

2017 USRA STOCK CAR 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 Stock Car 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 Stock Cars is \$100.

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 (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 1970 or newer U.S.-manufactured full body passenger car with full frame or unibody are permitted (no panel vans or station wagons). Aftermarket OEM stock steel replacement bodies are permitted. Body must maintain OEM body lines and shape.
- 4.2 Steel OEM and/or OE replacement body panels only. **All pillars must be stock, made of steel and in stock location.**
- 4.3 Aluminum hoods are permitted. Hood must separate from fenders. One-piece or tilt front ends are not permitted. **A hole in the hood is permitted for air cleaner clearance only. The hole can be no larger than air cleaner diameter and air cleaner can be no more than four (4) inches above hood.** Hood must be sealed to cowl.
- 4.4 Cutting is permitted for placement of roll cage and tire clearance only.
- 4.5 Steel rub rails no bigger than one (1) inch by two (2) inches may be attached to front fender well to rear fender well and rear quarter panel, flush with body.
- 4.6 Minimum of three (3) windshield bars must be in place in front of driver.
- 4.7 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. Rear opera window may be covered with clear Lexan only.
- 4.8 Stock appearing plastic nose pieces and tail pieces are permitted. Skirt(s) may be added to the bottom of the doors only but must remain four (4) inches from the ground. **Front nose piece must remain six (6) inches from the ground.**
- 4.9 Spoilers and/or hood scoops are not allowed.
- 4.10 Firewall and floor pan may be removed but must be replaced with steel to resemble factory floor pan. OEM floor pan may be replaced using steel fabricated floor pan. Must be 18 gauge or .049 inch thickness steel securely welded to frame. Firewall may be flat or straight and may be moved back to the first factory seam in the frame (where C channel is welded to front stub) or twelve (12) inches from back of motor.
- 4.11 Dashboard may not extend more than twenty-four (24) inches back from center of lower windshield opening. Dashboard must be flat except for cowl in front of driver.
- 4.12 All glass must be removed.
- 4.13 Body panels must remain original size, but may be eviscerated. Body must mount in stock location.
- 4.14 Bodies with excessive damage (as determined by an official) will not be allowed to compete.
- 4.15 Front and rear bumpers are mandatory. Sharp edges are not allowed. Tubular front and/or rear bumpers are permitted and must be bent to fit with rounded ends and must be covered by molded plastic nose and/or tail. 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 12 inches from the ground.
- 4.16 If using a newer front-wheel drive body on an older model chassis, the body must be squared up on the frame (not offset to the left).
- 4.17 Appearance:**
 - 4.17.1 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.
 - 4.17.2 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 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.
- 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 Four-post roll cage must be used, front and rear hoop welded to frame with a minimum left-to-right width of forty seven (47) inches from outside to outside.
- 5.5 Rear hoop must have an "X" brace and front down bars must be tied together. A minimum of forty (40) inches between front and rear down bars at the top of the door panel is mandatory.
- 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 A maximum of seventy six (76) inches from back of engine to front edge of rear hoop is permitted and top halo must be no less than forty (40) inches across left to right and twenty nine (29) inches front to back, from outside to outside.
- 5.8 Rear kickers and front hoop must utilize a minimum of one and one-quarter (1.25) inch tubing with eighty-three one-thousandths (0.083) inch thickness.
- 5.9 Three horizontal door bars on both sides are mandatory.
- 5.10 Minimum of four (4) uprights tied from frame to top door bar on driver's side, with three (3) on passenger side, are required.
- 5.11 May have two bars for protection in front of radiator. Must be located behind the front bumper and within the confines of the body, and may be no wider than stock frame horns. Front horns may be tied together. All front and rear bars must be inside the body.
- 5.12 A minimum of one cross bar in top halo of roll cage is required.
- 5.13 Steel door plates with eighteen (18) gauge or forty-nine one-thousandths (.049) inch minimum thickness metal must be securely welded to outside of door bars on driver's side. 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 seat. Must be visible for inspection.
- 5.14 A tow hook on both the front and rear is required.

