

2017 USRA LATE MODEL RULES

Published December 7, 2016
Amended May 31, 2017



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.

Significant and/or material changes from the 2016 USRA Late Model rules 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.

TABLE OF CONTENTS

- Article 1: Definitions
- Article 2: General Rules
- Article 3: Points System
- Article 4: Body
- Article 5: Roll Cages
- Article 6: Chassis
- Article 7: Cockpit
- Article 8: Suspension
- Article 9: Electrical System
- Article 10: Fuel System
- Article 11: Tires & Wheels
- Article 12: Braking System
- Article 13: Drive Train
- Article 14: Engine
- Article 15: Weight
- Article 16: Safety
- Amendments

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 enters the grounds where an event is being held** can be confiscated by officials 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 Late Models 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 rules are subject to change at any time and for any reason as deemed necessary by the USRA in the best interest of the sport. 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

(See body diagram for measurements)

- 4.1.1 1980 through current-year model American-manufactured stock car bodies (Toyota Camry body is legal).
- 4.1.2 Standard dirt-style bodies are required. A stock-appearing Monte Carlo, Grand Prix, Mustang, Taurus, etc., style nose is required. Roof posts/rear sail panels may have a maximum of a two (2) inches outward bow from top to bottom. Roof posts/sail panels may have two (2) inches of maximum height at center and taper down to 0 inches at top and bottom. Front of sail panels/roof posts can go no further forward than the back of driver's seat at shoulder height. Plastic manufactured molded roofs and rear roof posts/sail panels are permitted but must meet the dimensions for roof, rear roof post/sail panels.
- 4.1.3 Must have a minimum one (1) inch roll at the top of the fenders, doors and quarter panels; a sharp edge will not be allowed. Body roll must go from sides over upper body, and not upper body over sides. A single strip attached to the edge of the body, and riveted, both on the side and the top, will not be allowed. The body line must be a smooth even line from front to rear.
- 4.1.4 No part of deck lid may extend beyond the quarter panels at the rear. Maximum height of body, fenders, doors, deck lid, etc., at any point, from the ground, shall be thirty-eight (38) inches measured at the center of the deck from left to right.
- 4.1.5 Lips are not allowed anywhere on the nose, body or roof. Wedge-style bodies are not allowed. Roof spoilers and/or wings are not allowed. Bead roll for rigidity is permitted.
- 4.1.6 Must have a complete body. Leading edge of quarter panels must have same measurement from top to bottom as door panels; however, quarter panel may be tapered toward the rear of the car up to three (3) inches from front to back.
- 4.2 Stock appearing nose must be made of molded-type material. Material may not be removed from nose piece. Cutting from top or sides is not allowed.
- 4.2.1 Nose side extensions must be flexible and may not extend outside front tires with wheels straight ahead. Nose side extensions may not flare out or up. Nose sides may not alter the original shape of nosepiece and must be braced with collapsible supports.
- 4.2.2 Two-piece noses must be fastened together without any width increase.
- 4.2.3 Fender flares may not extend up more than four (4) inches above fenders. Maximum width permitted at fender flares is ninety (90) inches. Nosepiece flares must be made of flexible material and may not extend more than four (4) inches past the front tires on either side.
- 4.2.4 Stock nosepiece may extend to a maximum of fifty-two (52) inches from center of front hub furthest point forward. Bottom of nosepiece must be mounted parallel to the ground (not tilted back in any way). Tow hooks are recommended.
- 4.3.1 Front fender and hoods must be level and flat from left side to right side of car, and at least as far back as the engine plate. Fenders may not angle up from rear to front of car. No part of fenders or hood may be lower than the outside bodyline.
- 4.4.1 Roofs must be a minimum of forty-four (44) inches long and forty-eight (48) inches wide. Maximum size of roof may be fifty-four (54) inches long and fifty-two (52) inches wide. Oddly-shaped, partial or tilted roofs are not allowed.
- 4.4.2 Roof must be stock appearing and level with deck lid from side to side at outer edge, and must run parallel to body/outer deck lid edge. Roof posts/supports are mandatory. All posts must go from roof edge to outside edge of body on both sides.
- 4.4.3 Front posts must be flat and the same width from top to bottom, and may be two (2) inches maximum width with a one (1) inch break at top and bottom.
- 4.4.4 Rear roof supports must be of the same size and shape. Lips on rear edge for roof supports are not allowed. If a break is required for roof support, it may be no larger than One (1) inch and must be turned toward the interior of the car. Rear roof supports must be attached to the body and roof at the same point on both sides of the car. Rear roof posts/rear sail panels may have a maximum of two (2) inches outward bow from top to bottom.
- 4.4.5 Lips of any kind on front, rear or sides of roof or roof posts are not allowed. Bead roll is permitted.
- 4.4.6 Maximum of one and one-half (1.5) inches roll turned under is permitted along the front and rear edge of the roof for additional support.
- 4.5.1 Glare-preventing shields may be a maximum of four (4) inches and must be hinged for safety.

