

2017 USRA HOBBY 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.

Changes from the 2016 USRA Hobby Stock rules and/or new additions are **highlighted in red**. Changes made for grammatical purposes or to improve clarity are not highlighted.

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 **EIRI:** 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 Hobby 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 1960 or newer OEM American made stock passenger cars with factory steel top. Front-wheel drive bodies are not allowed. Camaros, Mustangs and/or Firebirds are not allowed. No station wagons, convertibles, front-wheel drives, four-wheel drives or rear engine vehicles.
- 4.2 Sunroofs and T-tops must be reinforced and enclosed.
- 4.3 All bodies must be **steel OEM and in OEM location**. Spoilers, wings, skirts, air scoops or anything that alters the stock appearance is not allowed. **Bottom of doors must remain in OEM location**. Gutting of trunk lid is permitted only for tailpiece clearance. Aftermarket nosepieces and/or tailpieces are permitted.
- 4.4 Minimum of three (3) windshield bars must be in place in front of driver. Steel rub rails no bigger than one (1) inch by two (2) inches may be attached to from fender well to fender well and rear quarter panel, flush with body.
- 4.5 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.
- 4.6 All hoods and trunks must be securely fastened and the back of the hood must be sealed off from the cockpit.
- 4.7 All sharp edges, torn fenders and body panels to be repaired prior to next race.
- 4.8 All glass, plastic, upholstery, rear seats, lights, mirrors and chrome must be removed. Interior tin or other covers not allowed.
- 4.9 All doors must be secured shut (welded, chained, bolted, etc.).
- 4.10 The front inner wheel wells may be removed, but not the rear wheel wells (plastic in outer half).
- 4.11 Hood and trunk lid must be pinned, not bolted. Hoods and trunk lids are mandatory and both must be **OE aluminum or steel**.
- 4.12 Front and rear bumpers are mandatory. Sharp edges are not allowed. Tubular front and rear bumpers are permitted, maximum two (2) inch by ninety-five thousandths (0.095) inch and must be bent to fit with rounded ends and must be covered by molded plastic nosepiece and/or tailpiece. Bumpers must be mounted frame-end to frame-end. Center of bumper must be between sixteen (16) and twenty (20) inches and no part of the bumper may be lower than twelve (12) inches from the ground. Bumpers must be hollow (cannot be filled or solid). Bumpers must be in stock location. Front and rear bumpers must be capped to the fender, the width of the bumper. Reinforced bumpers are not allowed.
- 4.13 Bodies with excessive damage (as determined by an official) will not be allowed to compete.
- 4.14 OEM floor may be repaired or replaced with .049 inch steel but must remain OEM dimensions. Trunk floor must be removed above rear-end to the point where trunk floor drops down. Trunk floor must remain under fuel cell. Trunk floor may be replaced under the fuel cell with forty-nine thousandths (0.049) inch steel but must remain above frame rails. Firewalls must remain OEM and in OEM location. **OEM firewall may be repaired or replaced with forty-nine thousandths (0.049) inch steel but must remain OEM dimensions. Firewall may be flat or straight and may be moved back to six (6) inches from back of motor.**
- 4.15 Appearance:**
 - 4.15.1 All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.
 - 4.15.2 Officials reserve the right, in the public image of the sport and/or the USRA, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.

ARTICLE 5: ROLL CAGES

- 5.1 Must use ninety-five one-thousandths (0.095) inch tubing with a minimum one and six-hundred sixty-six one-thousandths (1.666) inch diameter for main cage and door bars. No offset cages. Aluminum and/or

- other soft metals are not allowed. Roll bar connections must be properly welded. Front hoops are permitted.
- 5.2 Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.
 - 5.3 Installation and workmanship must be acceptable to officials.
 - 5.4 Full-perimeter four-post roll cage with a "X" brace in rear is mandatory. Rear kickers must be used.
 - 5.5 Must be securely welded to frame. Must have a minimum of one (1) cross bar in top halo.
 - 5.6 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
 - 5.7 Three horizontal door bars on both sides are mandatory. Minimum of four uprights tied from frame to top door bar on driver's side, three on passenger side. Steel door plates made of eighteen (18) gauge or forty-nine one-thousandths (0.049) inch minimum thickness metal must be securely welded to outside of doors bars on driver's side.
 - 5.8 Plate must cover the area from the top door bar to the rocker panel and from the rear down post to six (6) inches in front of the seat. Must be visible for inspection.
 - 5.9 Must have a tow hook on front and rear.
 - 5.10 May have two bars for protection in front of radiator, behind bumper, within confines of body and no wider than stock frame horns. Absolutely no square tubing or galvanized pipe allowed in main cage.
 - 5.11 Fuel cell protection bar **is mandatory** and must be mounted frame rail to frame rail, and be no higher than the fuel cell and inside the trunk area. Maximum one and three-quarter (1.75) inch pipe.

