MUSTANG CUP

USA

2026 Ford Mustang Cup

Technical Regulations

DRAFT Version 1
01/12/2026

Table of Contents

Article 1: Summary of Technical Regulations

The Ford Mustang Cup is an official one-make series with multiple classes.

Only cars of the below type/make that fully comply with these Technical Regulations as well any other official USAC or Ford Performance documentation are eligible to participate.

Dark Horse R

Except where specifically permitted herein, everything that is not specifically permitted within these Technical Regulations is prohibited. Welding, machining, cutting, acid dipping, drilling and other chemical treatments are prohibited.

Unless otherwise instructed, all parts must be stock, original equipment and in their originally delivered location.

It is the Entrant's responsibility to ensure that the car is configured to represent the Homologated components of the Specification at all times during events sanctioned by USAC including:

- As-Homologated Configuration
    - Unless otherwise instructed within these Technical Regulations, cars may not be modified from the homologated configuration.
- As-Delivered Configuration
    - Unless otherwise instructed within these Technical Regulations, all parts must be stock, original equipment and in their originally delivered location.
- Homologation Document
    - Unless otherwise instructed within these Technical Regulations, parts listed in the homologation document are the only parts to be used on all representations

of a car model. The homologation document is specific to and defined by the Manufacturer.

- Homologation Extension Form Configuration

Should a change of car be necessary, the change must be applied for in writing using the appropriate forms and documentation prior to the change. The approval of the change is at the discretion of USAC. Should the application be accepted, specific conditions may be given. Should the application be submitted for and approved following a qualifying session, additional penalty may follow.

1.1 Class Eligibility

Entries will be separated into the following classes:

Dark Horse

Dark Horse Legends

Article 2: Driver Equipment

2.1 General

Driver safety equipment must always be worn when seated in the car, whether in the pre-grid area, pit lane, or on the track. It is mandatory for drivers to wear overalls that meet the FIA 8856-2000 or FIA 8856-2018 standards, along with appropriate underwear (long sleeves and legs), balaclava, socks, shoes, and gloves in accordance with FIA regulations.

Drivers must wear high-quality full-face helmets that include a visor. Helmets must comply with one of the following FIA standards: FIA-8860-2018 or newer, or the SA-2020 or newer. Any modifications, such as drilling holes, are prohibited and will invalidate the homologation.

Drivers must also ensure their helmets are equipped with a helmet removal kit, such as the "Eject Helmet Removal" system, the Stand 21 "Lid Lifter Balaclava," or the ROUX helmet removal system, as specified by the manufacturer.

All drivers are required to wear overalls, gloves, underwear, balaclava, socks, and shoes that are homologated to the FIA 8856-2000 or SFI 3.2A/5 standards.

Regardless of the number of layers in a suit, it is mandatory to wear fire-resistant underwear made from NOMEX® or Carbon-X.

Although items from any manufacturer may fail inspection due to wear and tear over time, FIA homologated equipment will no longer be valid for use after December 31st of the calendar year that marks ten (10) years from the manufacture date indicated on the FIA label, or after December 31st of the expiration year listed on the FIA label.

2.2 Frontal Head Restraint System

Drivers are required to wear a Frontal Head Restraint (FHR) that meets the FIA 8858-2002 or 8858-2010 standards. It is highly recommended for drivers to use helmets with tether anchorages that are fitted as original equipment by the manufacturer. FIA homologated tethers with an FIA 8858-2002 label are mandatory and must not be used after December 31st of the manufacturer's declared expiration year.

Sternum straps are not permitted for use with the HANS system due to potential interference. Only HANS-specific two-inch hybrid shoulder straps that comply with FIA, SFI 16.1, or SFI 16.5 harness certifications are allowed to be used with this system.

Any HANS device must display a Silver and Blue SFI 38.1 Sticker or a Silver and Black FIA 8858-2002/2010 sticker. The SFI sticker will have a punched date showing the month and year of certification.

Head and Neck Restraint Devices bearing only a Black FIA 8858-2002/2010 sticker (without an SFI sticker) must have their tethers replaced five (5) years after the manufacturing date on the label.

Head and Neck Restraint Devices certified to SFI Spec. 38.1 must undergo inspection and re-certification every five (5) years, starting January 1, 2012. The device must be returned to the original manufacturer for inspection five (5) years from the date of manufacture marked on the label. If the manufacturer deems the device safe for continued use, a new SFI 38.1 conformance label with the inspection date will be applied, and the device will be valid for another five (5) years.