ARTICLE 6: FRAME

- 6.1 GM unibody cars are permitted.
- 6.2 Minimum wheelbase shall be one-hundred seven and one-half (107.5) inches on both sides with no more than one (1) inch difference from side to side. GM unibody minimum wheelbase is one-hundred seven and one-half (107.5) inches.
- 6.3 Stock frame must match floor pan and firewall for GM cars, year to year and make to make. Steel OEM bodies only.
- 6.4 1980 or newer Ford unibodies may be replaced with Ford full frames. May be shortened to one-hundred seven and one-half (107.5) inches minimum.
- 6.5 Frames and cross members **must remain OEM and unaltered** and may not be altered in any way for engine placement.
- 6.6 From a point no further forward than one (1) inch behind the factory seam, rear of frame behind 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. Must replace the same length of material removed.
- 6.7 Motor must be in stock location. For GM 1978-1987 metric frames with a Chevy motor, the fuel pump must remain in front of cross member, one and three-quarter (1.75) inches from cross member to center of fuel pump; With a Ford engine the back of the block can be no farther back than twenty-two and one-half (22.5) inches from front of cross member; With a Chrysler block, no more than twenty-one and three-quarter (21.75) inches.
- 6.8 Unibody leaf spring cars may undersling the rear-end. Suspension components may not be mounted to bracing.
- 6.9 Frames may be "X" braced.
- 6.10 Titanium products, parts or components are not allowed anywhere on the racecar.

6.11 Widening of frame is not allowed.

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 Rear speaker deck may be extended to the rear of racing seat and may be no higher than the deck lid and opera window.

7.5 Steering:

7.5.1 Must be OEM and remain within original bolt pattern for type of frame used.

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.

7.6 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 seventy two (72) inches from rear of engine block.

7.6.4 High-back aluminum seats only. Full containment racing seats are strongly recommended.

ARTICLE 8: SUSPENSION

8.1 Aluminum and/or titanium components are not allowed. Magnet must stick to all components.

8.2 Weight jacks are optional, but devices which may enable driver adjustment to alter wheelbase or for weight jacking while car is in competition is strictly forbidden. Leaf spring cars may use leaf spring sliders on rear of leaf spring only. Front leaf spring mounts must remain stock and in stock location.

8.3 Steering components must be OEM and match frame; Ball joints must be OE and non-adjustable.

8.4 Stock passenger car spindles only – no fabricated spindles, must match frame.

8.5 Bottom A-frames may not be altered or moved and must match frame.

8.6 Upper tubular A-frames are permitted. Adjustable and non-adjustable are permitted (mounts may be moved). Rear control arms may be aftermarket but must maintain legal bushings, remain OEM length **and mount to frame in OEM location.**

8.7 Offset or bearing-type rear control arm and front lower A-frame bushings are not allowed. Mono-ball or heim-style bushings are not allowed. One-piece steel, rubber, polyurethane or nylon bushings only. Inner steel sleeve in bushing must be present. Forward and backward movement in bushing is not allowed.

8.8 Suspension, steering and rear end parts must be made of steel.

8.9 Gun-drilled, tubular or hollow bolts or studs are not allowed anywhere on the racecar.

8.10 Shocks & Springs:

8.10.1 Front shocks must be mounted to A-frame (upper or lower) **and remain with twenty (20) degrees of vertical.**

8.10.2 Rear shocks must be mounted within two (2) inches of center **line of the** lower control arm bracket on rear end **and remain within twenty (20) degrees of vertical. Top of rear shock may be on an adjustable weight-jack-type bolt.**

8.10.3 Sliding shock mounts are not allowed. Coil-over eliminators are not allowed.

8.10.4 Rear shocks may be moved, but must remain behind housing.

8.10.5 Racing shocks and springs are permitted. One (1) unaltered, non-adjustable steel-bodied shock per wheel. **Aluminum shaft guide on shock end is permitted.** Bump stops (internal or external) are not allowed. Any suspension stops are not allowed.

