

# 2016 USRA B-Mod Rules

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

Changes from the 2015 USRA B-Mod rules and/or new additions are underlined. Changes made for grammatical purposes or to improve clarity are not highlighted.

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

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

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## **ARTICLE 1: DEFINITIONS**

1.1 **Racecar:** An automobile designed solely for competition on oval race tracks, controlled from within by a driver.

1.2 **Automobile:** A vehicle which carries its own motor and operates on four non-aligned complete wheels, of which two are used for steering and two for propulsion.

1.3 **Vehicle:** A man-made locomotive device propelled by constantly taking real support on the earth's surface whereas the propulsion and steering are under the control of a driver aboard the vehicle.

1.4 **Driver:** The person controlling the operation of the racecar. The driver is expected to understand how to operate the mechanisms which control the speed, direction and braking of the racecar.

1.5 **Participant:** A person directly involved in the mechanical operation and/or management of a racecar, including, but not limited to, drivers, crew members, racecar owners, sponsors and their family members.

1.6 **Event:** A USRA-sanctioned competition between two or more drivers and their racecars. An event shall consist of practice (hot laps) and actual racing contests.

1.7 **Official:** An official shall be any person participating in the exercise of authority for enforcing or interpreting these rules. The official may also make judgments concerning the conduct of participants and declare penalties for breaches of these rules, as well as perform technical inspections on any racecar. The combination of officials may vary from week to week and from one racetrack to another.

1.8 **Promoter:** An entrepreneur who oversees the operations of the racetrack, either as a tenant or owner of the facility. Furthermore, the promoter is the person responsible for the implementation of rules, hiring staff and financial compensation to participants.

1.9 **Cockpit:** The volume of the racecar which accommodates the driver.

1.10 **OEM:** An original equipment manufacturer (OEM) manufactures products or components that are purchased by another company and retailed under that purchasing company's brand name. OEM refers to the company that originally manufactured the product. OEM replacement parts are those which have been manufactured by another company to the same specifications as the OEM parts.

1.11 **EIRI:** Except in rare instances.

## **ARTICLE 2: GENERAL RULES**

2.1 USRA rules shall apply at all events. All participants are subject to the rules of the USRA and are expected to know the rules. An expressed ignorance of USRA rules by any participant will not be recognized as a valid argument for failure to comply with USRA rules. Some tracks may have amendments, additions or other adjustments to the rules for a particular class. Promoters must make these differences clear, in writing, posted online and available to drivers at all times. Drivers should verify rules packages with sanctioned track prior to competing at an unfamiliar venue.

2.2 Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or the USRA shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same.

### **2.3 Conduct:**

2.3.1 Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action by the USRA. This will be strictly enforced.

2.3.2 Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members.

2.3.3 Absolutely no alcoholic beverage or other illegal chemical substance may be consumed by a driver prior to, or during, an event. The duration of the event shall also include all support class events run as a part of the overall program. The use, sale or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension.

2.3.4 Any participant who defies or violates the intent or spirit of the USRA rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by the USRA.

2.4 All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian, and must be received by USRA headquarters prior to participation of the driver in any event.

2.5 The USRA may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event.

2.6 No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved.

2.7 All racecars must be able to join the race lineup on demand and unassisted, or must go to the rear of the lineup for the start of the race.

2.8 The USRA reserves the right to add to, delete, supersede or modify any rule, exhibit or drawing that the USRA deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by the USRA regardless of when a person subject to the rules receives actual notice of the

amendment.

2.9 Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility.

2.10 All drivers are responsible for registering their racecar for each event in order to ensure their respective starting position in each event.

2.11 The USRA and/or promoter reserve the right to refuse to accept the entry of any racecar or participant. Furthermore, the USRA and/or promoter reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of the USRA.

2.12 Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed.

2.13 Radios and any other devices used for transmitting or listening are not allowed on the racecar. Exception: Officials may require drivers to utilize a one-way radio with no scanning capabilities to enable audio communication from officials to drivers only.

Furthermore, racecars may be fitted with a timing transponder as supplied by officials.

2.14 No computers allowed on the racecar, including, but not limited to, electronic traction control devices. Any driver found to be using traction control will be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events.

### **2.15 Technical Inspections:**

2.15.1 For all classes at all events, the top four (4) finishers in the main event and any other racecars as instructed by officials, will be required to report to a designated area after the completion of the main event where mandatory and varied post-race technical inspections will be required to take place.

2.15.2 Each racetrack is required to have a USRA-certified technical inspector at each event.

2.15.3 At the discretion of the official(s) overseeing an event, any participant may be disqualified by the official(s) for violation of any USRA rule and/or equipment or action(s) deemed to be hazardous to other participants or officials.

2.15.4 All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of two thousand dollars (\$2,000), suspension from all events

for fourteen (14) days, loss of all points (national and track) earned to-date for the current season and forfeiture of all cash and/or awards earned at the event.

