



2026 Ford Mustang Cup

Sporting Regulations

DRAFT Version 1
11/11/2025

DRAFT

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2026 Ford Mustang Cup Sporting Regulations

1. Introduction

The Ford Mustang Cup (FMC), herein after referred to as the 'Series', is organized in conformity with the provisions of the International Sporting Code and its appendices (the Code) and the National Sporting Regulations of the United States Auto Club, herein known as USAC. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 277).

The Series will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Ford Mustang Cup Regulations, followed by the USAC Regulations. Matters relating to a specific event will be included within the Supplementary Regulations for the relevant event. Additional event specific updates and adjustments to the regulations may also be provided in Event Notes and at mandatory event briefings.

See Appendices for additional, Series specific regulations and format.

The Series is supported by the following companies*:

- Ford Motor Company
- Yokohama
- Evolve
- FloSports
- Al Kamel North America
- Sunoco Race Fuels
- AMSOIL

* Subject to change

2. Organization

2.1. Series Organizer and Sporting Committee

USAC is hosting the Series in 2026. The permanent office address of USAC is:

Organization: USAC
Ford Mustang Cup
4910 W. 16th Street
Speedway IN 46224 USA
Homepage: www.unitedstatesautoclub.com

Contacts:

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Johan Hermansson, Technical Manager
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A Sporting Committee will be established comprising of the following people or their representatives:

- USAC President
- USAC Director – Road Racing
- USAC Director - Competition, Road Racing
- Series Race Director
- Series Driver Advisor / Steward
- Series Technical Manager

The role of the Sporting Committee will include taking decisions on:

- Any questions concerning points or the results of the Series.

Decisions taken by the Sporting Committee shall be final and are not subject to protest or appeal.

2.2. Name of the Parent ASN

Organization:
USAC
4910 W. 16th Street
Speedway IN 46224 USA



2.3. ASN Visa/Registration Number

The Series is based on these Sporting and Technical Regulations and has been approved by USAC 12.1.2024 with visa number FMC01/25.

2.4. List of Permanent Officials

(See also relevant Supplementary Regulations for each event)

Series Driver Advisor: (See relevant Supplementary Regulations for each event)

Race Director: Morgan Healey (ACCUS/FIA – 0480-U)

3. Regulations and Legal Basis of the Series

3.1. Governing Regulations

The Series is governed by the following regulations:

- Sporting and Technical Regulations of this Series and the USAC approved modifications and supplements (bulletins)
- Vehicle Technical Regulations
- Supplementary Regulations for Series events including modifications, notes, and supplements issued by the USAC or the Stewards of the event (bulletins).
- USAC Event Regulations
- USAC Event Notes
- USAC Circuit Rules, except where any special regulations are set out in the rules presented here
- USAC License Regulation
- USAC Legal System
- The "Application for Entry" signed by the competitor/driver
- USAC Code of Conduct
- Other FIA and USAC regulations

3.2. Official Language

For these regulations of the Ford Mustang Cup, only the English text approved by USAC is binding. In case of interpretation the USAC jurisdiction is the responsible authority. The official language of the International Sporting Code is stated within that document.

3.3. Responsibility, changes to the rules of participation and cancellation of the event

- (a) The participants (competitors, drivers, car owners, team members and team guests) attend and take part in any Series event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the cars used

- by them, as far as no exclusion of liability has been concluded.
- (b) The Supplementary Regulations for Series events may only be changed by USAC. Once the event starts, changes in the form of bulletins may only be made by the Race Director or Stewards.
 - (c) The Event Organizer and USAC reserve the right to cancel or relocate an event or individual races, subject to approval by USAC. Claims for damages or performance shall be excluded in all such cases.

3.4. Series Code of Conduct

The Ford Mustang Cup Series is characterized by equality of opportunity and fairness in both technical and sporting terms. All those involved in the Series (i.e. participants, officials and organization) make a significant contribution to how the Series is perceived, both internally and by the general public and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held within motorsport and by the general public. Moreover, fair and sporting events represent an important safety aspect for all participants and are intended to minimize the risks involved.

For this reason, all those involved agree to acknowledge the philosophy of the USAC Ford Mustang Cup and to comply with the rules of conduct of the Series.

(a) Both on and off the racetrack, all those involved will:

- Treat all participants, officials, and organizers respectfully,
- Follow the laws and the rules of the sport; exemplify and promote fairness together with the rules of conduct,
- Neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e.g. press releases, posts in social media, etc.
- Always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- Use resources in a sustainable way, giving priority to the well-being, safety, and satisfaction of others before their own personal goal,
- Always comply with the purpose of the sport,
- Inform those who are involved if their conduct is not characterized by fairness, sportsmanship, respect, and tolerance,
- Cooperate with all other persons involved to develop and improve the Series and its status further on a continuous basis.
- Respect the laws and local customs in the countries visited by the Series.
- Follow the provisions of the USAC Social Media Policy (Article 16)

(b) Participants who are found to have committed one or more of the following may be excluded by USAC from the Series or may be suspended or disqualified by the Stewards of the Meeting from taking part in one or more events:

- Failed to comply with the rules of good conduct.
- Breached any of the Regulations.
- Drawn attention to themselves through unsporting behavior on or off the track.
- Expressed themselves or behaved in a disrespectful way towards other participants, officials, organizers, etc.
- Ignored the specifications, instructions, meetings of the Series Organization and/or other official bodies in the context of the organization and holding of an event.
- Ignored agreements that had been reached (including between competitors, teams and drivers) and did not meet obligations of performance.
- Did not act in the interests of the sport and/or the recognizable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged.
- Brought the Series into disrepute.

3.5. Effectiveness of the Regulations and Ranking

In the event of a conflict between the entry documents and these Regulations, then the current version of these Regulations shall take precedence. Event specific regulations (Supplementary Regulations) may further modify/adjust these regulations and shall take precedence. Further modifications or adjustments to the Regulations by Bulletin or at mandatory briefings during an Event shall take precedence over all other Regulations.

3.6. Instructions of USAC and Officials

Instructions of USAC and nominated event officials shall always be followed. In the event of failure of any competitor, team, team member, driver, guest or other individual to comply with these Regulations, USAC will notify the Stewards who may impose a penalty up to disqualification from the event.

4. Entries

4.1. Registrations/entries

4.1.1. USAC reserves the right to refuse an Entry at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.

4.1.2. Acceptance of any Entry remains provisional until the physical license(s) and any supporting authorizations have been presented by the competitor and/or driver, and their validity accepted/eligibility confirmed, at the scheduled license verification at the relevant event.

4.2. Competition Class Structure

Each Competition Class maintains a separate and unique Championship, with separate points banks. All cars must always be found in compliance with the 2026 Series Technical Regulations. USAC reserves the right to amend the allocation of the number of drivers in any Class. Should any Class have fewer than five (5) full-season entries, USAC and Ford Performance reserve the right to not recognize the Class for the purposes of Awards, Points, or Championship.

4.2.1. Dark Horse

The Dark Horse Class is a separate class for drivers aged 15 years (14 with waiver) to **39 years** participating in the Ford Mustang Dark Horse R. Drivers aged **40 years** or older may make a written request to USAC to be permitted to race in the Dark Horse Class. Should such request be approved, the Driver will be entered in the Dark Horse Class for the remainder of the Championship Season.

4.2.2. Dark Horse Legends

The Dark Horse Legends Class is a separate class for drivers participating in the Ford Mustang Dark Horse R who will attain the minimum age of **40 years** old during the calendar year of the Championship Season.

4.2.3. Mustang Cup Classic

The Mustang Cup Classic Class is a separate class for drivers in cars consisting of Mustang FR500C, Mustang FR500S, Mustang Boss 302R, Mustang Boss 302S, Mustang FP350S.

4.3. Entry Fees for the Season and per Event

Per the Entry Agreement

4.4. Authorization

With the submission of the Entry, competitors authorize USAC to submit entry forms on their behalf for those events which host races that form part of the Series in 2026. Direct nominations to the promoters by the participants are not permissible.

4.5. Driver Transfer Between Teams

(a) A driver may transfer from one team (Entrant) to another during the season. Any driver

wishing to transfer to another team (Entrant) must notify USAC at least two (2) weeks prior to the next event.

- (b) A driver transferring to another team (Entrant) may not also take their competition number. In this case, the driver must use either the number of a car already entered by the new team (Entrant) or a new number (allocated by USAC, in accordance with Article 4.8) if a new car is being entered by the competitor. Drivers may retain their competition number in exceptional circumstances at the sole discretion of the Series/USAC.
- (c) A driver transferring to another team (Entrant) will retain previously earned points in the Driver's Championship. Previously accumulated Team Championship points shall remain with the team with which they were earned.

4.6. Commitment to Participate

- a) Competitor obligation. Upon registration of a Championship Entry, a competitor undertakes to participate with each registered car in all required events of the Series in 2026 without exception.
- b) Upon registration, a driver undertakes to participate in all scheduled events of the Series in their respective classification in 2026. Any permanently (full season) entered driver who fails to participate in all events will forfeit any benefits included in the agreement to enter the full season. This may only be waived in exceptional circumstances at the sole discretion of USAC.
- c) Failure to participate. Any competitor or driver who fails, or anticipates failing, to fulfil these participation requirements must inform USAC in writing at the earliest opportunity and in any event no later than 48 hours before the start of the Event stating any mitigating reasons. USAC may request the Stewards to penalize a failure to comply with this deadline. USAC may at their sole discretion accept a request for non-participation from a competitor and/or driver. The Stewards shall decide whether the competitor and/or driver shall be subject to a penalty, taking into consideration if USAC has previously received and accepted a request for non-participation from the competitor and/or driver.

