axis of the car. This one (1) inch dimension includes any flairs or wicker bills. Vertical spill plates are not allowed. The positioning of the nose may not extend above or below the down tube more than two inches. Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be movable.
- I. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.



- J. A forward facing scoop, or ducting, supplying "forced air induction" to the injection inlets is not permitted.
- K. Side panels covering the sides of the engine may not extend vertically any higher than any part of the hood covering the engine bay behind the front engine mount. A maximum overlap of two inches is allowed for proper fastening.
- L. Side panels that include exit ducts may not extend more than 5 inches from the frame rails and may not extend past the front engine plate. These ducts must start behind the front axle.
- M. Right side cockpit body panels may be a maximum of thirty-six (36) inches high as measured from the bottom frame tube at rear motor plate and projected rearward twenty-three (23) inches. Right side cockpit opening must have a minimum opening of eight (8) inches vertical and twenty-three (23) inches horizontal. (see 403-O for side visor dimension)
- N. Left side cockpit body panels may be a maximum of twenty-five (25) inches high as measured from the bottom frame tube at the motor plate and projected rearward twenty-three (23) inches.
- O. Side visors on roll cage (body panel) will be allowed, they will be limited to eight (8) inches tall. The minimum right side opening must be twenty-three (23) inches horizontal and eight (8) inches vertical at any point. Left side visor may not be larger than right side visor. Visors that restrict driver's vision at the discretion of USAC officials will not be permitted
- P. Sail panel may extend rearward to triangular bar at back of roll cage, sail panels may not extend forward past a cross plane established by seat back.
- Q. All paneling must not extend past edge of frame rails more than thickness of material.
- R. One (1") inch turnout allowed on all body and sail panel edges. (except sun visor and nerf bar panel)
- S. Side visors on roll cage will be allowed, must maintain 8" vertical and 23" horizontal opening on right side. The left side visor can be no larger than right.
- T. Only steel, aluminum, or carbon fiber driver floor (belly) pan are permitted (the driver floor pan must support driver weight when stood on). The bellypan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids. Horizontal panels may not extend below the plane of the underpan or fuel tank. It is recommended that a fireproof absorbent pad be used under the engine on pavement.
- U. Sun visors are limited to Seven (7) inches in length from top to bottom and may not be wider than the width of the cage; sun visors must be flat on both sides. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.
- V. Airfoils, wings, spoilers or other aerodynamic appendages will not be permitted. The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
- W. With the exception of suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than 6 inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine must be mounted as close to the frame as practical.
- X. Rear view mirrors are not permitted.

504 Roll Cage and Chassis

- A. Frame and/or chassis must be constructed of 4130 normalized tubing.
- B. All cars must have a roll cage that is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend four inches above the driver's helmet when seated in the driving position.
- C. Roll Cage Construction cars constructed after 1/1/98, main uprights forming the roll cage must be a minimum of 1-3/8 inches O.D. x .095 wall thickness 4130 normalized tubing.
- D. No water or oil coolers are to be placed above or beside the cockpit opening.



505 Fuel System

- A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements of USAC and SFI Specifications 28.2
- B. The minimum capacity of the tank must be 18 U.S. gallons.
- C. All tanks must have a minimum of four mounts to the chassis.
- D. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.
- E. It is highly recommended for pavement that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side
- F. A protective cover may be used on the top of the tail tank providing it is no more than 9 inches in height, 12 inches in length and not wider than the top (head rest) of the tank.
- G. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

506 Revolving Parts

Highly recommended driveline containment system utilizing steel shield bolted to engine plate or containment blanket to cover torque ball and u-joint.

507 Bumpers

- A. The car must be equipped with a rear bumper at all times
- B. Front and rear bumpers must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch.
- C. All cars must have a tubular front bumper with a minimum O.D. of 3/4 inch extending forward not more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard

508 Nerfing Bars

- A. The right nerf bar cannot extend beyond the outside of the right rear tire
- B. Nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing having a maximum O.D. of one inch and a minimum O.D. of 7/8 inch. Wall thickness is limited to a minimum of .065 inch and a maximum of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.
- C. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

509 Steering And Suspension

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- B. Welded aluminum or titanium suspension parts are prohibited exception of jacobs ladder (Watts link)
- C. Drag link straps mandatory dirt and pavement.
- D. No electronic weight, shock, sway bar or any suspension item adjuster.
- E. No independent suspension



F. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have only one external adjustment and may be adjusted remotely only by manual methods. Shock absorbers cannot operate or be adjusted electrically. **Cannot be adjusted from cockpit**

G. **External adjustments only on all suspension, coil over, torsion bar, sway bars, shocks, radius rods, weight jacking. No Cockpit adjustable devices for any suspension item**

510 Axles

- A. The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed.
- B. Any other construction will be considered as independent suspension.
- C. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not permitted.
- D. 7" Rear Ends will not be allowed.

