

APPENDIX C

2026 USAC MRA Dirt Sprint Car Division Technical Specifications

301 Design & Construction

All phases of design and construction are subject to the approval of the technical director. The chief steward and the technical director may exclude any car, design or construction which they deem unsafe or does not meet the specifications, the spirit and/or the intentions of the rules contained herein.

Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the USAC technical director prior to entering a competition.

302 Dimensions & Weight

- A. The wheelbase must be at least 83 inches and no more than 90 inches from centerline rear axle to front king pin centerline.
- B. The overall length will be limited to a maximum of 14 feet.
- C. Outside of the right rear wheel, at the outside bead, the seat cannot exceed 46 inches from the centerline of the rear axle center section.
- D. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset (as measured in a straight line along the outside of the right rear tire to the outside of the right front tire). Overall width is not limited.
- E. Additional bolt-on weight will be permitted. Weight pieces must be mounted and fastened to the frame and/or chassis in a secure manner. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8" diameter grade 8 or better bolt minimum. Weight pieces weighing more than 15 lbs. must be bolted using at least two 3/8" diameter grade 8 or better bolts minimum. All additional bolt-on weight must be mounted and fastened in the area between the frame rails and axles and no higher than the upper rails. All bolt-on weight must be painted white. All bolt-on weight and mounting is subject to USAC officials approval. Loss of any bolt-on weight during competition shall result in disqualification from that event. Failure to follow any of the above restrictions and procedures may result in fines, disqualification and/or other penalties. Weight must be identified with car number and any bolt-on weight lost on the racetrack is subject to a fine. The addition of bolt-on weight during any yellow and/or red flag condition will not be allowed.

303 Car Construction & Body

- A. All cars shall be rear drive only. The engine and driveline must be on the centerline with a half (1/2) inch offset with one (1) inch overall allowed.
- B. Only torque tube type drivelines utilizing only one (1) u-joint will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one (1) solid piece. All cars must be equipped with a drive shaft restraining hoop or strap securely attached to the chassis, minimum hoop material is 1 inch x.065 steel tubing. A driveline containment system utilizing steel shield bolted to the engine plate or containment blanket to cover the torque ball and u-joint is highly recommended.
- C. Radius rods may not be attached within the confines of the cockpit. All radius rods must be one (1) piece, no spring rods or shock dampers.
- D. The driver shall be seated directly behind the engine. The centerline of the top of the seat at the driver's helmet can be no more than one (1) inch off the centerline of the roll cage.
- E. Only standard type sprint car bodies, tail tanks and hoods will be permitted.
- F. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper. (See section 306 for the bumper rule)
- G. Any item added to resemble, imitate and/or designed specifically to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the engine and brake system, will not be permitted.
- H. All cars are required to run a full sprint-type hood. Side panels covering the sides of the engine and/or vertical spill plates

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

- I. Radius rod protectors are permitted. Panel shall be no larger than 10 inches vertically and 24 inches in length, extending no more than four (4) inches from the outside edge of the lower frame rail.
- J. Right side cockpit panels must have a minimum opening of 100 square inches. Panels that restrict drivers' vision at the discretion of USAC officials will not be permitted.
- K. Left-side cockpit panels may be 36 inches high as measured from the bottom of the bottom frame rail. The left side opening must be at least ten (10) inches vertically at its narrowest point, and at least 20 inches horizontally.
- L. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.
- M. The motor plate may not be made from carbon fiber or any type of composite materials.
- N. All paneling must not extend past the edge of the frame rails more than the thickness of the panel material.
- O. A one (1) inch turnout is allowed on all body and sail panel edges, except the sun visor.
- P. Sun visors must not extend forward more than nine (9) inches from the front of the forward most edge of the roll cage/halo tube; may be no more than 11.5 inches in length and may not be wider than the width of the roll cage; sun visors must be smooth and follow the downtubes; a turn down at the front must not be any lower than the downtube.
- Q. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The chief steward or the technical director may have any panel or part removed which, in their opinion, is not within the spirit or intent of this rule.
- R. Water radiators, oil coolers, batteries and any remote engine accessories must be within the confines of the main frame tubes located between the front axle and the rear engine mounting plate.
- S. Panels attached to the nerf bars will not be permitted.
- T. Rear view mirrors are not permitted.

