2026 USRA MODIFIED RULES

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ARTICLE 1: BODY

1.1 Plastic and/or composite body panels are not allowed with the exception of the rear quarter panels and doors. Rear quarter panels and doors be constructed from a fire-retardant plastic or composite material.
1.2 Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes). Front window may have a support of no more than twenty (20) inches at bottom, going straight up to top.
1.3 A minimum window opening of twelve (12) inches must be maintained on all four (front, back, left and right) window openings. An aluminum half-windshield may be used on driver's side of the front window opening only, but may not extend more than six (6) inches past the steering wheel.
1.4 Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner post must follow standard configuration.
1.5 Original roof line of vehicle (parallel to deck, front to back and side to side) must be maintained with a maximum of five (5) inches of slope from rear to front. Two (2) inch maximum roll, turned downward, is permitted along the front edge of the roof. No more than one (1) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground. A one (1) inch roof lip is permitted on the left and right edges of the roof. A maximum of four (4) inch vertical sides on roof are permitted. Aluminum roofs are permitted but must remain flat and not concaved. A maximum of four fasteners on rear edge of roof will be permitted. The total height of the race car can not exceed 56 inches measured from the highest point on the car to the ground.
1.6 Sail panels may be solid or open and be of matching design with matching styles on both sides of racecar. Open sail panels must have a minimum 2 inch wide border. Sail panels must extend from back of driver's seat to a minimum length of at least three (3) inches from the spoiler support. Open sail panels may go no farther back than the front edge of the spoiler support. Solid sail panels may extend to the rear edge of the deck. Maximum radius of the front edge of the sail panel is three (3) inches. Sail panels may have a maximum outward consistent bow of four (4) inches from top to bottom, (not concaved), consistent arc of three (3) inches on top of sail panel front to back and may be no more than eight (8) inches above the back edge of deck and must not pass the rear edge of the deck, Sail panel must be mounted within one inch of the outer edge of the deck and flush with top of deck and outer edge of roof. Sail Panels, measured from side to side, must have matching top to bottom bow otherwise may not have more than five (5) inches of variance in material length when measured from roof line to deck.
1.7 Reverse hood rake is not allowed. Hood must be level or slope forward toward nose of racecar. Back of hood may be no more than two (2) inches above decking and sealed off completely. Lips on the sides of hood are not allowed. Hood must be flat from side to side (bowed or concave designs are not allowed).
1.8 Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar. A rock shield may be installed to protect the oil pan and the bottom of the motor, from the front cross member no further back than the rear engine mount (mid-plate/mid-mount) no wider than the radiator front to back.
1.9 Engine covers/panels in front of the door next to the engine compartment are permitted but must maintain a left-to-right gap of six (6) inches from the door. One side must remain open for inspection of engine on the scales.
1.10 Bodies with excessive damage (as determined by an official) will not be allowed to compete.

1.11 Overall width of the racecar may not exceed eighty (80) inches—NO TOLERANCE. Width shall be measured from the widest points on each side of the racecar. Exception is in front of left rear tire for tire clearance.

1.12 Deck & Trunk Area:

1.12.1 Rear deck lid and/or trunk area must be covered.

1.12.2 Deck length may be a maximum one hundred twenty (120) inches from rear of engine.

1.12.3 Deck height may be a maximum thirty-nine (39) inches—NO TOLERANCE.

1.12.4 Deck must remain parallel to the frame and chassis and the same width from front to back and front of deck must be level to the ground from side to side. Deck may be skewed to the right within four inches of parallel to motor measured at rear of deck. (see measurement "W" in body diagram).

1.12.5 Overall slope of deck may be a maximum eight (8) inches with a maximum four (4) inches slope from driver's seat to rear of deck as measured from the ground.

1.12.6 Deck must remain flat side to side and front to rear, not concaved.

1.13 Door and quarter panel height may be a maximum thirty-seven (37) inches of total material. Doors and quarter panels may be mounted a maximum of one (1) inch above the deck and must match side to side—NO TOLERANCE. A maximum of five (5) inch plastic skirt on bottom of doors and quarter panels and nose piece is permitted. All body panels must remain outside of outer frame rails. Rear quarters must maintain standard size wheel opening. Rear edge of rear quarter panels must be square to top edge of quarter panel and may not extend past the rear of the decking or placed under the decking.

1.14 Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend up to eight (8) inches forward of the back of the engine block.

1.15 Nose:

1.15.1 Maximum overall nose width is forty-two (42) inches. Nose must remain flat, parallel to the deck and may not be concaved.

1.15.2 Two (2) inch nose fins are permitted along both sides of the nose.

1.15.3 Nose fins may not pass the leading edge of radiator or continue past leading edge of hood.

1.15.4 All aluminum of the nose (including the fins) must be completely inside the outer edges of the bumper.

1.15.5 Nose fins must match side to side. If it is between nose fins, it is the nose; if it separates from the hood, it is the nose.