4.7. Guest / Invitational Drivers

Drivers not eligible for entry into the Series by way of exceeding the qualifications set forth in Article 5 may be permitted at the sole discretion of USAC/Ford Performance. Any such "Guest / Invitational" drivers will run in a separate "Invitational" class (INV). INV drivers are not eligible for Championship points, awards, or prizes. Guest / Invitational drivers may be eligible for podium recognition only in circumstances where "Overall" finishing positions are recognized. This may be waived in exceptional circumstances at the sole discretion of USAC.

4.8. Competition Numbers

The participants will be allocated with competition numbers by USAC for the entire season on a first-come, first served basis. The competition numbers for teams (competitors) returning from a previous season will remain reserved until the Full-season Entry Deadline of **February 1, 2026**. The competitor may choose which number is assigned to each car. New teams (competitors) joining the

season will receive competition numbers according to their date of entry. Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number will be transferred to the new chassis.

- The Number "1" is reserved
- Competition numbers are limited to a maximum of two digits (2-99)
- Competition numbers may not begin with a "0"
- Use of numbers significant to the Ford Brand are at the sole discretion of USAC/Ford Performance

5. Licenses

5.1. Required Grade of License

5.1.1. Competitors (Drivers)

~~Drivers holding a valid FIA International driver's license for 2025 issued by an FIA-affiliated ASN, of Grades:~~

~~A, B, C, D, C/D historic, or a USAC license and who are registered for the Ford Mustang Cup 2025 and have paid the registration fees are eligible.~~ All Drivers must hold a current, **USAC issued** 2026 Ford Mustang Cup specific License regardless of other Licenses held.

Drivers holding a current FIA Driver Rating of Gold or Platinum are prohibited. Drivers over the age of 30 holding a current FIA Driver Rating of Silver are prohibited. Drivers under the age of 30 holding a current FIA Driver Rating of Silver may be permitted to enter with prior approval from USAC and Ford Performance.

5.1.2. Coaches (Drivers)

All Coaches designated by the Entrant to drive in Test Sessions must hold a current 2026 Ford Mustang Cup specific License. No other Licenses will be recognized for eligibility to drive during Ford Mustang Cup Events or Sanctioned Tests.

5.1.3. Entrants (Team Owner)

Entrants wishing to register with and enter Competitors into the Series must be in possession of a valid USAC License and have paid the registration fees.

5.1.4. Sponsors

Sponsors may be named in relation to the driver's or team's name in the official program and results, without assuming the role or requirements of a competitor or series sponsor.

5.2. Age Regulations

In compliance with the valid USAC License Regulations.

Drivers must be at least 15 years old at the date of the first Event to be permitted to enter the Series. USAC will consider granting a License on a provisional basis to a driver that is 14 years old, provided certain conditions are met, including but not limited to having attained the age of 14 prior to participating in an event.

A driver's competition age for the purposes of Competition Class eligibility shall be the age he/she has attained by January 1 of the relevant year.

5.3. Conditions for Competitors outside of their national territory

USAC license holders and license holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event, foreign competitors/drivers must present the written approval of their own ASN. This permission must be submitted by the competitor/driver at the time of entry in English language.

5.3.1. Publication Obligation

The nationality of the issuing license authority must be stated for publications and podium ceremonies.

5.4. USAC Ford Mustang Cup Licensing

<http://fordlicense.com/>

6. Insurance, liability exclusion and disclaimer

6.1. Organizer's/Promoter's Insurance

The insurance company and policy number will be available from USAC for each event.

6.2. Declaration by the Competitor (Entrant) and Driver on the exclusion of liability, disclaimer of the Car Owner

In accordance with USAC Event Regulations.

7. Events

7.1. Calendar of Events

See Championship Specific Appendices.

7.2. Maximum number of Cars authorized

Subject to the maximum number of cars permitted, as defined by the circuit license, USAC may limit the maximum number of permitted cars entered per event.

7.3. Standard Event Format

As available, the standard event shall be structured with the following:

- (3) - Free Practice Sessions of (30) minutes
- (2) – Qualifying Session of (15) minutes
- (2) – Races of (40) minutes plus one lap

When available, additional sessions may be added to the Event Schedule and will be considered “Test Sessions” and will not be scored or used for the purposes of the Standard Event.

8. Championship Scoring

8.1. Awarding of points

The winner of a race is the Competitor who has driven the furthest distance with their car within the scheduled duration (timed race) or has completed the scheduled number of laps within the shortest time (lap race) as detailed in Article 13.7, taking account of all penalties.

8.1.1. Points Eligibility

All participants who started the race will be scored in accordance with the number of laps of the circuit covered. Participants are considered to have started the race by crossing the control (timing) line after the completion of the scheduled number of Formation Laps. Participants who have completed the same number of laps will be scored in the order in which they last crossed the control (timing) line. All Participants who have taken the Start of the Race, as defined above, will be eligible for Championship points.

8.1.2. Shortened Races

If the race distance is shortened or stopped and cannot be resumed, the participants will be awarded the points as indicated below, providing that at the time the race is stopped the leader has covered the following distance (based on the time completed by the winner, as shown in the Official/Final Results):

- If at least 50% of the scheduled time has been completed, 100% points will be awarded.
- If less than 50% of the scheduled time has been completed 50% points will be awarded.

8.1.3. Races Not Started

If a race is started (green flag displayed following the scheduled number of formation laps), subsequently stopped before the leader has finished two complete laps and cannot be restarted, the Race will therefore be declared null and void). Any Race declared such, or a Race cannot be started or rescheduled, then 50% points may be awarded based on Qualifying Final Classification. The Race Director may disallow the points awarded to any driver who they deem responsible for causing the stoppage of a race which is then declared null and void and cannot be restarted or rescheduled. If there has also been no Qualifying Classification, then no points will be awarded. In any case, all efforts will be made to reschedule Races that cannot be started.

In the case of a Race that is rescheduled or postponed from the original Event to a later Event, all Entries that were entered and present at the originally scheduled Event will be permitted to participate in the make-up Race.

8.2. Table of Points

Participants who satisfy the conditions for the awarding of points in the Class and/or Team ranking for the individual Championship rounds shall be allocated the following points in the order in which they are placed in each race, in accordance with the rules for the Class and/or Team Championships.

Position	Points	Position	Points
1	60	16	10
2	54	17	9
3	48	18	8
4	42	19	7
5	36	20	6
6	32	21	5
7	29	22	4
8	26	23	3
9	23	24	2
10	20	25	1
11	18	26	1
12	16	27	1
13	14	28	1
14	12	29	1
15	11	30	1

8.3. Championship Configuration

The Ford Mustang Cup season will be comprised of two independent Championships named "Miles Cup" and "Parnelli Cup," respectively. During each event, Qualifying 1 and Race 1, as scheduled, will comprise the Miles Cup. Qualifying 2 and Race 2, as scheduled, will comprise the Parnelli Cup. Each Championship therein will be scored separately and independently. Drivers may choose to participate in one or both of the Championships. Drivers may also share a single Car (Entry) so that each Driver may participate in one of the available Championships.

8.3.1. Driver Championship

All results of the individual races of a given Championship (Miles or Parnelli) count towards the final classification at the end of the year, there are no void or 'dropped' results. The Classes are listed separately. The winner of each Class is the entered driver with the highest total number of points of all races.

Drivers will score points according to their finishing position in their respective class once

Official/Final Results are posted. Points will be awarded in accordance with Article 8.2. Eligible Non-Championship Drivers will be awarded points and will be included in any podium ceremonies as applicable.

8.3.2. Team Championship

Teams will score points according to the highest-finishing Team Car in their respective Class once Official/Final Results are posted. Points will be awarded in accordance with Article 8.2. Only one Car per team will be scored in each Class for the purposes of the Team Championship.

8.4. Qualifying Points

The Driver who records the fastest lap in their respective class in each Qualifying shall be allocated a single point towards the Driver Championship.

8.5. Ties

If an equal number of points is achieved by more than one driver, the positions in the final Driver Championship results are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2026 Series. If, after application of this rule, the number of points is still equal, the decision is made based on the better results of the final race.

8.6. Publication of points

Championship Points Standings will be published by USAC in an official Team Information communication after the end of each event. Should any error require a correction to be made after publication, this can be done by USAC. Any questions or complaints concerning the Championship Standings must be submitted in writing to USAC and be received within seven days of the first publication of the points or prizes concerned. The points and prizes results will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Decisions of the Sporting Committee will not be subject to protest or appeal.

9. Private Practice and Testing

Competitors entered in Ford Mustang Cup Events are prohibited from participating in any private or organized Tests or Events in a FMC class-eligible model on any of the 3 days prior to the load-in date for the Event (Event includes USAC Sanctioned Test Days, if scheduled) at the same venue. This may be waived in exceptional circumstances at the sole discretion of USAC and Ford Performance- any such approved events will be listed as such in the Series Logistics Schedule.

10. Administration

The Entrant and Competitor (Driver) must ensure that all the necessary documents as set out in the organizer's rules of participation are submitted by the correct date and time for license verification. Failure to comply with this requirement may result in disqualification from the event. The following documents must be presented by the Entrant/Competitor:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Entrant License | <input checked="" type="checkbox"/> Authorization to take part in relevant events abroad, if applicable |
| <input checked="" type="checkbox"/> Competition License | |

The requirement for completion of administrative checks and license verification applies to all race events and official season tests.

Competitors with any outstanding financial obligations or unpaid fines due to the Series shall not be permitted entry to an event and will not be permitted to participate in any previously entered events until such obligations have been satisfied and/or fines have been paid.

10.1. Timetable for administrative checks

See relevant Schedules, Supplementary Regulations, Team Information communication or official bulletins. Competitors and drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Series.

10.2. Team Manager's Meeting

The time and location of the Team Managers' meeting is specified in the internal event schedule

or in the Supplemental Regulations. Each Team must be represented by their relevant designee who is responsible for transfer of all relevant information to their Team.

