

2017 USRA FACTORY STOCK RULES

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THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

References are made throughout these regulations requiring and/or recommending that particular products meet certain specifications. These products are manufactured to meet or exceed certain criteria and are labeled as such upon satisfying those criteria. Any change to these products voids that certification. Under no circumstances may any certified product be altered from the "as manufactured" condition or such certification is voided.

The United States Racing Association shall hereafter be simply referred to as the USRA throughout the rules description. USRA official(s) shall include all personnel employed as an official by participating racetrack.

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ARTICLE 1: DEFINITIONS

- 1.1 **Racecar:** An automobile designed solely for competition on oval race tracks, controlled from within by a driver.
- 1.2 **Automobile:** A vehicle which carries its own motor and operates on four non-aligned complete wheels, of which two are used for steering and two for propulsion.
- 1.3 **Vehicle:** A man-made locomotive device propelled by constantly taking real support on the earth's surface whereas the propulsion and steering are under the control of a driver aboard the vehicle.
- 1.4 **Driver:** The person controlling the operation of the racecar. The driver is expected to understand how to operate the mechanisms which control the speed, direction and braking of the racecar.
- 1.5 **Participant:** A person directly involved in the mechanical operation and/or management of a racecar, including, but not limited to, drivers, crew members, racecar owners, sponsors and their family members.

- 1.6 **Event:** A USRA-sanctioned competition between two or more drivers and their racecars. An event shall consist of practice (hot laps) and actual racing contests.
- 1.7 **Official:** An official shall be any person participating in the exercise of authority for enforcing or interpreting these rules. The official may also make judgments concerning the conduct of participants and declare penalties for breaches of these rules, as well as perform technical inspections on any racecar. The combination of officials may vary from week to week and from one racetrack to another.
- 1.8 **Promoter:** An entrepreneur who oversees the operations of the racetrack, either as a tenant or owner of the facility. Furthermore, the promoter is the person responsible for the implementation of rules, hiring staff and financial compensation to participants.
- 1.9 **Cockpit:** The volume of the racecar which accommodates the driver.
- 1.10 **OEM:** An original equipment manufacturer (OEM) manufactures products or components that are purchased by another company and retailed under that purchasing company's brand name. OEM refers to the company that originally manufactured the product. OEM replacement parts are those which have been manufactured by another company to the same specifications as the OEM parts.
- 1.11 **IIRI:** Except in rare instances.

ARTICLE 2: GENERAL RULES

- 2.1 USRA rules shall apply at all events. All participants are subject to the rules of the USRA and are expected to know the rules. An expressed ignorance of USRA rules by any participant will not be recognized as a valid argument for failure to comply with USRA rules. Some tracks may have amendments, additions or other adjustments to the rules for a particular class. Promoters must make these differences clear, in writing, posted online and available to drivers at all times. Drivers should verify rules packages with sanctioned track prior to competing at an unfamiliar venue.
- 2.2 Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or the USRA shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same.
- 2.3 Conduct:**
- 2.3.1 Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action by the USRA. This will be strictly enforced.
- 2.3.2 Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members.
- 2.3.3 Absolutely no alcoholic beverage or other illegal chemical substance may be consumed by a driver prior to, or during, an event. The duration of the event shall also include all support class events run as a part of the overall program. The use, sale or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension.
- 2.3.4 Any participant who defies or violates the intent or spirit of the USRA rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by the USRA.
- 2.4 All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian, and must be received by USRA headquarters prior to participation of the driver in any event.
- 2.5 The USRA may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event.
- 2.6 No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved.
- 2.7 All racecars must be able to join the race lineup on demand and unassisted, or must go to the rear of the lineup for the start of the race.
- 2.8 The USRA reserves the right to add to, delete, supersede or modify any rule, exhibit or drawing that the USRA deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by the USRA regardless of when a person subject to the rules receives actual notice of the amendment.
- 2.9 Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to

have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility.