- 4.5.2 Window openings in the rear roof supports may be filled with clear Lexan or remain open. Both sides must be the same.
- 4.6.1 Both door sides may be no higher than thirty-eight (38) inches from ground, when measured at the steering wheel, with a maximum length of thirty-five (35) inches including any skirts or extensions.
- 4.6.2 Concave doors are not allowed. Doors may not angle in toward center of chassis at any point.
- 4.7.1 Tire clearance from doors and quarter panels must be a minimum of two (2) inches. Tire must be fully visible from the side of the car.
- 4.7.2 Offset rear quarter panels front to back are not allowed. Rear quarter panel taper-in must start at center of rear wheel hub.
- 4.7.3 Dishing and/or lips running vertical on rear edges of quarter panel are not allowed. Quarter panel may not angle in toward center of chassis at any point.
- 4.8.1 Spoilers must be made of aluminum or Lexan and must be securely attached to top edge at rear of deck.
- 4.8.2 Bolt-together spoilers must be assembled so that pieces are at the same angle.
- 4.8.3 Spoilers may have a maximum height of eight (8) and maximum width of seventy-two (72) inches. Spoilers will be measured according to total length and width of material, in any shape. If aluminum angle is used to brace edge of spoiler it may not add to spoiler height or length.
- 4.8.4 Maximum of three (3) spoiler supports are permitted. Spoiler may be hinged to allow for adjustment to angle.
- 4.9 Interior body work of the car may be dropped to a maximum of three (3) inches below the top of the doors, and must be a minimum eleven (11) inches below the roll cage.
- 4.9.1 If utilizing a dropped interior, interior panel must fasten flush at the top of the doors and taper gradually toward the center of the car without creating any lips. The minimum taper permitted shall be eight (8) inches.
- 4.9.2 If utilizing a dropped interior, interior must taper up in a straight line to the quarter-panel height, and be flat and level for a minimum of thirty-two (32) inches to the end of the rear deck lid/quarter panel/spoiler. Dropped interior may begin no further forward than the firewall, which in turn may be no further forward than the engine plate. At the firewall, across the center of the car, the vertical drop to the interior of the car may be a maximum of three (3) inches.
- 4.9.3 If interior is flat throughout car, it must maintain a minimum clearance of eleven (11) inches from the roll cage to allow for easy exit.
- 4.9.4 If interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler/rear of deck lid.
- 4.9.5 All race cars with interior panels may be no more than three (3) inches in height at any point in the car. The portion of the panel running beside the driver must taper to zero.
- 4.9.6 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 Round steel tubing, seamless roll-over bars are required for the basic roll cage, and must be acceptable to officials. Acceptable tubing is as follows: minimum 1.500" O.D (.095) for mild steel and DOM tubing or (.062) chrome moly tubing. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- 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 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 5.5 Must have a protective screen or bars in front window opening in front of driver's face.
- 5.6 A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars and uprights must be at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-thousandths (0.083) of an inch thickness and be gusseted in place. The door bars must have four (4) vertical studs per side and must be equally spaced.

ARTICLE 6: CHASSIS

- 6.1 Wheel base must be a minimum of 103 inches with no tolerance. Measurement will be taken from the center of the front hub to the center of the rear hub on the right side of the car.
- 6.2 No in-cockpit weight adjustment of any kind. No weight adjustments allowed within driver's reach.
- 6.3 All components must be made of steel and be properly welded.