1.15.6 Plastic valances and/or plastic nose pieces are permitted.

1.15.7 Aluminum or steel is not allowed outside the bumper. Plastic is allowed to extend outside of the bumper but must remain within the nose measurements.

1.15.8 All nose piece components must be a minimum of five (5) inches above the ground.

1.15.9 Maximum nose length (including plastic valance) is forty-two (42) inches as measured from the center of the lower ball joint—NO TOLERANCE.

1.16 Spoilers:

1.16.1 All spoilers shall be measured as complete material height including hinge and all hardware associated with connecting the spoiler to the decking.

Option 1: Five (5) Inch Spoiler – includes USMTS/USRA spec engine and 23-degree steel-headed flat tappet engine and open engine option #4. The maximum rear spoiler height shall be five (5) inches.

Option 2: Six (6) Inch Spoiler – includes USMTS/USRA concept engine and GM CT525 crate engine. The maximum rear spoiler height shall be six (6) inches.

Option 3: Seven (7) Inch Spoiler – includes GM 604 crate engine. The maximum rear spoiler height shall be seven (7) inches.

1.16.2 Rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck and must extend in a straight line from right edge of deck to left edge of deck. Spoiler material must remain flat. A maximum single one (1) inch spoiler stiffener is permitted on the back side of the rear spoiler.

1.16.3 Rear spoiler must remain separate from sail panels.

1.16.4 A maximum of two (2) center supports and a maximum of two (2) side supports may be attached to the front of the rear spoiler (see body diagram for dimensions).

1.16.5 Fins, wings, lips, deflectors or other air spoilers (except as noted above) are not allowed. A maximum one-half (0.5) inch break for rigidity on body panels is permitted.

1.16.6 Any fins, wings, lips, deflectors or other permitted air spoilers must match corresponding part on opposite side of racecar.

1.17 Bumpers:

1.17.1 Center of bumpers (front and rear) must be a minimum sixteen (16) inches and a maximum twenty (20) inches from ground.
1.17.2 Both front and rear bumpers must be used and may not have any sharp edges (rounded corners only). Any inappropriate bumper may be disallowed at the discretion of an official. Front bumper should be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1.25) inch diameter tubing with a minimum wall thickness of sixty-five one-thousandths (0.065) inch and must be able to support the racecar if lifted by a tow vehicle. Top bar must be directly above bottom bar.
1.17.3 Rear bumpers may be constructed of round tubing and must protect the fuel cell.
1.17.4 Any aluminum of the nose may not extend outside of front bumper.
1.17.5 Front bumper may be a maximum width of forty-six (46) inches from outside to outside.
1.17.6 Bumper may be no farther forward than forty-two (42) inches as measured from the center of the lower ball joints.

1.18 Appearance:

1.18.1 All racecars must be numbered with large legible numbers on both sides, on top and on the nose and real 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.
1.18.2 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 2: ROLL CAGES

2.1 The main roll cage must consist of continuous hoops of round steel tubing and must be acceptable to officials. Acceptable tubing is as follows: minimum one and one-half (1.5) inches diameter by ninety-five one-thousandths (0.095) inch wall thickness for main four-point roll cage. Any tubing measuring one and three-quarter (1.75) inches diameter must have a minimum wall thickness of eighty-three one-thousandths (0.083) inch. Any tubing under one and three-quarter (1.75) inches diameter must be a minimum ninety-five one-thousandth (0.095) inch wall thickness tubing. Sliding or slip joint roll bar unions associated to the main roll cage are not allowed. 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. Driver side 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) inch wall thickness. Steel door plate, 18 gauge or forty-nine one-thousandths (0.049) inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Passenger side must have at least one cross door bar, horizontal or angled, minimum one and one-quarter (1.25) inch O.D. with eighty-three one thousandths (0.083) inch wall thickness, and one top horizontal door bar, minimum one and one-half (1.5) inch O.D. with eighty-three one thousandths (0.083) inch wall thickness.
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 Must be frame-mounted in at least six (6) places.
2.5 Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops which meet the minimum tubing requirements in Rule 2.1.
2.6 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage. Must have a cross bar in halo.
2.7 Must have a protective screen or bars in front window opening in front of driver's face.
2.8 Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory.
2.9 Brace bars forward of roll cage may not be higher than the stock hood height.
2.10 Adjustable bars on the frame and/or roll cage are not allowed, Removable bars are permitted.
2.11 Roll cages that fail to meet these regulations will be subject to monetary fines and associated penalties.