10.3. Driver's Briefing

The time and location of the drivers' meeting/briefing will be published in the Schedule or Supplementary Regulations of the event. All drivers, together with their Entrant's authorized representative, must be present throughout the briefing.

The requirement to attend any scheduled drivers' briefing applies to all race events and official season tests. A driver may not take part in a race event or a test session until he or his designated representative has attended the respective drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

The Season Briefing notes and/or any event specific notes issued by the Race Director are formal documents which must be complied with.

Any non-attendance or late attendance (according to the list of signatures of attendees) may result in a fine or other penalty being imposed by the Series.

10.4. Official Meetings/Press Conferences/Representation Meetings

The time and place for all official meetings, press conferences and representation meetings (autograph session, photoshoots, etc.) are specified in the internal event schedule. Any established non-participation or incomplete participation (according to the sign-on sheet) may incur a fine being imposed by the Series.

11. Scrutineering/Technical Checks

Before and, as required, during or after each event all cars will be inspected by one or more Technical Scrutineers licensed by USAC or an FIA affiliated ASN. Any car can be selected at any time by the Race Director, Technical Manager, or Stewards for a further technical examination, including examination outside the event venue.

The Technical Scrutineers are entitled to check any aspects of the cars in competition at any time during the event and may conduct checks without prior request from the Clerk of the Course, Race Director, or the Stewards.

The Technical Scrutineers are responsible for the operation of the Impound and are the only persons authorized to give instructions in this respect to the Competitors.

Competitors and drivers shall always follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of cars.

11.1. Initial Scrutineering

As requested, before the commencement of each event, the competitor must present their Car and the driver must present the compulsory driver's safety equipment at Technical Scrutineering at the published times.

The Car must be presented in the configuration as it will be used in the event (including competition numbers and decals). It is the Competitor's responsibility to ensure that the car is always in full compliance with the applicable Technical Regulations throughout the event, commencing with pre-event scrutineering. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

The cars and drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. **In the case of scheduled inspections, schedules must be strictly adhered to.**

Once pre-event technical scrutineering is completed, the Cars may only leave the paddock with the permission of USAC. Any Car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the event. It is the competitor's responsibility to present the Car to the Technical Scrutineers. No Car may take part in an event until it has been authorized by the Scrutineers.

Unless a written request for wavier is presented and recommended by the Race Director and approved by the Series, Competitors who do not keep to the set time limits will not be permitted to take part in an event.

11.2. Subsequent Scrutineering

After qualifying and each race, all Cars must be brought to the Impound area by the route described in the Drivers' Briefing unless otherwise specified by the Race Director, Technical Manager, or Stewards. The Impound area of the Series will be identified in the Supplementary Regulations for each event or in the notes from the Drivers' Briefing. The route from the finish line to the Impound is subject to the Impound provisions. All Cars must be driven by the Entered Drivers in full racing equipment to the Impound after qualifying and racing; this does not apply to the Technical Scrutineers and their assistants or nominated Drivers for podium Cars. Such Cars must remain under Impound provisions.

All Cars are subject to Impound conditions until released by the Technical Scrutineers or the Stewards. During this time, no works of any kind may be performed on the Cars. Once in the designated area, no Car may be removed without the permission of the Technical Scrutineer or Race Director. No individual may enter Impound without the permission of the Technical Scrutineers or Race Director.

Cars that have been involved in an accident at any time during an event must be presented to the

Technical Scrutineers. Any necessary repairs identified by the Technical Scrutineers must be completed satisfactorily by the competitor prior to further participation in the current or future Events.

11.3. Replacement of Cars, Engines, and Gearboxes

A Team (Entrant) may not replace a Car that has already been entered and allocated a competition number, unless the Car has suffered significant or irreparable damage at a preceding Event or during an Event. The Competitor must make written application to USAC seeking permission to enter a replacement Car and it shall be at the sole discretion of USAC whether to accept or reject the application. Should USAC choose to accept such an application, that acceptance may be given subject to specific conditions. **Any such replacement Car must present and pass Initial Scrutineering.** Drivers requiring a replacement or backup Car after being found wholly or predominantly responsible for a multi-car incident necessitating the change may be further restricted from receiving such permission. Where the replacement of a Car is accepted after Qualifying it will normally be on condition that the Car starts the subsequent race from the back of the grid.

Competitors must make written application to USAC seeking permission to undertake a change of engine or gearbox after Initial Scrutineering has been completed. Where the replacement of an engine or gearbox is accepted after Qualifying it will normally be on condition that the car starts the subsequent race from the back of the grid.

12. Required Equipment

12.1. Transponders

All Cars must be equipped with a functional MyLaps timing Transponder at all times, mounted in accordance with the Technical Summary Regulations. Any Car with a non-functioning transponder will not receive any official times from any other means and may be ordered to stop and repair immediately, at the sole discretion of the Race Director. Timing staff may endeavor to score a car with a failed transponder in-race for position only (no lap times). The recommended transponder is the MyLaps TR2 Direct Power transponder.

12.2. MyLaps X2 Driver ID (Two-Driver Entries)

Two-driver entry cars must be fitted with a functioning MyLaps X2 Driver ID system, in accordance with these Technical Regulations.

12.3. RaceLink GPS/In-Car Flagging Unit

All cars must be fitted with a functioning MyLaps RaceLink unit, in accordance with the Technical Regulations. Cars with a non-functioning RaceLink may be ordered to stop and repair immediately, at the sole discretion of the Race Director. **RF and GPS signal quality will be considered as part of the functionality of such units.**

12.4. In-Car Flagging Display – T Dash XL

All cars must be fitted with a functioning T Dash XL in-car flagging display, in accordance with these Technical Regulations.

12.5. Radio Communication

12.5.1. Team Pit-to-Car Radio

Only the UHF (450-470 MHz) frequency band is permitted for pit to Car radio communication. Competitor radio traffic is limited to a maximum of four (4) watts on handheld radios and a maximum of ten (10) watts ERP on mobile units (base stations) and/or repeaters and must not transmit to Car on one frequency and receive on another at greater than 5Mhz spacing. All Car communication must operate or be rebroadcast in analog mode on 12.5Khz channel spacing. On the transmit and receive of a radio broadcast, the DPL or TPL codes must be the same. Mixing of codes between TX and RX is prohibited. Encrypted or any other radio transmission scheme between Team and Driver not understandable using a standard scanner at any time during any qualifying Session or Race is prohibited.

12.5.2. Team Frequencies

Teams must declare and register their Team-to-Driver radio frequency used in any qualifying Session and Race. The USAC designated partner is Racing Radios. Teams must submit frequency registrations directly to USAC no later than two (2) weeks prior to their first Race and at each Race if changed. Changes during an Event must be submitted no less than two (2) hours prior to qualifying or Race.

Car-to-car radio transmission or communication between Drivers is prohibited.

12.5.3. USAC Race Control Frequency

Teams are required to monitor Race Control from Pit Lane before, during, and after sessions.

USAC Channels		Frequency		DPL
Race Control Team Broadcast (Primary)	Simplex	Analog	464.5500	516
Race Control Team Broadcast (Backup)	Simplex	Analog	461.2000	432

12.6. On-board Video & Streaming

All Cars are required to have a VBOX Video HD2 system installed and maintained as detailed in the Model Specific Technical Regulations. Cars are further permitted to use the GPX system for live video transmission. Other live video transmission systems are not permitted. Only Cars equipped with the GPX system may be featured in the Race Broadcast.

Additional cameras may be installed only with the approval of USAC and must be installed in a manner to satisfy the Technical Regulations.

13. Running of the Events

13.1. Pre-Grid

The Pre-Grid is the line-up of all cars before entering the circuit for all Test Sessions, Practices, Qualifying and Races. **The Pre-Grid will be considered "Open" at the time of the scheduled Green Flag for the preceding session or otherwise published on the Event Schedule.**

All cars must be driven from the team awning/pit to the official Pre-Grid by the relevant driver or Crew member as described in the Drivers Briefing. Should a competitor or driver not be ready in time he may forgo the right to take part in the relevant session. In the case of a scheduled closing time for the Pre-Grid, cars must be present by the published time. Cars failing to meet the published closing time may be moved to the back of the grid and forfeit their starting position for the relevant session, **unless approved by the Race Director.** The final decision on participation in the session is taken by the Stewards or Race Director.

13.2. Test Sessions

When available, the Series may list any number of Test Sessions on the Official Event Schedule. Any Sanctioned Test Sessions occurring on days other than Official Event Days may require separate Registration and Fees. Ford Mustang Cup licensed Driver Coaches may be additionally entered Drivers for an Entry and may drive during listed Test Sessions.

13.3. Practice

Only Drivers entered and participating in the Event may drive during any Official practice sessions. **Only with prior permission from the Race Director, may a coach be permitted to drive in a practice session.**

The Practice Session time durations may be reduced in length should it be temporarily stopped for reasons of safety or force majeure. Should a practice session be stopped for any reason, all cars must proceed back to the pit lane, without overtaking other cars (unless in the sole opinion of the Race Director a Car is driving unnecessarily slowly).

13.4. Qualification

Separate Qualifying Sessions will set the respective grids for Races 1 & 2. The Session listed as Qualifying 1 will set the grid for Race 1. The session listed as Qualifying 2 will set the Race 2 grid.

~~All Cars must start each Qualifying Session from their assigned Pit Box. Cars must remain in their box until the Green Flag is announced. Cars not in their assigned pit box prior to one minute before the start of the session may be held at the pit entry until the Green Flag is announced. Cars improperly queuing at the Pit Exit or leaving their box early may be penalized any such penalty must be served prior to setting a Qualifying lap time.~~

A "Pre-Grid Closed" time will be listed on the Event Schedule, at which point all Cars must be present in the Pre-Grid area. For Qualifying, Cars will be lined up in order of the current Overall

Championship standings. Once released, Cars will transit to the Pit Lane where they will line-up in the prescribed order in the Fast Lane or proceed to their respective pit box to await the Start of the session. Cars in the queue in the Fast Lane will enter the track at the start of the session and remain in order with no overtaking prior to crossing the Timing (Control) line. Cars electing to proceed to their respective pit box must not exit the Pit Lane until such time that all Cars that remained in the queue in the fast lane pass the pit exit after starting their first timed lap.

