

# 2017 USRA TUNER RULES

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

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

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

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## ARTICLE 1: DEFINITIONS

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

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

## ARTICLE 2: GENERAL RULES

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

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

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

### **2.15 Technical Inspections:**

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

### **2.16 Decals and Contingency Awards:**

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

### **2.17 Licenses and Points Funds:**

- 2.17.1 All drivers competing in USRA-sanctioned events must possess a valid USRA license.
- 2.17.2 The cost of a USRA Competitor License for the USRA Tuner division is \$60.

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

### **ARTICLE 3: POINTS SYSTEM**

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

## **ARTICLE 4: BODY**

- 4.1 Any front-wheel-drive compact car with a three- or four-cylinder engine is permitted. All cars must remain strictly O.E.M. with unaltered O.E.M.-appearing body. Station wagons, convertibles, Honda CRX and/or two-seat sports cars are not allowed.
- 4.2 Maximum wheelbase must be 107 inches with a maximum difference of one (1) inch from side to side. O.E.M. steel unaltered floor pan only. Inner fenders may not be removed. Hood and trunk lid/hatch must be securely fastened. All doors must be securely welded or bolted. All glass, exterior lights, chrome, plastic trim and hood insulation must be removed. Hood may be gutted. Dash may be removed, but may remain. Maximum seven (7) inch front and rear sun visors are permitted. Opera window may be closed. Skirting is permitted but must maintain O.E.M. in appearance.
- 4.3 The Vehicle Identification Number (V.I.N.) must remain clearly visible and unaltered in at least one of the O.E.M. locations. Any car missing the V.I.N. will not be allowed to compete.
- 4.4 Bumpers must be approved O.E.M. in O.E.M. location and must be welded, chained or cabled to frame. Front and rear tow hooks are mandatory. O.E.M. bumper covers should remain.
- 4.5 One horizontal bar (maximum 1.75 inch O.D.) tying front frame horns together ahead of radiator is permitted. One additional bar (maximum 1.0 inch O.D.) may be added for radiator protection, but must be behind bumper, within confines of body and no wider than O.E.M. frame horns.
- 4.6 Maximum one (1) inch wide by two (2) inch tall steel or Lexan rub rails are permitted (must be bolted flush to body). Sharp edges on bumpers, rub rails and/or bolts are not allowed. Other than rub rails, bars may not extend past outside edge of body. Bumpers must be in stock location. Front and rear bumpers must be capped to the fender (the width of the bumper). Reinforced bumpers are not allowed.
- 4.7 Appearance:**
  - 4.7.1 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 (20) inches high.
  - 4.7.2 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 Six-point, full-perimeter roll cage is required. Must use minimum 1.5-inch O.D. with 0.095-inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers are required. Forward brace bar is permitted from main cage to front strut tower. Must have 1.25-inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (minimum 0.250-inch recommended). Iron, galvanized pipe or fittings, square tubing, brazing or soldering is not allowed.
- 5.2 Minimum of three (3) horizontal door bars on driver side and two (2) horizontal door bars on passenger side are required. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5-inch O.D. with 0.095-inch wall thickness. Steel door plates (18 gauge or 0.049-inch minimum thickness) must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five (5) inches in front of seat. Must be visible for inspection.
- 5.3 Roll bars within the driver's reach must be padded with a material deemed acceptable by Official(s). Fire retardant material is highly recommended.
- 5.4 Installation and workmanship must be acceptable to Official(s).
- 5.5 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 5.6 Must have a tow hook on front and rear.

## **ARTICLE 6: FRAME**

- 6.1 Sub frames must be stock and unaltered.

- 6.2 Maximum wheelbase of one hundred seven (107) inches with a difference from side to side of one (1) inch.
- 6.3 Titanium products, parts and/or components are not allowed anywhere on the racecar.

## **ARTICLE 7: COCKPIT, DRIVER COMPARTMENT**

- 7.1 Minimum of three (3) windshield bars and protective screen mounted in front of driver is required. Aluminum high-back racing seat is required, and must be securely mounted to roll cage using 0.375-inch bolts. Driver must be sealed off from track, engine, transmission and fuel cell/tank. Mirrors are not allowed. Except for roll/door bar clearance, gutting is not allowed. All flammable material must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open.
- 7.2 Loose objects and/or weights are not allowed.
- 7.3 Air bags are not allowed.
- 7.4 Rear view mirrors are not allowed.
- 7.5 Radios must be removed.
- 7.6 Steering:**
- 7.6.1 Steering must be unaltered O.E. and remain within original bolt pattern for type of car used. Steering linkage must be unaltered approved O.E.M. in stock location, replaceable by stock part and must match frame.
- 7.6.2 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
- 7.6.3 Quick-release metal coupling on steering wheel is permitted (must maintain O.E.M. column). Plastic couplings are not allowed.
- 7.6.4 Aftermarket remote reservoir power steering is not allowed.

## **ARTICLE 8: SUSPENSION**

- 8.1 All components and mounts must be unaltered, O.E.M. and match year, make and model of car used. (Exception: Recommended right rear safety hub, 1987-95 Caravan hub assembly for example).
- 8.2 Brace bar is permitted between strut towers in front and rear. Any other bracing on front end is not allowed.
- 8.3 Weight jacks, modifications, racing components, aftermarket and/or homemade traction devices are not allowed.
- 8.4 Rear wheels must track straight ahead and be in alignment with front wheels. No more than two (2) degrees of camber is permitted on any wheel.
- 8.5 Springs, Shocks & Struts:**
- 8.5.1 All shocks and struts must remain O.E.M. in O.E.M. location.
- 8.5.2 O.E.M. springs may be modified. Spring rubbers are permitted.
- 8.5.3 Aluminum and/or titanium components are not allowed.

## **ARTICLE 9: ELECTRICAL SYSTEM**

- 9.1 One (1) 12-volt battery only is permitted. Battery must be securely mounted with positive terminal covered. Battery must be in Marine-type case if mounted in driver compartment.
- 9.2 Only O.E.M. starter is permitted, and must be in O.E.M. location. Car must leave initial staging area on demand and unaided or go to rear of that race.
- 9.3 Unapproved cameras, transmitting and/or listening devices are not allowed. (Exception: one-way RACEceiver radio used by Officials).
- 9.4 Must utilize a 12-volt ignition system only. Ignition boxes and/or performance chips are not allowed. All ignition components must be unaltered, O.E.M. and match year, make and model of car used.
- 9.5 Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be mounted in accessible location for inspection.
- 9.6 All ignition parts must remain out of the reach of the driver.
- 9.7 Kill switch is required and must be within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".

## **ARTICLE 10: FUEL SYSTEM**

- 10.1 Must have complete, unaltered, O.E.M. fuel system for year, make and model of car used.
- 10.2 Gasoline only, maximum 93 octane. E85 and/or performance additives are not allowed.
- 10.3 Gas tank ahead of rear axle is permitted but must have a shield installed beneath. Gas tank behind rear axle must be replaced with maximum eight (8) gallon fuel cell and relocated to trunk area; Must mount with minimum one (1) inch square tubing or two (2) solid steel straps around entire cell, two (2) inches wide and 0.125-inch thick.
- 10.4 Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft- style positive seal filler neck/cap system, a flapper, spring or ball-type filler rollover valve is required.
- 10.5 External electric fuel pump wired to the ignition switch is permitted with aftermarket fuel cell.
- 10.6 Cool cans are not allowed. Fuel lines through driver compartment must be made of steel. Aftermarket fresh air pipe and air filter is permitted (Ram Air is not allowed).

## **ARTICLE 11: TIRES & WHEELS**

- 11.1 Only O.E.M. unaltered 13-, 14-, 15- or 16-inch-diameter D.O.T. passenger tires are permitted. Minimum 60 Series, M, N, P, Q, R, S, T and H speed rated tires only are permitted. Racing, mud, snow and/or recap/retread tires are not allowed. Softening, conditioning, grinding, sanding, siping and/or grooving is not allowed.
- 11.2 Must utilize O.E.M. steel or aluminum wheels with standard bead bump and maximum seven (7) inch width. Reinforcing of wheels is recommended.
- 11.3 Front tires and wheels do not have to be the same series, size and offset as rear tires and wheels.
- 11.4 Tires must be inside of body.
- 11.5 Wheel spacers and/or bleeder valves are not allowed.
- 11.6 Must use one (1) inch O.D. steel lug nuts on steel wheels.

## **ARTICLE 12: BRAKING SYSTEM**

- 12.1 Must utilize steel, unaltered, O.E.M. operative, four-wheel disc or drum brakes, and must match year, make and model of car used.
- 12.2 Master cylinder must be O.E.M. and in O.E.M. location.
- 12.3 Brake shut-off and/or bias adjuster is not allowed. Electronic brake actuators are not allowed.
- 12.4 Steel brake lines are mandatory and must be visible for inspection.
- 12.5 Anti-lock braking systems are not allowed.
- 12.6 Brake shut-offs and/or bias adjusters are not allowed..
- 12.7 Must maintain minimum O.E.M. dimension for hubs, rotors and calipers.

## **ARTICLE 13: DRIVE SHAFT**

- 13.1 All drive shafts must be O.E.M.

## **ARTICLE 14: TRANSMISSION**

- 14.1 Must utilize unaltered O.E.M. transmission that came in year, make and model of car used.
- 14.2 All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered O.E.M. for year, make and model of car used.
- 14.3 Mini clutches and/or couplers are not allowed. Must have inspection hole in bell housing (accessible from top).
- 14.4 Transmission coolers are not allowed in driver compartment.
- 14.5 Torque dividing final drive is not allowed.
- 14.6 Locked differentials are not allowed.