ARTICLE 6: FRAME

- 6.1 Camaros, Firebirds or Mustangs are not allowed.
- 6.2 Wheelbase must be a minimum one-hundred ten (110) inches for unibody frames or a minimum one-hundred seven and one-half (107.5) inches for full frames. A maximum one (1) inch difference from side to side is permitted.
- 6.3 May be "X" braced. Unibodies must be tied from rear frame to front frame.
- 6.4 No station wagons, convertibles, front-wheel drives, four-wheel drives or rear engine vehicles.
- 6.5 Motor must be in stock location and a minimum one and three quarter (1.75) inches from center of fuel pump to front of unaltered cross member.
- 6.6 From a point no further forward than one (1) inch behind the factory seam, the rear of the frame behind the rear tires may be replaced in stock location with two (2) inch by three (3) inch steel tubing with ninety-five one-thousandths (0.095) wall thickness. Factory seam must remain visible and must replace the same length of material removed.
- 6.7 Titanium products, parts or components are not allowed anywhere on the racecar.

ARTICLE 7: COCKPIT, STEERING & SEAT

- 7.1 Loose objects and/or weights are not allowed.
- 7.2 Air bags are not allowed.
- 7.3 Rear view mirrors are not allowed.
- 7.4 Tin work may be no further than twenty-four (24) inches back from original firewall.
- 7.5 Steering:**
 - 7.5.1 Steering box must be unaltered OE and remain within original bolt pattern for type of frame used. Steering linkage must be unaltered approved OEM in stock location and replaceable by stock part and must match frame.
 - 7.5.2 Rack and pinion is not allowed.
 - 7.5.3 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
 - 7.5.4 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.
 - 7.5.5 Remote reservoir power steering pumps are not allowed.
 - 7.5.6 Add-on quick steer boxes are not allowed. Minimum two and one half (2.5) turn lock-to-lock steering boxes.
- 7.6 Seat:**
 - 7.6.1 Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
 - 7.6.2 Homemade aluminum, plastic or fiberglass seats are not allowed.

- 7.6.3 Must be properly installed and seat back cannot be moved back further than 41 inches from top of windshield opening.
- 7.6.4 High-back aluminum seats only. Full containment racing seats are strongly recommended.

ARTICLE 8: SUSPENSION

- 8.1 No aluminum or titanium components allowed. Magnet must stick to all components.
- 8.2 Must be original and match frame.
- 8.3 Suspension must be unaltered approved OE in stock location and replaceable by stock part. All suspension bushings must remain OEM rubber type bushings with the OEM inner steel sleeve attached to the OEM rubber. No forward or backward movement allowed.
- 8.4 Ball joints must be OE and mount in factory location with no modifications. Non-adjustable tubular aftermarket upper A-frames are permitted but must match factory specs for the frame being used.
- 8.5 Shocks & Springs:**
 - 8.5.1 Shock mounts must be the same on both sides of the rear end and within two (2) inches of center of trailing arm bolt. No spacers, lumber or chains allowed. Anything welded to frame or spring is not allowed.
 - 8.5.2 Racing shocks and springs are permitted. Threaded-body and/or bulb-type shocks are not allowed. One (1) unaltered steel non-adjustable OEM mount shock in OEM location. Heim-end shocks are not allowed.
 - 8.5.3 Coil-over, remote and/or air reservoir shocks are not allowed.
 - 8.5.4 Bladder-type valves and/or Schrader valves are not allowed.
 - 8.5.5 Shocks shall be subject to claim, as outlined in Claim Procedures (Article 19).
 - 8.5.6 Center of rear lower control arm bolt holes may be no lower than three (3) inches from bottom of axle housing and the same on both left and right. Trailing arm bolts must remain tight.
 - 8.5.7 Rear spring perches must be solid, may be no more than one (1) inch tall, must be the same on both sides and must be centered on the rear end housing.
 - 8.5.8 Progressive springs are not allowed.
 - 8.5.9 Springs must be mounted straight up and down (not tipped) and on the center of the housing.