ARTICLE 3: FRAME

3.1 Factory production complete full-perimeter 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point equal to or behind rear of engine.
3.2 May only be altered for the installation of springs and shocks.
3.3 All components must be made of steel and be properly welded.
3.4 Must be full and complete on both sides, may not be widened or narrowed and must be able to support roll cage on both sides. All factory holes must be present for inspection. All measurements must meet the frame diagram tolerances

listed or be within one half (0.5) inch (either way) of OEM measurements on any measurement not listed on frame diagram—NO TOLERANCE.
3.5 Right outer front frame rail must be at factory height and may not be raised (see measurement "L" in Frame Diagram). Minimum height from ground is four (4) inches. Maximum height from ground is seven and one-half (7.5) inches (Exception: front cross member)—NO TOLERANCE.
3.6 Rear of frame may be altered to accept leaf or coil springs.
3.7 Hydraulic, ratchet or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.
3.8 Wheelbase must be a minimum of one-hundred eight (108) inches on both sides (no tolerance).
3.9 Tubular front clips are not allowed.
3.10 Maximum overall width of car (at front or rear) shall not exceed eighty (80) inches—NO TOLERANCE (Exception: door in front of left rear tire for tire clearance).
3.11 Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle—NO TOLERANCE.

ARTICLE 4: COCKPIT, STEERING & SEAT

4.1 Loose objects and/or weights are not allowed.
4.2 Air bags are not allowed. Rear view mirrors are not allowed.
4.3 Other than the gas pedal, brake pedal and front-to-rear brake bias, any knobs, handles or levers used for adjustment of anything like carburetor, ignition timing and/or suspension is not allowed.
4.4 Floor and firewall must be complete in the driver's compartment. Minimum one eighth (0.125) inch aluminum, or six one hundredth (0.06) inch steel, complete floor pan required. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.

4.5 Steering:

4.5.1 Must be OEM and remain within original bolt pattern for type of frame used. Center link must match frame. Inner and outer tie rod end and adjustment sleeve may be replaced with a heim end and steel tube.
4.5.2 Rack and pinion is not allowed.
4.5.3 The 600 Power Steering Gear Box is not allowed.
4.5.4 May be modified to suit driver but must remain on left side of cockpit (no center steering).
4.5.5 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.

4.6 Seat:

4.6.1 Factory-manufactured racing seats are mandatory and must be acceptable to officials.
4.6.2 Homemade aluminum, plastic or fiberglass seats are not allowed.
4.6.3 Must be properly installed and seat back cannot be moved back further than the front edge of sail panel.
4.6.4 High-back aluminum seats only. Full containment racing seats are strongly recommended.

ARTICLE 5: SUSPENSION

5.1 Packers, bumps stops, biscuits, chains or any other material meant to limit suspension travel is not allowed unless noted below (Exception: Bump stops and/or various rubber biscuits are permitted in conjunction with the pull bar, rear limiting chains, lift arm chain, right front shock or a single block from rear-end housing to underslung chassis). Air bumps, spring bumps and/or steel spacers or shims are not allowed.
5.2 Suspension and/or rear end parts must be made of steel. Aluminum and/or titanium components are strictly forbidden. Aluminum J-bar brackets (chassis and pinion), upper A-frame cross shafts and limiter chain brackets are allowed.
5.3 All chassis brackets and/or mounts must be welded or securely bolted to the chassis. Floating, pivoting and/or rotating mounts and/or brackets of any sort are strictly forbidden. Gun-drilled, tubular or hollow bolts or studs are not allowed anywhere on the racecar.
5.4 Suspension covers are not allowed. Tarps or covers are not allowed on racecar in the tech area.

5.5 Front Suspension:

5.5.1 Front suspension must remain stock type for the type of frame being used. Steel aftermarket parts may be used as stock components but must mount in the stock location and be the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, they must match factory specs. All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames. Bottom A-frames may not be altered, lightened or moved and must match side to side.
5.5.2 Steel tube-type upper A-frames are permitted and may be moved. Steel or aluminum cross shafts are permitted.
5.5.3 Only stock passenger car spindles are permitted and must match side to side with make and dimensions. Fabricated spindles and/or steering arms are not allowed.

5.5.4 Front sway bars may be utilized. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints (must be solid, full-length OEM).
5.5.5 Coil-over springs are not allowed on the front.
5.5.6 Front chains on front end are permitted but must be mounted from lower A-frame to frame or cage and remain loose at ride height.
5.5.7 Maximum front frame height as measured from the ground is seven and one-half (7.5) inches.

