



2026 JR SPRINT RULE BOOK

This rulebook will be used for all National, Regional, and Local Competitions

Wording in red are 2026 updates.

Effective Date of these rules: These rules of competition become effective January 1, 2025 and supersede all previous rules, bulletins, or supplementary regulations.

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.

Note: Some locations around the country may have different state and local rules and regulations with regards to safety, construction, and procedure 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.

- 1. Age:** Drivers ages 6 through 12 (A driver whose 13th birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday) may compete in the USAC Racing Jr. Sprint Class.
- 2. Roll Cage:** Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Welds in Halos are encouraged for driver protection. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3 inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 "above the driver's helmet to the top of the cage at any point above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness at a point not lower than 1 1/2 " below or above the top of the driver's shoulders.
- 3. Bumpers and Nerfs:** A car must have a bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerf bars. Nerfing bars must extend to the inside edge of tires, but not beyond the outside of tires.
- 4. Safety:** Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. 5 point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three years old. (Example: Oct 99 may be used in 2000, 2001 and 2002.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one of the three latest SNELL approvals. Nomex headstocks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and/or cage nets with a SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.
- 5. Cockpit Controls:** On and off switches must be on dash, top of the cowl or on the steering wheel. On/off switch must be functional. No radio communication is allowed with the car or the driver. Receivers are allowed. Cockpit controls: kill switch, starter button and engine monitor. No driver operated shock adjusters, wing sliders or panhard adjusters allowed in cockpits.
- 6. Battery:** All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.
- 7. Fuel:** Fuel is to be USAC Racing approved. Racing fuel must be Pure Methanol.
- 8. Weight:** Minimum Wing car and driver weight: 400 lbs. Non wing weight minimum weight car and driver is 385 lbs.
- 9. Suspension:** Adjustable Aluminum or steel body shocks are legal. Coil Over or Torsion Bars or combination of both is permitted.
- 10. Wheelbase:** Max of 52 inches, Min of 50 inches, center of front axle to center of rear axle. Rear axle to be steel or splined aluminum 1 1/4" min dia.

11. Maximum Tread Width: Not to exceed 55" outside of tire to outside of tire.

12. Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

13. Brakes: Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.

14. Tires and Wheels: Wheels to be 8" dia steel or aluminum non-beadlock only. Right rear spec tire to be 10 x 8.50 x 8 American Racer (McCreary) or Hoosier RD 20 of comparable size Durometer of 42 reading minimum taken anytime. There can be no softening or altering the tire in any way, must be as it arrives from the manufacturer. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs. Grooving and Siping of the tires is allowed.

15. Bodies: All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal or carbon fiber firewall between driver and engine, made of 24 gauge steel or .060" aluminum on cars not equipped with an approved fuel cell. The body of the car must be made of aluminum, metal, fiberglass, carbon fiber or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for the driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the drivers shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

16. Transmission: The drive will be by engine or jackshaft mounted clutch. **No axle mounted clutches or variable speed clutches of any type allowed.** No direct drive will be allowed. Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of the chain from the front of the front sprocket to the center of the rear axle. The driver must not be able to touch the chain or sprockets while sitting in the cockpit.

17. Wings: Right side board, maximum 42" x 20". Left side board, 42" x 20". Minimum center section size is 6 sq. ft. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than 3" beyond the center section and sides must cover the center section. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside the center section. The lower front corner of the wing sides cannot be more than 4" below the top of the roll cage on a straight line to the top of the front roll cage crossmember. The top of the roll cage is defined as the point of the roll cage or halo that would contact the ground. Use of a welded on Halo is encouraged for driver protection but bolts on Halos are not considered as part of the chassis structure and are not the top of the roll cage or chassis. Nose wings cannot exceed 24"x 18", and must carry a car number. Top wings are mandatory to enter a night's event except non wing events. Cars may finish without a wing if no replacement is available.

18. Numbers: All cars must have legible numbers painted in contrasting colors on both sides of the car and the nose.

19. License: All drivers must be members in good standing of USAC Racing to qualify for prizes and contingencies supplied by USAC Racing.

20. Ballast: Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc.

allowed. If lead is used the weight must be covered with tape.

21. Hubs: Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs: 5/16 bolt minimum or splined with safety key.

22. Engine Rules: Briggs & Stratton World Formula engines as defined by the USAC Racing and FIA Homologation specs. The engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the USAC Racing Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe.