

UNITED STATES RACING ASSOCIATION - 2010 HOBBY STOCK 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.

NOTE: Significant and/or material changes from the 2009 USRA Hobby Stock rules are highlighted in red. Updates to calendar dates, and changes made for grammatical purposes or to improve clarity are not highlighted.

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 USRA-licensed competitors 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 USRA 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.

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.

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 Drivers must properly display approved USRA sponsor decals in order to participate in any points fund or contingency award program related to that sponsor. The decals must be displayed on both sides of the racecar and must be of the original size and design distributed by the USRA. Furthermore, drivers must properly display the approved USRA logo decal and/or USRA Weekly Racing Series decal in order to participate in any points fund or contingency award program.

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

2.8 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.

2.9 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.

2.10 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.

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

2.12 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.

2.13 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.

2.14 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 to enable audio communication from officials to drivers. Furthermore, racecars may be fitted with a timing transponder as supplied by officials.

2.15 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.

2.16 Driver must possess a valid USRA license to be eligible for track and/or national points funds, cash awards and/or contingency awards. Track and/or national points funds shall be paid out as an equal percentage of events completed with a valid USRA license. For instance, if a driver has competed in 10 events prior to obtaining a USRA license, and then competes in 10 additional events after obtaining a USRA license, that driver will receive one-half (50%) of the earned points fund monies. Driver must have competed in a minimum of 50% of the events (minimum of 8 events with a minimum of 4 starts) held at any one of the sanctioned racetracks or series at which that driver earned points in order to be eligible for track and/or national points funds.

2.17 Technical Inspections:

2.17.1 For all classes at all events, either the top five (5) finishers in the main event OR the top four (4) finishers in the main event and one (1) randomly selected racecar will be required to report to a designated tech area following the main event, where mandatory and varied post-race technical inspections will be required to take place.

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

2.17.3 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.

2.17.4 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 USRA 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.

2.17.5 Any illegal part discovered through inspection shall 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 two-thousand dollars (\$2,000), suspension from all USRA 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. For second infraction, driver discovered to be using illegal parts of any kind shall be subject to a fine of five-thousand dollars (\$5,000), suspension from all USRA events for 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.

2.17.6 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.

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

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 their racetrack and/or announced at drivers meeting. The USRA will also publish any amendments to these rules on the USRA website at www.usraracing.com.

ARTICLE 3: POINTS SYSTEM

3.1 Drivers competing in an event are eligible to receive national and track points at the racetrack where the points were earned for that particular class.

3.2 Points will be awarded to drivers competing in events held from March 5, 2010, through October 31, 2010.

3.3 Points will only be awarded for events held and officially reported to the USRA by a USRA-sanctioned racetrack or series. **Promoter is solely responsible for gathering and submitting complete event results in a timely manner.**

3.4 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 qualify for the main event are awarded 90 points.

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 qualify for the main event are awarded 45 points.

3.6 Bonus Points:

3.6.1 Bonus points are awarded toward national points only. Bonus points are not awarded toward track points.

3.6.2 Passing Points: One (1) bonus point is awarded to each driver in the main event for each racecar passed from the original starting spot. For instance, if a driver starts 18th and finishes 11th, that driver will earn an additional seven (7) bonus points.

3.6.3 Competition Points: For each driver competing in a particular class on a given race night, bonus points equivalent to the total number of drivers will be awarded to every driver in that class. For instance, if there are 12 drivers on a given night, each driver in that class earns an additional 12 bonus points for that race night. There will be a maximum of 24 Competition Points awarded to any one driver on any given race night.

3.7 A driver's best twenty (20) points nights from March 5, 2010, through October 31, 2010, will apply toward national points. At the discretion of the promoter, track points may include all USRA-sanctioned events at that track for the 2010 calendar year, or only those they designate as such.

ARTICLE 4: BODY

4.1 1960 or newer American made stock passenger automobile with factory steel top.

4.2 Sunroofs and T-tops must be reinforced and enclosed. No Camaros or Firebirds.

4.3 All bodies must be OEM. Spoilers, wings, skirts, air scoops or anything that alters the stock appearance is not allowed. Gutting of trunk lids is not allowed. Aftermarket nosepieces are permitted.