5.6 Rear Suspension:

5.6.1 All rear suspension radius rods must be of a fixed solid steel design.
5.6.2 Only two (2) radius rods per side are permitted. One additional rod per side is permitted for brake floater only.
5.6.3 Only one (1) single unit birdcage per side is permitted. Birdcage must spin freely forward and backward. Locked bird cages are not allowed. Car must return to a normal ride height when off throttle, under cautions and after a completed race. Radius rods must mount to birdcage or solid on rear end housing. One additional floated birdcage-style bracket and radius rod is permitted per side to accommodate floated brake system only.
5.6.4 Springs and /or shocks may be mounted to birdcage or lower radius rod or solid on rear end housing. If mounted on housing, it may be no more than seven (7) inches from center of axle tube and mounted solid.
5.6.5 Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one lift arm is permitted.
5.6.6 Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit). A lift arm is defined as a solid steel triangulated bar that is connected at the top and bottom of the rear end housing and extends forward where it is connected to a shock or shock-spring coil-over combination and a limiting chain (with or without a biscuit for cushion). One stabilizer bar is permitted.
5.6.7 Steel coil-over eliminators and/or steel-aluminum coil-over kits are permitted on the rear only.
5.6.8 Rear panhard bars are permitted but must be made of steel and may be attached by using a minimum three-quarter (0.75) inch i.d. steel heim joint.
5.6.9 Vertically mounted steel limiting chains (with or without rubber bump stops) may be utilized in the rear of the race car. Chain may be mounted to floating or bearing-type brackets on the rear end. A maximum of one (1) chain per wheel is permitted.

5.7 Shocks:

5.7.1 Any shock may be confiscated by a USRA official at any time and sent in to be disassembled for inspection. If found legal, shock will be returned.
5.7.2 Only one shock per wheel is permitted (Exception: Fifth shock may be mounted horizontally over pull bar or vertically on front of lift arm). Pull bar shock mounts must be equal to or above pull bar mounts. Pull bar shock length at installed position, including extensions, shall be a maximum of twenty-four (24) inches. Bump stops and\or various rubber biscuits on pull bar and lift arm shocks are not allowed. Shocks must be mounted vertically and rear shocks may be no more than twenty-five (25) degrees from vertical. Dummy shocks in relation to functioning shock absorbers are not allowed (i.e. no dummy shocks to replace slider). Front shock shafts must move in both directions from its installed position at ride height. The shock may not preload the spring.
5.7.3 All shocks must be made of steel (magnet must stick). Aluminum heims on shocks are permitted.
5.7.4 Only conventional-type (closed on one end) shock absorbers are permitted. Only single-shaft shocks are permitted.
5.7.5 Air shocks and/or canister shocks are not allowed.
5.7.6 Inerter shocks, J-damper shocks, active mass damper shocks and/or through-rod-designed shocks are not allowed.
5.7.7 Bump stops, spring rubbers or any other limiting devices are not allowed on any suspension component (Exception: Bump stops and/or various rubber biscuits are permitted in conjunction with the pull bar, rear limiting chains, lift arm chain or a single block from rear-end housing to chassis, and any size external bump stop on right front shock is permitted).
5.7.8 Electronically-controlled and/or monitored shocks by any means or methods is strictly forbidden. Cockpit-adjustable shocks are not allowed.
5.7.9 Shock covers are permitted but may cover only front half of shock and must be mounted directly to shock.
5.7.10 Shocks shall be subject to protest, as outlined in protest Procedures (Article 16).

5.8 Springs:

5.8.1 One spring per wheel is permitted. One additional spring is permitted in the center of the car pertaining to the pull bar or lift arm.
5.8.2 All coil springs must be at least four and one-half (4.5) inches outside diameter (except pull bar and lift arm).
5.8.3 Springs must be made of steel.
5.8.4 Torsion bars in the rear are not allowed.
5.8.5 Stacked, tapered and/or welded springs are not allowed.
5.8.6 Progressive springs are not allowed (except on pull bar or lift arm).
5.8.7 Spring wire diameter and coil spread must remain consistent from one end to the other.

5.8.8 Only conventional spring mounting devices are permitted. Widgets, trick and/or spring-altering mounting devices are not allowed.

ARTICLE 6: ELECTRICAL SYSTEM

6.1 Battery:

6.1.1 Must be securely mounted inside frame rails and covered. If mounted outside of frame rail, a nerf bar (minimum one and one-quarter (1.25) outside diameter by ninety-three one hundredths (.093) thickness tubing) must be installed around battery box for protection.
6.1.2 One (1) 12-volt or 16-volt battery is permitted. Voltage may not exceed 18 volts at time of inspection. One (1) additional 9-volt battery is permitted to run digital tachometer only.
6.1.3 Voltage converters are not allowed.
6.1.4 All battery posts must be securely covered.

6.2 Ignition:

6.2.1 One (1) unaltered ignition system is permitted—secondary and/or back-up systems are not allowed, No two step rev limiters or programmable ignition control boxes allowed. MSD 6CT #PN6427 is recommended.
6.2.2 Magnetos are not allowed.
6.2.3 Crank-triggered ignitions are permitted only on racecars utilizing a GM CT525 crate engine—must utilize MSD LS Series #PN6014CT set to the GM recommended preset.
6.2.4 A maximum of one (1) coil is permitted.
6.2.5 Kill switch within easy reach of the driver is required. The switch must be clearly marked "OFF" and "ON."
6.2.6 Except for memory recall tachometer, electronic monitoring computer devices capable of storing and/or transmitting information are not allowed.
6.2.7 Ignition boxes shall be subject to claim, as outlined in Claim Procedures (Article 16).
6.2.8 Must utilize a maximum RPM rev-limiter for the following engine combinations:

- 375 cubic-inch displacement spec engines or larger is 8,000.
- 374 cubic-inch displacement spec engines or smaller is 8,400 (see Rule 6.2.11).
- USMTS/USRA Concept Engine is 7,800.
- CT525 Crate Engine is 7,500.
- GM 604 Crate Engine is 6,800.
- Open Engine is 8,000.