13.4.1. Permitted work

Once a car has left the pit box to start the qualifying session, permitted work includes:

- Checking/adjusting tire pressure
- Removing/clearing debris from radiator screens
- Tend to the driver
- Remove/Replace one (1) damaged tire (Requires approval from Series Staff. Flat spots or similar Driver-induced issues are not considered damage for the purposes of the approved replacement.)

Should any other non-approved work be performed, the Car will lose all previously set times up to that point. ~~After the conclusion of the session (Checkered Flag), only checking of tire pressures is permitted.~~

Should any penalty requiring a Car to return to the Pit Lane be assessed during a Qualifying Session, such penalty must be served immediately. Any lap times set from the time the penalty is posted to the timing screen until the penalty is satisfied will be deleted.

13.4.2. Stoppages during Qualifying

Should a qualifying session be stopped for any reason, all cars must proceed slowly back to the pit lane. Once in pit lane, cars may queue at the pit exit OR proceed to their assigned pit box. Cars electing to start/restart a session from their pit box must remain in their pit box until released over the Race Control frequency.

Any driver causing a qualifying session to be stopped may have their fastest lap in that Qualifying session deleted.

13.4.3. Starting Order

- The Starting order for Race 1 will be set by the fastest lap in Qualifying 1
- The Starting order for Race 2 will be set by the fastest lap in Qualifying 2
- If a third race is scheduled for an Event, the Starting Order will be detailed in the Supplementary Regulations for the Event

To be ordered in the Qualifying results, a car must complete a registered qualifying time (lap) in accordance with Article 17.3. At the end of the qualifying session, all cars which participated in the session are subject to the Impound rules.

A driver will be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 110% of the fastest driver in the relevant qualifying session. No Driver may start a race without having taken part in a qualifying session unless authorized by the Stewards in consultation with the Race Director.

Any driver failing to meet the qualifying criteria and wishing to participate in the race must make written application to the Race Director. Admission of drivers who have not qualified will be considered by the Stewards in consultation with the Race Director. Neither the Stewards nor the Race Director are under any obligation to accept any application from any driver who has not met the qualifying criteria and their decision in this respect is not subject to appeal.

Should circumstances force the cancellation of an entire qualification session or a qualification session be stopped before all cars in that session have had the opportunity to set a time (as determined by the Race Director at their sole discretion) and cannot be resumed, the Race grids will be set as follows:

- For Race 1, the current Championship standings of the Miles Cup
- For Race 2, the current Championship standings of the Parnelli Cup

Should circumstances force the use of Championship standings, the order of Drivers without Championship Points will be determined by a draw.

13.5. Starting Grid

The starting grid for the race will be determined by the fastest times achieved in the relevant qualifying session, as defined in Article 13.4. Should any grid place penalties be applicable, these will be applied in the order in which the relevant offences occurred.

If one or more drivers have not set a lap time (for reasons other than cancellation or shortening of the qualifying session) but are given permission by the Stewards to take part in the race, these drivers will be placed at the end of the starting grid in the following order:

- The Drivers who have started the relevant Qualifying Session from the pit lane, in the order of their best time in free Practice sessions.
- The Drivers who have not started the Qualifying Session from the pit lane, in the order of their best time in free practice sessions.

Drivers who have had all laps times disallowed or invalidated must, in all cases, start the race behind the Drivers detailed in Article 13.5 above. Should more than one driver have all times removed, their starting positions at the back of the Class (Group) will be determined by their best time in free practice Sessions.

The starting grid will be formed with Dark Horse and Dark Horse Legends class cars in the order of their qualifying times irrespective of class.

13.6. Tire Usage

For all sessions, Teams may utilize their allocated slick tires or wet-weather tires at any time. Should the Race Director declare a "wet session," competitors must start the session and cross the control line at least once under green flag conditions on wet-weather tires.

For Qualifying, competitors may only use a single set of tires, regardless of tire type. Slick type qualifying tires will be marked/scanned on pre-grid and/or in Impound as applicable.

Provided slick-type tires were used in the corresponding Qualifying Session (Qualifying 1/Race 1, Qualifying 2/Race 2), Cars must start the relevant Race on all (4) of the scanned/marked tires from the Qualifying session. In the case of damage, a Competitor may request to start on (3) of the (4) Qualifying tires and maintain their starting position. Approval is at the sole discretion of the Technical Manager, in consultation with the tire manufacturer. Changes of more than (1) of the Qualifying tires will require the Car to forfeit their starting position and start the Race from the back of the grid. A Competitors decision to start either Race on wet-weather tires shall not require the Car to start from the back of the grid and may maintain their starting position.

13.7. Races

13.7.1. Pre-Race

The approach of the formation lap will be announced to Competitors at the following times:

Five (5) minutes, three (3) minutes, one (1) minute and ten (10) seconds. At zero seconds the Cars will begin a formation lap behind the Safety (Leading) Car, maintaining the speed of the Safety (Leading) Car and their starting order.

13.7.2. Formation Lap(s)

The number of formation laps prior to the start of the race will be determined by the Race Director and communicated by Supplemental Regulations, Bulletin or Driver Briefing.

When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel. Any driver who is unable to start the formation lap must indicate this to the marshals. Marshals will be instructed to push any car (or cars) remaining on the grid into the team pit box or safe location as soon as all cars able to leave the grid have done so.

Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the original starting order. Any driver who is delayed leaving the grid may be given the opportunity to regain their start position during the formation lap, providing they have not been overtaken by all other competitors. The Race Director will designate in the driver briefing a point on track after which no further overtaking will be permitted. If more than one driver is affected, they must not overtake each other while attempting to resume their original starting position. Any manipulation is subject to a penalty.

Any car that spins or stops on track during the formation lap(s) forfeits the ability to retake its original position in the field and is placed at the back of the running cars in the order it arrived. A drive-through penalty may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

All races will be a rolling start with two-column formation unless amended by instruction of the Race Director.

13.7.3. Race Start

Track-specific instructions are given by the Race Director at the Driver briefing. Cars must not overtake the Safety Car until it has exited the racetrack. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap or as instructed and must remain in formation until the display of the green flag by the Starter. Passing is permitted only after having crossed the start line.

Official race clock starts on the first passing of the control line after the completion of the scheduled number of formation laps.

A split start will be in effect between the Dark Horse classes and the Mustang Cup Classic class. The exact split start procedure and expectations will be defined in the Drivers Briefing.

13.7.3.1. No Start/Wave Off

If the Starter waves off the scheduled start of a Race, no flag will be displayed at the starter stand. The Starter shall also call "no start" on the radio and may shake his head indicating "no". All flag stations shall display a single, motionless yellow flag. Cars must undertake an additional formation lap at a reduced pace, reform into the side by side, two-column formation per their original grid positions as directed and anticipate a start on the next crossing of the starting line or as instructed by Race Control. The race timing commences at the end of the prescribed formation lap(s) as listed in the Supplementary Regulations and/or Briefing Notes.

13.7.3.2. Pit Lane Start

Any car which is in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Any Car remaining in the Pit Lane (60) seconds after the last running Car in the field has left the Pit Lane for the Formation Lap will become a Pit Lane Starter. After the conclusion of the scheduled number of Formation laps, Pit Lane Starters will join the race when the whole field has passed the pit exit.

13.7.3.3. False Starts

The Race Director and/or Stewards may use any video or electronic means to assist them in reaching a decision regarding false starts. Any Driver initiating a pass or passing other Cars in their respective column will be reviewed for a potential False Start and may be penalized.

13.7.3.4. Delayed Starts or Starts Behind the Safety Car

In the case of inclement weather at or near the scheduled Start of the Race or should the track be deemed not ready for racing, the Race Director may elect to delay the Start of the Race. In the case of a Delayed Start, all cars may remain in the Pre-Grid or be transited to the Pit Lane (grid or respective pit boxes, as announced) to be ready for the Start. Additional restrictions may be put in place, including Parc Ferme rules where no Crew may touch the Cars. Race Control will count down from 10 minutes to the Start of the gridding process and the Formation Lap. During the 10-minute countdown, work may commence on Cars.

Weather dependent, the Race may need to be started behind the Safety Car. If such a determination is made, Race Control will announce a 'Safety Car Start', in which the race clock will start once the Safety Car departs the Pit Lane. Additional information regarding number of laps behind the Safety Car and 2x2 or single-file start will be announced via the RC frequency.

13.7.4. Safety Car / Full-Course Yellow

The Safety Car will be deployed under the instruction of the Race Director to neutralize a race. The Safety Car procedure will be signaled using any combination of the following: Double-standing yellow flags, In-car lights/displays, announcements via RC radio frequency, and/or Timing Screen messages. The Official time of the Safety Car period will be as shown in the Timing System. At the first indication of a Safety Car period, all cars must slow as directed – overtaking is prohibited. The Safety Car will be deployed to pick up the leader. Cars may be permitted to overtake slow or disabled vehicles only with instruction from Race Control. In the case of any Car between the Safety Car and the Overall Leader, Race Control may instruct a wave-by for such Cars to overtake the Safety Car on the right.

13.7.5. Restart

Once the Race Director is satisfied that racing may resume, the Safety Car lights will be switched off by a designated location of the track and all yellow flags will be withdrawn. All cars must maintain a single file formation and remain at the speed set by the safety car at the time the Safety Car lights were extinguished. A green flag will be displayed only at the start line to signify the resumption of the race. Passing is permitted on the display of the green flag.