- 2.10 All drivers are responsible for registering their racecar for each event in order to ensure their respective starting position in each event.
- 2.11 The USRA and/or promoter reserve the right to refuse to accept the entry of any racecar or participant. Furthermore, the USRA and/or promoter reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of the USRA.
- 2.12 Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed.
- 2.13 Radios and any other devices used for transmitting or listening are not allowed on the racecar. *Exception:* Officials may require drivers to utilize a one-way radio with no scanning capabilities to enable audio communication from officials to drivers only. Furthermore, racecars may be fitted with a timing transponder as supplied by officials.
- 2.14 No computers allowed on the racecar, including, but not limited to, electronic traction control devices. Any driver found to be using traction control will be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events.

2.15 Technical Inspections:

- 2.15.1 For all classes at all events, the top four (4) finishers in the main event and any other racecars as instructed by officials, will be required to report to a designated area after the completion of the main event where mandatory and varied post-race technical inspections will be required to take place.
- 2.15.2 Each racetrack is required to have a USRA-certified technical inspector at each event.
- 2.15.3 At the discretion of the official(s) overseeing an event, any participant may be disqualified by the official(s) for violation of any USRA rule and/or equipment or action(s) deemed to be hazardous to other participants or officials.
- 2.15.4 All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of two thousand dollars (\$2,000), suspension from all events for fourteen (14) days, loss of all points (national and track) earned to-date for the current season and forfeiture of all cash and/or awards earned at the event.
- 2.15.5 Any illegal part discovered through inspection any time after the driver signs in to compete in that event can be confiscated by an official and forfeited by the driver. For first infraction, driver discovered to be using illegal parts of any kind shall be subject to a fine of up to two thousand dollars (\$2,000), suspension from all events for up to fourteen (14) days, possible loss of all points (national and track) earned to date for the current season and forfeiture of all cash and/or awards earned at the event. For second infraction, driver shall be subject to a fine of up to five thousand dollars (\$5,000), suspension from all events for up to one (1) year, loss of all points (national and track) earned to date for the current season and forfeiture of all cash and/or awards earned at the event. Confiscated parts will be sent to manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule.
- 2.15.6 All measurements must be made while the racecar is stationary on a flat horizontal surface.

2.16 Decals and Contingency Awards:

- 2.16.1 Approved USRA sponsor decals must be displayed in required locations on the racecar in order for the driver to participate in any prize money, points funds and/or contingency awards which require specific decals and/or decal placement for eligibility. All decals shall be distributed by the USRA or racetrack, along with a description of each sponsor's program, decal placement requirements and sponsor's contact information.
- 2.16.2 Each racecar must properly display the approved USRA logo decal or USRA Weekly Racing Series decal in order to participate in any points funds. Decal must be positioned on both sides of the racecar at the front of the door below the window opening.

2.17 Licenses and Points Funds:

- 2.17.1 All drivers competing in USRA-sanctioned events must possess a valid USRA license.
- 2.17.2 The cost of a USRA Competitor License for USRA Factory Stocks is \$90.

- 2.17.3 Drivers wishing to compete in USRA events but not received points, participate in points funds or compete for contingency awards may purchase a temporary license for \$10. A temporary license is good for one (1) event only. Drivers opting for a temporary license will not earn points, points funds or contingency awards distributed by the USRA. The purchase price of a temporary license will not apply toward the cost of purchasing a USRA Competitor License if the driver opts to purchase one later, nor will points earned be retroactively awarded.
- 2.17.4 To be eligible for national points funds, driver must have competed in a minimum of fifty percent (50%) of the events held at any one of the USRA-sanctioned racetracks at which that driver competed with a USRA Competitor License (minimum of 8 events with a minimum of 4 starts). To be eligible for track points funds, driver must have competed in a minimum of fifty percent (50%) of the events held at the USRA-sanctioned racetrack for which the points funds are being awarded.
- 2.18 Decisions of the USRA are final and binding without exception.
- 2.19 These rules have been set by the USRA and are subject to change without notice. All promoters will be informed of any changes to these rules after the date of publication, and those changes should be made available to drivers at each racetrack and/or announced at drivers meeting. The USRA will publish amendments to these rules on the USRA website.