6.2.9 A lexan window above ignition box for easy viewing of the rev limiter is highly recommended.
6.2.10 Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification. Any driver caught altering the rev limiter and/or ignition system in any way to defeat the rev limiter rule shall receive be subject to a minimum 30-day suspension, loss of all track, regional and national points for that night and a minimum $1,000 fine.
6.2.11 Cameras pointing to any moving and/or suspension parts and/or gauges are not allowed.
6.2.12 Any 374 or smaller cubic-inch spec engine utilizing an RPM limit over 8,000 up to the maximum 8,400 must have the engine tagged by the engine builder to indicate it is a 374 or smaller cubic-inch engine. These tags may be purchased only by the engine builder and will be identified by a serial number to the engine builder for that particular engine. The tags may be purchased by calling (515) 835-9946. If the engine does not have the proper tag it will not be allowed to utilize the higher RPM.

ARTICLE 7: FUEL SYSTEM

7.1 Fuel:

7.1.1 Must be automotive gasoline or alcohol only. Additives of any kind are not allowed. E85 ethanol or racing fuel is permitted. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
7.1.2 May not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not allowed.
7.2 Electric fuel pumps are not allowed. Fuel is tested and must pass using a Digitron dielectric meter.

7.3 Carburetor:

7.3.1 One (1) two-barrel, four-barrel or Predator carburetor properly installed is permitted.
7.3.2 Must be naturally aspirated.
7.3.3 Fuel injection is not allowed.
7.3.4 An adapter with gasket is permitted. Adapter and gasket combined may be no more than two and one-quarter (2.25) inches. Adapter may not be externally adjustable.

7.4 Fuel Cell:

7.4.1 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.
7.4.2 Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.
7.4.3 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.
7.4.4 Must have check valves.
7.4.5 Limited to a maximum capacity of thirty-two (32) gallons.
7.4.6 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.

ARTICLE 8: TIRES & WHEELS

8.1 Wheels:

8.1.1 Must be fifteen (15) inches in diameter and eight (8) inches in width.
8.1.2 Stickers are not required.
8.1.3 Must be reinforced steel only. Added ballast to wheels is not allowed. Solid and/or non-spoked wheels are not allowed.
8.1.4 A steel or aluminum bead lock may be used on the right front and right rear wheels only and may be mounted on the outside of the wheel so long as it does not add over three-quarters (0.75) of an inch to the overall width of the wheel.
8.1.5 Homemade mud caps are not allowed.
8.1.6 Wheel covers are permitted on right side wheels only (5 fastener type recommended). Inner mud plugs are permitted. All mud covers must display car number on at least one side.
8.1.7 Wide five wheel adaptors are not allowed.
8.1.8 Spacer between hub and wheel is permitted but must be made of aluminum only and overall width of racecar cannot exceed eighty (80) inches (see Rule 1.11).
8.1.9 Aluminum or steel lug nuts are permitted.

8.2 Tires:

8.2.1 The only tire permitted is the American Racer G60-15 KK704 (Short, Tall or X-Tall). Tires should durometer 50 or harder after any race. Any tire not meeting this durometer reading is subject to having a tire sample sent in for chemical testing.
8.2.2 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.
8.2.3 Grooving and/or siping is permitted.
8.2.4 All sidewall markings must remain visible always. Buffing or removing of the compound designations is not allowed.
8.2.5 Adding ballast to the inside of the tire is not allowed.
8.2.6 Plastic wrap on tires is permitted in your pit area but must be removed before leaving your pit stall.

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 at 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 Must be operating on all four wheels and must lock up all four wheels during inspection.
9.2 Must have caliper and rotor on all four wheels. Vented rotors are required on front and rear wheels.
9.3 Electronic brake actuators are not allowed.
9.4 Calipers and/or pads may not be lightened and must be OEM. Brake pads may not be altered.
9.5 Steel or aluminum single-piston OEM-type calipers are permitted. Piston diameter must be the same on all calipers.
9.6 Rotors must be steel and may not be lightened, scalloped or drilled but may be slotted. Rotors may be re-drilled for different bolt patterns or larger studs.
9.7 Front-to-rear brake bias is permitted (no left to right). Anything prohibiting the right front brake to function is not allowed.
9.8 Brake shut-offs are not allowed.