ARTICLE 7: COCKPIT

- 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 Floor and firewall must be complete in the driver's compartment. Interior sheet metal cannot be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.
- 7.5 Rack and pinion steering allowed. Rear mounted Power steering pumps allowed.
- 7.6 Quick-release coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 7.7 Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
- 7.8 Homemade aluminum, plastic or fiberglass seats are not allowed.
- 7.9 High-back aluminum seats only. Full containment racing seats are strongly recommended. Must be properly installed.

ARTICLE 8: SUSPENSION

- 8.1 4-Bar and Z-Link only rear suspensions allowed. One shock per wheel (see Rule 8.3). No Split Birdcages of any kind.
- 8.2 Lift Arm and Pull Bar traction devices allowed. Lift arm and brake shocks are allowed and are not required to meet shock rule 8.3.
 - 8.2.1 No cantilever traction devices of any kind will be allowed.
- 8.3 Shocks- Integra PT#'s #310 42174-8, #310 42175, #310 42194, #310 42198-2, #310-42174-12 with Integra Coil over kit PT# 310 30530 will be the only shocks allowed. Only one shock per wheel. **A dummy shock or eliminator may be used on left rear in addition to Left rear shock.** Absolutely no modification to shocks will be allowed.
 - 8.3.1 Shock claim/exchange- Any driver finishing the feature event on the lead lap can claim and exchange the shocks with a driver in the top 5 of that night's feature for \$150.00. Driver claiming must have 4 shocks in good condition and working order as determined by track tech officials, in order to be eligible to claim/exchange. Claiming driver must pass tech and present \$150.00 in cash to tech official prior to leaving scale/tech area. Claim/exchange does not include braking and lift arm shocks.
 - 8.3.2 Track retains the right to exchange a single shock or all 4 shocks with any driver finishing the feature in the top 5. Track can have exchanged shock/shocks tested to verify legality and return/exchange shock back with driver. Any driver found to have illegal shock/shocks will lose points and winning for that night's events. 2nd offense will result in same as first offense with \$500.00 fine to be paid to USRA. 3rd offense will result in \$1000.00 fine and suspension for remainder of season, and loss of all points and winnings.

ARTICLE 9: ELECTRICAL SYSTEM

- 9.1 Battery: Must be securely mounted inside frame rails and covered.
 - 9.1.1 One (1) 12-volt battery only (no 16-volt batteries).
 - 9.1.2 Voltage converters are not allowed.
 - 9.1.3 All battery posts must be securely covered.
- 9.2 Ignition: MSD or HEI ignition will be allowed. No magnetos.
 - 9.2.1 Only one ignition box allowed.
- 9.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON". Crank trigger ignitions are not allowed.

- 9.4 Digital gauges are not allowed. Digital tachometers are permitted.
- 9.5 Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification.
- 9.6 All cars must have rev limiter to meet RPM limit rule as specified for engine being utilized. This must be out of reach of the driver but easily accessible for inspection at all times.

ARTICLE 10: FUEL SYSTEM

- 10.1 Fuel: Automotive gasoline with racing gas blend only! No E85 or E98 allowed. No oxygenated fuels allowed. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
 - 10.1.1 Upper cylinder lubricants are not allowed.
 - 10.1.2 Electric fuel pumps are not allowed. Belt driven fuel pumps are not allowed. Pumps must bolt to block in stock location.
 - 10.1.3 One (1) four-barrel carburetor properly installed will be permitted.
 - 10.1.4 Must be naturally aspirated.
 - 10.1.5 Fuel injection is not allowed.
 - 10.1.6 One carburetor spacer is permitted. Spacer opening must be perpendicular to the base of the carburetor.
- 10.2 Fuel Cell must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
 - 10.2.1 Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.
 - 10.2.2 No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. Fuel cell may be no lower than ten (10) inches from the ground.
 - 10.2.3 Must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
 - 10.2.4 Limited to a maximum capacity of thirty-two (32) gallons.