304 Roll Cage & Chassis

- A. **All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend two (2) inches above the driver's helmet when seated in the driving position. Four (4) inches is highly recommended. Halos do not figure into the required clearance between the top of the helmet and the roll cage, main cage only.**
- B. The following are the minimum frame/chassis material requirements. Frames must be constructed of 4130 normalized tubing or equivalent.
 - TOP RAILS 1 1/2" x .095"
 - BOTTOM RAILS 1 3/8 x .083"
 - ROLL CAGE UPRIGHTS 1 3/8" x .083"
 - ROLL CAGE CROSSMEMBER 1 1/2" x .095"
 - UPPER RAILS 1 3/8" X .083"
 - REAR END SAFETY BAR HIGHLY SUGGESTED 1" x .083"
- C. The maximum width of the main frame tubes is 29.5 inches
- D. Safety bars or outlaw bars will be mandatory. Sizing will be 1.375" x .083." One solid bar, no slip joints allowed. (See diagrams at the bottom of this document.)

305 Fuel System

- A. **A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a tail tank and fuel cell/bladder meeting the requirements of USAC and SFI specification 28.2.**
- B. All tanks must have a minimum of four (4) mounts to the chassis.
- C. **Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder. The only exception is a secondary mount attached to the top plate to prevent the fuel tank from separating**

from the chassis in the event of a failure of the primary mounts.

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

306 Bumpers & Nerf Bars

- A. **The car must be equipped with a rear bumper at all times, functioning as best as possible without being a hazard.**
- B. Front and rear bumpers and nerf bars must be constructed of magnetic and or stainless steel (no titanium) tubing with a minimum of 1.0-inch O.D. and minimum .065-inch and a maximum .095-inch wall thickness. Tubing may not be filled with the purpose to add weight.
- C. All cars must have a tubular front bumper extending no more than 23 inches from the leading edge of the front axle and eight (8) inches from the frame. Bumpers must be constructed so as not to cause a safety hazard.
- D. Nerf bars cannot extend beyond the outside edge of the tire at any time.
- E. Transponders must be on the car in order to be scored and must be placed between the bumper spuds on the right rear corner.

307 Steering & Suspension

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- B. No rack & pinion steering is allowed.
- C. A drag link strap is mandatory.
- D. Drag links and tie rods must be constructed of 4130 or magnetic steel 1.0-inch O.D. and .058-inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) are mandatory on the drag link and tie rod.
- E. **Cars are limited to five (5) shocks/dampeners. No electronic shocks are allowed. If a second shock is used on any corner of the car, the second shock cannot be a through-rod shock or have a cannister attached.**
- F. Electronic weight, shock, sway bar or any suspension item adjusters are not permitted. Only five (5) total cockpit chassis adjustments are allowed at any one time.
- G. Independent suspension is not permitted.
- H. Only front axles made of magnetic steel will be permitted. The minimum sizes permitted will be 2" x .156, 2.25" x .120, 2-3/8" or greater x .095.
- I. Front axle tether systems are mandatory. (2) chassis and (1) king pin to king pin.

308 Wheels

- A. Plastic and/or carbon fiber wheels are not permitted.
- B. **All wheels will be measured from where the tire seats on each side.**
- C. The wheel diameter must be fifteen (15) inches.
- D. Front wheel(s) width is limited to ten (10) inches.
- E. The wheel width for driven wheels is limited to a maximum of 18 inches on the right rear and a maximum of fifteen (15) inches on the left rear.
- F. A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- G. All wheels and wheel centers are subject to the approval of USAC.
- H. All bolts are mandatory in beadlock and wheel centers.
- I. Digital bleeders are allowed. Air may not be introduced to the tire. Bleeders may not be controlled remotely.
- J. **Wheel balancers and/or inside wheel covers are allowed on both the front and rear of the car.**
- K. **Any wheel cover dislodging under racing conditions will be subject to a fine. Wheel covers must be held on with three(3) bolts; 5/16" recommended or five (5) Dzus!**