ARTICLE 3: POINTS SYSTEM

- 3.1 Drivers competing in a USRA-sanctioned event are eligible to earn national and track points at the racetrack where the points were earned for that class. **National and track points are awarded to the driver only (no driver substitutions). A driver may register a one-time-only "provisional" start by paying a \$50 fee to the racetrack prior to the event. Upon receipt of the fee, driver will receive credit for attendance and earn the minimum 45 track points and 90 national points for starting.**
- 3.2 Points will only be awarded to drivers possessing a valid USRA license at events held and officially reported to the USRA by the promoter. Promoter is solely responsible for gathering and submitting complete event results in a timely manner.
- 3.3 National points will be awarded to each driver based on his/her best twenty (20) points nights in class from **January 7 through October 29, 2017.**
- 3.4 At the discretion of the promoter, track points may include all events at that racetrack for the current calendar year, or only those they designate as such.
- 3.5 Track points will be awarded to each driver in the main event as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the main event and finish below 23rd are awarded 50 points. All drivers that fail to start or qualify for the main event are awarded 45 points.
- 3.6 National points will be awarded to each driver in the main event as follows: 1st - 200 points, 2nd - 190 points, 3rd - 182 points, 4th - 174 points, 5th - 168 points, 6th - 162 points, 7th - 156 points, 8th - 152 points, 9th - 148 points, 10th - 144 points, 11th - 140 points, 12th - 136 points, 13th - 132 points, 14th - 128 points, 15th - 124 points, 16th - 120 points, 17th - 116 points, 18th - 112 points, 19th - 110 points, 20th - 108 points, 21st - 106 points, 22nd - 104 points, 23rd - 102 points. All other drivers that start the main event and finish below 23rd are awarded 100 points. All drivers that fail to start or qualify for the main event are awarded 90 points.
- 3.7 In the event of a tie for first place in the final national and/or track points, the champion shall be the driver with the most wins. Should a tie still exist after wins are counted, the next determining factor(s) shall be top-5 finishes, and then top-10 finishes, and then events started and then the highest finisher in the most recent event(s). Drivers that are tied in all other positions shall remain tied. Points funds, if any, for positions that are tied shall be divided evenly between the drivers that are tied.
- 3.8 Bonus Points:**
- 3.8.1 Bonus points are awarded toward national points only.
- 3.8.2 One (1) bonus point is awarded to each driver for each position advanced in the main event from the actual starting position to the official finishing position. Example: start 10th, finish 2nd = 8 bonus points.
- 3.8.3 Bonus points equivalent to the total number of drivers in class will be awarded to each driver in each class, with a maximum of 24 bonus points awarded to each driver.