4.4 Minimum of three (3) windshield bars must be in place in front of driver. Ballast is not allowed.

- 4.5 Maximum seven (7) inch metal sun visor may be added to top of windshield opening.
- 4.6 All hoods and trunks must be securely fastened and the back of the hood must be sealed off from the cockpit.
- 4.7 All sharp edges, torn fenders and body panels to be repaired prior to next race.
- 4.8 All glass, plastic, upholstery, rear seats, lights, mirrors and chrome must be removed. Interior tin or other covers not allowed.
- 4.9 All doors must be secured shut (welded, chained, bolted, etc.).
- 4.10 The front inner wheel wells may be removed, but not the rear wheel wells (plastic in outer half).
- 4.11 Hood and trunk lid must be pinned, not bolted. OE hood and unaltered trunk are mandatory.
- 4.12 Front and rear bumpers must be used, and may not have any sharp edges. Any inappropriate bumper will be disallowed by an official. Front bumper should be mounted from frame-end to frame-end.
- 4.13 Appearance:
 - 4.13.1 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.
 - 4.13.2 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 Must use ninety-five one-thousandths (.095) inch tubing with a minimum one and six-hundred sixty-six one-thousandths (1.666) inch diameter for main cage and door bars. No offset cages. 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 Full-perimeter four-post roll cage with a "X" brace in rear is mandatory. Rear kickers must be used.
- 5.5 Must be securely welded to frame. Must have a minimum of one (1) cross bar in top halo.
- 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 Three horizontal door bars on both sides are mandatory. Minimum of four uprights tied from frame to top door bar on driver's side, three on passenger side. Steel door plates made of eighteen (18) gauge or forty-nine one-thousandths (.049) inch minimum thickness metal must be securely welded to outside of doors bars on driver's side.
- 5.8 Plate must cover the area from the top door bar to the rocker panel, and from the rear down post to six (6) inches in front of the seat. Must be visible for inspection.
- 5.9 Must have a tow hook on front and rear. Front hoops are permitted.
- 5.10 May have two bars for protection in front of radiator, behind bumper, within confines of body and no wider than stock frame horns. Absolutely no square tubing or galvanized pipe allowed in main cage.
- 5.11 Fuel cell protection bar may be used. Must be mounted frame rail to frame rail, and be no higher than the fuel cell and inside the trunk area. Maximum one and seventy-five one-hundredths (1.75) inch pipe.

ARTICLE 6: FRAME

- 6.1 Camaros, Firebirds or Mustangs are not allowed.
- 6.2 Minimum wheelbase shall be one-hundred ten (110) inches for unibody frames. Minimum wheelbase shall be one-hundred seven (107) inches for full frames.
- 6.3 May be "X" braced. Unibodies must be tied from rear frame to front frame.

- 6.4 No station wagons, convertibles, front-wheel drives, four-wheel drives or rear engine vehicles.
- 6.5 Bumpers must be in stock location. Front and rear bumpers must be capped to the fender, the width of the bumper. Reinforced bumpers are not allowed.
- 6.6 Motor must be in stock location (fuel pump must be in front of unaltered cross member).
- 6.7 Titanium products, parts or components are not allowed anywhere on the racecar.

ARTICLE 7: COCKPIT

- 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 Steering:
 - 7.4.1 Must be OE and remain within original bolt pattern for type of frame used.
 - 7.4.2 Rack and pinion is not allowed.
 - 7.4.3 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
 - 7.4.4 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 7.5 Seat:
 - 7.5.1 Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
 - 7.5.2 Homemade aluminum, plastic or fiberglass seats are not allowed.
 - 7.5.3 Must be properly installed and seat back cannot be moved back further than rear edge of quarter post.
 - 7.5.4 High-back aluminum seats only.

ARTICLE 8: SUSPENSION

- 8.1 No aluminum or titanium components allowed. Magnet must stick to all components.
- 8.2 Must be original and match frame.
- 8.3 Suspension and steering must be unaltered approved OE in stock location, and must be replaceable by stock part.
- 8.4 No add-on quick steer boxes.
- 8.5 Shocks & Springs:
 - 8.5.1 Shock mounts must be the same on both sides of the rear end. No spacers, lumber or chains allowed.
 - 8.5.2 Racing shocks and springs are permitted. One (1) unaltered steel non-adjustable OEM mount shock in OEM location.
 - 8.5.3 Coil-over, remote and/or air reservoir shocks are not allowed.
 - 8.5.4 Bladder-type valves and/or Schrader valves are not allowed.
 - 8.5.5 Shocks shall be subject to claim, as outlined in Claim Procedures (Article 19).
 - 8.5.6 Center of rear lower control arm bolt holes may be no lower than three inches and must be the same on both left and right.
 - 8.5.7 Tubular aftermarket upper A-frames (not adjustable) are permitted.