8.10.6 Coil-over, remote and/or air reservoir shocks are not allowed.

8.10.7 Bladder-type valves and/or Schrader valves are not allowed.

8.10.8 Shocks shall be subject to claim, as outlined in Claim Procedures (Article 19).

8.10.9 Widgets, spring-loaded cups and/or double spring cups are not allowed.

8.10.10 Progressive springs are not allowed. **Spring rubbers are not allowed.**

8.10.11 Springs must be mounted straight up and down (may not be tipped). Rear springs may not be past the center line of the rear-end housing. Spring tethers are permitted.

ARTICLE 9: ELECTRICAL SYSTEM

9.1 Battery:

- 9.1.1 Must be securely mounted inside frame rails and covered.
- 9.1.2 One (1) 12-volt battery only (no 16-volt batteries).
- 9.1.3 Voltage converters are not allowed.
- 9.1.4 Must be in marine box if mounted in cockpit.
- 9.1.5 All battery posts must be securely covered.

9.2 Ignition:

- 9.2.1 Magnetos and/or crank-triggered ignitions are not allowed.
- 9.2.2 No more than one (1) coil may be used.
- 9.2.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".
- 9.2.4 Ignition box must be out of reach of driver.
- 9.3 Digital gauges are not allowed. Digital tachometers are permitted. 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 gasoline or racing gasoline is permitted. Oxygenated fuel is not allowed; however, an ethanol blend is allowed up to 85%. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event and subject to a fine.
- 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.
- 10.1.3 Upper cylinder lubricants are not allowed.
- 10.2 Electric fuel pumps are not allowed.

10.3 Carburetor:

- 10.3.1 One (1) properly installed carburetor is permitted.
- 10.3.2 Must have stock OE casting numbers to identify carburetor's make and specs at time of inspection. Aftermarket metering block is permitted.
- 10.3.3 Crate Engine (see Rule 16.9) and 360 Engine (see Rule 16.10) may utilize one (1) Holley 4150 Series four-barrel carburetor or any Holley two-barrel carburetor. Vacuum secondary carburetors are not allowed. HP carburetors are permitted. No booster or venturi size requirements.
- 10.3.4 Standard Engine (see Rule 16.11) must use unaltered gauge-legal 4412 Holley two-barrel carburetor. Choke horn may be removed. Must have original boosters, unaltered and in OEM location. Ultra HP carburetors are permitted. Approved Ultra HP part numbers are 0-4412HBX or 0-4412BKX only. Modifications to the Ultra HP carburetor is not allowed. Ethanol modifications to the Ultra HP carburetor are not allowed. Penalty for any altered Ultra HP carburetors will be loss of all points, cash and awards earned for that event, substantial fine and loss of carburetor.
- 10.3.5 Must be naturally aspirated.
- 10.3.6 Fuel injection is not allowed. Aerosol carburetors are not allowed.
- 10.3.7 One (1) standard fuel filter between the fuel cell and the carburetor is permitted.
- 10.3.8 Cool cans are not allowed.
- 10.3.9 Adaptor plate or spacer with a one (1) inch maximum is permitted.
- 10.3.10 Predator carburetors are not allowed.
- 10.3.11 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 and/or stock automotive fuel tanks are not allowed.
- 10.4.2 Must be securely fastened inside trunk of racecar and mounted by at least two (2) one-eighth (1/8) inch solid steel straps which are two (2) inches wide around the fuel cell and above the level of stock trunk floor.
- 10.4.3 Must be in a steel container.
- 10.4.4 Firewall must be between driver and fuel cell and extend from quarter panel to quarter panel.

- 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 valves. A ball-type, flapper, spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
- 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 Wheels:

- 11.1.1 Must be fifteen (15) inches in diameter and eight (8) inches in width.
- 11.1.2 Stickers are not required.
- 11.1.3 Must be reinforced steel only.
- 11.1.4 A steel bead lock may be used on the right side wheels 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.
- 11.1.5 Homemade mud caps are not allowed.
- 11.1.6 Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted.
- 11.1.7 Spacer or adaptor, offset wheel or a combination of the two is permitted, but **must be made of aluminum only** may not exceed two (2) inches total offset per wheel.
- 11.1.8 Three tabs of no more than two (2) inches long each may be welded onto the wheel for mounting of mud cap.
- 11.1.9 Bleeder valves are not allowed.