9.9 Brake lines must be visible.
9.10 Must maintain minimum OEM dimensions for hubs, rotors, pads and calipers, and the same side to side.

ARTICLE 10: DRIVE SHAFT

10.1 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.
10.2 Drive shafts must be painted white.
10.3 Aluminum drive shafts are not allowed. Steel or carbon fiber drive shafts only (carbon fiber may have aluminum yokes).

ARTICLE 11: TRANSMISSION

11.1 OEM automatic, three-, four- and five-speed production-type transmissions are permitted. Approved aftermarket transmissions are permitted.
11.2 "In and out" boxes are not allowed.
11.3 Must all be clutch-operated.
11.4 Approved aftermarket transmissions are Bert, Brinn, Falcon, Jerico, RaceGator and Mitchell Machine Bullet Tranny with internal clutch.
11.5 Clutch must be inside of bell housing for OEM production-type transmissions (except as noted in Rule 14.4).
11.6 Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved (Note: GM bell housing is not SFI approved).
11.7 Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel and must be constructed of at least one-eighth (0.125) inch. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. All flex plates must be SFI-certified.
11.8 With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

ARTICLE 12: REAR-END

12.1 Any passenger car or truck type is permitted. Aluminum is not allowed except lowering blocks, axle cap and drive plate.
12.2 Quick change rear-ends are permitted: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearings must be tapered; titanium is not allowed; wide-five wheel patterns are not allowed; aluminum spools are permitted. Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear-ends purchased prior to that date will be permitted and must have original serial number.
12.3 Cambered rear-ends are not allowed. One-piece drive flange only.
12.4 Traction devices are not allowed (includes Gold Track, True Track or similar type components).
12.5 Hub and/or drive flange assembly may not be oversized and entire hub assembly must match both in material and dimensions from side to side. Maximum drive flange diameter is seven (7) inches across, maximum thickness is one half (0.5) inch.

ARTICLE 13: ENGINE

13.1 General Engine Rules: Unless otherwise noted, the following general engine rules apply to all engine options.
13.1.1 Engine type shall determine the overall weight of the racecar (see Rule 14.3), spoiler height (see Rule 1.12.1) and RPM limits of the rev-limiters (see Rule 6.2.5).
13.1.2 Must be able to be used in conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings (includes block, heads and intake) and fittings may not be changed. Machine work on outside of engine, or on front or rear of camshaft, is not allowed. If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate.
13.1.3 "Dry sump" systems are not allowed. "Wet sump" oil system only. Internal or external oil pumps are permitted; however, single pickup must remain in pan with a maximum of one (1) pickup and one (1) return line. External remote oil tanks (dry sump tanks) are not allowed. Oil coolers and remote filters are permitted.
13.1.4 Modification of cooling system is permitted. Radiators and oil coolers may not protrude above interior.
13.1.5 Any American make may be used. Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle—NO TOLERANCE.
13.1.6 Offset must be within two (2) inches of centerline of front cross member (front and rear of engine). Engine must remain square in chassis or rear of engine may be skewed to the left only and must be within Rule 1.12.4.
13.1.7 Must be a minimum of eleven (11) inches from ground to front center of crankshaft.
13.1.8 Steel blocks only –aluminum and/or titanium are not allowed.