All head and neck restraint devices must be inspected following any serious incident. If there is any cracking, delamination, or elongation, the device must be replaced.

Devices claiming to meet SFI or FIA specifications but lacking an official SFI or FIA certification sticker are not approved.

Drivers must present their complete safety equipment for inspection during Technical Inspection.

2.3 Drinking Systems

A drinking system is permitted. Installation is subject to the approval of the tech manager.

Article 3: General Regulations

No expressed or implied safety warranty shall be provided because of this inspection or approval. It remains the sole responsibility of the competitor to ensure their car is free from mechanical defects and in a safe racing condition. Cars that are damaged or modified after

being approved during inspection must undergo re-inspection and approval. USAC officials will have the final authority in determining the safety and eligibility of a vehicle that has been involved in an accident.

Major body components must remain in their normal position throughout the competition. Any cars in question will be subject to approval by the Technical Director.

Cars must maintain a neat, clean, and professional appearance always.

3.1 Technical Inspection (Scrutineering)

Competitors are required to present their cars for Technical Inspection upon request by the series Technical Officials at any point during the event. Failure to comply may result in penalties, including exclusion from the event.

Each car entered must undergo inspection and receive approval from the Technical Director or their designated assistant(s) before being allowed to participate in competition or qualifying. A sign-up sheet for Technical Inspection appointments will be provided. For the first event, sign-ups will be on a "first-come, first-served" basis. For subsequent events, sign-up requests will be scheduled.

USAC, at its sole discretion, reserves the right to impound any car for Technical Inspection at any time during the event. In case of uncertainty, USAC may retain a car after the event until any issues are resolved. This inspection may include disassembling various parts of the car, including the engine. Competitors acknowledge that in order to complete such an inspection, mandatory seals may be broken, and it is their responsibility to replace any broken seals before further competition. Failure to do so may result in penalties.

The timing, location, method, and type of inspection, as well as the number of cars to be inspected, will be determined by the Technical Director.

When instructed by officials, cars must proceed directly to the inspection (Impound) area without delay, accompanied by a team representative. A car that does not proceed immediately to Impound is subject to penalty. No data downloads or tire pressure checks are allowed in the pit lane, and the car may not be touched by the team representative(s) until directed by a series Technical official.

A team representative must be present at Impound to receive any decisions regarding potential technical checks. A maximum of three (3) team representatives per car is allowed at any time unless directed otherwise by a series Technical official.

Team equipment is prohibited in Impound unless directed otherwise by a series Technical official. Similarly, computers or electronic equipment are not allowed in Impound unless specifically authorized by a series Technical official.

It is the responsibility of the Driver or Competitor to ensure the car is prepared for inspection when requested by the Technical Director or their assistants. Any expenses incurred, except in the case of a protest, are the Competitor's responsibility. Preparation must be completed in a timely manner as determined by the Technical Director. Any non-compliant parts may be retained indefinitely by USAC.

Access to inspection areas is controlled by the Technical Director. All cars entered must undergo Technical Inspection during the designated hours, and each vehicle will be assigned a specific time for compliance inspection.

At each event, all driver safety equipment (such as fire suits, helmets, HANS devices, helmet lift systems, etc.) will also be inspected for compliance.

Article 4: Safety

4.1 Driver Safety Harness System

Driver Safety Harness Systems must be installed and maintained as Homologated.

4.2 Seat

Driver's seat must be installed and maintained as Homologated.

The materials used for seat inserts must comply with either:

- FIA Technical List 50 (p.18)
- SFI Specification 45.2 (p.19)

Both of these documents can be found at the end of these Technical Regulations.

4.3 Helmet Support Nets

Helmet Support Nets must be installed and maintained as homologated.

Installation requirements:

- The installation instructions provided by the supplier and/or manufacturer must be followed.
- The horizontal webbing must be positioned facing the Driver.
- When fastened to anchor points, the nets must be:
    - Aligned parallel to the car's centerline.
    - Positioned with a minimal gap from the Driver's helmet.
- Nets may not have any signage or equipment attached to them.
- Containment nets must be replaced before the expiration date:
    - FIA homologated nets: Immediately after December 31st of the year indicated on the label.

4.4 Driver Window Net

Driver Window Net must be installed and maintained as homologated.

4.5 Protective Padding

Protective Padding must be installed and maintained as homologated.

4.6 Master Electrical Switches

Master Electrical Switches must be installed and maintained as homologated.

The systems must remain operational during all on-track activities or upon USAC's request.