511 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 13 inches.
- C. The rim width is limited to eight (8) inches for both front wheels and the left rear.
- D. The right rear wheel may be a maximum of ten (10) inches in rim width.
- E. FOR DIRT EVENTS ONLY: - A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- F. All wheels are subject to the approval of the United States Auto Club. Manufacturers are required to submit a certified test report, from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or exceed USAC specifications.
- G. FOR PAVED EVENTS ONLY:
Direct mount or spindle mount wheels are not allowed on the right front at pavement races.
Splined front hubs/wheels will not be allowed.
- H. The use of full-face brake scoops and/or wheel covers on the inside of wheels is not allowed.
- I. All bolts are mandatory in bead lock and wheel centers.

512 Tires

- A. Any device(s) used for warming the tires prior to competition is prohibited.
- B. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
- C. Any tire that is found to deviate from the original factory specifications will be confiscated. The maximum penalty for chemically altering a tire is a one year suspension from competition and loss of all points earned for the season. Siping and/or grooving permitted.
- D. **FOR PAVED EVENTS ONLY:** all tire sizes and compounds must be selected from the approved list for the event. If the right rear tire is changed during an event, under red or yellow flag conditions, the car will restart at the end of the restart lineup. If yellow laps are counted, this restart position could be in addition to the loss of lap/s incurred in the pits. The replacement tire must be the same compound as the tire removed.
- E. The use of any device/s to alter the air pressure of the drive tires while the car is in motion is prohibited.



513 Throttle

- A. Throttle toe straps are mandatory. A minimum of three (3) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.
- B. If the throttle actuating mechanism is the cable type, the cable must be encased.
- C. The throttle pedal must have a wide-open pedal stop.
- D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

514 Brakes

- A. Cars must be equipped with an effective braking system.
- B. Master cylinders not fixed to the frame must have flexible lines.
- C. Brake discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon and/or carbon composite, brake discs are not allowed.
- D. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.
- E. No electronic controlled brake bias adjuster. (manual adjustment only)

515 Engine, Starter and Clutch

A starter and a de-clutching device are provided with the Ford Focus engine package and must be operational. The car must have a neutral position in the final drive.

All cars must carry an on-board battery capable of starting the engine. Auxiliary battery leads must terminate on the left rear corner of the roll cage with a standard 50 amp #6 wire connector. (pn: 7043k21) available with the engine.

516 Engine Mounting Plate

The rear engine mounting plate, included with the Ford Focus engine package, may not be altered, modified or substituted.

Minimal trimming to facilitate chassis mounting is allowed.

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

517 Engine

- A. The only engine allowed in this series is the Ford Focus engine supplied by an authorized agent of USAC
- B. Each engine is sealed by the authorized agent and/or USAC's Chief Steward. Any tampering with these seals will be cause for disqualification and possible further penalties. All cars must have the new style (red) hard plastic engine seals in place.
- C. The following parts are supplied with the Ford Focus engine package and may not be modified or substituted.

Air Cleaner	Flywheel
Injector Horns	Clutch Assembly
Throttle Bodies	Ignition Trigger, Controller, and Coils (see 520 C for list)
Fuel Pump	Exhaust Header (see 518 for list)
Bell Housing	Oiling System (Remote oil filter OK)
- D. The following parts and only the following parts may be substituted for the Standard Fuel Pump:
 - Waterman Fuel Pump
 - Waterman in tank fuel pump Cable Drive kit
- E. The following part and only the following part may be substituted for the Standard Air Cleaner:
 - K&N Filters Ford Focus Midget Air Cleaner PN AP-3051.
- F. Cars utilizing power steering must have the authorized heavy-duty accessory drive available.
- D. The following parts are supplied with the Ford Focus engine and may be modified and/or substituted.