309 Tires

- A. All tires must be Hoosier.
- B. Any solvents or chemicals applied in any way to a tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction is prohibited. Any tire can be confiscated at any time. Penalties from a tire found to deviate from the original factory benchmark specifications are as follows:
 - First offense for entrant/driver: 6-race suspension from National Sprint Car competition, loss of points and forfeiture of purse money for that event, plus a \$2,500.00 fine.
 - Second offense for entrant/driver: 1-year suspension from National Sprint Car competition, loss of points and forfeiture of purse money for that event, plus a \$10,000.00 fine.
- C. A tire protest is a \$500 fee to be paid to the competition director before the sample is taken. If a tire sample is found illegal, the protest fee is returned. If a tire sample is found legal, the protested entrant will receive a new tire replacement.

310 Throttle

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

311 Brakes

- A. Carbon fiber or carbon composite brake discs or components are not allowed.
- B. If at any time during competition it becomes evident that a car is without brakes, necessary repairs must be completed before the car can continue in competition.

312 Engine Size Limits

- A. Open engine rule.

313 A4MP Alternative 410 Motor

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

314 Fuel

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

315 Ignitions & Electronic Equipment

- A. All cars must be equipped with one (1) ignition switch or emergency shut off located within easy reach of the driver.
- B. Electronically controlled fuel injection systems shall not be permitted.
- C. Only magneto type ignitions will be permitted. A single crank-trigger type system as a backup ignition system will be permitted. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dash within the driver's reach.
- D. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC MRA at any time. The maximum penalty for utilizing traction control is a one-year (1) suspension from competition and the loss of all points earned for the season.
- E. The use of any data collection device is not permitted.
- F. Electronic ignition is not permitted. An exception is the A4MP Motor Program.

- G. A tachometer with water temperature and oil pressure collection capabilities are the only item approved for use to collect/record data. Specific device approval is at the discretion of the chief steward.
- H. Multiple coil pack ignitions are not permitted. An exception is the A4MP Motor Program.

316 Exhaust / Mufflers

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

317 Safety Equipment

It shall be the responsibility of the technical committee to inspect all safety equipment prior to each event. Any participant not complying in full of all safety requirements in this rulebook will not be permitted to compete.

- A. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with a minimum of four (4) bolts 3/8 diameter. Seats must be installed and used in accordance with the manufacturer's instructions. Approved full containment seats are required.
- B. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
- C. Seat belts must meet SFI 16.5 or SFI 16.1 and be within the manufacturer expiration label. Must have label. Seat belts must be mounted to the frame. Mounting is at the discretion of the USAC Technical Director.
- D. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the SA 2015, SA 2016 or SA 2020 Snell Foundation or SFI Foundation 31.1 specifications and are labeled as such. Helmets will be subject to inspection at each event by the technical and/or medical representative.
- E. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece (1) uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire-resistant head sock and/or helmet skirt. It is recommended that all above items meet SFI Foundation specifications 3.2A and 3.3.
- F. Arm restraints are highly recommended.
- G. Roll cage nets will not be required with full containment seats.
- H. Roll cage padding conforming to SFI specification 45.1 is highly recommended with a full containment seat.
- I. An SFI approved head and neck restraint system is highly recommended.
- J. One-way radio is mandatory, (Racing Electronics Switchr, Solo II, Solo III or REceiver-Pro - Frequency 464.5500). Two-way radio communication will not be allowed.
- K. Wi-Fi, cellular or satellite devices (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted.
- L. All forms of vehicle position system (GPS) will not be permitted.
- M. Fire suppression systems are highly recommended and will be evaluated for future mandate.

318 Car / Driver Appearance

- A. USAC/MRA sticker package must be placed on the car; preferably on the right side. Sticker package must be on the car to qualify for the points fund.
- B. Car numbers must be displayed in three (3) areas – one (1) on each side of tail and one (1) on front section of hood.