11.2 Tires:

- 11.2.1 The only tire permitted is the American Racer G60-15 KK704 (Short, Tall or X Tall). Tires must durometer 50 or harder at the conclusion of any race. Any tire not meeting this durometer reading is subject to having a tire sample sent in for chemical testing.
- 11.2.2 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.
- 11.2.3 Grooving and/or siping is permitted.
- 11.2.4 Sidewall markings must remain visible. Buffing and/or removing compound designations is not allowed.

11.3 Tire Testing Procedures:

- 11.3.1 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.
- 11.3.2 Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test is automatic disqualification. First offense shall result in loss of all points accumulated for the season, forfeiture of all prize money earned for the event, a \$5,000 fine and a one-year suspension from USRA-sanctioned events. Driver will not be permitted to compete in any future USRA-sanctioned event until fine is paid in full. Second offense shall result in the same penalties for first offense, but with a lifetime suspension from all future USRA-sanctioned events.
- 11.3.3 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.

ARTICLE 12: BRAKING SYSTEM

- 12.1 Must be operating on all four wheels and must lock up all four wheels during inspection.
- 12.2 Must have caliper and vented rotor on all four wheels. Both front calipers must match. Both rear calipers must match.
- 12.3 Electronic brake actuators are not allowed.
- 12.4 Must be OE operative four-wheel drum or disc brake combination.
- 12.5 Stock vented rotors only. Scalloped rotors are not allowed. Rotors may not be lightened. Floating brakes are not allowed.
- 12.6 Brake lines must be outside frame rails and visible.

- 12.7 Brake shut-off and/or pressure sensitive devices are not allowed. One proportioning device (front to rear only) is permitted.
- 12.8 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 and made of steel.
- 13.3 Yokes must be made of steel.
- 13.4 Carbon fiber driveshaft is permitted but must be a minimum three (3) inches in diameter. Aluminum yokes are permitted with carbon fiber driveshaft.

ARTICLE 14: TRANSMISSION

- 14.1 OEM three-speed, four-speed and automatic production-types are permitted.
- 14.2 "In and out" boxes, five-speed transmissions and quick change devices are not allowed.
- 14.3 Must have at least one (1) gear forward and reverse, plus a neutral position. With engine running and racecar in still position, driver must be able to engage racecar in gear and move forward, then backward.
- 14.4 Flywheel must be bolted directly to the end of the crankshaft and pressure plate must be bolted directed to the flywheel. One flywheel only. All driveline components within the bell housing must rotate while the racecar is in any gear.
- 14.5 All manual gear-type transmissions must have OE stock-appearing case and must have a working external disc clutch inside an explosion-proof steel bell housing. Must be a minimum six and one-quarter (6.25) diameter clutch. Lightened flex plates are not allowed and must be SFI certified.
- 14.6 Automatic transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump. Original bell housing must remain.
- 14.7 Must have approved scatter shield or blanket. Scatter shield may be constructed of one-eighth (0.125) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate or flywheel.
- 14.8 Bert and/or Brinn aftermarket transmissions are not allowed.

ARTICLE 15: REAR-END

- 15.1 Any approved OEM passenger car- or truck-type is permitted. Aluminum is not allowed except lowering blocks, axle cap, U-joint caps and drive flange. Floaters are permitted.
- 15.2 Rear suspension must match frame with stock components and dimensions. Panhard bars are not allowed. A one (1) inch inspection hole in center section is recommended.
- 15.3 Full steel spool, steel mini-spool or welded rear-ends only. Steel axles only.
- 15.4 Quick change devices are not allowed.
- 15.5 Upper trailer arm brackets must follow rear bushing rule and remain level side to side. Lower trailing arm brackets may be no lower than seven and one-half (7.5) inches from bottom of axle tubes to center of bolt. Five mounting holes for adjustment are permitted.
- 15.6 Cambered rear ends are not allowed (one-piece drive flange only).
- 15.7 Mechanical or electrical traction devices are not allowed.