Nozzles, Jets and Valve Bodies
Spark Plugs, Spark Plug Wires
Ignition settings within the parameters of the spec ignition
Oil and Oil Filter

518 Exhaust / Muffler

- A. B&B muffler straight pipe and collector may be used.
- B. B&B Performance Exhaust only approved and permitted system for use. The use of any other system will result in disqualification, loss of points and money for event.
 - Header # FRAC-0291
 - Collector # FRAC-0292
 - Muffler # FRAC-0310
- C. Tracks requiring additional sound reduction, the “Ventura” extreme muffler and U-bend must be used.
 - Extreme muffler, U-bend # 966-2020-2
 - Contact phone # 805-584-2984

519 Fuel / Air

- A. Pure Methanol or Ignite Ethanol (red 114) is only approved fuels. 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 could result in disqualification from the event and/or the entire program.

520 Ignition and Electronic Equipment

- A. All cars must be equipped with an ignition switch or emergency shut-off located within easy reach of the driver, and clearly marked on and off.
- B. Electronically controlled fuel injection systems are not permitted.
- C. The only ignition controllers and coils allowed are the following
 - Electromotive HPX – Ignition (purple)
 - Electromotive XDI – Ignition (silver)
 - Electromotive coils supplied with above ignitions, Motorcraft #988f-12029-AC coil pack or any stock Ford Focus replacement for 2 liter Zetec engine. (Any above coils may be used on Electromotive controllers)
- D. Electronic ignition system may only be used to control; coil(s), trigger(s), spark curve(s) and RPM limits
- E. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed, or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- F. The use of electronic logic processors to control any function of the race car, and/or any system for gathering continuous data from any function of the race car is strictly prohibited.
- G. Tachometer only item approved for use to collect/record data

521 Radios

- A. One way radio or raceceiver mandatory. Frequency 464.5500

522 Seat / Seat Belts



- A. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16 diameter.
- B. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
- C. Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from date of manufacturer. (must have label)
- D. Seat belts and seats must be installed and used in accordance with manufacturer's instructions.

523 Safety Equipment

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2005 or SA 2010 Snell Foundation or SFI Foundation 31.1 or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.
- B. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire resistant head sock and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A and 3.3
- C. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- D. Roll Cage Nets - It is mandatory that all cars be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. The life of roll cage nets shall not exceed two (2) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible. Mandatory - both nets required; LHS and RHS.
- E. Roll cage nets will not be required if USAC approved full containment seats are utilized.
- F. Roll Cage Padding conforming to SFI specification 45.1 Mandatory if not utilizing full containment seat in all areas surrounding head. Highly recommended with full containment seat.
- G. A SFI approved head and neck restraint system is highly suggested.

524 Car Numbers

- A. All car numbers will be assigned by the Director of Competition or his designate. Numbers 1 through 99 will be assigned in each region.
- B. Every car must carry its assigned number prominently displayed on the nose and on each side of the tail.
- C. A four inch in height number, designating the region in which the car is registered, must be displayed on the headrest part of the tail tank.
- D. The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.
- E. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season.

The number 1 is reserved for the Regional Champion driver and will not be reassigned. The use of the number 1 is not cause to relinquish the competitor's permanent number. Numbers may be voluntarily released by the holder at the end of the season.

The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used in competition the previous season. Other numbers will be assigned in the order that car registrations are received.



- F. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.
- G. Should two or more cars with the same number be entered in a competition, the Stewards will require that one or more cars be temporarily renumbered.

525 Appearance

- A. USAC logo must be placed on top section of sail panel right and left side. USAC sponsor logo(s) must be placed on right and left lower cockpit side panels to be eligible for point fund
- B. Drivers uniforms must display USAC logo on upper RH or LH chest to be eligible for point fund.



APPENDIX F

USAC Ignite Midgets Series Division Requirements / Procedures

1500 Driver Requirements Focus / Rookie

- Driver must be at or over age fourteen (14) years to participate in Ignite division.
- Driver at minimum age of twelve (12) years must participate in USAC Rookie Series.
- Driver maximum age permitted to participate in USAC Rookie Series is eighteen (18) years.
- Twelve (12) year old drivers are required to submit a racing resume along with their drivers' application.
- USAC Rookies are required to fly a yellow flag from top of rear hoop on roll cage
- Rookie driver(s) under age of fourteen (14) years eligible for advancement to Focus Series by participating a minimum of five (5) races and have demonstrated to USAC officials that driver(s) have handled themselves in a professional, safe manner and shown they are capable of handling un-restricted car.
- All minors are required to have minor release form signed by both parents prior to competing in an event

See 1511 for Rookie procedures

1501 Race Line-Up Procedures

All eligible participants will randomly draw a pill to determine the starting order of the heat races. If there are more than 40 eligible participants, additional heat races will be contested for every additional eight entrants. The lowest pill draw will start on the pole for the first heat; the next lowest draw will start on the pole for the second heat, etc. The Chief Steward has the authority to establish the number of heats based on the number of eligible participants.