Sprint Car Division Procedures

1301 Qualification Order / Draw

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

1302 Qualification Procedures

All qualifications will be held in accordance with the format portion of the USAC MRA rules with the following exceptions:

- A. In the event of a tie, the tiebreaker will be the competitor with the second fastest time.
- B. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one (1) such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
- C. The chief steward is empowered to change the event format, including the number of laps run, as set forth in the official entry when unusual circumstances arise that demand this action.
- D. Qualifying will use USAC MRA qualification format. Co-sanctioned events will use the other series qualifying rules unless specified otherwise.

1303 Drawing for Starting Positions

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

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

1304 Provisional Starting Positions

The Midwest Racing Association series will include a maximum of one (1) provisional starter in each feature event providing there are eligible entrants who accept this option.

The following conditions apply to provisional starters:

- A. The top-20 in car entrant points are eligible for a maximum of two (2) provisional starts per season with the top entrant in points not qualifying for the feature being the first recipient. If an eligible entrant elects not to use a provisional, his or her position will be taken by the next highest in the point standings. Regardless of finishing position, provisional will be taken by the next highest in the point standings. Regardless of finish, pay-out will be start money only.
- B. The one (1) provisional starter will be the highest non-transfer in points.
- C. First event of the 2026 season, no provisionals will be allowed. All subsequent seasons, provisionals will be based on the previous year's season-ending top 20 car entrant points. After the first event, provisionals will be awarded by current point standings.
- D. Starting positions, point allocations and additional eligibility requirements can be found in format portion of the USAC MRA rules.
- E. To qualify for a provisional, driver must be registered with USAC MRA.

1305 Stopping on the Course

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

1306 Laps Under Yellow Flag

- A. In events of 60 laps or less, laps where the yellow flag is displayed will not be scored.

- B. Cars stopped on the course and restarted will be placed at the rear of the field.
- C. If the yellow flag is displayed before the field completes the first lap, a complete and two (2) abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field. If more than one (1) car in either lane cannot make original line up, USAC MRA will use a crisscross procedure to establish a new lineup.
- D. If the entire field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag. All cars must cross under the green flag after restarts for a full lap to be considered complete as well.
- E. Any car not completing the lap in which the yellow was first displayed shall be considered involved in the incident and placed at the rear of the field.
- F. If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and the cars involved must start at the rear of the field.
- G. A car unable to start a race after the green flag cannot rejoin the race.
- H. During a caution period, a car may be called into the “designated pit area,” using the black flag, for inspection by the officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.
- I. Inadvertent yellow: A car that an inadvertent yellow is displayed for will be positioned in order of the positions lost. Example: USAC throws a yellow for a car that appears to spin but does not; the car continues and loses two (2) positions in the process. The car that the inadvertent yellow was thrown for would line up for the restart behind the two (2) cars that passed them.
- J. A lap is scored complete when the top two (2) cars pass under green conditions. All cars crossing under green are scored in that position with the balance of the field reverting to the running order on the previously completed lap. Lead lap cars involved in a caution, red or returning from the work area will always be placed in front of the lapped cars.
- K. All feature events will have a green-white-checkered finish if a caution or red is displayed after the white flag except when the leader has already taken the checkered flag. Those crossing the finish line before the yellow or red flag will be scored in the position they crossed. All remaining will be scored on the last green flag lap. *Once the leader has taken the checkered flag, the race is finished.*

1307 Yellow Flag Work Procedure

- A. **Work area time is available for every heat and feature race, and all cars may use the yellow flag work area. Each car will only be guaranteed work time once per each heat or feature race.**
- B. The 60 second clock will start when the line-up is set and car is in work area.
- C. With five (5) laps or less remaining in the feature, no work area time is guaranteed.

1308 Red Flag Procedure

- A. Red flags will be opened up at the discretion of the chief steward. The white flag will be displayed, signaling to the crews that they may go out to the cars. The chief steward will provide the specifics of red flag procedures during the drivers meeting.
- B. Drivers are to remain buckled in during red flags unless otherwise instructed by a USAC MRA official. Drivers will also be allowed to remain buckled in while refueling with the engine off.
- C. Any car that leaves the racing surface under the red flag will be positioned at the rear of the field.