ARTICLE 9: ELECTRICAL SYSTEM

- 9.1 Battery:**
 - 9.1.1 Battery boxes must be securely fastened. Adjustable battery boxes are not allowed. One battery box per car allowed.
 - 9.1.2 Must be securely mounted inside frame rails and in trunk area.
 - 9.1.3 One (1) 12-volt battery only (no 16-volt batteries).
 - 9.1.4 Voltage converters are not allowed.
 - 9.1.5 All battery posts must be securely covered.
- 9.2 Ignition:**
 - 9.2.1 Magnetos or crank-triggered ignitions are not allowed. No more than one (1) coil is permitted.
 - 9.2.2 Must utilize OEM distributor and ignition. Square coil covers are not allowed. Must utilize stock-appearing coils, coil-covers and modules. Multiple spark ignitions are not allowed. GM external coils are not allowed.
 - 9.2.3 All ignition parts must remain out of the reach of the driver.
 - 9.2.4 Kill switch is required and must be within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".
 - 9.2.5 GM must utilize OEM HEI GM distributor. Chrysler and Ford may use aftermarket HEI (bushing type only). Roller bearings are not allowed. Must utilize stock-type components.
 - 9.2.6 Circuit board modules are not allowed.
 - 9.3 Digital gauges are not allowed. Cameras pointing to any moving or suspension parts are not allowed. Except for memory recall tachometer, electronic monitoring computer devices capable of storing and/or transmitting information are not allowed.
- 9.4 **Transponders must be mounted vertically behind rear of engine, less than two (2) feet from the ground and unobstructed by any metal.**

ARTICLE 10: FUEL SYSTEM

- 10.1 Fuel:**

- 10.1.1 Automotive or racing gasoline is permitted. Oxygenated fuel is not allowed; however, an Ethanol blend up to 85% is permitted. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
- 10.1.2 May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not permitted.
- 10.1.3 Upper cylinder lubricants are not allowed.
- 10.2 Electric fuel pumps are not allowed.
- 10.3 Carburetor:**
- 10.3.1 OEM **Two-Barrel** Carburetor: GM to GM, Ford to Ford, Chrysler to Chrysler; May remove choke, but other alterations are not allowed. Holley carburetors are not allowed. Top flow air filter is permitted.
- 10.3.2 A limit of one (1) standard fuel filter is permitted between the fuel cell and the carburetor. Cool cans are not allowed.
- 10.3.3 Alterations to carburetor booster are permitted but must maintain stock appearance and must not exceed one-quarter (0.25) inside diameter.
- 10.3.4 Venturi must be no wider than one and three-eighths (1.375) inches wide, and no more than one and sixty-nine one-hundredths (1.69) in width at the base.
- 10.3.5 Carburetors shall be subject to claim, as outlined in Claim Procedures (Article 19).
- 10.4 Fuel Cell:**
- 10.4.1 Must be commercially manufactured. Boat or stock automotive fuel tanks are not allowed. Maximum twenty-two (22) gallons capacity.
- 10.4.2 Must be securely fastened inside trunk of racecar, above the level of stock trunk floor. **Must be mounted by a minimum of two (2) one-eighth (0.125) inch solid steel straps that are two (2) inches wide around the fuel cell.**
- 10.4.3 Must be in steel container.
- 10.4.4 Firewall must be between driver and fuel cell.
- 10.4.5 All mounts must be made of steel and attached to frame or roll cage. Adjustable fuel cell mounts are not allowed.
- 10.4.6 Must have check valve. Fuel cell vent (including cap vent) must have check valves, a flapper spring or ball-type filler valve.
- 10.4.7 Fuel lines passing through the cockpit must be enclosed in metal pipe or metal conduit. Fuel filters are not allowed in cockpit.