13.7.6. Finish

13.7.6.1. The end-of-race signal will be given to the Overall Leader on-track at the Control Line. The Overall Leader is the Car that has covered the greatest distance after the expiration of the scheduled race time, plus one lap. In the case that the Overall Leader is not on-track at the time the race clock expires, the end-of-race signal will be based on the next-highest running Car on-track.

13.7.6.2. In the case of a dead-heat (two Cars crossing the Control line at the same time, as registered in the Timing System), visual confirmation may be used to identify

the winning Car. In the absence of conclusive images or video, the winner will be deemed to be the Car that started the Race further back on the Starting Grid.

13.7.6.3. Should for any reason (other than when a race is aborted or suspended in accordance with Article 13.7) the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Control Line before the signal was given.

13.7.6.4. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished according to the scheduled time or distance.

13.7.6.5. After receiving the end-of-race signal all cars must proceed on the Circuit directly to the Impound, or as otherwise instructed, without stopping and without any assistance (except that of the marshals, if necessary). Any car which cannot reach the Impound under its own power will be placed under the exclusive control of the marshals who will take the car to the Impound.

13.7.7. Aborting or Suspending a Race

If deemed necessary, the Race Director may abort or suspend a Race. Upon the announcement and/or display of the red flags, all Cars able to do so must safely proceed directly to the Pit Lane or to another position on the track as directed by the Race Director. Cars must stay in order, in the designated lane and not report to their pit box, unless instructed to do so. Only work authorized by the Race Director over the RC radio frequency will be permitted.

If a race is aborted or stopped before the leading car has finished 2 complete racing laps, the following rules will apply:

- To have satisfied the (2) complete racing laps, Cars must have received the Green Flag to start the Race at the conclusion of the scheduled number of Formation Laps and cross the Control Line twice (irrespective of flag condition).
- The start will be deemed "No Contest"
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane after the red flag and receiving work may start the race from the pit lane after all cars have started the race.
- If due to inclement weather, with lightning or other severe weather in the area, Cars may be placed under Parc Ferme conditions, and all work must stop. Work may commence once advised over the RC frequency.
- All drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- Penalties may be imposed for any breaches of the Regulations during the

aborted/stopped race and, at the discretion of the Race Director, such penalties may be applied to the restarted race.

- The length of the restarted race will be the scheduled race distance less at least two laps – the revised distance will be defined by the Race Director in consultation with the Stewards.
- The grid for the restart will be the original starting grid, with consideration of any penalties applied.
- Empty starting places on the grid, caused by drivers unable to restart or starting from the pit lane, will be filled accordingly.
- Refueling is prohibited.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) then, at the Race Director's sole discretion the race may not be restarted.

If a race is stopped before the full distance or time has been achieved and the race is not restarted, then the results will be declared according to the running order when the leading car crossed the control (timing) line for the penultimate time before the race was stopped. Points will be awarded as detailed in Article 8.1.

Any driver causing a race to be stopped may be subject to penalty up to disqualification from the race.

14. Title and trophies

14.1. Championship Title

The driver who has scored the highest number of points in each Class and each Championship after all respective events of the 2026 Series will be awarded the title, respectively:

"2026 Ford Mustang Cup [Class] Miles Cup Champion"
"2026 Ford Mustang Cup [Class] Parnelli Cup Champion"

14.2. Prizes, Awards, and Trophies

USAC & Ford Performance may remunerate the drivers with a prize in kind for their successful participation. See Appendix 2 for detailed information on additional Awards and Prizes.

14.3. Podium and Awards Ceremonies

Trophies may be awarded by USAC at the conclusion of each Race to the 1st, 2nd and 3rd placed drivers in each Competition Class. Trophies may also be awarded by USAC at the end of the Championship to the 1st, 2nd and 3rd placed Drivers in each of Class as well as the 1st place Team as detailed in Appendix 2. Any Trophies or Awards issued prior to the publication of the Final Results are subject to review and may be ordered to be returned to the Series should the Results be

changed by way of Review or Penalty. Any Competitor failing to adhere to any such instruction may be prohibited from further participation in the Series.

15. Protests and Appeals

15.1. Right to Protest and Time Limits

- 15.1.1.1. A protest as to the validity of an entry, rejection of an entry or length of course lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the Event.
- 15.1.1.2. Technical protests regarding another competitor or the Technical Director regarding specifications that are routinely inspected by the Technical Director are not permitted.
- 15.1.1.3. A protest regarding the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the official posting of results.
- 15.1.1.4. A protest against any actions taken by race officials or another competitor are not permissible
- 15.1.1.5. The following matters which involve the exercise of judgement by the Race Director and/or Stewards are not protestable and the decision is final and binding.
- 15.1.1.6. The decision to call for or not call or to end a neutralization of the Race.
- 15.1.1.7. The decision of the Steward to signal a driver to pass the Safety Car under yellow or the Steward's judgement as to whether a proper passing signal was given.
- 15.1.1.8. The matter of whether a penalty could or should be applied or imposed during or after the race.
- 15.1.1.9. The decision as to whether to red flag the race
- 15.1.1.10. The decision to reposition a car for a starting or restarting violation.
- 15.1.1.11. The decision to impose a detention or disqualification penalty during a competition.
- 15.1.1.12. Any other matters which may be designated as non-protestable in these rules

15.1.1.13. Protests of actions taken by the Director of Competition, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

15.1.1.14. The decision to amend or adjust the Event Schedule

15.1.2. Submission of Protests

When the Race Director pronounces the penalty at a race meeting, related protests must be submitted to the Race Director. All other protests must be submitted to the Director of Competition.

15.1.3. Content of Protests

Protests shall be in writing, accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms

Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

15.1.4. Protest Fees

Protest fees shall be as follows: \$1,000.00

15.1.5. Adjudication of Protests

When the Race Director pronounces the penalty at a race meeting, related protests shall be decided by the Stewards. The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.

15.1.6. Withholding of Awards

An award gained by a competitor who is subject to a valid protest shall be withheld until the protest has been finally adjudicated in accordance with these rules.

15.1.7. Judgement

All parties concerned shall be bound by the decision given, subject only to Appeal as hereinafter provided.

15.1.8. Re-Run

Neither the Stewards nor the Director of Competition shall have power to order a wholly or partly completed competition to be run again.

15.1.9. Default of Right to Protest

Any contestant who voluntarily competes in any competition, which is not in accordance with the entry conditions as published, thereby waives the right to protest against the non-enforcement of such conditions.

Compliance with Procedure - Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

15.2. Appeals

15.2.1. Initiation of an Appeal

Any member or License holder who is entitled to appeal may submit a written Notice of Appeal, but any action shall not be stayed because appeal is taken.

15.2.2. Content of the Appeal

The Notice of Appeal must contain reference to the specific action by USAC from which an appeal is taken, the date of the occurrence, the reasons why the member or License holder is appealing, and specific reference to any Rules and/or Bylaws allegedly violated and the relief requested.

The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.

The Notice of Appeal must clearly and explicitly state the appeals classification under which it is submitted and must be accompanied by the appeal fee required for that classification. The appeal fee shall be in addition to any monetary penalty previously assessed.

The original Notice of Appeal must be received at the USAC offices, 4910 West 16th Street, Speedway, Indiana, 46224 by the designated recipient and within the time limit for the class of appeal.

15.2.3. Nature of the Appeal

USAC recognizes Appeals of the following natures:

Conduct or Result of a Competition - Appeal from a decision of a Steward's Protest Hearing per the Official Competition Rules.

Appeal Fee: \$2,000 or 5% of any award claimed, whichever is larger

Recipient: Director of Competition (include a copy of the original protest)

Time Limit: By 5 p.m. EST of the third business day following the release of the cited decision

Discipline of a Participant - Appeal from a decision of the Director of Competition under Section 12.02 of the By-Laws.

Appeal Fee: \$2,000 or 10% of any associated monetary penalty, whichever is larger.

Recipient: President

Time Limit: By 5 p.m. EST of the fifth business day following the release of the cited decision

Discipline of a Member - Appeal from a decision of the President under Section 12.03 of the By-Laws.

Appeal Fee: \$2,000 or 10% of any associated monetary penalty, whichever is larger

Recipient: President

Time Limit: By 5 p.m. EST of the fifth business day following the release of the cited decision

Action or Inaction of the Corporation - Appeal from circumstances not otherwise classified, and falling within the scope of Article 13 of the By-Laws.

Appeal Fee: \$2,000 or 25% of any monetary damages claimed, whichever is larger

Recipient: President

Time Limit: By 5 p.m. EST of the tenth business day following the date of the action or alleged inaction

15.2.4. Adjudication of the Appeal

The recipient of the Notice of Appeal may dismiss appeals, or portions thereof, on the basis of procedural noncompliance. Any appeal, or portion thereof, not so dismissed shall be submitted by the recipient to a Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.

15.2.5. The Court of Appeals

The Court of Appeals shall be selected by the Chairman of the Board. The Chairman of the Board, or his designate, shall serve as Chief Judge. Two other judges may also be selected to serve in addition to the Chief Judge. The other judges may or may not be Board members but shall not have actively participated in the circumstances cited in the Notice of Appeal nor have a personal interest in the outcome.

15.2.6. Hearing of the Appeal

The Court of Appeals may cause an investigation to be made into the matters surrounding the appeal and shall convene a hearing within thirty (30) days of receipt of the appeal unless mutually extended. The appellant and any member in interest shall be given adequate notice of the hearing and shall be entitled to be heard and call witnesses.