1309 Hazardous Mechanical Conditions

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

1310 Repositioning

- A. Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two (2) positions for each car passed. Any driver who does not maintain a nose-to-tail formation until past the designated point on the track during any start or restart will be repositioned rearward two (2) positions. Extenuating circumstances will be considered.
- B. On all double file starts, an immediate penalty will be assessed to only the first two (2) rows. All other penalties will be assessed at the next yellow caution period, if possible, or in the official finish of the race.

- C. On single file restarts, an immediate penalty will be assessed to only the top five (5) cars. All other penalties will be assessed at the next yellow caution period, if possible, or in the official finish of the race.
- D. On double file starts, a penalty assessed to a front row car will always result in a two (2) position penalty.
- E. If more than one (1) car in either the inside or outside lane cannot make the original lineup, or is involved in a caution, the lineup will be crisscrossed throughout.
- F. No warning will be given unless extenuating circumstances occur such as a safety issue.

1311 Backup Cars

Teams may use a backup car any time between qualifying and the start of the main event. The technical director must approve the use of a backup car. If a backup car is introduced before qualifications and makes its original drawn position in the qualifying order, there is no penalty.

If a backup car is introduced at any time after the original entry is qualified, the replacement car will start at the rear of the next scheduled event qualified for. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already been entered in the event. Once a car has been withdrawn from an event, that car will not be allowed to be re-entered to competition during that event. The replacement car will be credited for points earned as the original entry. Any team not notifying USAC MRA of the use of a backup car will be subject to penalties of a point deduction and/or fine.

1312 Event Procedure

- A. In the event the racetrack needs to be run in (wheel pack), it is mandatory that all cars participate. All cars will remain on the track until called off with group one (1) remaining on the track for hot laps. Any car that leaves the track early will be subject to a penalty of a loss of two (2) laps in hot lap qualifying. Specifics will be addressed at the drivers meeting.
- B. All events will use an 8-minute warning for staging. Any car late will be subject to a two-row (4 position) penalty. Any car pushed after the field is assembled must start at the rear.
- C. All events start at the designated area in turn four (4). The original starts side-by-side without being out of line to the designated starting point. Restarts are single file.
- D. **All feature events may require a necessary stoppage for fuel based on the fuel timer.**
- E. A 45-minute fuel timer will be applied in the A Feature.

1313 Rookie Eligibility

A driver is eligible for Rookie of the Year if the driver has raced a dirt sprint car under ten (10) times. Driver must maintain a USAC MRA membership and must participate in eighty percent (80%) of completed point races.

Diagrams

#1 Support Bar

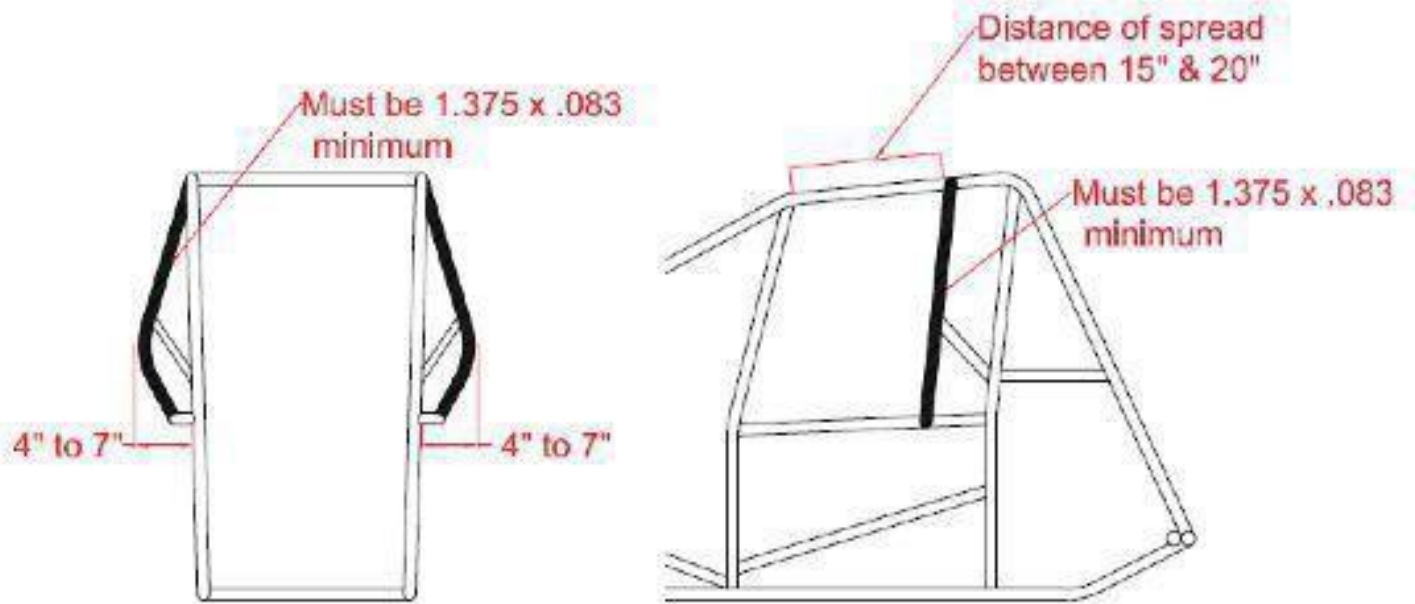


Diagram 16.12.1
By Tom Devitt

#2 Support Bar

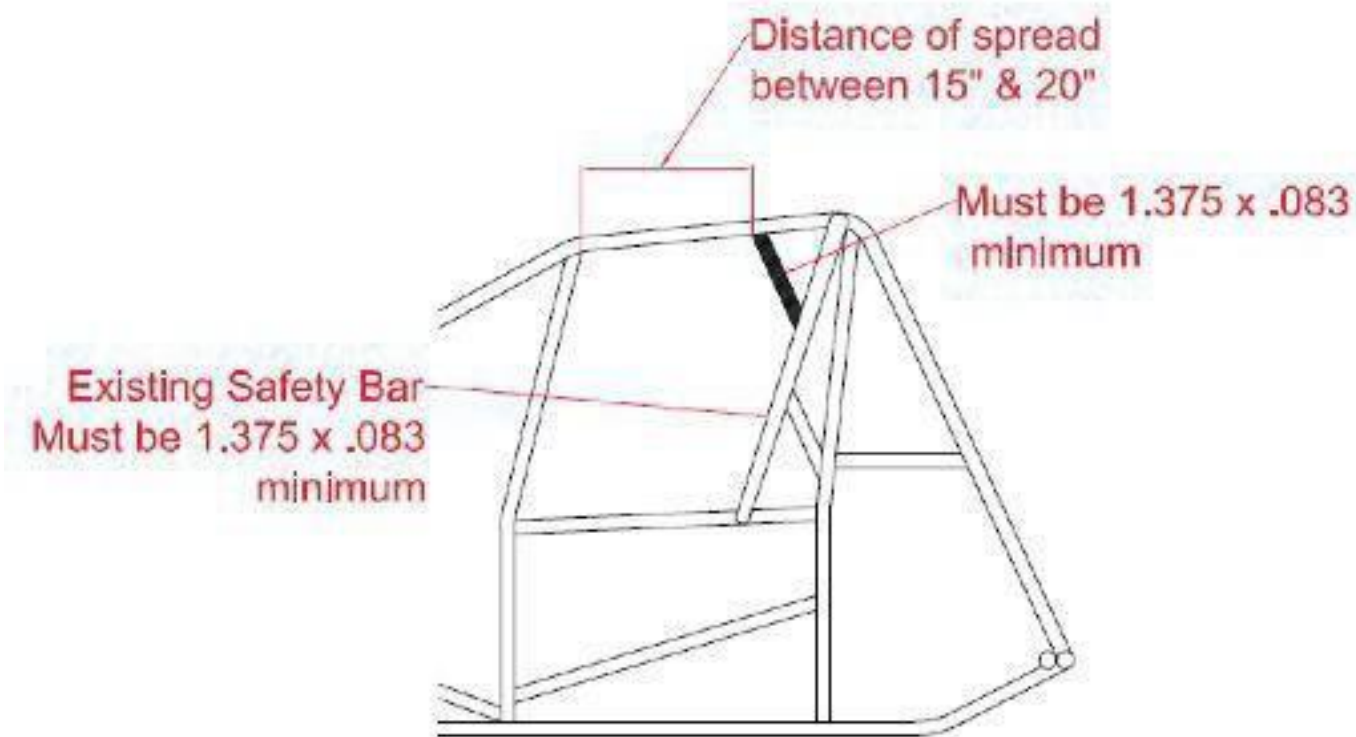