ARTICLE 16: ENGINE

- 16.1 Aluminum water pumps are permitted.
- 16.2 Electric or belt-driven fuel pumps are not allowed.
- 16.3 Must have capability of starting without being pushed or pulled. Must be able to join event lineup on demand and unaided.
- 16.4 Cooling system may be modified. Sprinkler systems are not allowed. One (1) radiator is permitted and must be mounted in front of engine. Overflow tubes must be directed to the ground, between frame rails.
- 16.5 Accumulators and Accusumps must be mounted in the middle of the racecar or behind the driver, but not on door bars.
- 16.6 Top flow air cleaner housings are permitted. Cold air boxes and/or air cleaner duct work is not allowed
- 16.7 Intake manifolds must be made of cast iron or cast aluminum.

16.8 Exhaust & Mufflers:

- 16.8.1 Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from area of possible fuel spillage and must be directed towards the ground.
- 16.8.2 Use of mufflers is recommended. Mufflers may be required at some tracks.
- 16.8.3 'Zoomies' and/or 180-degree headers are not allowed. Over-the-top headers are not allowed.
- 16.8.4 Exhaust pipes must extend to and connect with one (1) collector at least four (4) inches long. Exhaust through body panels or fenders is not allowed.
- 16.8.5 Must remain dual exhaust. Crossover or 'Y' pipes are not allowed.

16.9 OPTION #1 – Crate Engine

- 16.9.1 GM Performance Parts (GPP) factory-sealed CT400 Chevy small block crate engine (Part No. 88958604 or 19318604): includes 8-quart circle track oil pan with dual kick-out design, valve cover breather kit, open-plenum high-rise intake manifold, 1.5:1-ratio aluminum roller rockers, forged steel crankshaft, hypereutectic pistons, 23° Fast Burn aluminum heads and special "kool nut" rocker arm design.
- 16.9.2 Crate Engine is not subject to claim.
- 16.9.3 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.
- 16.9.4 May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not permitted. Carburetors shall be subject to claim, as outlined in Claim Procedures (Article 19).
- 16.9.5 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.

16.10 OPTION #2 – 360 Engine

- 16.10.1 Must be stock appearing. Absolutely no changes are allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.). **Titanium is not allowed.**
- 16.10.2 Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic-inch or larger engines are not allowed. Stroke must match block.
- 16.10.3 Only stock appearing crank and rods are permitted. Lightweight cranks are not allowed. Only flat-top or dished pistons are permitted.
- 16.10.4 Aluminum or light weight is not allowed.
- 16.10.5 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.
- 16.10.6 Absolutely no stroking allowed.
- 16.10.7 Only stock, unaltered two- or 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, #2171 or #2665) or Weiand (#7515, #8023 or #7516); Chrysler – Edelbrock (#2176) or Weiand (#7545 or #8022). Porting, polishing and/or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed.
- 16.10.8 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) or World Products (Part #043600 or #042670); Ford – World Products (Part #53030; Chrysler – EQ (Part #CH138B) or RHS/Indy (Part #20300 or #20301). Chryslers may utilize OEM steel **or aluminum** shaft rockers but may not exceed one hundred twenty (120) pounds of valve spring seat pressure and must maintain OEM valve spring dimensions. Heads may be flat milled to reach the 10.5:1 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.
- 16.10.9 Roller cams and lifters are not allowed. Roller rocker arms are permitted.
- 16.10.10 Must be a maximum 10.5:1 compression.
- 16.10.11 May be a maximum of 360 cubic inches (368 c.i. for Dodge).

