

2022 USRA LATE MODEL RULES



Published November 22, 2021
Amended June 21, 2022

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 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.

Changes and additions to the 2021 USRA Late Model rules are underlined and highlighted in red. Changes made for grammatical purposes or to improve clarity are not highlighted. All participants and officials are expected and required to additionally be familiar with the definitions and details in the USRA General Rules, Regulations & Procedures.

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 the participating racetrack.

TABLE OF CONTENTS

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

ARTICLE 1: BODY

- 1.1 1980 through current-year model American-manufactured stock car bodies (Toyota Camry body is legal).
- 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. See Body Diagram for measurements.
- 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.

- 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-nine (39)** inches measured at the center of the deck from left to right **with a one (1) inch tolerance after the race.**
- 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.
- 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.
- 1.7 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.
- 1.8 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.
- 1.9 Two-piece noses must be fastened together without any width increase.
- 1.10 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.
- 1.11 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.
- 1.12 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.
- 1.13 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.
- 1.14 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.
- 1.15 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.
- 1.16 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.
- 1.17 Lips of any kind on front, rear or sides of roof or roof posts are not allowed. Bead roll is permitted.
- 1.18 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.
- 1.19 Glare-preventing shields may be a maximum of four (4) inches and must be hinged for safety.
- 1.20 Window openings in the rear roof supports may be filled with clear Lexan or remain open. Both sides must be the same.
- 1.21 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.
- 1.22 Concave doors are not allowed. Doors may not angle in toward center of chassis at any point.
- 1.23 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.
- 1.24 Offset rear quarter panels front to back are not allowed. Rear quarter panel taper-in must start at center of rear wheel hub.
- 1.25 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.
- 1.26 Spoilers must be made of aluminum or Lexan and must be securely attached to top edge at rear of deck.
- 1.27 Bolt-together spoilers must be assembled so that pieces are at the same angle.
- 1.28 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.

- 1.29 Maximum of three (3) spoiler supports are permitted. Spoiler may be hinged to allow for adjustment to angle.
- 1.30 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.
- 1.31 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.
- 1.32 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.
- 1.33 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.
- 1.34 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.
- 1.35 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.
- 1.36 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 2: ROLL CAGES

- 2.1 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.
- 2.2 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.
- 2.3 Installation and workmanship must be acceptable to officials.
- 2.4 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 2.5 Must have a protective screen or bars in front window opening in front of driver's face.
- 2.6 A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver 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 3: CHASSIS

- 3.1 Wheelbase must be a minimum of one hundred three (103) inches—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.
- 3.2 Weight adjustments of any kind from inside the cockpit and/or within driver's reach are not allowed.
- 3.3 All components must be made of steel and properly welded.

ARTICLE 4: COCKPIT

- 4.1 Loose objects and/or weights are not allowed.
- 4.2 Air bags are not allowed.
- 4.3 Rear view mirrors are not allowed.
- 4.4 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 racecar from both sides.

- 4.5 Rack and pinion steering is permitted. Rear-mounted Power steering pumps are permitted.
- 4.6 Quick-release coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 4.7 Factory-manufactured racing seats are mandatory and must be acceptable to Officials.
- 4.8 Homemade aluminum, plastic or fiberglass seats are not allowed.
- 4.9 Properly installed high-back aluminum seats only. Full containment racing seats are strongly recommended.