15.2.7. Conduct of the Appeal Hearing

The hearing will be conducted according to the following procedures:

- 15.2.7.1. A Court of Appeals hearing is not open to the public and admittance to the hearing is at the sole discretion of the Chief Judge.
- 15.2.7.2. The Chief Judge shall enumerate the parties and other necessary participants in the proceedings. The executive race officials shall be regarded as a party to an appeal from a Steward's Protest Hearing.
- 15.2.7.3. The Chief Judge shall exclude from the hearing room or from further participation in the proceedings any person who engages in improper conduct in relation to the hearing.
- 15.2.7.4. The Court of Appeals shall conduct the hearing in an informal manner.
- 15.2.7.5. The Court of Appeals shall not be limited to the technical common law rules of evidence required in judicial proceedings but shall be satisfied the evidence submitted is of a type on which it can rely.
- 15.2.7.6. All parties to the proceedings shall be allowed to present and cross-examine witnesses and to submit evidence, both oral and documentary.
- 15.2.7.7. The Judges of the Court of Appeals and the Counsel for the Court of Appeals may examine witnesses.
- 15.2.7.8. The Chief Judge shall exclude irrelevant, immaterial or unduly repetitious evidence.
- 15.2.7.9. The Court of Appeals shall consider only evidence introduced during the hearing and there shall be no transcript of the hearing unless the Court determines otherwise.
- 15.2.7.10. The Court of Appeals, in an appeal from a Steward's Protest Hearing, shall not consider matters appealed but not assigned as protestable error in the original protest, nor shall it consider matters not assigned as protestable error in the original protest.

15.2.7.11. The Court of Appeals shall not consider matters outside the scope of the submission by the recipient of the Notice of Appeal, except for procedural rulings by the recipient.

15.2.8. Structure of the Appeal Hearing

The Chief Judge shall ensure that the following structure is observed, in order as listed:

15.2.8.1. **Opening Statements** - The parties to the proceedings will be permitted to make opening statements, with the member making the appeal being the first to make an opening statement. In particular each party should be asked to state the issue(s) before the Court of Appeals and a brief summary of the position of the party with respect to such issue(s).

15.2.8.2. **Order of Proof** - The evidence shall be received by the Court of Appeals in the following order:

15.2.8.2.1. The member making the appeal shall first submit and present evidence in support of the appeal, both oral and documentary.

15.2.8.2.2. Upon the completion of direct examination, each witness shall be subject to cross-examination by the other parties, or by any judge of the Court of Appeals or Counsel for the Court of Appeals.

15.2.8.2.3. Parties representing USAC and other parties, if any, against whom the appeal is taken shall then be allowed to present evidence, both oral and documentary.

15.2.8.2.4. Any witnesses thus presented shall likewise be subject to cross-examination by the appellant, by other parties, and by any member of the Court of Appeals or Counsel for the Court of Appeals.

15.2.8.3. **Closing Arguments** - Upon completion of the evidentiary portion of the hearing, all parties, beginning with the appellant, will be provided with the opportunity to make closing arguments.

15.2.9. Powers of the Court of Appeals

The Court of Appeals shall have the following powers:

15.2.9.1. To call, examine and cross-examine witnesses.

15.2.9.2. To receive and rule upon relevant evidence.

- 15.2.9.3. To regulate the course of the hearing and, if appropriate or necessary, to exclude persons or counsel for contemptuous conduct and to strike and disregard all testimony of witnesses refusing to answer proper questions.
- 15.2.9.4. To dispose of procedural requests, motions or similar matters.
- 15.2.9.5. To dismiss appeals or portions thereof.
- 15.2.9.6. To require a party at any time to state its position concerning any issue in the appeal or its theory in support thereof.
- 15.2.9.7. To pronounce a just remedy within the USAC By-Laws and Official Competition Rules for the penalty, result or circumstance at issue, but it shall not be empowered to order any wholly or partly completed competition to be rerun.
- 15.2.9.8. To order the appellant against whom a final decision is rendered to pay all costs and expenses, including a reasonable attorney's fee, incurred by USAC.
- 15.2.9.9. To make such order as to the return or forfeiture of the appeal fee as it may think fit.
- 15.2.9.10. To take any other action deemed appropriate for a just and expeditious conclusion of the hearing.

15.2.10. Limitations

The Court of Appeals may interpret the rules and regulations and apply them to the particular facts presented to it, but it shall have no authority or power to create, add to, subtract from or in any way modify any of the rules and regulations or any of the supplements thereto, nor shall it have the authority to change a mandatory penalty, to modify the terms of the penalties authorized in the Regulations, or to create penalties not listed in the Regulations.

15.2.11. Publication of Judgement

The United States Auto Club shall have the right to publish or cause to be published a judgement on appeal, and to state the names of all parties interested. The persons referred to in such publication shall have no right of action against the United States Auto Club or against any person publishing such notice.

15.2.12. USAC Appeal Procedure Finality

Decisions of USAC executive race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limitations and other procedures prescribed by these rules. Any protest decision (having not been subject to

Appeal) by a USAC executive race official or any appeal decision by a USAC Court of Appeals on these or any other matters to come before it shall be final and binding. No court action of any kind may be taken.

Any participant in a USAC sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by USAC or any of its race officials. A participant's exclusive right to contest a decision or the rules or regulations of USAC is within the protest and appeal procedure of USAC, and any decision reached within this procedure is final.

15.2.13. Compliance with Procedures

Any appeal, which fails to comply with the foregoing requirements, may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in a Steward's Protest Hearing may not be considered on appeal.

15.3. Jurisdiction of the FIA

15.3.1. The Federation Internationale de l'Automobile, hereinafter referred to as the "FIA," is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in this Section, FIA is the final international court of appeal for appealable disputes arising out of the FIA recognized World Championship Events.

15.3.2. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A. and is referred to as ACCUS-FIA. USAC is a member of ACCUS-FIA.

15.3.3. USAC is the sole and final authority for the development, maintenance, and distribution of USAC prize funds, championship point funds, the awarding of USAC championship points, and the naming of manufacturer or series-sponsored USAC champions in the manner set forth in USAC Competition Rules. Notwithstanding that a particular series competition may be listed on the FIA calendar, USAC reserves sole authority to settle finally any dispute (insofar as the dispute would affect any of the above listed determinations), which may arise during a USAC competition, through the procedures set forth in these rules.

16. Advertising, Media, and Television Rights

All copyright, sound and picture rights lie with USAC, including the pictures which are adopted by television broadcasts in the 2026 Series. All television rights of the 2026 Series, including terrestrial broadcast as well as cable, streaming and satellite television broadcast, all video rights, and all rights on the use of the complete electronic media, including internet, lie with USAC. Any

kind of recording, broadcast, repetition, or reproduction for commercial purpose, particularly also distribution via social media platforms, without written agreement of USAC is prohibited and can lead to high claims for compensation.

USAC holds exclusive Media rights to all events, any content created by a credentialed media member, team representative or sponsor may not be used for commercial use unless pre-approved by USAC and may be subject to media use fees.

USAC reserves the right to receive copies of images, video, or audio content created at events by credentialed media. Any content used in social media postings, PR, or other articles written on behalf of the series will be credited to the creator.

USAC reserves the right to demand content deemed harmful to the Championship series, events or competitors be removed immediately.

Access to any restricted areas for the purposes of content creation, filming, photography, or other media related activities require prior approval and the possession of the appropriate Media Credentials issued through USAC.

USAC and Ford Performance may refuse to permit and/or restrict teams and drivers from displaying branding and or advertisements on any series assets which could be considered detrimental to the public image of USAC, Ford, or Ford affiliates.

17. Specific Regulations

17.1. Paddock

17.1.1. Each competitor with up to three (3) entered cars will be permitted one transporter and awning. This must be parked in the competitor's designated paddock area and may contain an area at the rear specifically for team seating and relaxation. If a competitor has a fourth entry, application may be made to USAC for a second transporter and awning to be permitted in the paddock. Additional transporters and awnings may be approved for Entrants with more than six (6) entered Cars. Approval of such applications will be at the sole discretion of USAC. No additional transporter or other vehicle which would require parking space in the event Overflow parking area will be allowed access to the event unless written permission has been granted by USAC. Requests for such permission must be made a minimum of fourteen (14) days in advance of the load-in date for the event concerned.

17.1.2. Prior to making any change to the on-site set up and working appearance a competitor must submit a written request to, and receive approval from, USAC a minimum of 14 days prior to the start of the Event concerned.

- 17.1.3. No separate, dedicated hospitality or entertaining structures will be permitted by competitors/drivers within the paddock without prior approval by USAC. Any request or application for such space must be submitted a minimum of fourteen (14) days in advance of the load-in date for the event concerned.
- 17.1.4. The image of the Series and the participating teams must be always to a professional standard. This includes, but is not limited to team clothing, transporters, awnings, pit walls and floor coverings (explicitly no carpet flooring). Each team is required to provide an articulated transporter and accompanying layout with a working awning in accordance with the maximum width: 40 ft; maximum length: 90 ft including the tractor unit. All Entrants will be required to submit a Paddock Layout Information form no later than fourteen (14) days prior to the load-in date for the first event in which they participate for the Season. Any changes to layouts must be submitted in accordance with Article 17.1.
- 17.1.5. At least two competition cars must be accommodated in each working awning. If fewer than two entered cars are assigned to a Team awning, USAC reserves the right to reduce the maximum width allowed.
- 17.1.6. Teams must also provide appropriate means of ensuring that awnings are secured robustly against weather/wind conditions and ensure these are maintained throughout each event. In exceptional cases, USAC reserves the right to permit the length of the awning to include the length of the tractor unit as well. This needs to be considered when planning for the awnings. Every competitor must ensure that all safety relevant aspects of its team's working processes are fulfilled and observed.
- 17.1.7. Only the team trucks shall have access to the Series paddock. Small trucks and trailers shall only have access to the Series paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles are strictly forbidden and shall not have access to the Series paddock at any time. Unless decided otherwise by USAC, it is permitted to start dismantling the paddock only after the main race has started, or as listed in the Event Specific Supplementary Regulations.
- 17.1.8. The precise times for setting up and dismantling the paddock will be determined by USAC for each event and will be advised in writing at the latest 24 hours before the start of the event in the form of an official "Team Information" communication. These times must be strictly adhered to. Any such requirements may be listed in the Official Event Schedule or Event Supplementary Regulations.
- 17.1.9. All trucks must be washed before they are parked in the paddock.
- 17.1.10. Except for Series Provided Catering, all other kinds of catering are prohibited in the paddock of the Series without prior approval.