2.15.5 Any illegal part discovered through inspection any time after the driver signs in to compete in that event can be confiscated by an official and forfeited by the driver. For first infraction, driver discovered to be using illegal parts of any kind shall be subject to a fine of up to two thousand dollars (\$2,000), suspension from all events for up to fourteen (14) days, possible loss of all points (national and track) earned to date for the current season and forfeiture of all cash and/or awards earned at the event. For second infraction, driver shall be subject to a fine of up to five thousand dollars (\$5,000), suspension from all events for up to one (1) year, loss of all points (national and track) earned to date for the current season and forfeiture of all cash and/or awards earned at the event. Confiscated parts will be sent to manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule.

2.15.6 All measurements must be made while the racecar is stationary on a flat horizontal surface.

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

2.16.1 Approved USRA sponsor decals must be displayed in required locations on the racecar in order for the driver to participate in any prize money, points funds and/or contingency awards which require specific decals and/or decal placement for eligibility. All decals shall be distributed by the USRA or racetrack, along with a description of each sponsor's program, decal placement requirements and sponsor's contact information.

2.16.2 Each racecar must properly display the approved USRA logo decal or USRA Weekly Racing Series decal in order to participate in any points funds. Decal must be positioned on both sides of the racecar at the front of the door below the window opening.

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

2.17.1 All drivers competing in USRA-sanctioned events must possess a valid USRA license.

2.17.2 The cost of a USRA Competitor License for USRA B-Mods is \$90.

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 In order to be eligible for track and/or 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).

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 an event are eligible to earn national points and track points at the racetrack where the points were earned for that particular class.

3.2 Points will only be awarded to drivers possessing a USRA Competitor 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 March 4, 2016, through October 30, 2016.

3.4 At the discretion of the promoter, track points may include all events at that racetrack for the current calendar year, or only those they designate as such.

3.5 Track points will be awarded to each driver in the main event as follows: 1st – 100 points, 2nd – 95 points, 3rd – 91 points, 4th – 87 points, 5th – 84 points, 6th – 81 points, 7th – 78 points, 8th – 76 points, 9th – 74 points, 10th – 72 points, 11th – 70 points, 12th – 68 points, 13th – 66 points, 14th – 64 points, 15th – 62 points, 16th – 60 points, 17th – 58 points, 18th – 56 points, 19th – 55 points, 20th – 54 points, 21st – 53 points, 22nd – 52 points, 23rd – 51 points. All other drivers that start the main event and finish below 23rd are awarded 50 points. All drivers that fail to start or qualify for the main event are awarded 45 points.

3.6 National points will be awarded to each driver in the main event as follows: 1st – 200 points, 2nd – 190 points, 3rd – 182 points, 4th – 174 points, 5th – 168 points, 6th – 162 points, 7th – 156 points, 8th – 152 points, 9th – 148 points, 10th – 144 points, 11th – 140 points, 12th – 136 points, 13th – 132 points, 14th – 128 points, 15th – 124 points, 16th – 120 points, 17th – 116 points, 18th – 112 points, 19th – 110 points, 20th – 108 points, 21st – 106 points, 22nd – 104 points, 23rd – 102 points. All other drivers that start the main event and finish below 23rd are awarded 100 points. All drivers that fail to start or qualify for the main event are awarded 90 points.

3.7 In the event of a tie for first place in the final national and/or track points, the champion shall be the driver with the most wins. Should a tie still exist after wins are counted, the next determining factor(s) shall be top-5 finishes, and then top-10 finishes, and then events started and then the highest finisher in the most recent event(s). Drivers that are tied in all other positions shall remain tied. Points funds, if any, for positions that are tied shall be divided evenly between the drivers that are tied.

#### **3.8 Bonus Points:**

3.8.1 Bonus points are awarded toward national points only.

3.8.2 One (1) bonus point is awarded to each driver for each position advanced in the main event from the actual starting position to the official finishing position. Example: start 10th, finish 2nd = 8 bonus points.

3.8.3 Bonus points equivalent to the total number of drivers in class will be awarded to each driver in each class, with a maximum of 24 bonus points awarded to each driver.

#### **ARTICLE 4: BODY**

4.1 1970 or newer American compact passenger car only (no panel vans or station wagons).

4.2 An aluminum half-windshield may be used on driver's side of the front window opening only.

4.3 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.

4.4 A minimum window opening of twelve (12) inches must be maintained on all four window openings (front, back, left and right).

4.5 Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner post must follow standard configuration.

4.6 Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front. No more than one-half (0.5) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground. A maximum of one inch roof lips allowed on outside edge of roof. A maximum of four inch sides on roof allowed. OEM Gremlin roofs are not allowed. Aluminum roofs are permitted but must remain flat and not concaved.

4.7 Sail panels must be solid and of matching design with matching styles on both sides of racecar. Sail panel may be no farther forward than the driver's seat.

4.8 Sail panels may have no more than four (4) inch bow from top to bottom. A maximum eighteen (18) inches of sail panel along the roof and maximum five (5) inches tall at rear of decking and must be a straight line from back edge of roof to back edge of deck when the sail panel is held flat. Leading edge must within two inches of 90 degrees from roof to quarter panel.

4.9 Hood may be no more than two (2) inches above decking and must be sealed off from driver. Reverse hood rake is not allowed. Hood must be level or slope forward toward nose of racecar. A maximum two (2) inch lip equal on both sides of nose piece is permitted and may extend no farther back then the back side of the radiator. Lips on the hood are not allowed.

4.10 Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar.

4.11 Panel(s) in front of the right door next to the engine compartment is/are not allowed.

4.12 Bodies with excessive damage (as determined by an official) will not be allowed to compete.

4.13 Spoilers are not allowed.

4.14 The rear deck lid and/or trunk area must be covered. Must have an access panel no smaller than six (6) inches wide and twelve (12) inches long in front of fuel cell in the

deck to view pull bar location. Drop decks are not allowed. Doors and quarter panels must be flush with deck.

4.15 Rear of bodies must utilize a solid rear panel at least eight (8) inches high which extends from the left quarter panel to the right quarter panel and remain perpendicular to deck. The rear panel must be securely fastened and must display the racecar number on either the left or right side. Gaps or holes of any kind are not allowed in the rear panel or rear deck. A racecar with a rear panel that is loose or becomes separated from the racecar during an event will be subject to disqualification.

4.16 Tires must remain the widest part of the racecar. No part of body may extend beyond the outside edge of the tires. Exception is the lower part of the left rear quarter panel's wheel opening's front edge may extend a maximum one inch outside the tire but wheel opening must remain no smaller than outside diameter of tire.

4.17 Excluding hood and nose piece, body may extend no further forward than the back of the engine block.

4.18 A maximum five (5) inch plastic skirt on bottom of doors and quarter panels and nose piece is permitted. Engine covers are not allowed. Fins, wings, lips or other air spoilers (other than noted) are not allowed. Any approved lip(s) must be the same side to side.

#### **4.19 Bumpers:**

4.19.1 Center of bumpers (front and rear) must be at least sixteen (16) inches from the ground and no more than twenty (20) inches from ground.

4.19.2 Both front and rear bumpers must be used, and must not have any sharp edges. Any inappropriate bumper will be disallowed by an official. Front bumper must 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 tubing and must be able to support the racecar if lifted by a tow vehicle. Top bar must be directly above bottom bar (not off-centered).

4.19.3 Rear bumpers and side rail bars must not extend beyond the width of the rear tires. Tires must be the widest part of body.

4.19.4 Rear bumpers may be constructed of tubing or flat stock, and must protect the fuel cell. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars).

4.19.5 Nose may not extend past front bumper and must be a minimum of five (5) inches above the ground. A two (2) inch lip on the nose is permitted, but may go no further than leading edge of hood.

4.19.6 Front bumper may be a maximum width of 44 inches from outside to outside. Nose must be completely inside of bumper. Nose tin may have a maximum width of forty-two (42) inches at bottom. *Note: If it is between nose fins, it is considered to be the nose; if it separates from the hood, it is considered to be the nose.*

#### **4.20 Appearance:**

4.20.1 All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in

contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

4.20.2 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 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 one and six-hundred sixty-six thousandths (1.666) by ninety five one thousandths (.095) or one and one-half (1.5) inches by ninety-five one-thousandths (0.095) of an inch for mild steel and DOM tubing. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.

5.2 Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.

5.3 Installation and workmanship must be acceptable to officials.

5.4 Must be frame-mounted in at least six (6) places.

5.5 Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.

5.6 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.

5.7 Must have a protective screen or bars in front window opening in front of driver's face.

5.8 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.

5.9 Brace bars forward of roll cage may not be higher than the stock hood height.

5.10 A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as 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 6: FRAME**

6.1 Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than thirty-six (36) inches from center of rear end housing.

6.2 May only be altered for the installation of springs and shocks.

- 6.3 All components must be made of steel and be properly welded.
- 6.4 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.
- 6.5 Minimum height from ground is four (4) inches. Exception: Front cross member may be notched for radiator clearance only. Outside frame rails may not be raised.
- 6.6 Jeep, Bronco or similar four-wheel drive frames are not allowed. Sports car frames are not allowed. Front-wheel-drives are not allowed.
- 6.7 Rear of frame may be altered to accept leaf or coil springs.
- 6.8 Hydraulic, ratchet or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.
- 6.9 Wheelbase must be a minimum of one-hundred eight (108) inches on both sides and a maximum of one-hundred twelve (112) inches on both sides (no tolerance).
- 6.10 Tubular front clips are not allowed.
- 6.11 Overall width of the racecar may not exceed seventy-eight (78) inches. Width shall be measured from the widest points on each side of the racecar (the tires).
- 6.12 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 7: COCKPIT, STEERING & SEAT**

- 7.1 Loose objects and/or weights are not allowed.
- 7.2 Air bags are not allowed.
- 7.3 Rear view mirrors are not allowed.
- 7.4 Floor and firewall must be complete in the driver's compartment. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. 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 the racecar from both sides.

### **7.5 Steering:**

- 7.5.1 Must be OEM and remain within original bolt pattern for type of frame used. Idler arm, pitman arm and center link must match frame. Outer tie rod end and adjustment sleeve may be replaced with a heim end and steel tube.
- 7.5.2 Rack and pinion is not allowed.
- 7.5.3 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
- 7.5.4 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.

### **7.6 Seat:**

- 7.6.1 Factory-manufactured racing seats are mandatory, and must be acceptable to

officials.

7.6.2 Homemade aluminum, plastic or fiberglass seats are not allowed.

7.6.3 Must be properly installed and seat back cannot be moved back further than rear edge of quarter post.

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

## **ARTICLE 8: SUSPENSION**

8.1 Front suspension must remain stock-type for the type of frame being used. Lower A frame must be unaltered stock stamped steel and in OEM location and remain OEM dimensions with OEM type bushings only. Mono ball or heim style bushings are not allowed. One-piece steel, rubber, polyurethane or nylon bushings only No offset or bearing type bushings allowed. Inner steel sleeve in bushing must be present. Screw-in ball joints are permitted. Front suspension travel limiting devices are not allowed. GM 1978-1988 metric "G" body frames are allowed to use Nova lower "A" frames.

8.2 Aluminum and/or titanium components are not allowed. Magnet must stick to all components. *Exception: aluminum cross shafts are permitted.*

8.3 Steel tube-type upper A-frames are permitted and may be moved.

8.4 Stock unaltered passenger car spindles only, must match side to side make and dimensions. Fabricated spindles are not allowed.

8.5 Front sway bars may be used. Must be made of steel and may be attached to the bottom A-frame using steel Heim joints. Must be solid full-length OEM.

8.6 A solid rear panhard bar or solid J-bar may be used. J-bar must be mounted to right side of pinion and go over the top of the driveshaft to left side of the chassis. Must be made of steel and may be attached by using a minimum three-quarter (0.75) inch i.d. steel Heim joint. Minimum length must be nineteen (19) inches measured from center of Heim to center of Heim.

8.7 Two-link suspension only. Four-link type suspensions are not allowed. All suspension bars and/or arms must remain solid and straight, and must be a minimum fifteen (15) inches from center of Heim to center of Heim. Swing arms are not allowed. Solid pull bars only and centerline of pull bar must be mounted within one (1) inch of driveshaft centerline.

8.8 Suspension or rear-end parts, including jack bolts and mounting brackets, must be made of steel. Lift arm is not allowed. Suspension covers are not allowed. Tarps and/or covers on racecar are not allowed outside of your pit area.

8.9 Floating suspensions are not allowed. All bird cages and/or brackets must be welded to the rear-end housing.

8.10 Safety/tether chains must be mounted solid to rear-end (not to any suspension parts). Right side spring must remain loose when rear-end is hanging off the ground if tethered.

### **8.11 Shocks & Springs:**

8.11.1 One shock per wheel only. Only conventional type (closed on one end) single

shaft shocks are permitted. Rear end dampener shocks are not allowed.

8.11.2 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.

8.11.3 Shock covers are permitted but must be mounted directly to shock. Bump stops (internal or external) are not allowed.

8.11.4 Coil-over shocks are not allowed on front or rear. Steel shock mounting bolts only. Aluminum and/or titanium is not allowed.

8.11.5 Coil-over, remote and/or air reservoir shocks are not allowed. Canister and/or adjustable shocks are not allowed. Bulb-type shocks are not allowed.

8.11.6 Bladder-type valves and/or Schrader valves are not allowed. Shocks shall be subject to claim, as outlined in Claim Procedures (see Article 19).

8.11.7 Spring sliders (one per wheel) are permitted. All coil springs must be at least four and one-half (4.5) inches outside diameter. Steel springs only. Torsion bars are not allowed in rear. Spring rubbers are not allowed. Progressive springs are not allowed.

8.11.8 Leaf Spring Rule: Must use steel, multi-leaf springs. Must be same number of full springs on each side (half springs are not allowed). Additional suspension components are not allowed. Adjustable lowering blocks are permitted.