ARTICLE 5: SUSPENSION

- 5.1 Only four-bar and Z-link rear suspensions are permitted. Split birdcages of any kind are not allowed. Stacked springs are not allowed. Take-up spring with rate less than ten (10) pounds may be used on left rear and left front only. Spring rubbers are not allowed. Progressive and/or dual-rate springs are not allowed (linear only).
- 5.2 Lift arm and pull bar traction devices are permitted. Lift arm and brake shocks are permitted and are not required to comply with Rule 5.5 but may not be a cannister shock.
- 5.3 Cantilever traction devices of any kind are not allowed.
- 5.4 Suspension covers are not allowed. Tarps and/or covers are not allowed on racecar in the tech area.
- 5.5 Shocks:**
 - 5.5.1 Only steel, smooth body, non-adjustable shocks are permitted. Maximum body diameter is two and one-tenth (2.1) inches. Minimum shaft travel of seven (7) inches required for front shocks and minimum shaft travel of nine (9) inches for rear shocks. Rebuildable shocks are permitted. Coil over kits are permitted.
 - 5.5.2 Only one shock per wheel is permitted. Dummy shock or eliminator may be used on left rear in addition to left rear shock. Absolutely no modification to shocks. Bump stops and/or bump sticks are not allowed.
 - 5.5.3 Bladder-type and/or Schrader valves are not allowed. Remote and/or air reservoir shocks are not allowed. Canister and/or adjustable shocks are not allowed. Bulb-type shocks are not allowed. Air shocks are not allowed. Aluminum shocks are not allowed. Inerter shocks, J-damper shocks, active mass damper shocks and/or through-rod-designed shocks are not allowed. Dummy shocks are not allowed (except on left rear). Electronically-controlled and/or monitored shocks by any means or method is strictly forbidden. Cockpit-adjustable shocks are not allowed.
- 5.6 Shock Claim:**
 - 5.6.1 Any driver finishing the feature event on the lead lap may claim one (1) or all four (4) shocks of a driver finishing in the top four (4) of that feature event for \$150 per shock. Claiming driver must present \$150 cash to tech official immediately after the race at the scale/tech area. Claim does not include braking and lift arm shocks.
 - 5.6.2 Any driver or car owner refusing to accept a shock claim will forfeit all USRA points (track, regional and national) accumulated up to, and including, the event at which the claim was made. First refusal to accept a claim will result in that driver and car owner being suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid and received by USRA. Second refusal to accept a claim will result in that driver and car owner being suspended from all USRA events for one (1) year and until a \$5,000 fine is paid and received by USRA.

ARTICLE 6: ELECTRICAL SYSTEM

- 6.1 Battery:**
 - 6.1.1 Must be securely mounted inside frame rails and covered.
 - 6.1.2 One (1) 12-volt battery only (no 16-volt batteries).
 - 6.1.3 Voltage converters are not allowed.
 - 6.1.4 All battery posts must be securely covered.
- 6.2 Ignition:**
 - 6.2.1 MSD or HEI ignition will be allowed. No magnetos. MSD 6CT #PN6427 is recommended.
 - 6.2.2 Only one ignition box allowed.
 - 6.2.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON". Crank trigger ignitions are not allowed.
 - 6.2.4 Digital gauges are not allowed. Digital tachometers are permitted.
 - 6.2.5 Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification.

- 6.2.6 All cars must have rev limiter to meet RPM limit rule as specified for engine being utilized. This must always be out of reach of the driver but easily accessible for inspection.
- 6.2.7 Cameras pointing to any moving and/or suspension parts are not allowed.

ARTICLE 7: FUEL SYSTEM

7.1 Fuel:

- 7.1.1 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.
- 7.1.2 Upper cylinder lubricants are not allowed.
- 7.1.3 Electric fuel pumps are not allowed. Belt driven and rear mounted fuel pumps are permitted.
- 7.1.4 One (1) four-barrel carburetor properly installed will be permitted. Holley 4150 Series type four-barrel carburetors only. HP carburetors are permitted. This carburetor has no size requirements but must remain to function as the 4150 series carburetor was designed and must utilize Holley type boosters. Vacuum secondary carburetors are not allowed. Annular discharge boosters are not allowed. Super bowl carburetors are not allowed.
- 7.1.5 Must be naturally aspirated.
- 7.1.6 Fuel injection is not allowed.
- 7.1.7 One carburetor spacer is permitted. Spacer opening must be perpendicular to the base of the carburetor.

7.2 Fuel Cell:

- 7.2.1 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.
- 7.2.2 Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.
- 7.2.3 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.
- 7.2.4 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.
- 7.2.5 Limited to a maximum capacity of thirty-two (32) gallons.

ARTICLE 8: TIRES & WHEELS

8.1 Tires:

- 8.1.1 American Racer part# JKWH9 or JKWEF, MD 56 compound can be used on all corners of the car. American Racer part# JAUEF SD 48 compound can be run on the front only and left rear only. Defacing and/or altering of manufacturer's identifying marks on the tire is not allowed. You may not remove any letter, words or numbers that would identify the tire. Grooving and/or siping is not allowed. Grinding is permitted. Added ballast to the inside of any tire is not allowed. Softening tires is not allowed. Any alteration of any tire may result in an immediate suspension from all USRA events. All money and points will be forfeited for that date, with the loss of all national, regional and track points for the year to date at the track where the infraction occurred. Any tire may be confiscated by a USRA official on any night, at any track, to be evaluated and returned within a reasonable period.
- 8.1.2 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.
- 8.1.3 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).
- 8.1.4 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.