ARTICLE 4: BODY

- 4.1 An American-made stock passenger car body on a stock unaltered full frame, or Chrysler & Ford Unibody.
- 4.2 Front-wheel drives are not allowed.
- 4.3 Camaros. Mustangs and/or Firebirds are not allowed.
- 4.4 Stock-appearing aftermarket plastic nose and/or tail pieces are permitted (no late model noses).
- 4.5 Rear of car must be sealed off (fuel cell cannot be exposed).
- 4.6 Spoilers (even if factory equipped), wings, skirts, air scoops, hood scoops and/or anything that alters stock appearance are not allowed.
- 4.7 Bodies cannot be moved from the original body mount rubber bushings no more than +/- 1 inch cannot be less than 5-1/2 inches from ground.
- 4.8 Sunroofs and T-tops must be reinforced and enclosed.
- 4.9 Maximum seven (7) inch metal sun visor may be added to top of windshield opening. Other visors in door openings or side windows are not allowed.
- 4.10 Nerf bars are not allowed. Maximum one inch wide by two inch tall steel or Lexan rub rails are permitted but must be-bolted flush to the body.
- 4.11 All glass, upholstery, lights, mirrors, and trim must be removed. Cars must be stock appearing.
- 4.12 Cutting, channeling, shortening and/or modifying of body is not allowed
- 4.13 Excessive trimming of fenders and/or hoods is not allowed. Must maintain stock OEM appearance.
- 4.14 All doors, fenders and window openings must remain stock appearing and OEM dimensions and be the same on both sides. Straight slab sides are not allowed.
- 4.15 Enclosed interiors and/or decking are not allowed.
- 4.16 Front edge of rear deck cannot be more than 8 inches forward of center of rear end and must have at least 2 inches continuous drop from front to rear.
- 4.17 Rear of dash can be no more than 35 inches from the center of the distributor or 28 inches from the back edge of the center of stock hood.
- 4.18 Original OEM front and rear firewalls must remain in stock location and be full and complete.
- 4.19 Must have a complete stock steel roof mounted in OEM location and OEM rake and angle for that model.
- 4.20 All openings should be covered to isolate the driver. Subject to track approval.
- 4.21 Body must be maintained in such a manner as to keep a presentable appearance.
- 4.22 Minimum 107-1/2 inch wheelbase +/- 1/2 inch side to side.
- 4.23 B-Pillars must be stock OEM dimension. Side windows must be OEM or a minimum height of 26-1/2 inches +/- 1 inch. Rear side window cannot be closed off.
- 4.24 Roof must be stock steel OEM. Wedged roofs are not allowed.
- 4.25 Stock appearing aluminum body is permitted. Hood cannot have more than 5 inches of rake to the nose. Must look factory.
- 4.26 Trunk and rear quarters must have a minimum 2 inches reverse rake.
- 4.27 Aluminum doors height must be a minimum of 27 inches and a maximum of 29 inches.
- 4.28 Maximum 47 inches from center of the spindle to front of the nose.
- 4.29 Maximum 50 inches from center of axle to rear of car.
- 4.30 Maximum width of the car is 73 inches.
- 4.22 Aluminum bodies must add 50 pounds in front of motor.

ARTICLE 5: FRAME

- 5.1 Frame must be full and complete. Cannot be widened, narrowed, shortened, lengthened, or be cut, bent, or altered to change suspension brackets.
- 5.2 Rear of frame behind upper check mounts may be replace with round, square or rectangular tubing.
- 5.3 Cannot narrow right rear frame for tire clearance.
- 5.4 Frame alterations are not allowed.
- 5.5 All bars forward of the cage must be lower than the hood.

ARTICLE 6: BUMPERS

- 6.1 Stock-type rear bumpers are required. Must be tied to the body with 4 inch flat plate.

- 6.2 Fabricated front bumper may be used with the following conditions: cars with aftermarket nose pieces – the bumper may extend past the frame rails for support and reinforcement. Must be behind nose pieces. Cars without nosepieces the bumper may not extend past front frame horns.
- 6.3 Absolutely NO SHARP EDGES.

ARTICLE 7: ROLL CAGE

- 7.1 Minimum four-point cage minimum size is 1-1/2 inch O.D by .095 inch wall thickness.
- 7.2 Minimum three bars in driver side door and two bars on passenger side required for driver and passenger.
- 7.3 Racing seats are mandatory.
- 7.4 Window nets are required for both driver and passenger sides of car.
- 7.5 Must have at least three bars in front of driver and passenger in windshield area.

ARTICLE 8: ENGINE

- 8.1 Must be stock for the make and model except no 400's or larger small or big blocks.
- 8.2 Cast piston only.
- 8.3 Chevy must use 4 equal valve relief pistons.
- 8.4 OEM crankshaft only-cannot be lightened.
- 8.5 No aeroing, bullnose, knife edge, undercut, or drilling of second or third rod throws.
- 8.6 No lightening of any parts.
- 8.6 Aftermarket water pump, mini starter, pulleys, harmonic balancer and oil pans are permitted.
- 8.7 Aftermarket steering pumps are permitted.
- 8.8 Metric cars may run a 350.
- 8.9 No stroking or de-stroking.
- 8.10 Maximum cranking compression 175 pounds (ignition off, engine turned over 5 times).
- 8.11 Oil pans must have at least a 1 inch inspection hole.