8.11.9 Mono-Leaf Spring Rule: Must utilize coil springs centered on top of rear-end housing.

8.11.10 Must adhere to either Leaf Spring Rule or Mono-Leaf Rule. Mixing and matching is not allowed.

8.11.11 Optional: OEM Stock Suspension Rule: Must utilize stock OEM rear control arm mounts in stock locations for the frame being used. All components must be OEM and match the frame being used. Unaltered control arms only. Stock rubber, nylon or steel bushings only. Springs must remain in stock location on the top; lower perches must be welded to the rear end housing. Steel weight jacks only. Rear of engine (bell housing flange) must be mounted at least seventy (70) inches forward from the center line of the rear axle.

## **ARTICLE 9: ELECTRICAL SYSTEM**

### **9.1 Battery:**

9.1.1 Must be securely mounted inside frame rails and covered.

9.1.2 One (1) 12-volt battery only (no 16-volt batteries).

9.1.3 Voltage converters are not allowed.

9.1.4 All battery posts must be securely covered.

### **9.2 Ignition:**

9.2.1 Must utilize OEM distributor and ignition. Stock-appearing coils, coil covers and modules only. Square coil covers are not allowed. Multiple spark ignitions are not allowed. GM external coils are not allowed. All ignition parts must remain out of the reach of the driver.

9.2.2 Kill switch required within easy reach of the driver. The switch must be clearly

marked "OFF" and "ON". Crank trigger ignitions are not allowed.

9.2.3 GM must utilize OEM GM HEI distributor. Chrysler and Ford may use aftermarket HEI (bushing type only). Roller bearings are not allowed. Must utilize stock-type components.

9.2.4 Circuit board modules are not allowed.

9.3 Digital gauges are not allowed. Digital tachometers are permitted. Cameras pointing to any moving or suspension parts are not allowed. Except for memory recall tachometer, electronic monitoring computer devices capable of storing and/or transmitting information are not allowed.

9.4 Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification.

9.5 All standard engines (see Rule 16.7) must utilize a soft-touch rev control box MSD part #8727CT with a 7400 RPM maximum limit. All crate engines (see Rule 16.6) must utilize a soft-touch rev control box MSD part #8727CT with a 6200 RPM maximum limit. This must be out of reach of the driver but easily accessible for inspection at all times. MSD part #8727CT rev control box is required with unaltered wiring harness and will be required on all race cars.

## **ARTICLE 10: FUEL SYSTEM**

### **10.1 Fuel:**

10.1.1 Automotive gasoline, racing gasoline is permitted. Oxygenated fuel is not allowed; however an ethanol blend is allowed up to 85%. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event and subject to a fine.

10.1.2 May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds.

10.1.3 Upper cylinder lubricants are not allowed.

10.2 Electric fuel pumps are not allowed. Belt driven fuel pumps are not allowed. Pumps must bolt to block in stock location.

### **10.3 Carburetor:**

10.3.1 Must be naturally aspirated.

10.3.2 Fuel injection is not allowed.

10.3.3 Must be Holley 500 CFM two-barrel (part #4412). HP carburetors are not allowed. Must be completely unaltered, however, an aftermarket metering block is permitted. Grinding and/or polishing of any kind is not allowed. All carburetor components must be for a Holley 500. Milling and/or grinding of throttle shaft is not allowed, and shaft must stay round. The choke and air horn may be removed (this is the only reworking permitted). Casting line at venturi must be present. Crate motors are permitted to use a Holley four-barrel carburetor.

10.3.4 One (1) two-barrel carburetor properly installed will be permitted.

10.3.5 A one (1) inch adapter plate or spacer is permitted. Distance between bottom of carburetor and top of intake manifold cannot exceed one and one-quarter (1.25) inch.

High performance adapters are not allowed. Spacer thickness must remain the same front to back and side to side.

10.3.6 Carburetors shall be subject to claim, as outlined in Claim Procedures (see Article 19).

#### **10.4 Fuel Cell:**

10.4.1 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.

10.4.2 Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.

10.4.3 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.

10.4.4 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.

10.4.5 Limited to a maximum capacity of thirty-two (32) gallons.

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

#### **11.1 Wheels:**

11.1.1 Must be fifteen (15) inches in diameter and eight (8) inches in width.

11.1.2 Stickers are not required.

11.1.3 Must be reinforced steel only. Bleeder Valves are not allowed.

11.1.4 A steel bead lock may be used on the right side wheels only, and may be mounted on the outside of the wheel so long as it does not add to the overall width of the wheel.

11.1.5 Homemade mud caps are not allowed.

11.1.6 Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted.

11.1.7 Wide five wheel adaptors are not allowed.

11.1.8 Steel or aluminum spacer between hub and wheel is permitted, but overall width of racecar cannot exceed 78 inches.

#### **11.2 Tires:**

11.2.1 American Racer G60 or KK704 stamped or non-stamped tires are permitted. All non-stamped tires must be asphalt (no dirt).

11.2.2 Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed.