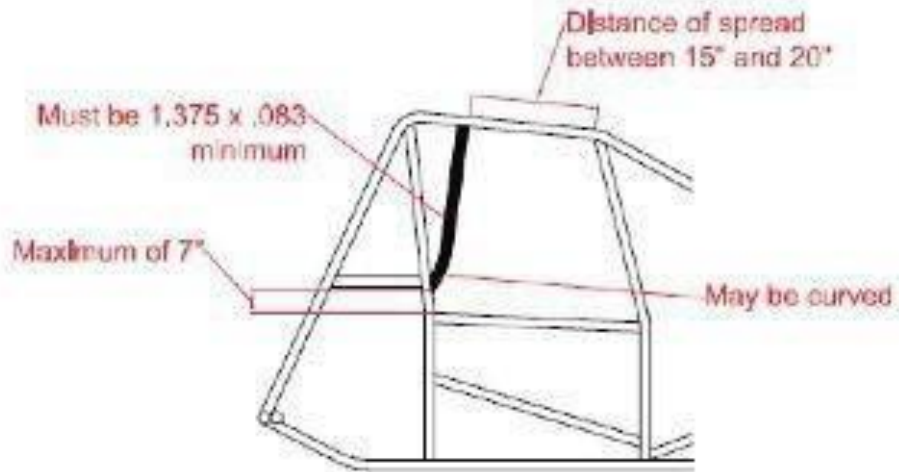
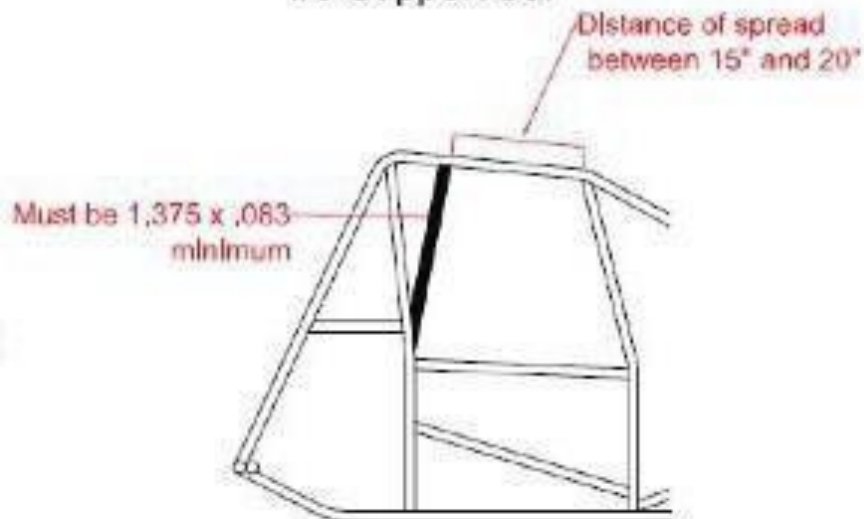


Diagram 16.12.2
by Tom Devitt

#3 Support Bar Curved Option



#3 Support Bar



Drawing 16.12.3
By Tom Devitt