8.2 Wheels:

- 8.2.1 Any approved racing wheel is permitted. Rim width may not exceed fourteen (14) inches. Knock-off hubs and/or wheels are not allowed.
- 8.2.2 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.
- 8.2.3 Carbon fiber wheels are not allowed.
- 8.2.4 Stickers are not required.
- 8.2.5 Bleeder valves are not allowed.
- 8.2.6 Bead locks are permitted on right rear and right front only.
- 8.2.7 Wheel covers are permitted on right side only. Inner mud plugs are permitted.
- 8.2.8 Added ballast to any wheel is not allowed.

8.3 Tire Testing Procedures:

- 8.3.1 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.
- 8.3.2 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, up to a \$5,000 fine and an indefinite suspension from USRA-sanctioned events. Driver will not be permitted to compete in any future USRA-sanctioned event until fine is paid in full.
- 8.3.3 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 9: BRAKING SYSTEM

- 9.1 Brakes must be operating during inspection.
- 9.2 Must have caliper and rotor on all four wheels.
- 9.3 Brake shut-offs are permitted.
- 9.4 Front-to-rear brake bias is permitted.
- 9.5 Brake floaters are permitted.
- 9.6 Brake lines must be visible.

ARTICLE 10: DRIVE TRAIN

- 10.1 Steel, aluminum or carbon fiber drive shafts are permitted. Drive shaft must be painted white.
- 10.2 Transmission and working clutch is required. Must be able to shift to forward and reverse with engine running. Direct drives are not allowed.
- 10.3 Quick change rear-ends are permitted.
- 10.4 Traction devices (includes Gold Track, True Track or similar type components) are not allowed.

ARTICLE 11: ENGINE

- 11.1 Overflow tubes must be directed toward the ground and inside the frame rails.
- 11.2 Radiator must be mounted in front of engine.
- 11.3 Exhaust & Mufflers:**
 - 11.3.1 Tri-Y headers are not allowed. Only round tube headers are permitted. All primary tubes must enter one collector at the same point.
 - 11.3.2 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.
 - 11.3.3 Mufflers may be required at track's discretion.
 - 11.3.4 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.
 - 11.3.5 Zoomies, crossovers and/or 180s are not allowed.
- 11.4 Option #1 – 602 Crate Engine:**
 - 11.4.1 Must weigh a minimum two-thousand three hundred (2,300) pounds with driver after race.

- 11.4.2 Chevrolet Performance 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.
- 11.4.3 May utilize one (1) Holley four-barrel carburetor. Use of a spacer between carburetor and intake is optional but may not be throttle bore adjustable.
- 11.4.4 Must utilize soft-touch rev control box with a 6,200 RPM chip. This must always be out of reach of the driver but easily accessible for inspection. Any driver caught altering the chip or ignition system in any way 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, regional and national points for the season and a \$2,000 fine.
- 11.4.5 Must have "602 Crate" sticker on racecar. Any driver running a Standard Engine with a "602 Crate" sticker will be disqualified.
- 11.4.6 Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved Chevrolet Performance break-off bolts. Any altered, damaged or missing Chevrolet Performance break-off bolts will result in driver being disqualified from that event, loss of all track, regional 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.
- 11.4.7 Chevrolet Performance seal bolt exception is USRA or approved rebuild seals. Call (515) 835-9946 for verification.

11.5 Option #2 – 604 Crate Engine:

- 11.5.1 Must weigh a minimum two-thousand three hundred fifty (2,350) pounds with driver after race.
- 11.5.2 Chevrolet Performance 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.
- 11.5.3 May utilize one (1) Holley four-barrel carburetor. Use of a spacer between carburetor and intake is optional but may not be throttle bore adjustable.
- 11.5.4 Must utilize rev control box with a **maximum 6,800 RPM limit**. This must always be out of reach of the driver but easily accessible for inspection. Any driver caught altering the **RPM limit** or ignition system in any way to defeat the chip rule shall receive a 30-day suspension, loss of all track, regional 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, regional and national points for the season and a \$2,000 fine.
- 11.5.5 Must have "604 Crate" sticker on racecar. Any driver running a Standard Engine with a "604 Crate" sticker will be disqualified.
- 11.5.6 Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved Chevrolet Performance break-off bolts. Any altered, damaged or missing Chevrolet Performance 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.
- 11.5.7 Chevrolet Performance seal bolt exception is USRA or approved rebuild seals. Call (515) 835-9946 for verification.