The interior and exterior master switches must be clearly marked with a self-reflective symbol of a red spark, enclosed by a white-edged blue triangle with a base width greater than 30 mm.

4.7 Fire Suppression System

Fire Suppression System must be installed and maintained as homologated.

The system must be firmly mounted.

The following must be clearly visible without the need for photography, tools, or removing the seat:

- Pressure gauge (if applicable)
- Manufacturing date
- Date of next required service

The nozzles must not be aimed directly at the Driver's face.

The exterior activation mechanism must be marked with a self-reflective symbol featuring a red edge surrounding a red "E" inside a white circle, with a diameter of at least 100 mm.

USAC may request the removal of the fire bottle for technical inspection.

The entrant is responsible for demonstrating the proper functionality of the interior and exterior fire suppression activation mechanisms, using the "test" mode if available.

Article 5: Vehicle Systems

5.1 Modifications to the Specifications

Entrants are allowed to make the following changes to parameters defined by the homologation component of the car model specification, so long as these technical regulations, all current technical bulletins, and the technical credential are fully adhered to:

- Modify component settings that are specified as adjustable.
- Swap components with parts designated as optional.

Manufacturers are required to submit any declarations specified in these technical regulations using the designated forms.

Additional authorization to alter the specification and/or as-delivered condition is provided through the following formal communication methods:

- Published USAC Technical Bulletin

Informal and/or verbal communication does not constitute valid authorization.

5.2 Servicing, Repair, and Replacement

All servicing or repairs must be carried out in good faith to return the car and all components to their original form and function, as defined by the specification.

Entrants are allowed to replace damaged or worn components, as long as these Technical Regulations are honored.

5.3 Dimensions

5.3.1 General

USAC's calibrated measurement instruments are considered the official tools for measurement.

Scrutineering measurements are taken with the appropriate dry-type tire set installed.

Tire pressure must be set at **36.0 psi (±0.5 psi)** for scrutineering measurements.

5.3.2 Mass

The minimum mass for the Car (including driver equalization weight): **3825 lbs.**

5.3.2a Determining the Car Weight

The weight of a car includes:

- The weight of the car with an empty fuel tank.
- The weight of all mandated car equipment, or the equivalent substitute ballast.
- The weight of the installed ballast plate and associated hardware (including driver equalization weight).
- The weight of any additional components or systems mandated by USAC.

5.3.2b Official Driver Weight

The official minimum weight of a driver will be determined at the first event of the season or at USAC's request. This weigh in will be conducted on the official USAC scale.

- Each driver must wear the complete driver apparel outlined in these technical regulations during this weigh in.
- Once the drivers weight is recorded by USAC, it becomes the "Official Driver Weight."
- This "Official Driver Weight" will be rounded up to the nearest whole pound.
    - For example, a weight of 180.30 pounds will be rounded to 181.00 pounds.
- For scrutineering purposes, the Official Driver Weight is used for all events, or until such time that the driver is re-weighed.
- Should a driver wish to be reweighed, they may do so at the start of an event and a new "Official Driver Weight" will be recorded, effective starting that event.
- USAC may require a driver to be re-weighed at any time.

It is the Competitor's responsibility to ensure that the combined weight of the installed equalization ballast and their “Official Driver Weight” always meets or exceeds the minimum weight requirement.

5.3.2c Determining the total weight of the Driver and Car

The total combined weight of the car and “Official Driver Weight” will be specified in these technical regulations or in a future bulletin. USAC may, at their discretion, choose to weigh the car and driver separately, together, or substitute the driver for the weighing.

- If the car is weighed without the driver, USAC will add the Official Driver Weight to determine the total weight of the car.
- Before weighing the car and after taking a fuel sample, the team must remove any remaining fuel from the fuel tank under USAC’s direction.

The weighing of the cars is conducted routinely on the official scale, overseen and managed by USAC officials and accounting for the car as-raced.

If, during any post-session weighing procedure, the total weight of the car and driver (including mandatory driver equipment) is found to be below the current minimum weight requirement, the car will be weighed twice more on the same scales, under the same conditions, immediately after the session, and using the same measuring method. The highest of the three recorded weights will be considered the official weight for the car and driver combination (including mandatory driver equipment).

5.3.3 Ballast

Entrants are allowed to add or remove ballast to meet the minimum weight requirement, so long as it is placed in the Homologated location.

Ballast must be in the form of plates or panels.

The addition or removal of ballast during the race is prohibited.