13.1.9 Overflow tubes must be directed toward the ground and inside the frame rails.
13.1.10 Radiator must be mounted in front of engine.
13.1.11 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. Exhaust through body panels or fenders is not allowed. Mufflers may be required at track's discretion.
13.1.12 Roller cams are permitted, unless otherwise noted.
13.1.13 Intake manifolds must be made of cast iron or cast aluminum. External modifications to cast aluminum intakes are not allowed. Internal modifications are permitted.
13.1.14 Tri-Y headers are permitted but may not contain stainless steel.
13.1.15 Stud girdles and shaft rockers are permitted.
13.1.16 Engine components must be of matching manufacturers (i.e. Chevy for Chevy).
13.1.17 Heads may be angle milled, but valve angle must remain within one (1) degree of original manufactured specification.
13.1.18 Engine components must be of matching manufacturers (i.e. Chevy for Chevy).
13.1.19 Oil drain back and cooling lines are permitted.
13.2 BRODIX Spec Head Rules: Unless otherwise noted, the following BRODIX spec head rules apply to both Engine Option #1 and Engine Option #2 below.
13.2.1 Approved product numbers for the BRODIX aluminum spec head are SPCH (Chevrolet), SPFO (Ford) and SPMO (Mopar) for USMTS/USRA. Call (479) 394-1075 or visit brodix.com for more information.
13.2.2 Removing, relocating, grinding, polishing or defacing of any cast letters and/or numbers is strictly forbidden.
13.2.3 Valve guides must retain original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened whatsoever. Minimum valve stem diameter must be five-sixteenths (.310) inch.
13.2.4 Absolutely no welding or adding material of any kind.
13.2.5 Absolutely no enlarging, relocating or other altering of any bolt hole, dowel hole or threaded hole, except to spot face bolt holes after angle milling.
13.2.6 Heli coils are permitted for repairs.
13.2.7 Absolutely no grinding or polishing of any kind anywhere on the casting, except for pushrod clearance. Factory CNC chamber may not be altered in any way.
13.2.8 Internally-repaired BRODIX aluminum spec head must be recertified by BRODIX.
13.2.9 BRODIX aluminum spec head checking fixtures may be used by tech officials to check specifications and dimensions.
13.3 Engine Option #1: USMTS/USRA Spec Engine (2,450 pounds, 5-inch spoiler):
13.3.1 Roller cam or flat tappet cam is permitted.
13.3.2 All other BRODIX Spec Head Rules apply (see Rule 13.2).
13.3.3 Flat tappet 23-degree steel-headed engine will also fall under this option.
13.4 Engine Option #2: USMTS/USRA Concept Engine (2,400 pounds, 6-inch spoiler):
13.4.1 Any cast iron block is permitted. Unnecessary machine work inside or outside of block is not allowed. Lightening, coating, painting or any other work to inside of intake manifolds, heads and/or block lifter galley is not allowed.
13.4.2 Maximum 14:1 compression is permitted. Maximum 362 Cubic Inch is permitted.
13.4.3 Steel oil pan only is permitted. Wet sump system only is permitted. Cast iron oil pump must be in stock location. Oil pan must have inspection hole.
13.4.4 Unaltered aluminum intake is permitted. Must be seven and one-quarter (7.25) inches from bottom of intake to base of carburetor, including spacer and gaskets. Intake may be port matched, maximum one (1) inch from gasket flange.
13.4.5 Stud mount rocker arms or shaft rocker arms are permitted. Maximum 1:6 ratio. Stud girdle is permitted.
13.4.6 Steel valves and valve spring retainers/locks only. Hollow stem and/or titanium valves are not allowed.
13.4.7 Full roller camshaft and lifters are allowed.
13.4.8 Timing chain only is permitted. Gear or belt drive is not allowed.
13.4.9 Stock diameter "Babbitt" cam bearing only is permitted.
13.4.10 7,800 maximum RPM limit is required.
13.4.11 Steel crankshaft only is permitted. Gun-drilled mains are not allowed. Undercutting of counterweights is not allowed.
13.4.12 Steel balancer only is permitted.
13.4.13 Tri-Y headers are allowed.
13.4.14 Aluminum valve covers are permitted.
13.4.15 Only the BRODIX spec head is permitted and all other BRODIX spec head rules apply (see Rule 13.2).
13.4.16 Titanium parts are not allowed with this engine option.
13.5 Engine Option #3: GM Crate Engine (604 = 2,400 pounds, CT525 = 2,450 pounds)
13.5.1 The properly-sealed GM 604 crate engine may be used and may utilize a seven (7) inch spoiler.

13.5.2 The properly-sealed GM CT525 crate engine may be used and may utilize a six (6) inch spoiler

13.6 Engine Option #4: Open Engine (2,500 pounds, 5-inch spoiler)

13.6.1 Any engine not listed in the above options will be included in this engine option.
13.6.2 Must have twenty-five (25) pounds of weight in front of mid-plate if utilizing aluminum heads.
13.6.3 Maximum 8,000 RPM limit is required.

ARTICLE 14: WEIGHT

14.1 The overall weight of the racecar shall be measured after an event with the driver in the cockpit, wearing complete racing apparel. A "burn off" allowance may be offered at specific events where the number of laps will exceed normal conditions. This allowance, if any, shall be determined by USRA officials before the event begins.
14.2 All racecars must display weight at which it will compete on left side windshield post. Must be two (2) inches tall and in contrasting color to the racecar. Any racecar not displaying their weight will be required to weigh the maximum weight for this class and required to add any weight in any location required in this class.

14.3 Overall Weight:

14.3.1 If utilizing Engine Option #1 (USMTS/USRA Spec Engine, 23-degree steel-headed flat tappet or GM CT525 Crate Engine (see 14.5 for details), the overall weight of the racecar must be a minimum of two thousand four hundred fifty (2,450) pounds.
14.3.2 If utilizing Engine Option #2 (USMTS/USRA Concept Engine), the overall weight of the racecar must be a minimum of two thousand four hundred (2,400) pounds.
14.3.3 If utilizing Engine Option #3 (Crate Engine) the overall weight of the race car must be a minimum of two thousand four hundred (2,400) pounds for the GM 604 Crate Engine or two thousand four hundred fifty (2,450) pounds for the CT525 Crate Engine.
14.3.4 If utilizing Engine Option #4 (Open Engine), the overall weight of the racecar must be a minimum of two thousand five hundred (2,500) pounds and must have a minimum of twenty five (25) pounds of weight in front of mid-plate if utilizing aluminum heads.
14.4 If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate (see Rule 13.1).