17.2. Pit Lane Allocation

Teams will be allocated a working area in the pit lane. Pit lane working areas to be assigned (when possible) in the order of Driver Championship points with all Team Cars positioned together, or as otherwise specified by the Series Organizer. Guest teams will be allocated a working area by USAC.

17.3. Track

Drivers must remain on the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- An Official Lap is considered from control line to control line having, at minimum, a part of a tire in contact with the track at all times.
- The control (timing) line applies both to the track and to the pit lane.
- The outer edges of the curbing are considered to be part of the track.
- A driver will be judged to have left the track if all four wheels of the car go beyond the outer edge of the curbing (no longer remaining in contact with the curbing). Additional definition may be included the Driver Briefing and may be track specific.
- Any report made by a duly appointed Judge of Fact regarding a driver having left the track must be accepted as a fact unless later independently corrected by the Judge of Fact or overruled by the Stewards. The Race Director and/or the Stewards may, at their sole discretion, review any report for the purposes of ensuring accuracy and consistency. This does not preclude the Stewards from exercising their right to over-rule, or accept a correction from, a Judge of Fact.

The following penalties may be applied for Drivers having driven outside of the limits of the Track, as defined above:

Practice

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time invalidated.
- Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty.
- Any Driver who repeatedly leaves the track and requires mechanical or technical assistance by the marshals may be prohibited from rejoining the relevant session. The decision to not permit a driver to rejoin a session is final and is not subject to protest or appeal.
-

Qualifying

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time invalidated.

- Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty up to and including the deletion of all lap times or a grid-place penalty for the race. It is not a condition that the driver must have been shown the Black and White flag before a penalty is applied.
- Any Driver who repeatedly leaves the track and requires mechanical or technical assistance by the marshals may be prohibited from rejoining the relevant session. The decision to not permit a driver to rejoin a session is final and is not subject to protest or appeal.

Race

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time invalidated.
- Any driver identified by a Judge of Fact as having repeatedly left the track (unless for reasons beyond his control) may be shown the Black & White flag as a warning.
- Any driver who repeatedly leaves the track may be penalized. At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. Any opportunity taken to give back any advantage does not preclude further penalties

17.4. Incidents

"Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the Race Director (or directly noted by the stewards) which:

- Necessitated the suspension of a session (full course yellow/red flag)
- Constituted a breach of these Sporting Regulations or event specific instructions.
- Caused a false start in a race by one or more cars.
- Caused a collision (with or without direct contact)
- Forced a driver off the track (with or without direct contact)
- Illegitimately prevented a legitimate overtaking maneuver by a driver.
- Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car may be investigated after the session. It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalized.

17.5. Stewards' Inquiries

The Stewards may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards, including during inquiries with competitors and drivers. Drivers attending Stewards' inquiries must always be accompanied by an authorized representative of the relevant Entrant.

Team provided video or data will only be allowed if requested by USAC.

17.6. Penalties

At the individual events the Stewards (and the Race Director where specified in these regulations) are responsible for imposing penalties to the participants, including competitors, teams, and drivers. In addition to these Regulations and the USAC Regulations, the following circumstances or offences may also incur penalties up to refusal of permission to participate, or disqualification of a participant from the event:

- Non-compliance with the prerequisites for participation
- Non-compliance with the Regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behavior
- Failure to comply with the instructions of USAC
- Refusal to undergo a car check that has been ordered

If any special examinations or investigations are required and ultimately lead to a penalty being applied by the Stewards, then the costs of such examinations or investigations shall be met by the competitor.

The fact that penalties have been imposed by the Stewards does not rule out more extensive penalties being imposed by the relevant ASN or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the 2026 Series events.

Should any competitor or driver have points disallowed, no other competitor's or driver's score shall be adjusted.

In the case of disqualification (exclusion) from an event, the points gained for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points up to that point shall be forfeited (no other competitor's or driver's points will be adjusted).

Whilst the Stewards may impose any penalty they consider appropriate for a breach of the regulations, Article 20 contains a set of guideline penalties that will be considered, up to and including disqualification from participating in the next event. It should be noted that some penalties also may carry penalty points.

Should the Stewards decide to impose either a Drive-Through or a Stop-and-Go penalty, the following procedure will be followed:

1. The Stewards / Race Control will give notification of the penalty which has been imposed to the competitor concerned by means of a broadcast on the Race Control radio.
2. From the time the Stewards' decision is notified on the timing monitors the relevant driver may cross the control (timing) line on the track no more than twice before entering the pit lane. In the case of a Drive-Through penalty the driver must proceed down the pit lane and re-join the race without stopping. In the case of a Stop-and-Go penalty, the driver must stop in the designated area where they shall remain for the prescribed stop time.
3. Unless notified otherwise by a Stewards' Bulletin for a particular event, the designated area for Stop-and-Go penalties to be served will be in the Competitor's designated Pit Box. When the prescribed stop time has elapsed, the driver may re-join the race.
4. Unless the driver was already in the pit entry for the purpose of serving a Drive-Through or Stop-and-Go penalty, they may not carry out the penalty while the Safety Car has been deployed. The number of times the driver crosses the control line behind the Safety Car will be added to the maximum number of times they may cross the control line on the track.
5. Whilst a car is stationary in the pit lane as a result of incurring a Stop-and-Go penalty it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has elapsed.
6. Should either a Drive-Through or Stop-and-Go penalty be imposed and notified during the last five laps/ten minutes or after the end of the race, or cannot be imposed for operational reasons, then at the discretion of the Stewards, the procedure at 17.6 above may not apply and the penalty may be converted to a time penalty which will be added to the overall elapsed time of the car concerned. The time added to the overall elapsed time for a post-race/unserved penalty shall be the pit lane delta at the pit lane speed limit, plus 5 seconds, plus any "stop time," if applicable.

7. For any breach of the regulations during free practice, the Stewards may (as an alternative to or in addition to any other penalty) impose a hold, which they may order to be taken at the start of the subsequent Free Practice or Qualifying session, in which case the car concerned may not leave its pit lane working area at the start of the session until the prescribed stop time has elapsed.
8. Any breach or failure to comply with the above procedure may result in the car being disqualified.

Should the Stewards issue a grid place penalty to a driver for a future race, the penalty remains with the driver even if the driver moves to another team and/or car.

Should the Standard Penalty (as prescribed in the Penalty Table) be applied to a responsible Competitor, and the penalty not be able to be physically served in-race, an additional penalty of a Pit Lane Start may be further assessed to the subsequent race.

Any fine imposed by the Stewards are payable within 48 hours of their notification to USAC (the Parent ASN of the International Series). Where a fine is imposed, continued participation in the Series beyond the event at which the fine was imposed, may not be permitted until any fine imposed is paid in full.

18. Safety

18.1. Extrication Exercise

USAC, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise at any event. USAC shall nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty.

18.2. Pit Lane Safety

18.2.1. The maximum speed in the pit lane during all sessions is 60 kph (unless otherwise specified in the Drivers' Briefing) and will be monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice or qualifying sessions may be penalized, including by Stop-and-Go penalties during either of those sessions or a drop of grid places for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and/or qualifying may face additional penalties for speed limit violation. Drive through or Stop-and-Go penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.

18.2.2. For the start of any Test or Free Practice sessions, (and subsequent stoppages during these sessions) Cars may queue at the pit exit OR proceed to their assigned pit

box. Cars electing to start/restart a session from their pit box must remain in their pit box until released over the Race Control frequency.

- 18.2.3. The outer (fast) lane must be kept unobstructed at all times to allow safe passage of cars driving at the pit lane speed limit. Disabled cars or cars otherwise not driving at the pit lane speed limit must use the transition lane (center lane). It is the responsibility of each competitor to release their car from the working area safely. Cars in the fast lane transiting at the pit lane speed limit shall have priority over those leaving the working and transition lanes.
- 18.2.4. Unless instructed otherwise by the Race Director, during all practice and qualifying sessions cars must be parked parallel to the pit wall whenever they are stopped in the team's pit area. When a car is ready to leave its pit area, the car may be pushed backwards (not reversed under its own power) with a team member responsible for ensuring the car is released safely and without impeding other cars.
- 18.2.5. The onus shall be on all drivers to take due care and drive within the pit lane speed limit. Drivers must respect the designated pit entries and exits, details of which will be provided in the Drivers' Briefing.
- 18.2.6. Prior to the Start of any Test, Practice, or Qualifying Session, the Pit Exit will be closed and Cars will not be permitted to enter the track. In most cases, the Pit Exit closure will be signaled by Series Staff with a red flag or a red light. The Pit Exit may be closed should a session be interrupted, or upon display of the checkered flag to end the session.
- 18.2.7. All equipment must be kept in a safe position towards the pit wall as soon as cars leave their pit areas at the start of and during practice, qualifying and races. No equipment may be left unattended on top of the pit wall unless it is firmly secured in position.
- 18.2.8. Competitors, team members, and drivers are responsible for the conduct and safety of their guests in the pit lane area. Guests must be properly credentialed when in restricted areas. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the competitor will be reported to the Stewards. No person under the age of 16 is permitted in the pit lane at any time.
- 18.2.9. Competitors, team members and drivers must ensure that their guests always respect the pit lane regulations. It is the responsibility of each competitor and/or driver to give a briefing to each individual guest regarding pit lane safety.

18.2.10. Competitors team members and guests must wear closed-toe footwear in the pit lane at all times; open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members. Competitors are responsible for informing their guests of suitable clothing standards when in the pit lane, including footwear and a recommendation for long trousers together with covered shoulders. Additional restrictions may be imposed by Circuits/Venues- any such restrictions shall take precedence over these Regulations.