ARTICLE 11: TIRES & WHEELS

- 11.1 Tires and wheels must be inside the body.
- 11.2 Wheels:**
- 11.2.1 May be a maximum of seven (7) inches in width.
- 11.2.2 Mag wheels are not allowed. Spoke steel wheels are permitted.
- 11.2.3 Reinforcement of stock steel wheels is recommended.
- 11.2.4 One (1) inch steel lug nuts are mandatory.
- 11.2.5 Wheel spacers are permitted, but **must be made of aluminum** and may not exceed two (2) inches of total offset. Spacers may be used on three (3) and four (4) inch wheels only.
- 11.2.6 Offset wheels are permitted and may have two (2), three (3) or four (4) inches from center of rim to mounting plane.
- 11.2.7 A steel bead lock is permitted on the right rear wheel only, and may be mounted on the outside of the wheel so long as it does not add to the overall width of the wheel. Mud plug may be used on right rear tire only. Homemade mud plugs are not allowed.
- 11.3 Tires:**
- 11.3.1 Stock OEM 205/75 or 205/70, 14-inch or 15-inch passenger tires are permitted. Must be the same on all four wheels.
- 11.3.2 Mud, racing or fancy, exotic, trick gumball tires are not allowed. Ice and/or snow tires are not allowed.
- 11.3.3 Grooving and/or siping is not allowed. Grinding is permitted.
- 11.3.4 **Sidewall markings must remain visible. Buffing and/or removing compound designations is not allowed.**
- 11.3.5 Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed.
- 11.4 Tire Testing Procedures:**

- 11.4.1 Random GC (gas chromatography) scans may be performed to identify illegal substances. A GC scan should always be a peak in 19-20 minutes. If there is no peak, the driver will be disqualified. Driver may protest the GC scan results and request a mass spec test at the cost to the driver (usually around \$300). The mass spec test will reveal exactly what substance was used. The main peak of the tire should never be in half.
- 11.4.2 Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test shall result in the penalties declared in Rule 2.15.5 plus an additional indefinite financial penalty and indefinite length of suspension. This penalty also applies to driver refusal of a tire test. Refusal of tire test shall be treated the same as an infraction. Official(s) may inspect any tire on the racecar and/or any tire in possession of the driver in his/her pit area and/or hauler (in other words, if you have "doped" tires then do not even bring them to the track).
- 11.4.3 It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances. The USRA will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires.

ARTICLE 12: BRAKING SYSTEM

- 12.1 Must be OEM, must be operating on all four wheels and must lock up all four wheels during inspection.
Note: Brakes will be tested.
- 12.2 Must have OEM calipers and OEM rotors on front and OEM drums or OEM disc brakes on rear. OE drums are permitted on nine-inch Ford rear ends. Aluminum GM drums are not allowed. All components must be made of steel.
- 12.3 Rear disc brakes are permitted on floater and non-floater rear-ends.
- 12.4 Must use OEM vented rotors. Drilling, lightening and/or scalloping of rotors is not allowed. Slotted rotors are not allowed. Minimum ten and one-half (10.5) inch diameter is permitted.
- 12.5 Electronic brake actuators are not allowed.
- 12.6 Aftermarket brake pedal assemblies are not allowed.
- 12.7 Steel brake lines are mandatory and must be visible for inspection.
- 12.8 Anti-lock braking systems are not allowed.
- 12.9 Brake shut-offs and/or bias adjusters are not allowed.
- 12.10 Master cylinder must be in stock location on firewall.
- 12.11 Calipers must be OEM steel and all match.
- 12.12 Must maintain minimum OEM dimension for hubs, rotors and calipers.

ARTICLE 13: DRIVE SHAFT

- 13.1 A loop is required and must be constructed of at least one-quarter (0.25) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted.
- 13.2 Must be painted white, made of steel and a minimum of two (2) inches in diameter.
- 13.3 Yokes must be made of steel.

ARTICLE 14: TRANSMISSION

- 14.1 Must be OE automatic with torque converter or OE single disc clutch on manual transmission only. Lightened flex plates are not allowed.
- 14.2 OE or OE stock replacement cases are permitted.
- 14.3 All OE forward and reverse gears must be operational. Torque converter must have a minimum one-eighth (0.125) inch plug, and contain three (3) quarts of transmission fluid.
- 14.4 **Automatic transmissions** must have approved scatter shield or blanket. Scatter shield may be constructed of one-eighth (1/8) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate or flywheel. **Manual transmissions must have an explosion-proof SFI-approved bell housing.**
- 14.5 Flywheels must be stock OE and weigh a minimum of sixteen (16) pounds. Clutch must be steel and a minimum ten and one-half (10.5) inches in outside diameter and a full 360 degrees. Lightened flywheels are not allowed. Aluminum flywheels and pressure plates are not allowed.