ARTICLE 11: TIRES & WHEELS

- 11.1 American Racer PT# JKWH9 or PT# JKWEF, MD 56 compound can be used on all corners of the car. American Racer PT# JAUEF SD 48 Compound can be run on the front only. There will be no defacing or altering of manufacturer's identifying marks on the tire. You may not remove any letter, words or numbers that would identify the tire. Grooving, siping will not be allowed. Grinding will be allowed. Softening tires is not allowed. Any alteration of any tire may result in an immediate suspension from all USRA racing. All money and points will be forfeited for that date, with the loss of all national points and track points for the year to date at the track where the infraction occurred. Any tire can be confiscated by a USRA official any night, at any track, to be evaluated and returned within a reasonable period of time.
 - 11.1.2 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.
 - 11.1.3 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).
 - 11.1.4 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.
- 11.2 Wheels: Any approved racing wheel allowed. Rim width must not exceed 14 inches. No knock-off hubs or wheels. Any hard surface wheel disc when used must be mounted under a bead lock or bolted to wheel by at least three (3) bolts. No other hard surface wheel disc may be used.
 - 11.2.1 Carbon fiber wheels not allowed.
 - 11.2.2 Stickers are not required.

- 11.2.3 Bleeder Valves are not allowed.
- 11.2.4 Bead Locks on Right Rear only.
- 11.2.5 Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted.

ARTICLE 12: BRAKING SYSTEM

- 12.1 Braking - Must be operating during inspection.
- 12.2 Must have caliper and rotor on all four wheels.
- 12.3 Brake shut-offs are allowed.
- 12.4 Front-to-rear brake bias is permitted.
- 12.5 Brake floaters are allowed.
- 12.6 Brake lines must be visible.

ARTICLE 13: DRIVE TRAIN

- 13.1 Drive Train- Steel, Aluminum, and carbon Fiber drive shafts are allowed.
- 13.2 Transmission and working clutch required. Must be able to shift to forward and reverse with engine running. No direct drives allowed.
- 13.3 Quick change rear ends allowed.

ARTICLE 14: ENGINE

- 14.1 Overflow tubes must be directed toward the ground and inside the frame rails.
- 14.2 Radiator must be mounted in front of engine.
- 14.3 One (1) round tube headers only. Tri-Y headers are not allowed. All primary tubes must enter one collector at the same point.
 - 14.3.1 Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage.
 - 14.3.2 Mufflers may be required at track's discretion.
 - 14.3.3 Exhaust sensors, merge collectors, dividing collectors and/or extension cones are not allowed. Collector extension or muffler and turn down may not exceed twenty-four (24) inches.
 - 14.3.4 Zoomies, Crossovers and/or 180's are not allowed.
- 14.4 **Option #1 – 602 Crate Engine:** Must weigh 2300 Pounds or more with driver after race.
 - 14.4.1 GM Performance Parts (GPP) factory-sealed CT350 Chevy small block crate engine (Part No. 88958602 or 19258602): includes four-bolt-main block, 9.5:1 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.
 - 14.4.2 May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional and may not be throttle bore adjustable.
 - 14.4.3 Must utilize soft-touch rev control box with a 6200 RPM chip. This must be out of reach of the driver but easily accessible for inspection at all times. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall receive a 30-day suspension, loss of all track and national points for the night and a \$1,000 fine for the first offense. Second offense shall be a one-year suspension, loss of all track and national points for the season and a \$2,000 fine.
 - 14.4.4 Must have "602 Crate" sticker on racecar. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified.
 - 14.4.5 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.
 - 14.4.6 GM seal bolt exception is USRA, USMTS or approved rebuild seals (call 515-835-9946 for verification).
- 14.5 **Option #2 – 604 Crate Engine:** Must weigh a minimum 2,350 pounds with driver after race. (25 lbs. in front of engine plate)
 - 14.5.1 GM Performance Parts (GPP) factory-sealed Chevy small block crate engine (Part No.19318604 or 91088958604): includes a racing-only 8-quart circle track oil pan, with dual kick-out design, along with a

valve cover breather kit and special "kool nut" rocker arm design. The assembly also includes an open-plenum high-rise intake manifold and 1.5:1-ratio aluminum roller rockers.