11.2.3 Grooving and/or siping is permitted.

11.2.4 All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

#### **11.3 Tire Testing Procedures:**

11.3.1 Random GC (gas chromatography) scans may be performed to identify illegal substances. A GC scan should always be a peak in 19-20 minutes. If there is no peak,

the driver will be disqualified. Driver may protest the GC scan results and request a mass spec test at the cost to the driver (usually around \$300). The mass spec test will reveal exactly what substance was used. The main peak of the tire should never be in half.

11.3.2 Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test 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).

11.3.3 It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances. The USRA will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires.

## **ARTICLE 12: BRAKING SYSTEM**

12.1 Must be operating on all four wheels and must lock up all four wheels during inspection.

12.2 Must have caliper and rotor on all four wheels. Vented rotors are required on front wheels.

12.3 Electronic brake actuators are not allowed. Brake shut-offs are not allowed.

12.4 Calipers may not be lightened, must be OEM and must be made of steel and must all match.

12.5 Rotors must be steel and may not be lightened, scalloped, slotted or drilled. Rotors may be re-drilled for different bolt patterns or larger studs. Oil bath hubs are not allowed.

12.6 Front-to-rear brake bias is permitted (no left to right).

12.7 Brake floaters are not allowed.

12.8 Brake lines must be visible.

12.9 Must maintain minimum OEM dimension for hubs, rotors and calipers.

## **ARTICLE 13: DRIVE SHAFT**

13.1 A loop is required and must be constructed of at least one-quarter (0.25) inch by two (2) inches solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted.

13.2 Must be a minimum two (2) inches in diameter.

13.3 Must be painted white.

13.4 Aluminum drive shafts are not allowed.

## **ARTICLE 14: TRANSMISSION**

14.1 OEM three-speed, four-speed and five-speed and automatic production-types are

permitted. 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.

14.2 "In and out" boxes are not allowed. Ball spline transmissions are not allowed.

14.3 May all be clutch-operated or an OEM automatic with a coupler. May use a hand or clutch pedal operated ball valve for neutral.

14.4 Aftermarket transmissions are permitted with twenty five (25) pounds of weight mounted in front of the mid-plate. Overall racecar weight must be two thousand five hundred (2,500) pounds if utilizing a Standard Engine (see Rule 16.7) or two thousand five hundred fifty (2,550) pounds if utilizing a Crate Engine (See Rule 16.6).

14.5 Approved aftermarket transmissions are Bert (Part #LMZ/GEN II), Brinn (Part #70001), Falcon (Part #60100) and RaceGator (Part #140002/140002-C) and Mitchell Machine Bullet Tranny with internal clutch.

14.6 Clutch must be inside of bell housing for OEM production-type transmissions (except as noted in Rule 14.4).

14.7 Starter must bolt to engine block or factory location.

14.8 One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver.

14.9 Aluminum flywheel is permitted. Must have full-sized explosion proof, aluminum or steel bell housing. Aluminum must be SFI approved (Note: GM bell housing is not SFI approved). Flywheel must bolt to crankshaft. Clutch must bolt to flywheel, a minimum six and one-quarter (6.25) inch clutch.

14.10 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-quarter (0.25) inch steel. Alternatively, automatic and/or aftermarket transmissions may utilize an SFI-certified aftermarket guard. Flex plates must be SFI certified.

14.11 Internal clutches are not allowed except for approved aftermarket transmissions.

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

15.1 Any passenger car- or truck-type is permitted. Aluminum is not permitted except lowering blocks, axle cap and drive plate.

15.2 Quick change devices are not allowed. Nine (9) inch Ford is permitted. Floater recommended.

15.3 Cambered rear-ends are not allowed (one-piece drive flange only).

15.4 Traction devices are not allowed (includes Gold Track, True Track or similar type components).

15.5 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 16: ENGINE**

16.1 Overflow tubes must be directed toward the ground and inside the frame rails.

16.2 Radiator must be mounted in front of engine. Aluminum pulleys and radiators are permitted.

16.3 All belt driven components must be mounted on front of engine. Electric water pumps and/or fans are not allowed. Engine oil coolers are not allowed.

**16.4 Exhaust & Mufflers:**

16.4.1 Round tube headers only. Tri-Y headers are not allowed. All primary tubes must enter one collector at the same point. Crate engine must use a non-stepped header only. Header wrap is not allowed.

16.4.2 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.

16.4.3 Mufflers are recommended. Mufflers may be required at track's discretion.

16.4.4 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.

16.4.5 Zoomies, Crossovers and/or 180's are not allowed.

**16.6 OPTION #1 - Crate Engine:**

16.6.1 GM Performance Parts (GPP) 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.

16.6.2 May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional, but spacer may be no more than one (1) inch thick and may not be throttle bore adjustable. Aerosol carburetors are not permitted. Carburetors shall be subject to claim (crate to crate only) as outlined in Claim Procedures (see Article 19).