ARTICLE 9: CAMSHAFT, VALVETRAIN, AND HEADS

- 9.1 Hydraulic cam and flat tappet lifters only .447 maximum lift.
- 9.2 Must maintain 14 inches of vacuum at 1200 RPM.
- 9.3 1.94 Maximum valve intake diameter and 1.50 exhaust on Chevrolet engines.
- 9.4 Hollow valve stems are not permitted.
- 9.5 Stock size and shape valve springs and retainers only.
- 9.6 Stock length and diameter push rods only.
- 9.7 Stamped steel 1.5 rockers and Chevy, 1.6 on Ford and Chrysler. Roller tips not permitted.
- 9.8 Open chambered heads only and must be unaltered OEM. No porting, polishing, or gasket matching allowed.
- 9.9 Only GM Heads numbers allowed are 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126.
- 9.10 Screw in studs and guide plates are permitted.
- 9.11 305 Engines may use 305 heads (No Vortec).

ARTICLE 10: CARBURETOR & FUEL SYSTEM

- 10.1 Holley 4412-2 barrel only (must be unaltered).
- 10.2 Choke plate may be removed.
- 10.3 4412 must be cast into choke horn of carb.
- 10.4 Maximum space and adapter 1 inch combined total.
- 10.5 Fuel pump must be in stock location for make and measurement is 1-3/4 inches from center of fuel pump to cross-member.
- 10.6 No electric fuel pumps or fuel injection even if factory equipped.

ARTICLE 11: EXHAUST

- 11.1 Stock unaltered cast iron exhaust manifolds only. Porting and/or grinding is not allowed.
- 11.2 No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds.
- 11.3 No adapters between head and manifold must be able to use all OEM exhaust bolt holes in head.
- 11.4 No two into one exhaust or X pipes must remain duals.

ARTICLE 12: INTAKE MANIFOLD

- 12.1 Stock OEM unaltered aluminum or cast iron intake only.
- 12.2 No aftermarket or stock high performance or high rise.
- 12.3 No Bowties.
- 12.4 No porting, polishing, or gasket matching allowed.

ARTICLE 13: TRANSMISSION

- 13.1 Any stock type automatic or manual transmission permitted.
- 13.2 Automatics must have stock appearing working 11 inch torque converter cannot be smaller with ring around it.
- 13.3 No direct drive transmissions.
- 13.4 Transmission coolers are permitted.
- 13.5 Manual must have single disc 10.5" clutch, flywheel and pressure plate must be steel. (Minimum 15lb steel flywheel.
- 13.6 No mini clutches.
- 13.7 Steel drive shafts only and must be painted white and have a loop 6" from front U-joint.

ARTICLE 14: FUEL

- 14.1 Pump or racing gas only. No additives or smells.
- 14.2 Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of rear end.

ARTICLE 15: SUSPENSION

- 15.1 Front and rear suspension must be stock unaltered OEM for that make and model of frame, ball joints, spindles and all components.
- 15.2 No air shocks.
- 15.3 No alterations to any part of the suspension or frame will be allowed.
- 15.4 Any spring in stock location, no spring rubbers, no adjustable weight jacks of any kind, must sit in unaltered stock mounts.
- 15.5 May run IMCA type upper control arms.
- 15.6 Sway bars must be stock for make and model mounted in OEM mounts.
- 15.7 No suspension stops of any kind.
- 15.8 Shocks must have stock type rubber ends, no screw on type rod ends even if welded, must be mounted in stock location on frame, control arm and rear end.
- 15.9 No bulb-type, threaded body, coil over, or remote reservoir shocks.
- 15.10 No external or internal bump stops. No Schrader valves on shocks.

ARTICLE 16: BALL JOINTS

- 16.1 May run aftermarket ball joints but must be in stock OEM dimensions. Rebuildable ball joints are permitted.