14.5 Ballast:

14.5.1 May not be mounted in cockpit, or outside of body or hood area or on any rotating and/or suspension parts.
14.5.2 Must be securely mounted, painted white and clearly marked with the car number.
14.5.3 Must be attached with at least two (2) one-half (0.5) inch bolts per a maximum one hundred (100) pounds of ballast. Any ballast weighing twenty-five (25) pounds or less may be mounted with a single one-half (0.5) inch bolt.
14.5.4 Must be attached to the frame, roll cage or rear-end housing. May not be attached to rear bumper.

ARTICLE 15: SAFETY

15.1 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).
15.2 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.
15.3 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.
15.4 Helmets are mandatory and must be certified SA2015, SA2020, or 2025.
15.5 Helmet must accompany driver and racecar at time of inspection.
15.6 Complete one- or two-piece fire suits of a flame-retardant nature are mandatory.
15.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
15.8 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. Shoulder harness must be mounted to main cage and not the tail section of car.
15.9 Metal to metal buckles are required on shoulder and seat belts.
15.10 Shoulder harness must be mounted securely to the roll cage.
15.11 Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
15.12 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.
15.13 Full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded or securely bolted to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended. Window net mounts are highly recommended to be securely welded or bolted to the inside of the main roll cage on top.
15.14 Fire-resistant safety neck collars are mandatory.

15.15 Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.

ARTICLE 16: PROTEST PROCEDURES

16.1 Any driver possessing a valid USRA license may have the opportunity to execute a protest on the cylinder heads and intake manifold, shocks or carburetor of another driver's racecar.
16.2 The first four (4) finishers in the main event must drive their racecars directly to the designated tech area at the conclusion of the main event and are subject to being protested by any other driver that finishes fifth or lower and finishes on the same lap as the winner. Any of the top four finishers that do not go to the tech area will be disqualified but are still subject to being protested.
16.3 Protest must be made within five (5) minutes of the completion of the main event. Protested items must be removed at the racetrack and within one (1) hour after protested driver accepts the protest.
16.4 Driver making a protest must drive his/her race car immediately after finish of feature, under its own power, directly to the tech area.
16.5 Protesting driver must present cash to official overseeing the tech area at the time that the driver declares his/her intention to protest. The cash price of a protest for ignition box is $250. The cash price for a protest for shocks shall be $150. Drivers protesting shocks may protest one or all of the shocks during a single protest. $50 of the protest money shall go to the track officials and the remainder of the protest money shall go to the protested driver if found legal or returned to the protesting driver if items are found to be illegal. Any dispute on whether the protested part is legal or not legal will be settled by sending the part(s) to the USRA for a final decision. If the part is deemed illegal by the track officials then the driver being protested will have to pay for shipping the part to the USRA if they dispute that decision. If the part is deemed legal then the protesting driver will have to pay to have the part shipped to the USRA if they dispute the decision. Any part examined during the protesting procedure not related to the protest is still subject for inspection and may be deemed legal or illegal by the track officials.
16.6 Protesting driver shall select from the first four (4) finishers in the main event and must declare that choice to the official overseeing the tech area. If multiple drivers declare an intention to protest, the driver finishing farthest back in the main event will select first.
16.7 Driver is permitted one (1) protest per event, regardless of the outcome of that protest.
16.8 Only drivers, car owners and officials are permitted in the designated tech area. Any other participants associated with that racecar that enter the tech area will be subject to disqualification, fine and/or suspension.
16.9 Only a driver may protest, and only the protested driver or car owner may agree to accept or refuse the protest. The first statement of acceptance or rejection of the protest by the protested driver or car owner is binding.
16.10 Any driver or car owner refusing to accept a protest will forfeit all cash and contingency winnings for that event.
16.11 Any driver or car owner refusing to accept a protest forfeits his/her right to make a protest in any USRA event for a period of one (1) year from the date of refusal.
16.12 Any driver or car owner refusing to accept a protest will forfeit all USRA points accumulated up to, and including, the event at which the protest was made.
16.13 First refusal to accept a protest 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 the USRA. Second refusal to accept a protest 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 the USRA.
16.14 In the event of a dispute between driver and car owner whether to accept or refuse a protest, the decision of the driver shall overrule that of the car owner.
16.15 Any driver found to be making a protest for another person will lose all USRA points 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 by the USRA.
16.16 Driver may protest a maximum of three (3) times during the calendar year.
16.17 Driver must compete in a minimum of three (3) consecutive events prior to the event at which he/she makes a protest.
16.18 The USRA reserves the right to disallow any protest at their discretion.
16.19 Drivers utilizing a provisional starting position are not allowed to make a protest in that event.

AMENDMENTS

None.
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