- 14.6 When the racecar is in gear and the brake pedal is fully depressed, engine must be able to continue running.

ARTICLE 15: REAR-END

- 15.1 Truck rear-ends are not allowed. Ford nine-inch rear-ends and floater rear-ends are permitted, but must be mounted like stock rear-end for that make and model.
- 15.2 Rear-end may be welded or a mini spool may be used.
- 15.3 Full spools are not allowed.
- 15.4 Floater rear-end is optional.
- 15.5 Gun-drilled or titanium axles are not allowed. Axles must be made of steel.
- 15.6 Rear-end must be centered on chassis.
- 15.7 All gears must maintain factory specs and weights.
- 15.8 Upper trailer arm brackets must follow suspension bushing rule and remain level side to side.

ARTICLE 16: ENGINE

- 16.1 Aluminum pulleys and radiators are permitted.
- 16.2 Overflow tubes must be directed to the ground, and inside of the frame rails.
- 16.3 Racecar must have the capability of starting without being pushed or pulled. Must be able to join lineup on demand and unassisted.
- 16.4 Aftermarket steel motor mounts in stock location are permitted (no mid plate).
- 16.5 OPTION #1 – Crate Engine:**
- 16.5.1 GM Performance Parts (GPP) factory-sealed CT350 Chevy small block crate engine (Part No. 88958602 or 19258602): includes four-bolt-main block, 9:1 hypereutectic pistons, cast iron crankshaft, GM iron Vortec cylinder heads, high-rise dual-plane intake manifold, 8-quart single kick-out circle track oil pan, valve cover kit with breather tube and breather, unique dual-pattern cam and special "kool nut" rocker arm nut design.
- 16.5.2 Must utilize one (1) GM two-barrel Rochester carburetor. Spacer between carburetor and intake may be no more than one-half (0.5) inch total with one-tenth (0.1) inch maximum thick gaskets, and may not be throttle bore adjustable. Aerosol carburetors are not allowed. Carburetors shall be subject to claim, as outlined in Claim Procedures (Article 19).
- 16.5.3 Must utilize soft-touch rev control box with a 6200 RPM limit. This must be out of reach of the driver but easily accessible for inspection at all times.
- 16.5.4 Must have "Crate" sticker on racecar or crate engine is claimable. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified. Any driver running with a crate motor will not be eligible to claim in that season. Any driver that claims a standard engine and switches to crate engine will be eligible to be claimed.
- 16.5.5 Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track and national points accumulated up to, and including, the date of the offense, and a \$2,000 fine and fourteen (14) day suspension from all USRA-sanctioned events. Second offense carries a \$5,000 fine and one (1) year suspension.
- 16.5.6 GM seal bolt exception is USRA, USMTS or approved rebuild seals (call 515-835-9946 for verification).
- 16.5.7 Oil pan may be replaced by USRA certified repair center with KEVKO pan (Part No. 1087 NRH) and KEVKO pick-up (Part No. 1003-1 3/4). Call KEVKO Oil Pans & Components at 800-770-3557 or visit www.kevko.net for more information.
- 16.5.8 Crate Engine is not subject to claim.
- 16.6 OPTION #2 – Standard Engine:**
- 16.6.1 Must be stock appearing. Any American make is permitted. Absolutely no changes allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.). **Titanium is not allowed.**
- 16.6.2 May be a maximum of 360 cubic inches. (370 c.i. for Chrysler).
- 16.6.3 Must be a maximum 9.5:1 compression. Exception: 302-, 305-, 307- and 318-cubic-inch engines may run 10.5:1 compression. Only flat top or dished pistons are permitted.
- 16.6.4 Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic inches or larger are not allowed. Stroke must match block. **Block casting number must remain visible.**