ARTICLE 17: REAR END

- 17.1 Stock rear-end for make and model no modifying axle bearings or length.
- 17.2 All brackets and control arm, shock mounts must be in stock location.
- 17.3 Gears may be locked must use stock unaltered ring gear carrier may weld or use bolt in locking blocks.
- 17.4 No full spools, Detroit lockers or torque sensing devices.

ARTICLE 18: STEERING/DRIVER SEAT

- 18.1 Steering boxes must remain in stock location.
- 18.2 Aftermarket steering wheel and quick release steering coupling are recommended.
- 18.3 Quick steer boxes are permitted.
- 18.4 NO part of driver seat may be no further back than 25" forward of center line of rear end housing.

ARTICLE 19: RADIATOR

- 19.1 Any (1) radiator that fits in original location without any body modifications is allowed.
- 19.2 Water pump mounted fans only, No electric fans.

ARTICLE 20: IGNITION

- 20.1 One 12 volt battery only must be mounted securely in rear of driver's compartment or trunk area.
- 20.2 One stock type distributor, module and coil in stock location only.
- 20.3 Ignitions on/off switch must be clearly marked.
- 20.4 No traction control devices of any kind.
- 20.5 No digital gauges or tachometers.

ARTICLE 21: BRAKES

- 21.1 May use any (1) one master cylinder.
- 21.2 Aftermarket pedal permitted.
- 21.3 Must have at least 3 working brakes. Right front may be blocked. No bias adjustment is allowed.
- 21.4 Disc brakes allowed in rear.
- 21.5 No aluminum or composite rotors or calipers.
- 21.6 Must use steel stock type rotors on rear disc. No lightening of components.

ARTICLE 22: TIRES & WHEELS

- 22.1 8 inch maximum wide wheels allowed, 15-inch diameter steel wheels only.
- 22.2 wheel covers and mud plugs right rear only.
- 22.3 No bead locks or screws allowed. NO bleed-off valves.
- 22.4 Must run 1 inch steel lug nuts.
- 22.5 Approved Hoosier asphalt pull-offs only 1070, F45, F50 or F56. May also run F40 on the front only.
- 22.6 Must durometer 51 or higher.
- 22.7 No grooving, siping, or softening allowed.

ARTICLE 23: WEIGHT

- 23.1 Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number.
- 23.2 Car must weigh minimum 3000 lbs. with driver after race.
- 23.3 Aluminum bodies add 50 pounds in front of motor.

COURTESY RULE: Any car with "minor" rules infractions will be allowed to race one (1) event. Must be determined before the race. Cars with infractions are subject to weight penalty.

CLAIM PROCEDURE RULES:

The official claiming area is in the tech area, or wherever track designates. Claim must be made immediately after the "A" feature race finishes (checkered flag). Only the top three cars may be claimed by another driver. Only the driver may make the claim. Driver must have money.

ENGINE CLAIM: Any driver in the same race on the lead lap may claim for \$500 and swap claim on engines. Claim does not include flywheel, clutch/assembly, bell housing, breathers, carburetor, starter, motor mounts, oil/temp sending units, water pump, fan, pulleys, dip stick, distributor, wires, water outlet/restrictor, fuel pump and fuel pump plate/rod. Driver may not claim another driver finishing in a position behind him/her and may not claim the same driver more than once per calendar year.

CARBURETOR/DISTRIBUTOR/SHOCK CLAIM: The claiming driver must be on the same lap as the driver being claimed. A driver can claim another driver's multiple claims on the same carburetor, distributor or shock. A draw will be held with claiming drivers to determine who gets claim. Refusal to sell will forfeit all cash, trophies, and points for the night. If claim is refused, claim is not held against driver who made claim. Carburetor claim is \$200 and swap, Shock or Spring claim is \$20 each and swap, Distributor claim is \$100 and swap.

PROTEST RULE: Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area. Price is \$250 cash per component with \$50 to the track. If legal, protested car gets \$200. If illegal, protestor gets \$200 back.

AMENDMENTS

None.

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For rules clarifications or questions, call 515-835-9946 or email tech@usraracing.com

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