

TIRE PROTEST PROCEDURES

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Changes and additions 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.

Any licensed driver in the USRA Modified, Stock Car, B-Mod, Late Model, Hobby Stock, Limited Mod or Factory Stock divisions may protest a tire of their choice of any competing driver's car in their division. The driver being protested must finish in the top five of that race, and ahead of the driver making the protest. Only one (1) tire and one driver may be protested per division at any event. No driver may protest the same driver more than once in a calendar year.

The driver making the protest must present his/her USRA Competitor License with a written letter and \$300 cash to the tech official after completion of the race but before technical inspection of that race is completed. Regardless of the outcome of the protest, \$50 of that amount will go to the track. If the tire samples are negative, the remaining money will be used to cover the cost of the testing. If the samples come back positive, \$200 will be returned to the protesting driver and the remaining \$50 will cover the USRA's expenses in shipping and handling and the protested driver will receive the appropriate fines and penalties given to them under USRA rules.

The driver and specific tire being protested must be declared in the letter provided by the driver making the protest. At that time the track's tech official will have the protested driver take nine different samples of the protested tire under the tech official's observation and place three samples each into three different evidence bags. These evidence bags will be sealed and the identifying numbers on the seals will be documented on a two-copy receipt with the driver's name, tire code, car number, class, date and track written on the receipt. Then, both the driver and the tech official will sign the receipt. The driver will retain one of the sealed samples for further testing if needed, along with a copy of the receipt. The other two samples and receipts will be sent to the USRA office to be sent to an accredited laboratory for testing as described in the USRA rules. Both the driver and track officials will be notified of the results of the test as soon as they are provided to the USRA office.

For more information and inquiries:

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