- 16.6.5 Only stock appearing crankshafts are permitted. Lightweight cranks are not allowed. No undercut, bull nosed, gun drilled or knife edge crankshafts allowed.
 - 16.6.6 Lightweight, aluminum and/or fluid dampeners are not allowed
 - 16.6.7 GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock appearing I-beam non-polished rod. Aluminum or light weight is not allowed. Cap screw rods are permitted
 - 16.6.8 A minimum one (1) inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan will have to be removed at time of inspection.
 - 16.6.9 Only stock, unaltered two-barrel low-rise cast iron intake manifolds or Approved aluminum intakes are permitted. Approved aluminum intakes are GM – Edelbrock (#2101 or #2701) or Weiand (#7547 or #7547-1); Ford – Edelbrock (#2121 or #2181 or #2665) or Weiand (#7515 or #8023 or #7516); Chrysler – Edelbrock (#2176) or Weiand (#7545 or #8022). Porting, polishing or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed. Spacer between carburetor and intake may be no more than one-half (0.5) inch total with one-tenth (0.1) inch maximum thick gaskets, and may not be throttle bore adjustable. External cooler lines from back of intake to front of intake is not allowed.
 - 16.6.10 Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Aftermarket head numbers are: GM – EQ Part #CC167ES2 or #CH350I; Dart Part #10024267 or #10024360; World Products Part #043600 or #042670; Ford – World Products Part #53030; Chrysler – EQ Part #CH138B; RHS/Indy Part #20300 or #20301. Heads may be flat milled to reach the 9.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust. VORTEC heads are not allowed. Beehive valve springs are not allowed.
 - 16.6.11 Screw-in studs, guide plates and poly-locks are permitted.
 - 16.6.12 Roller cams and lifters are not allowed. Roller Rocker arms are not allowed (stock-type stamped steel rocker arms or cast steel rocker arms only). Roller tip rocker arms are permitted. Chryslers may utilize OEM steel shaft rockers but may not exceed one hundred twenty (120) pounds of valve spring seat pressure and must maintain OEM valve spring dimensions. Under valve cover pressurized valve train oiling systems are not allowed.
 - 16.6.13 Mushroom lifters are not allowed (stock diameter only). Must match make and model.
 - 16.6.14 Stud girdles are not allowed.
- 16.7 Exhaust System & Mufflers:**
- 16.7.1 Must be cast iron exhaust manifolds. Headers are not allowed. Center dump type manifolds are not allowed.
 - 16.7.2 Exhaust must extend past the firewall.
 - 16.7.3 Must remain dual exhaust. Crossover or "Y" pipes are not allowed.
 - 16.7.4 Exhaust adaptors between manifold and cylinder head are not allowed.

ARTICLE 17: WEIGHT

- 17.1 The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.
- 17.2 The overall weight of the racecar shall be a minimum **three thousand (3,000)** pounds.
- 17.3 Lead and/or ballast may be added only in the trunk area and/or motor compartment (lead and/or ballast is not allowed in the cockpit). Of the total rear ballast weight, at least half of that amount must be added in front of the bell housing (Example: If 50 pounds are added in the rear, then at least 25 pounds must be added in the front).
- 17.4 All lead and/or ballast must be painted white and securely bolted with two one-half (1/2) inch bolts per fifty (50) pounds of ballast. **May not have more than twenty-five (25) pounds mounted on a single half-inch bolt.**

ARTICLE 18: SAFETY

- 18.1 It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- 18.2 Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.

- 18.3 Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.
- 18.4 Helmets are mandatory and must be certified SA2005, SA2010 or SA2015.
- 18.5 Helmet must accompany driver and racecar at time of inspection.
- 18.6 Complete one- or two-piece fire suits of a flame retardant nature are mandatory.
- 18.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
- 18.8 The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required. Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended.
- 18.9 Metal to metal buckles are required on shoulder and seat belts.
- 18.10 Shoulder harness must be mounted securely to the roll cage.
- 18.11 Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
- 18.12 Driver restraint system must be less than three (3) years of age past the date of manufacture. It is recommended that the driver restraint system be no more than two (2) years past the date of manufacture.
- 18.13 Full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended.
- 18.14 Fire-resistant safety neck collars are mandatory.
- 18.15 Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.