11.6 Option #3 – Standard Engine:

- 11.6.1 Must weigh a minimum two-thousand three hundred fifty (2,350) pounds or more with driver after race.
- 11.6.2 May utilize one (1) Holley four-barrel carburetor. Use of a spacer between carburetor and intake is optional but may not be throttle bore adjustable.
- 11.6.3 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.).
- 11.7.4 Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic inches or larger are not allowed. Stroke must match block.
- 11.7.5 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 PT# SAF113-CM; Scat PT# 4-350-3480-5700 or PT# 4-350-34805700-2; or Manly PT#190310

- 11.7.6 Aluminum or light weight is not allowed.
- 11.7.7 A minimum **one (1)** inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan will have to be removed at time of inspection.
- 11.7.8 Absolutely no stroking allowed.
- 11.7.9 Titanium parts of any kind are not allowed.
- 11.7.10 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 and/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 are permitted.
- 11.7.11 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 #CH318B; 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.
- 11.7.12 Must utilize rev limiter with **maximum 7,000 RPM limit**.
- 11.7.13 Roller cams and/or lifters are not allowed. Roller rockers are permitted (max 1:6 ratio). 7/16 studs allowed. Shaft rockers are not allowed. **Stud girdles are not allowed**.
- 11.7.14 Must be a maximum 9.5:1 compression. Exception: 302-, 305-, 307- and 318-cubic-inch engines may run 10.5:1 compression.
- 11.7.15 May be a maximum of 360 cubic inches (368 c.i. for Dodge).
- 11.7.16 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 PT#CSA6000DS2A2AH & PT#CSA5700DS2A2AH; Scat PT# 2-350-5700-2100 & PT# 2-350-6000-2100; or Manly PT#14101 & PT#14103.
- 11.7.17 Mushroom lifters are not allowed (stock diameter only). Must match make and model.

ARTICLE 12: WEIGHT

- 12.1 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.
- 12.2 If utilizing a 602 Crate **Engine the racecar must weigh a minimum two-thousand three hundred (2,300) pounds**. If utilizing a 604 Crate Engine or Standard Engine **the racecar must weigh a minimum two-thousand three hundred fifty (2,350) pounds**.
- 12.3 Engine setback measurement will be taken from left lower ball joint to back of engine: twenty-five and one-half (25.5) inches with a tolerance of +/- one half (0.5) inch. **Any racecar with twenty-six (26) inches to thirty (30) inches of engine setback must add fifty (50) pounds in front of engine plate.**
- 12.4 Ballast:**
 - 12.4.1 May not be mounted inside cockpit, outside of body or hood area, **or on any rotating and/or suspension parts. Weight must be mounted to the frame, roll cage or rear-end housing only.**
 - 12.4.2 Must be securely mounted, painted white and clearly marked with the car number.
 - 12.4.3 Must be attached with at least two (2) one-half (0.5) inch bolts **with a maximum one hundred (100) pounds per mounting. Any ballast weighing twenty-five (25) pounds or less may be mounted with one (1) one-half (0.5) inch bolt.**
 - 12.4.4 May not be attached to rear bumper.

ARTICLE 13: SAFETY

- 13.1 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).
- 13.2 Drivers should have in their pit area as part of their equipment, always, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.
- 13.3 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.

- 13.4 Helmets are mandatory and must be certified SA2010, SA2015 or SA2020.
- 13.5 Helmet must accompany driver and racecar at time of inspection.
- 13.6 Complete one- or two-piece fire suits of a flame-retardant nature are mandatory.
- 13.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
- 13.8 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.
- 13.9 Metal to metal buckles are required on shoulder and seat belts.
- 13.10 Shoulder harness must be mounted securely to the main roll cage.
- 13.11 Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
- 13.12 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.
- 13.13 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.
- 13.14 Fire-resistant safety neck collars are mandatory.
- 13.15 Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.

AMENDMENTS

June 21, 2022 – Rule 8.3.2: Changed: a \$5,000 fine to up to a \$5,000 fine; Changed: a one-year suspension to an indefinite suspension; Removed: Second offense shall result in the same penalties for first offense, but with a lifetime suspension from all future USRA-sanctioned events.

##

United States Racing Association (USRA)
P.O. Box 905, Webster City, IA 50595
Office: 515-832-6000 | Fax: 515-832-7958 | usraracing.com
Darlo Mulder, Competition Director: 515-835-9946 | tech@usraracing.com

Copyright © 2021-2022 United States Racing, LLC. All rights reserved.