5.3.4 Minimum Ride Height

Ride Height is measured during technical inspection at the specific points outlined in the Homologation Document. The measurement is checked with the ready-to-drive Car, excluding fuel, including the Driver (Or substituted Official Driver Weight) on board.

- Minimum ride height (Chassis points): 95mm.
- Minimum ride height (Splitter): 85mm.

5.4 Chassis

5.4.1 General

Only with the approval of USAC, Entrants may make minimal modifications for the installation of approved components.

5.4.2 Air Jack System

Entrants may install the optional Homologated air jack system. Should the entrant choose to install such system, the system must be installed and maintained per the Homologation.

5.5 Driver Interface

5.5.1 General

Entrants may install no more than (2) defogging fans and associated ducts

- USAC must approve the installation
- No additional purposes may be served by such systems
- Visibility or cockpit ingress/egress may not be compromised

5.5.2 Pedal Box

Entrants may apply non-slip adhesives to the surface of driver pedals.

5.5.3 Driver Cooling Systems

Entrants may install no more than (2) Driver Cooling Systems, i.e. Cool Suits.

Driver cooling systems must use non-flammable refrigerants, such as R134a or water.

The ballast system can be removed if not required, and a cooling system can be mounted directly to the car in the passenger area.

If installed, driver cooling systems must meet the following requirements:

- The driver cooling system may be mounted to the ballast mounting plate (with the studs and nuts removed).
- an option plate may be used to mount in the rear passenger seat area (outlined in the homologation document).

5.5.4 Driver Ventilation Ducts

Entrants may install Driver Ventilation Ducts

- For the purposed of cooling the driver, a NACA duct may be installed on the side window, or the rear window.
- No more than 2 ducts, 1 per side are permitted per car.
- The cutout area may not exceed 26cm x 16cm.
- The outward plane of the surface on which the duct is installed may not be broken.
- Ducts must be see-through.
- Driver visibility or cockpit ingress/egress may not be compromised

5.6 Bodywork

Tear-off and Anti-fog films may be added to the front windscreen.

Bodywork seams must remain as homologated.

With USAC's permission, Entrants may apply removable die cut sponsorship decals.

5.7 Engine System

Manufacturer seals must remain present and respected and unbroken.

5.8 Drive System

Manufacturer seals must remain present, respected and unbroken.

Lubricants and Fluids: unrestricted.

5.9 Cooling System

Only the following cooling fluids are permitted:

- Water
- Air
- Non-glycol based fluids

5.10 Fuel System

The exclusive for the Ford Mustang Cup is Sonoco 260GT, as provided by Sonoco fuels.

A fuel sample may be required by USAC for inspection.

5.11 Brake System

Lubricants and Fluids: unrestricted.

Opaque adhesive tape may be used for the sole purpose of blocking off portions of the brake duct inlet.

5.12 Suspension System

5.12.1 Springs

Front and Rear Springs (both as homologated) may be used separately.

- Front spring sets may only be used on the front.
- Rear spring sets may only be used on the rear.

Spring sets are defined as two (2) identical front springs or two (2) identical rear springs.

5.13 Wheels and Tires

Valve caps must be securely in place and utilized during all sessions.

Yokohama is the approved tire supplier.

Article 6: Series Required Electronic Systems

Series required electronic systems must be installed and maintained according to the relevant Homologation and/or Declaration.

The installation, operation, maintenance, and care of these Series required systems is the responsibility of the Entrant.

6.1 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 required transponder is the MyLaps TR2 Direct Power transponder.

6.2 MyLaps X2 Driver ID (Two-Driver Entries)

All two-driver entry cars must utilize the MyLaps X2 Driver ID system.

6.3 Racelink GPS/In-Car Flagging Unit

All cars must be fitted with a functioning MyLaps RaceLink unit, in accordance with these Technical Regulations. Cars with a non-functioning RaceLink may be ordered to stop and repair immediately, at the sole discretion of the Race Director.

6.4 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.

6.5 Radio Communications

6.5.1 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.

6.5.2 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.

6.5.3 USAC Race Control Frequency

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

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

6.6 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.

Article 7: Refueling System

7.1 Scrutineering Fuel Collection

Fuel Collection Vessel must:

- Be clear
- Without any trolley or carriage system
- Flat bottomed

- Be supported without assistance on the USAC scale, before and after defueling the car for the purposes of weight measurement.

Fuel Pump Out Hoses – 2 separate hoses must be utilized for defueling activities:

- Fuel Drain
- Vent Return

These hoses must connect the collection vessel to the Car.