16.6.3 Must utilize soft-touch rev control box with a 6200 RPM limit. This must be out of reach of the driver but easily accessible for inspection at all times. Any driver caught altering the chip or ignition system in any way so as 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 and national points for the season and a \$2,000 fine.

16.6.4 Must have "Crate" sticker on racecar or crate engine is claimable. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified. Any driver running with a crate motor will not be eligible to claim in that season. Any driver that claims a standard engine and switches to crate engine will be eligible to be claimed.

16.6.5 Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track and national points accumulated up to, and including, the date of the offense, and a \$2,000 fine and fourteen (14) day suspension from all USRA-sanctioned events. Second offense carries a \$5,000 fine and one (1) year suspension.

16.6.6 GM seal bolt exception is USRA, USMTS or approved rebuild seals (call 515-835-

9946 for verification).

16.6.7 Crate Engine is not subject to claim.

**16.7 OPTION #2 – Standard Engine:**

16.7.1 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.).

16.7.2 May be a maximum of 360 cubic inches. (370 c.i. for Chrysler).

16.7.3 Must be a maximum 9.5:1 compression. Exception: 302-, 305-, 307- and 318-cubic-inch engines may run 10.5:1 compression. Only flat top or dished pistons are permitted.

16.7.4 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.

16.7.5 Only stock appearing crankshafts are permitted. Lightweight cranks are not allowed. No undercut, bull nosed, gun drilled or knife edge crankshafts allowed.

16.7.6 Lightweight, aluminum and/or fluid dampeners are not allowed

16.7.7 GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock appearing I-beam non-polished rod. Aluminum or light weight is not allowed. Cap screw rods are permitted

16.7.8 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.

16.7.9 Only stock, unaltered two 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 (#7545 or #8022). Porting, polishing or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed. External cooler lines from back of intake to front of intake is not allowed.

16.7.10 Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Aftermarket head numbers are: GM – EQ Part #CC167ES2 or #CH350I; Dart Part #10024267 or #10024360; World Products Part #043600 or #042670; Ford – World Products Part #53030; Chrysler – EQ Part #CH138B; 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.

16.7.11 Screw-in studs, guide plates and poly-locks are permitted.

16.7.12 Roller cams and lifters are not allowed. Roller Rocker arms are not allowed (stock-type stamped steel rocker arms or cast steel rocker arms only). Roller tip rocker arms are permitted. Chryslers may utilize OEM steel shaft rockers but may not exceed

one hundred twenty (120) pounds of valve spring seat pressure and must maintain OEM valve spring dimensions. Under valve cover pressurized valve train oiling systems are not allowed.

16.7.13 Mushroom lifters are not allowed (stock diameter only). Must match make and model.

16.7.14 Stud girdles are not allowed.

## **ARTICLE 17: WEIGHT**

17.1 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. All racecars must display weight at which it will compete on both windshield posts. 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.

17.2 If utilizing a Crate Engine (see rule 16.6), overall weight of the racecar must be a minimum of two-thousand five hundred (2,500) pounds if utilizing an OEM production-type transmission or two thousand five hundred fifty (2,550) pounds with twenty five (25) pounds mounted in front of the mid-plate if utilizing an approved aftermarket transmission (see rule 14.4).

17.3 If utilizing a Standard Engine (see rule 16.7), overall weight of the racecar must be a minimum of two-thousand four-hundred fifty (2,450) pounds if utilizing an OEM production-type transmission or two thousand five hundred (2,500) pounds with twenty five (25) pounds mounted in front of the mid-plate if utilizing an approved aftermarket transmission (see rule 14.4).

### **17.4 Ballast:**

17.4.1 May not be mounted in cockpit, or outside of body or hood area.

17.4.2 Must be securely mounted, painted white and clearly marked with the car number.

17.4.3 Must be attached with at least two (2) one-half (0.5) inch bolts.

17.4.4 May not be attached to rear bumper.

## **ARTICLE 18: SAFETY**

18.1 It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent).

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

18.3 Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.

18.4 Helmets are mandatory and must be certified SA2005, SA2010 or SA2015.

18.5 Helmet must accompany driver and racecar at time of inspection.

18.6 Complete one- or two-piece fire suits of a flame retardant nature are mandatory.

18.7 Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.

18.8 The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required. Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended.

18.9 Metal to metal buckles are required on shoulder and seat belts.

18.10 Shoulder harness must be mounted securely to the main roll cage.

18.11 Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.

18.12 Driver restraint system must be less than three (3) years of age past the date of manufacture. It is recommended that the driver restraint system be no more than two (2) years of age past the date of manufacture.