## **ARTICLE 15: REAR-END**

- 15.1 Must rear-ends must be O.E.M.

## **ARTICLE 16: ENGINE**

- 16.1 Engine and radiator must be O.E.M. in O.E.M. location for year, make and model of car used.
- 16.2 Solid engine mounts and/or safety chains are permitted.
- 16.3 Accusumps and/or accumulators are not allowed.
- 16.4 Only 3-or 4-cylinder in-line engines are permitted. Double overhead cam is recommended.
- 16.5 All engine components must be unaltered O.E.M. for year, make and model of car used, and must match V.I.N.
- 16.6 Must use O.E.M. crank, rods, valve sizes, stroke, etc. Aftermarket racing heads are not allowed. High performance and/or sports car engines of any kind are not allowed.
- 16.7 Turbo-charged, super-charged, rotary engines and/or engines utilizing variable cam-timing are not allowed.
- 16.8 Unapproved alterations to any engine are not allowed. Penalty shall be disqualification and \$250 fine if illegal.

## **ARTICLE 17: WEIGHT**

- 17.1 Ballast (extra weight) of any kind is not allowed.
- 17.2 Any item deemed as ballast will be required to be removed.

## **ARTICLE 18: SAFETY**

- 18.1 Snell-rated SA2005, SA2010 or SA2015 helmet required.
- 18.2 Roll bar padding required in driver compartment. Fire-retardant padding recommended.
- 18.3 SFI-approved full fire suit is required. Fire-retardant gloves, shoes and neck brace (or head and neck restraint) are required.
- 18.4 Right and left seat head supports are required if using head and neck restraint system. Fire-retardant head sock and underwear is recommended. Collapsible steering shaft is recommended.
- 18.5 Driver-side window net is required. Must be a minimum sixteen (16) inches by twenty (20) inches ribbon or mesh-style, and mounted to roll cage so latch is at top front of window. Maximum four (4) inch tall visor attached to window net is permitted.
- 18.6 Minimum three (3) inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly is required, and must be mounted securely to main roll cage.
- 18.7 Safety belts may be no more than three (3) years old.

## **ARTICLE 19: CLAIMING PROCEDURES**

- 19.1 Claim of competitor's car is \$1,500 cash or \$500 and exchange on complete car. Fuel cell and electric fuel pump (if equipped) are included. Claim does not include racing seat or safety belts.
- 19.2 Any driver possessing a valid USRA license may have the opportunity to execute a claim.
- 19.3 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.
- 19.4 Claims must be made within five (5) minutes of the completion of the main event.
- 19.5 Driver making claim must drive his/her racecar immediately after finish of feature, under its own power, directly to the claim area.
- 19.6 Claiming driver must present cash to Official overseeing the claim area at the time that the driver declares his/her intention to claim.
- 19.7 Claiming driver shall select from the first four (4) finishers in the main event, and must declare that choice to the official overseeing the claim area. If the claiming driver decides at that time that he/she does not wish to execute the claim, he/she will nonetheless be charged one claim on his/her claim card.



If multiple drivers declare an intention to claim, the driver finishing farthest back in the main event will select first.

- 19.8 Driver is permitted one (1) claim per event, regardless of the outcome of that claim.
- 19.9 Only drivers and officials are permitted in the designated claim area. Any other participants associated with that racecar that enter the claim area will be subject to disqualification, fine and/or suspension.
- 19.10 Only a driver may claim, and only the claimed driver may agree to accept or refuse the claim. The first statement of acceptance or rejection of the claim by the claimed driver is binding.
- 19.11 Any driver refusing to accept a claim will forfeit all cash and contingency winnings for that event.
- 19.12 Any driver refusing to accept a claim forfeits his/her right to make a claim in any 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 points 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 events for thirty (30) days and until a \$1,000 fine is paid. Second refusal to accept a claim will result in that driver being suspended from all events for one (1) year and until a \$5,000 fine is paid.
- 19.15 Any driver found to be making a claim for another person will lose all points accumulated to date for the entire season, all cash and contingency winnings for that event, and will be suspended from all events for thirty (30) days and until a \$1,000 fine is paid.
- 19.16 Sabotage of claimed parts will result in driver being suspended from all events for fourteen (14) days and until a \$1,000 fine is paid. Driver will also forfeit all points 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 Driver must compete in a minimum of three (3) consecutive events prior to the event at which he/she makes a claim.
- 19.19 The track reserves the right to disallow any claim at their discretion.
- 19.20 Drivers utilizing a provisional starting position in the main event are not allowed to make a claim in that event.
- 19.21 At their discretion, officials reserve the option to claim the engine, shock or carburetor any racecar.
- 19.22 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 19.18 applies.
- 19.23 Disqualification shall not affect a legal claim. Claimed parts will be removed and transferred prior to any penalties being assessed.

## **AMENDMENTS**

None.

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For rules clarifications or questions, call 515-835-9946 or email [tech@usraracing.com](mailto:tech@usraracing.com)

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