- 14.5.2 May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional and may not be throttle bore adjustable.
- 14.5.3 Must utilize soft-touch rev control box with a 6400 RPM chip. This must be out of reach of the driver but easily accessible for inspection at all times. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall receive a 30-day suspension, loss of all track and national points for the night and a \$1,000 fine for the first offense. Second offense shall be a one-year suspension, loss of all track and national points for the season and a \$2,000 fine.
- 14.5.4 Must have "604 Crate" sticker on racecar. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified.
- 14.5.5 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.
- 14.5.6 GM seal bolt exception is USRA, USMTS or approved rebuild seals (call 515-835-9946 for verification).
- 14.6 **Option #3 – Standard Engine:** Must weigh 2350 Pounds or more with driver after race.
- 14.6.1 May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional and may not be throttle bore adjustable.
- 14.7.1 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.).
- 14.7.2 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.
- 14.7.3 Only stock appearing cranks are permitted (except those listed below). Lightweight cranks are not allowed. Only flat top or dished pistons are permitted. Non-stock-appearing aftermarket cranks allowed are Callies (Part #SAF113-CM), Scat (Part #4-350-3480-5700 or Part #4-350-34805700-2) or Manly (Part #190310).
- 14.7.4 Aluminum or light weight is not allowed.
- 14.7.5 A minimum two (2) 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.
- 14.7.6 Absolutely no stroking allowed.
- 14.7.7 Titanium parts are not allowed.
- 14.7.8 Only stock four-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 (#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. Two external cooler lines from back of intake to front of intake is allowed.
- 14.7.9 Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must be 76cc heads or larger (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.
- 14.7.10 Must utilize RPM limiter with 6800 RPM limit.
- 14.7.11 Roller cams and lifters are not allowed. Roller rockers with maximum 1:6 ratio are permitted. 7/16 studs are permitted. Shaft rockers are not allowed.
- 14.7.12 Must be a maximum 9.5:1 compression. Exception: 302-, 305-, 307- and 318-cubic-inch engines may run 10.5:1 compression.
- 14.7.13 May be a maximum of 360 cubic inches (368 c.i. for Dodge).
- 14.7.14 GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock appearing I-beam non-polished rod (except those listed below). Cap screw rods are permitted. Non-stock appearing aftermarket rods allowed are: Callies (Part #CSA6000DS2A2AH and Part #CSA5700DS2A2AH) or Scat (Part #2-350-5700-2100 and Part #2-350-6000-2100 or Manly (Part #14101 and Part #14103).

- 14.7.15 Mushroom lifters are not allowed (stock diameter only). Must match make and model.
- 14.7.16 Stud girdles are not allowed.

ARTICLE 15: WEIGHT

- 15.1 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.
- 15.2 If utilizing a 602 Crate Engine (See Rule 14.4)
- 15.3 If utilizing a 604 Crate Engine (See Rule 14.5)
- 15.4 If utilizing a Standard Engine (See Rule 14.6)
- 15.5 Any car with more than a 6" set back will be required to have 50 pounds in front of the engine plate. This will be in addition to the 50 pounds required in rule 14.5 if you are utilizing the 604 crate option. Measurement will be taken from the center of the lower ball joint to the center of the number one spark plug. (No tolerance)
- 15.6.1 Ballast: May not be mounted in cockpit, or outside of body or hood area.
- 15.6.2 Must be securely mounted, painted white and clearly marked with the car number.
- 15.6.3 Must be attached with at least two (2) one-half (0.5) inch bolts.
- 15.6.4 May not be attached to rear bumper.

ARTICLE 16: SAFETY

- 16.1 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).
- 16.2 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.
- 16.3 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.
- 16.4 Helmets are mandatory and must be certified SA2005 or SA2010.
- 16.5 Helmet must accompany driver and racecar at time of inspection.
- 16.6 Complete one- or two-piece fire suits of a flame retardant nature are mandatory.
- 16.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
- 16.8 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.
- 16.9 Metal to metal buckles are required on shoulder and seat belts.
- 16.10 Shoulder harness must be mounted securely to the main roll cage.
- 16.11 Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
- 16.12 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 of age past the date of manufacture.
- 16.13 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.
- 16.14 Fire-resistant safety neck collars are mandatory.
- 16.15 Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.

AMENDMENTS

May 31, 2017 – Amended Rule #14.5 regarding the minimum overall weight and amount in front of engine plate for utilizing a 604 crate engine.

##

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

United States Racing Association (USRA)

P.O. Box 905
Webster City, IA 50595
Tel: 515-832-6000
Fax: 515-832-7958
www.usraracing.com

Copyright © 2016-2017 United States Racing Association. All rights reserved.