The drain line must use dry-break connections to the car and fixed (sealed) connections to the fuel collection vessel.

The vent line must utilize either a dry-break or temporary connection to the car and a fixed (sealed) connection to the fuel collection vessel.

The fuel drain hose must include a clear section of at least 250 mm near the collection vessel.

Article 8: Prohibited Changes to the Homologated Vehicle Systems

8.1 Dimensions • Reference Surface	8.8 Fuel System • Fuel Cell • Fuel Lines • Fuel Sample Port • Refueling Receptacle
8.2 Overall Dimensions • Length • Width • Height • Wheelbase • Track • Overhang • Width	8.9 Brake System • Master Cylinders • Brake Lines • Calipers • Rotors • Pads • Ducting • Anti-Lock Braking System
8.3 Driver Interface • Steering Wheel • Shifting Mechanism • Driver Adjustable Components	8.10 Steering System • Lubricants
8.4 Aerodynamic Elements • General • Splitter • Wings • Rear Wing Gurney • Floor	8.11 Suspension System • Geometry Elements • Dampers • Anti-Roll Bar • Third Elements
8.5 Engine System • Engine • Oiling System • Lambda • Engine RPM • Intake • Exhaust • Engine Control Unit (ECU)	8.12 Wheels and Tires • Wheels • Wheel Attachment
8.6 Drive System • Clutch • Gearbox • Gears • Differential • Axles • Uprights	8.13 Electronics • Data Logger • Wiring Loom • Sensors • Auxiliary Power Sources
8.7 Cooling System • Water System • Oil Cooling System	

SFI Spec 45.2 Impact Padding

Participating Manufacturers - updated January 14, 2025

The below manufacturers are participating members in the SFI Performance Specifications Program for the above listed spec. Contact the individual manufacturer for specific part numbers that they certify to this spec:

Bald Spot Sports
4629 Northwestern Drive, Zionsville, IN 46077
(317) 537-7328 www.baldspotsports.com

BSCI, Inc.
170 Barley Park Lane, Mooresville, NC, 28117
(704) 664-3005 www.rollbarpadding.com

GET'M Performance Products, LLC
1566 W.G.Talley Rd, Alvaton, TN 42122
(270) 935-5334 www.getmgarage.com

Impact Foam Solutions
11142 Treynorth Dr., Cornelius, NC 28031
(704) 450-0724 www.impactfoam.com

ISP Seats
4502 Raceway Dr SW, Concord, NC, 28027
(704) 795-0403 www.ispseats.com

KAN Seat Works (Pro-Seat bead system)
Las Vegas, NV
(561) 563-2810 www.kanseatworks.com

Urethane Science, Inc.
(H&D Molding)
8357 Standustrial St., Stanton, CA, 90608
(714) 828-3210 www.hdmolding.com

SFI Foundation, Inc. • 15708 Pomerado Rd., Ste. N208, Poway, CA 92064 USA • 858-451-8888 • sfi@sfifoundation.com • www.sfifoundation.com

MATERIAUX POUR LES INSERTS DE SIEGES SPECIFIES PAR LA FIA
SEAT INSERT MATERIALS SPECIFIED BY THE FIA

LISTE TECHNIQUE N° 50 / *TECHNICAL LIST N° 50*

Fabricant ***Manufacturer***	**Nom du matériau** ***Material Name***
BSCI INC. 170 Barley Park Lane Mooresville, NC 28115, USA Tel. (1) 704 664 3005 Fax (1) 704 660 1540	Ener-Core EC50 (orange)
SJG International Ltd Tything Road, Arden Forest Industrial Estate Alcester, Warwickshire B49 6ES, England Tel: +44 1789 763721	Zotefoam HD60
BASF 67056 Ludwigshafen Deutschland Tel +49 6216042829	Neopolene RG60
JSP Z. I. Le Bois Chevalier Route de Francières F 60190 Estrées-Saint Denis France Tel +33 34491 7007	ARPRO RG60

Note : Les inserts en mousse pour sièges doivent être obtenus par usinage d'une des mousses ci-dessus. Les inserts pour sièges moulés peuvent être autorisés à condition qu'ils conservent exactement les mêmes propriétés mécaniques que les mousses usinées. Ceci est de la responsabilité du fabricant.
Note: *Seat foam inserts must be obtained through the machining process of one of the above foams. Casted seat inserts may be authorised provided that they keep exactly the same mechanical properties as the machined foams. This is the manufacturer's responsibility.*