ARTICLE 9: ELECTRICAL SYSTEM

- 9.1 Battery:
 - 9.1.1 Must be securely mounted and shielded.
 - 9.1.2 One (1) 12-volt battery only (no 16-volt batteries).
 - 9.1.3 Voltage converters are not allowed.
 - 9.1.4 Must be in a marine-type case and mounted in trunk area.
- 9.2 Ignition:
 - 9.2.1 Magnetos or crank-triggered ignitions are not allowed. No more than one (1) coil may be used.
 - 9.2.2 Must utilize OEM distributor and ignition. Multiple spark ignitions are not allowed.
 - 9.2.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on".
 - 9.2.4 **GM must utilize OEM GM distributor. Chrysler and Ford may use aftermarket HEI (bushing type only). Roller bearings are not allowed. Must utilize stock-type components.**

ARTICLE 10: FUEL SYSTEM

10.1 Fuel:

10.1.1 **Automotive gasoline, racing gasoline or E85 is permitted (no E98).** Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event.

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.

10.2 Electric fuel pumps are not allowed.

10.3 Carburetor:

10.3.1 OEM Carburetor: GM to GM, Ford to Ford, Chrysler to Chrysler; May remove choke, but other alterations are not allowed. No Holleys. Top flow air filter is permitted.

10.3.2 A limit of one (1) standard fuel filter is allowed between the fuel cell and the carburetor. Cool cans are not allowed.

10.3.3 Alterations to carburetor boosters are not allowed.

10.3.4 Venturi must be no wider than one and three-eighths (1-3/8) inches wide, and no more than one and sixty-nine one-hundredths (1.69) in width at the base.

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

10.4 Fuel cell:

10.4.1 Must be commercially manufactured. No boat or stock automotive fuel tanks. Maximum 22-gallon capacity.

10.4.2 Must be securely fastened inside trunk of racecar, above the level of stock trunk floor.

10.4.3 Fuel cells must be in steel container.

10.4.4 Firewall must be between driver and fuel cell.

10.4.5 All mounts must be made of steel and attached to frame or roll cage. No adjustable fuel cell mounts.

10.4.6 Must have check valve. Fuel cell vent, including cap vent, must have check valves, a flapper spring or ball-type filler valve.

10.4.7 Fuel lines passing through the cockpit must be enclosed in metal pipe or conduit. No fuel filters permitted in cockpit.

ARTICLE 11: TIRES & WHEELS

11.1 Tires and wheels must be inside the body.

11.2 Wheels:

11.2.1 May be a maximum of seven (7) inches in width.

11.2.2 Mag wheels are not allowed. Spoke steel wheels are permitted.

11.2.3 Reinforcement of stock steel wheels is recommended.

11.2.4 One (1) inch steel lug nuts are mandatory.

11.2 Tires:

11.2.1 Stock OEM 205/75 or 205/70, 14-inch or 15-inch passenger tires are permitted. Must be the same on all four wheels

11.2.2 Mud, racing or fancy, exotic, trick gumball tires are not allowed.

11.2.3 Softening, siping and/or grooving is not allowed.

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 calipers on front and rear drums. OE drums on Ford nine-inch rear ends. Aluminum GM drums are not allowed.

12.3 Electronic brake actuators are not allowed.

12.4 Must be OEM operative on all four wheels. Aftermarket brake pedal assemblies are not allowed.

Note: Brakes will be tested.

12.5 Steel brake lines are mandatory and must be visible for inspection.

12.6 Anti-lock braking systems are not allowed.

12.7 Brake shut-offs or bias adjusters are not allowed.

12.8 Master cylinder must be in stock location.

12.9 Calipers must be OEM steel.

- 12.10 Floater and non-floater rearends are permitted to use disc brakes.
- 12.11 Must use OEM vented rotors (no drilling, no lightening and no scalloped rotors). Minimum 10.5 inch diameter is permitted.

ARTICLE 13: DRIVE SHAFT

- 13.1 A loop is required and must be constructed of at least one-quarter (1/4) 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 (1/4) inch by one (1) inch solid steel fastened to cross member are permitted.
- 13.2 Must be painted white, made of steel and a minimum of two (2) inches in diameter.
- 13.3 Yokes must be made of steel.

ARTICLE 14: TRANSMISSION

- 14.1 Must be OE automatic with torque converter or OE single disc clutch on manual transmission only.
- 14.2 All OE forward and reverse gears must be operational. Torque converter must have a minimum one-eighth (1/8) inch plug, and contain three (3) quarts of transmission fluid.
- 14.3 Must have approved scatter shield or blanket. Scatter shield may be constructed of one-quarter (1/4) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate or flywheel.
- 14.4 Flywheels must be stock OE. Lightening of the flywheel is not allowed. Aluminum flywheels are not allowed.
- 14.5 When the racecar is in gear and the brake pedal is fully depressed, engine must be able to continue running.