ARTICLE 19: CLAIMING PROCEDURES

- 19.1 Any driver possessing a valid USRA license may have the opportunity to execute a claim on the engine, shocks or carburetor of another driver's racecar.
- 19.2 The first four (4) finishers in the main event must drive their racecars directly to the designated claim area at the conclusion of the main event, and are subject to being claimed by any other driver that finishes fifth or lower and finishes on the same lap as the winner.
- 19.3 Claims must be made within five (5) minutes of the completion of the main event. Claimed items must be removed at the racetrack and within one (1) hour after claimed driver accepts the claim.
- 19.4 Driver making claim must drive his/her racecar immediately after finish of feature, under its own power, directly to the claim area.
- 19.5 Claiming driver must present claim card and cash to official overseeing the claim area at the time that the driver declares his/her intention to claim. The cash price of the claim for engines shall be \$525 or exchange (see Rule 19.26) with \$25 withheld for wrecker. Driver making claim on engine must supply engine lift plate. The cash price of the claim for carburetors shall be \$50. The cash price of the claim for shocks shall be \$50 per shock. Drivers claiming shocks may claim one or more shocks during a single claim.
- 19.6 Engine claim does not include flywheel, clutch, pressure plate, bell housing, exhaust manifold, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump rod and plate, distributor, plug wires or water outlet and restrictor.
- 19.7 Claiming driver shall select from the first four (4) finishers in the main event, and must declare that choice to the official overseeing the claim area. If the claiming driver decides at that time that he/she does not wish to execute the claim, he/she will nonetheless be charged one claim on his/her claim card. If multiple drivers declare an intention to claim, the driver finishing farthest back in the main event will select first.
- 19.8 Driver is permitted one (1) claim per event, regardless of the outcome of that claim.
- 19.9 Only drivers and officials are permitted in the designated claim area. Any other participants associated with that racecar that enter the claim area will be subject to disqualification, fine and/or suspension.
- 19.10 Only a driver may claim, and only the claimed driver may agree to accept or refuse the claim. The first statement of acceptance or rejection of the claim by the claimed driver is binding.
- 19.11 Any driver refusing to accept a claim will forfeit all cash and contingency winnings for that event.
- 19.12 Any driver refusing to accept a claim forfeits his/her right to make a claim in any USRA event for a period of one (1) year from the date of refusal.

- 19.13 Any driver refusing to accept a claim will forfeit all USRA points (national and track) accumulated up to, and including, the event at which the claim was made.
- 19.14 First refusal to accept a claim will result in that driver being suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid and received at USRA headquarters. Second refusal to accept a claim will result in that driver being suspended from all USRA events for one (1) year and until a \$5,000 fine is paid and received at USRA headquarters.
- 19.15 Any driver found to be making a claim for another person will lose all USRA points (national and track) accumulated to date for the entire season, all cash and contingency winnings for that event, and will be suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid and received at USRA headquarters.
- 19.16 Sabotage of claimed parts will result in driver being suspended from all USRA events for fourteen (14) days and until a \$1,000 fine is paid and received at USRA headquarters. Driver will also forfeit all USRA points (national and track) accumulated up to, and including, the event at which the sabotage occurred. Furthermore, driver will forfeit the privilege to make a claim for a period of one (1) year from the date on which the sabotage occurred.
- 19.17 Driver may claim a maximum of three (3) times during the calendar year.
- 19.18 After making an accepted claim, driver must finish in the top four (4) of a main event and reinstate his/her claim card. Cost is \$25 for reinstatement of claim card. Driver will not be eligible to make another claim unless claim card is reinstated.
- 19.19 Cost for replacement of a lost claim card is \$25.
- 19.20 Driver must compete in a minimum of three (3) consecutive events prior to the event at which he/she makes a claim.
- 19.21 The USRA reserves the right to disallow any claim at their discretion.
- 19.22 Drivers utilizing a provisional starting position in the main event are not allowed to make a claim in that event.
- 19.23 At their discretion, officials reserve the option to claim the engine, shock or carburetor any racecar.
- 19.24 Drivers will be eligible to make a claim during the first event of the season. After one event, driver must have raced in previous events before Rule 19.20 applies.
- 19.25 Disqualification shall not affect a legal claim. Claimed parts will be removed and transferred prior to any penalties being assessed.
- 19.26 After a driver's engine has been claimed by another driver, the claimed driver reserves the option to "exchange" engines instead of a "cash claim" for any subsequent claims made on that driver by any other driver. The cash price for the exchange shall be \$350 (\$50 withheld for wrecker) payable by the claiming driver. All other claim procedures apply.

AMENDMENTS

- 11.2.5 Wheel spacers are permitted, but **must be made of aluminum** and may not exceed two (2) inches of total offset. Spacers may be used on three (3) and four (4) inch wheels only.

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

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