18.13 Full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended.

18.14 Fire-resistant safety neck collars are mandatory.

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

#### **ARTICLE 19: CLAIMING PROCEDURES**

19.1 Any driver possessing a valid USRA license may have the opportunity to execute a claim on the engine, shocks or carburetor of another driver's racecar. Crate Engines are not claimable, and drivers utilizing a Crate Engine are not eligible to claim another driver's engine. Driver may only claim engine of same make (example: GM for GM, etc.).

19.2 The first four (4) finishers in the main event must drive their racecars directly to the designated claim area at the conclusion of the main event, and are subject to being claimed by any other driver that finishes fifth or lower and finishes on the same lap as the winner.

19.3 Claims must be made within five (5) minutes of the completion of the main event. Claimed items must be removed at the racetrack and within one (1) hour after claimed driver accepts the claim.

19.4 Driver making claim must drive his/her race car immediately after finish of feature, under its own power, directly to the claim area.

19.5 Claiming driver must present claim card and cash to official overseeing the claim area at the time that the driver declares his/her intention to claim. The cash price of the claim for engines shall be \$550 or exchange (see Rule 19.26) with \$25 withheld for wrecker. Driver making claim on engine must supply engine lift plate. The cash price of the claim for carburetors shall be \$300 or \$150 and exchange. The cash price of the claim for shocks shall be \$50 per shock. Drivers claiming shocks may claim one or more shocks during a single claim.

19.6 Engine claim does not include flywheel, clutch, pressure plate, bell housing,

headers, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, carburetor adaptor, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, plug wires, external oil restrictors (must furnish plugs) or water outlet and restrictor.

19.7 Claiming driver shall select from the first four (4) finishers in the main event, and must declare that choice to the official overseeing the claim area. If the claiming driver decides at that time that he/she does not wish to execute the claim, he/she will nonetheless be charged one claim on his/her claim card. If multiple drivers declare an intention to claim, the driver finishing farthest back in the main event will select first. If the claimed driver is utilizing a non-claimable engine, the claiming driver may not choose another driver and will not be charged a claim on his/her claim card.

19.8 Driver is permitted one (1) claim per event, regardless of the outcome of that claim.

19.9 Only drivers and officials are permitted in the designated claim area. Any other participants associated with that racecar that enter the claim area will be subject to disqualification, fine and/or suspension.

19.10 Only a driver may claim, and only the claimed driver may agree to accept or refuse the claim. The first statement of acceptance or rejection of the claim by the claimed driver is binding.

19.11 Any driver refusing to accept a claim will forfeit all cash and contingency winnings for that event.

19.12 Any driver refusing to accept a claim forfeits his/her right to make a claim in any USRA event for a period of one (1) year from the date of refusal.

19.13 Any driver refusing to accept a claim will forfeit all USRA points (national and track) accumulated up to, and including, the event at which the claim was made.

19.14 First refusal to accept a claim will result in that driver being suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid and received at USRA headquarters. Second refusal to accept a claim will result in that driver being suspended from all USRA events for one (1) year and until a \$5,000 fine is paid and received at USRA headquarters.

19.15 Any driver found to be making a claim for another person will lose all USRA points (national and track) accumulated to date for the entire season, all cash and contingency winnings for that event, and will be suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid and received at USRA headquarters.

19.16 Sabotage of claimed parts will result in driver being suspended from all USRA events for fourteen (14) days and until a \$1,000 fine is paid and received at USRA headquarters. Driver will also forfeit all USRA points (national and track) accumulated up to, and including, the event at which the sabotage occurred. Furthermore, driver will forfeit the privilege to make a claim for a period of one (1) year from the date on which the sabotage occurred.

19.17 Driver may claim a maximum of three (3) times during the calendar year.

19.18 After making an accepted claim, driver must finish in the top four (4) of a main

event and reinstate his/her claim card. Cost is \$25 for reinstatement of claim card.

Driver will not be eligible to make another claim unless claim card is reinstated.

19.19 Cost for replacement of a lost claim card is \$25.

19.20 Driver must compete in a minimum of three (3) consecutive events prior to the event at which he/she makes a claim.

19.21 The USRA reserves the right to disallow any claim at their discretion.

19.22 Drivers utilizing a provisional starting position in the main event are not allowed to make a claim in that event.

19.23 At their discretion, officials reserve the option to claim the engine, shock or carburetor of any racecar.

19.24 Drivers will be eligible to make a claim during the first event of the season. After one event, driver must have raced in previous events before Rule 19.20 applies.

19.25 Disqualification shall not affect a legal claim. Claimed parts will be removed and transferred prior to any penalties being assessed.

19.26 After a driver's engine has been claimed by another driver, the claimed driver reserves the option to "exchange" engines instead of a "cash claim" for any subsequent claims made on that driver by any other driver. The cash price for the exchange shall be \$350 (\$50 withheld for wrecker) payable by the claiming driver. All other claim procedures apply.

## **AMENDMENTS**

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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