ARTICLE 15: REAR END

- 15.1 Truck rear ends are not allowed. Ford nine-inch rear ends and floater rear ends are permitted, but must be mounted like stock rear end for that make and model. Rear end may be welded or a mini spool may be used.
- 15.2 Full spools are not allowed.
- 15.3 Floater rear end is optional (no gun-drilled or titanium axles - axles must be steel).

ARTICLE 16: ENGINE

- 16.1 Must be nine-to-one (9:1) compression ratio.
- 16.2 Flat top pistons only. GM cars must be 76cc heads or larger (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Ford may not utilize aftermarket heads or SVO heads. Chryslers may not utilize after market or W2 heads (360 cubic inch heads only).
- 16.3 Must be stock appearing. Absolutely no changes allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.).
- 16.4 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.
- 16.5 Aftermarket steel stock replacement heads are permitted (EQ Part #CC167ES2). Must be 76cc, valve size no larger than 2.02 and no beehive valve springs.
- 16.6 Valve cover bolts in the center of the head and adapters are not allowed.
- 16.7 Porting, polishing or alterations of any kind to heads, block or intake is strictly forbidden, and subject to disqualification for illegal parts as defined in Article 2, Rule 2.17.5.
- 16.8 Maximum of 360 cubic inches (370 c.i. for Chrysler) is permitted. Note: Cubic inches will be checked.
- 16.9 Must utilize an OE cast iron two-barrel intake.
- 16.10 Aluminum pulleys and radiators are permitted.
- 16.11 Aluminum flywheels are not allowed.
- 16.12 Overflow tubes must be directed to the ground, and inside of the frame rails.
- 16.13 Racecar must have the capability of starting without being pushed or pulled. Must be able to join lineup on demand and unaided.

- 16.14 Roller tip rockers are permitted.
- 16.15 Aftermarket harmonic balancers are not allowed.
- 16.16 Exhaust System & Mufflers:
 - 16.16.1 Must be cast iron exhaust manifolds. Headers are not allowed. Center dump type manifolds are not allowed.
 - 16.16.2 Exhaust must extend past the firewall.
 - 16.16.3 Must remain dual exhaust. Crossover or "Y" pipes are not allowed.
- 16.17 GM 5.7-inch or 6-inch rods are permitted.
- 16.18 Aftermarket steel motor mounts in stock location are permitted (no mid plate). Engine setback must remain in stock location.

ARTICLE 17: WEIGHT

- 17.1 No minimum overall racecar weight is required.

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 (10) or thirteen (13) pound fire extinguishers are highly 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 an approved SHCA or Snell-type full coverage.
- 18.5 Helmets should accompany driver and racecar at time of inspection.
- 18.6 Helmets of at least Snell SA2000 or SA2005 rating are mandatory.
- 18.7 Complete one- or two-piece fire suits of a flame retardant nature must be worn by all drivers at all times when the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.
- 18.8 SFI-approved fire-resistant gloves and shoes are mandatory.
- 18.9 Five-point safety belts, sub-belt and shoulder harness is required. Factory-type shoulder belts or straps are not allowed.
- 18.10 Metal to metal buckles are required on shoulder and seat belts.
- 18.11 Shoulder harness must be mounted securely to the roll cage. It is recommended that seat belts and shoulder harnesses not to be more than one (1) year old.
- 18.12 Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting of the belt.
- 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.
- 19.2 The first five (5) 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 sixth 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 racecar 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 shall be \$525 for engines; \$30 each for shocks; or \$50 for carburetors. Drivers claiming shocks may claim one (1) or more shocks during a single claim. For engine claims, driver making claim must supply engine lift plate.
- 19.6 Engine claim does not include flywheel, clutch, pressure plate, bell housing, exhaust manifold, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump rod and plate, distributor, plug wires or water outlet and restrictor.
- 19.7 Claiming driver shall select from the first five (5) finishers in the main event, and must declare that choice to the official overseeing the claim area. If the claiming driver decides at that time that he/she does not wish to execute the claim, he/she will nonetheless be charged one claim on his/her claim card. If multiple drivers declare an intention to claim, the driver finishing farthest back in the main event will select first.
- 19.8 Driver is allowed 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 five (5) 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) 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 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.

AMENDMENTS

May 11, 2010

Rule 16.3: Incorporated elements from Rule 16.15, deleted Rule 16.5 and changed corresponding rule numbers that followed.

Rule 16.5: Added "EQ Part #CC167ES2."

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For rules clarifications or questions, call USRA Technical Director Jason Mallicoat at (515) 825-8803 or email tech@usraracing.com.

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