Each finishing position in each heat race will receive the following points.

- | | |
|-----|----|
| 1. | 55 |
| 2. | 52 |
| 3. | 49 |
| 4. | 46 |
| 5. | 43 |
| 6. | 40 |
| 7. | 37 |
| 8. | 34 |
| 9. | 31 |
| 10. | 28 |
| 11. | 25 |
| 12. | 22 |

In addition each car receives an additional 1 (one) point per car passed. This is based on the difference between starting and finishing position. Starting positions are determined by the "original posted lineup".

Individual point totals following the heat races will be used for feature and other preliminary line up purposes. Ties are broken by the earliest heat or best finish for cars within the same heat.

After the heat races, the top 16 in points will transfer to the feature. The remaining cars will compete in a "Semi Feature" or "Qualifying Mains" to fill the remaining feature positions.

A drawing will be held after the final heat race to determine the number of cars that will be inverted for the feature event. The results of the drawing will invert 4, 6 or 8 cars.

Depending on the number of eligible participants after all heat races are concluded, the following format will be used to fill the remaining positions in the feature event. All "Qualifying Mains" will line up according to points earned in preliminary heat races.

C-MAIN Cars with accumulated points of 37th place to 54th place followed by the top 2 finishers in the D-Main. Cars finishing first and second will transfer to the B-Main, starting at the rear of the field.



B-MAIN Cars with accumulated points of 17th place to 36th place followed by the top 2 finishers in the C-Main. The top finishers starting in order of finish will fill the feature.

1502 Qualifications

If qualifications are held, all entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. This drawing will be closed no later than the start of qualifications.

At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time. Specifics will be covered in the Entry Form or at the driver's meeting.

1503 Qualification Procedures

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

1. Any car not able to qualify within three draw positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap from the qualification attempt.
2. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.
3. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
4. The Chief Steward is empowered to change the event format, including the number of laps to be run, as set forth in the Official Entry when unusual circumstances arise that demand this action.
5. If car needs push to start in qualifying, car will receive only one lap of qualifications.

1504 Stopping on the Course

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field.
2. At certain venues, a two-spin/stop rule will be in effect. When this rule is in effect and in case of a spin and/or stop, only one assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the Chief Steward.
3. At venues where the two spin/stop rule is in effect, the Chief Steward will notify all drivers in the drivers meeting.

1505 Pushing

1. Push starts at any time are subject to the availability of authorized push vehicles and at the discretion of the Chief Steward.
2. Cars requiring a push at the initial start of a race must start at the tail end of the starting grid.
3. Cars stalled on the course may be pushed to start providing the engine is running before arriving at the pit entrance.

1506 Laps Under Yellow Flag

1. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.
2. Yellow flag laps for indoor races on 1/10 mile tracks or shorter will not be counted.
3. If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
4. If a third restart is required, the cars will line up single file with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field.
5. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.



6. Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
7. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
8. A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
9. During a caution period, a car may be called into the “designated pit area”, using the Black Flag, for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.
10. Inadvertent yellow, car(s) that yellow was displayed for will be positioned in order of positions lost. Example: USAC throws a yellow for car(s) that appears to spin but does not; car(s) continue and loses 2 positions in process. The car(s) inadvertent yellow thrown for would line up for restart behind the 2 cars that passed them.

1507 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners in order to start or continue in a competition.

1508 Repositioning

Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period if possible or in the Official Finish of the race.

1509 Engine Protests

The fee for protesting a USAC Ford Focus engine is \$250.00. This fee is for inspections that are not routinely performed by the Technical Director. Specifics of this protest procedure including eligible Protestants and penalties are available from the Chief Steward.

1510 Testing

Testing will be open for all Ignite divisions except for National Championship events.

1511 Rookie Series

- Rookie cars must run USAC approved intake restrictors
- Must fly yellow flag from top rear hoop on roll cage
- Races may be stand-alone event and/or in conjunction with Focus series.
- Race run in conjunction with Ignite the Rookies will line up at rear of field, Rookies will be scored separately from Focus.
- There is no Rookie Championship but there will be “Rookie of the Race” along with divisional and regional “Rookie of the Year” awards.
- No purse money for Rookie Series.