- 16.10.12 GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock-appearing I-beam non-polished rod.
- 16.10.14 Cap screw rods are permitted.
- 16.10.13 Mushroom lifters are not allowed (stock diameter only). Must match make and model.
- 16.10.15 Stud girdles are not allowed.
- 16.10.16 May utilize one (1) Holley 4150 HP Series, four-barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used 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).
- 16.10.17 Must utilize a maximum 7400 RPM rev-limiter. Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Any driver caught altering the rev limiter or ignition system in any way so as to defeat the rev limiter 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.
- 16.10.18 This engine option is not claimable.
- 16.11 OPTION #3 – Standard Engine**
- 16.11.1 Must be stock appearing. Absolutely no changes allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.).
- 16.11.2 All engines used in competition must be able to be used in conventional passenger cars without alteration.
- 16.11.3 Motor mounts may not be removed or altered on engine block. Casting and fittings may not be changed.
- 16.11.4 Machine work on outside of engine or on front or rear of camshaft is not allowed.
- 16.11.5 Roller rocker arms are permitted. Roller cams are not allowed. Shaft rocker arms are not allowed.
- 16.11.6 Aluminum heads and/or blocks are not allowed.
- 16.11.7 Bowtie or high-rise intakes are not allowed. Only stock, unaltered two- or four-barrel low rise cast iron intake manifolds or the following aluminum intakes are permitted: GM – Edelbrock (#2101, #2701 or #2716) and Weiand (#7547 or #7547-1); Ford – Edelbrock (#2121, #2171 or #2665) and Weiand (#7515, #8023 or #7516); Chrysler – Edelbrock (#2176) or Weiand (#7545). Only unaltered (no porting and/or polishing) aftermarket aluminum intakes are permitted.
- 16.11.8 Starter must bolt in stock location.
- 16.11.9 There is no limit on engine cubic inches, but must run GM with GM, Ford with Ford, etc.
- 16.11.10 Engines shall be subject to claim, as outlined in Claim Procedures (Article 19).
- 16.11.11 Mushroom lifters are not allowed (stock diameter only). Must match make and model.
- 16.11.12 Stud girdles are permitted.

ARTICLE 17: WEIGHT

- 17.1 The overall weight of the racecar shall be measured after an event with the driver in the cockpit, wearing complete racing apparel. Weight amounts must be posted on both sides of car near the "A" pillar.
- 17.2 The overall weight of the racecar must be a minimum of two-thousand nine hundred fifty (2,950) pounds.
- 17.3 Ballast:**
- 17.3.1 May not be mounted in cockpit, or outside of body or hood area.
- 17.3.2 Must be securely mounted, painted white and clearly marked with the car number.
- 17.3.3 Must be attached with at least two (2) one-half (0.5) inch bolts with a maximum of one hundred (100) pounds per mounting. Any weight twenty five (25) pounds or less may be mounted with one (1) one-half (0.5) inch bolt.
- 17.3.4 May not be attached to rear bumper.

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. Crate Engines and Spec Engines are not claimable.
- 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 \$650 or exchange (see Rule 19.26) GM for GM, etc., 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 \$300 or \$150 and exchange. Drivers claiming carburetors may exchange two-barrel for two-barrel or four-barrel for four-barrel only. The cash price of the claim for shocks shall be \$75 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, headers, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, carburetor adaptor, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, plug wires, external oil restrictors (must furnish plugs) 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. If the claimed driver is utilizing a non-claimable engine, the claiming driver may not choose another driver and will not be charged a claim on his/her claim card.
- 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(s) and/or carburetor of 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

- 13.4 Added: Carbon fiber driveshaft is permitted but must be a minimum three (3) inches in diameter. Aluminum yokes are permitted with carbon fiber driveshaft.
- 4.3 Removed: Holes in hood are not allowed; Added: A hole in the hood is permitted for air cleaner clearance only. The hole can be no larger than air cleaner diameter and air cleaner can be no more than four (4) inches above hood.
- 6.5 Added: must remain OEM and unaltered.
- 8.6 Added: and mount to frame in OEM location.
- 11.1.7 Spacer or adaptor, offset wheel or a combination of the two is permitted, but **must be made of aluminum only** may not exceed two (2) inches total offset per wheel.

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