18.3. General Safety

18.3.1. Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless it is necessary to do so to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pitlane under its own power.

18.3.2. At any time while on track, drivers may only use the track and must always observe the provisions of these regulations relating to driving conduct on circuits.

18.3.3. If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the designated safety / response personnel to help when possible. Drivers must put the car in neutral prior to exiting the Car or remain available to do so at the direction of the safety team. A driver must always be within 50' of the car and must leave the steering wheel in place. If any mechanical assistance is required to move the car, the Driver may be ordered to stay with the marshals / safety team and may not be permitted to re-join the session.

18.3.4. Except in fire or other immediately dangerous situation, Drivers are to remain in their car with all safety equipment in place until instructed by the marshals / safety team to exit the vehicle.

18.3.5. In practice and qualifying, any car that drives through and out of a gravel trap may be instructed to go directly to the pits to be checked before continuing the session. In the race, an instruction will be issued by Race Control if a car must pit to be checked. In all cases when leaving a gravel trap, a driver must re-enter the track offline and avoid depositing gravel on the racing line.

18.3.6. The Car's two headlights and two taillights must be illuminated when it is running on track during periods of darkness. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may direct a car to enter pit lane to address the situation if he considers this is causing an immediate safety issue.

- 18.3.7. MyLaps RaceLink unit is required for all cars (RaceLink Pro OR RaceLink Club versions are the only permitted versions). Units must be mounted in accordance with the Technical Summary Appendix instructions. In-car LED lights must be visible to the driver from their normally seated position.
- 18.3.8. It is the competitor's responsibility to always ensure proper installation and function of the MyLaps RaceLink system. Cars with non-functioning or inaccurate GPS signal may be stopped and ordered to repair. See Technical Summary for proper installation and maintenance.
- 18.3.9. Car-to-car radio transmission or communication is prohibited.
- 18.3.10. At the end of any session or race, each driver may cross the Control (Timing) Line only once. Crossing twice after time has expired may result in penalty.
- 18.3.11. Only small two- and four-wheeled motorized paddock vehicles may be used within the paddock and must be authorized by USAC prior to use. These vehicles may only be used when driven by a current full road traffic license holder for race team related business and must be operated in a safe and respectful manner at all times. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles. These allowances are subject to the venue or promoter regulations.
- 18.3.12. The speed limit in the paddock at each venue is 10 mph, or as posted.
- 18.3.13. Tailgates on transporters must remain in the up or closed at all times except when loading and/or unloading at the beginning and end of each event.
- 18.3.14. From the commencement to the conclusion of a Session, only a registered driver in full safety equipment may drive the car on to or off of the Pit Lane.
- 18.3.15. The Series, Race Director, or Safety Director can require a driver to have a medical examination at any time during an event. Any failure to comply may result in disqualification from the competition.

19. Flag Signals

Flagging will be the official method to communicate with ALL competitors during all on track sessions. Flags may be replaced or supplemented by lights and/or reflective panels; these shall have the same meaning as the flags.

FLAG	Note: Any flag signal may be accompanied by additional messages from Race Control Flag signals are based on the recommendations of <u>FIA Appendix H Article 2.5.4</u> and 2.5.5
	GREEN When displayed by the starter, signals the beginning or resumption of a session. Also shown (waved) on track following a local yellow caution area to indicate passing may resume when beyond the point perpendicular to the green flag. Also shown for first lap of the first non-race session of the day for each series.
	BLACK/WHITE DIAGONAL (Shown with Number Board) Unsportsmanlike flag. Shown stationary to a competitor once as a warning primarily for their driving conduct. Should further action be taken by the stewards, the team will be informed immediately
	BLACK (Shown with Number Board) Once displayed, the competitor must stop at his pit box on his next approach to pit entry. If a driver fails to comply for any reason, this will be an additional breach and subject to further penalty by the stewards. This flag will not be shown for more than four consecutive laps.
	BLACK with ORANGE CIRCLE (Shown with Number Board) Mechanical problem that may endanger the driver or other competitors. Competitor must report to pit lane immediately –failure to follow this instruction will result in a Black Flag being shown to the competitor.
	SINGLE YELLOW Stationary: Reduce Speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. Overtaking is prohibited from the point perpendicular to the first yellow flag until competitor has passed a green flag. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. Waved: Increased danger – be prepared to change directions or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. Overtaking is prohibited until competitor has passed a green flag. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time.
	DOUBLE YELLOW (Safety Car/Full Course Yellow – SC/FCY) Danger: Reduce Speed, overtaking is prohibited throughout the circuit. Flags are displayed at all stations. Incident areas may be covered with additional informational flags. SC/FCY may be used with or without a Safety Car. All drivers must gather in single file behind the leader or Safety Car. FCY shall remain until the race is resumed and a green flag is shown.
	RED Session suspended. Use caution and proceed immediately to pit lane or a location as directed by Race Control. Overtaking is prohibited. Cars are considered under “Impound” conditions unless otherwise stated. Race Control will announce separately if the session will or will not resume.
	SOLID BLUE OR BLUE WITH YELLOW DIAGONAL Warning: faster/lapping cars are approaching. Use Caution. Exercise sportsmanship & allow racing room. If waved, this signals that another driver is trying to overtake.
	YELLOW WITH RED STRIPES Caution, the racing surface may be affected by fluids or debris and may be slippery.
	WHITE Start/Finish: WAVING, Indicates last lap of a race. A LAST LAP board may be used. Both signals are advisory and are not required or guaranteed. Corner Post: STATIONARY, use caution as you are approaching slow moving vehicle. WAVING, use caution as you are approaching a very slow-moving vehicle or a moving Safety Vehicle.
	BLACK & WHITE CHECKERED Indicates completion of a session or race. All cars must exit the course once they have passed start/finish and received the checkered flag.

20. Penalty Table

The below table is a guideline for the application of penalties and may be modified/adjusted as necessary by the Stewards/Race Director. Penalties listed are the minimum actions to be taken in each instance. Additional penalties may be added as warranted.

General/Administrative

Violation	Practice	Qualifying	Race	Reference
Not attending mandatory briefings	Warning/5 Minute Hold/Grid Spot Penalty			10.3
Unregistered Driver	Invalidate all session times + 10 Minute Hold / Monetary fines			10
Unsporting Behavior	Exclusion from rounds, Probation, Suspensions			3.3
Improper / Incomplete Branding	Monetary Fines / Prohibition from participating in post-race podiums & ceremonies / Loss of Championship Points (Increases with frequency)			Regs Part 3
Logistics / Paddock Offences	Monetary Fines			17.1

In-Session / Technical

Violation	Practice	Qualifying	Race	Reference
Pit Lane Infraction	Drive-Through	Drive-Through	Warning, Time Penalty, Drive-Through	18.2
Overtaking under local yellow flags	Stop + 3 Minutes	Grid position penalty, Loss of all times	Drive-Through	19
Overtaking at the time of FCY	N/A	N/A	Re-order, 5s Penalty, Drive-Through	19
Incident Responsibility	Stop + 10 Minutes	Grid position penalty, Loss of all times	20s Penalty, Stop + 30 Seconds, Stop + Hold (Increases with severity/frequency)	17.4
2 x Checkered Flag	5 Minute Hold Next Session	Loss of Fastest Lap	N/A	19

False Start	N/A	N/A	10s Penalty, Drive-Through	13.7
Improper Tires	N/A	N/A	Back of Grid Start, Drive-Through Equivalent	13.6
Technical Non-Compliance	Loss of All Times	Loss of All Times	Moved to back of Grid, Disqualification	Technical Regulations
Non-Functioning RaceLink	Fix for next session, Stop & Repair	Fix for next session, Stop & Repair	Repair for next session, Stop & Repair	18.3

Appendix 1. Calendar of Events

The 2026 Series consists of 6 events organized as circuit races for both Dark Horse and Dark Horse Legends classes. At each event there will be 2 scheduled rounds, one each for the Miles Cup and Parnelli Cup. Entrants are required to participate all scheduled events for their respective class/championship to be eligible for Championship recognition. However, under exceptional circumstances should a race be cancelled or deferred then further considerations may be made at the sole discretion of USAC.

March 6-8
Sebring International Raceway
Sebring, FL

March 27-29
Barber Motorsports Park
Leeds, AL

May 8-9
Circuit of the Americas
Austin, TX

June 19-21
Virginia International Raceway
Milton, VA

August 14-16
Road America
Elkart Lake, WI

September 11-13
Road Atlanta
Braselton, GA

* Event Dates shown reflect Practice 1 through Race 2. Additional days may be available and are considered Test Days and not part of the Official Event.

The final Championship points standings will be comprised of a total of (6) events. All sessions listed as Qualifying 1 or Race 1 shall comprise the Miles Cup. All sessions listed as

Qualifying 2 and Race 2 shall comprise the Parnelli Cup. Competitors entered in both championships will score points accordingly.

Appendix 2. Prizes, Awards & Trophies

Yokohama may recognize the Driver who has overtaken the most cars irrespective of class (advanced the most positions overall, based on the published starting grid) during each race with the Yokohama Apex'n Award.

To be eligible, Drivers must have a registered qualifying time and must not have been placed at the back of the starting grid/Class/Group by way of penalty. Only one driver will be recognized per race. Tie breaker shall be the driver who finished highest in their respective class.

Drivers are only eligible to win the Yokohama Apex'n Award once per Event. Yokohama may also recognize Drivers who have overtaken the most cars irrespective of class, cumulatively across all races with a year-end Yokohama Apex'n Award. All criteria for each individual race will be applicable to any such year-end recognition.

Part 3. Branding Guidelines

The 2026 branding guidelines and expectations are outlined in Part 3 of the Mustang Cup Sporting Regulations. All logos can be downloaded from the link provided.

Link to be posted at a later date.