



Devil's Bowl Speedway

"Where Fast is Fun"

2017 USRA Modified Rules

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.

Significant and/or material changes from the 2017 USRA Modified rules 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 Modifieds is \$120.

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 was 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 rules are subject to change at any time and for any reason as deemed necessary by the USRA in the best interest of the sport. 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 point's 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. Panel vans or station wagons are not allowed.

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 (front, back, left and right) window openings.

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. Two (2) inch maximum roll, turned downward, is permitted along the front edge of the roof. 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 (1) inch roof lips allowed on outside edge of roof. A maximum of four (4) 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 of matching design with matching styles on both sides of racecar. Sail panels may have a maximum bow of four (4) inches top to bottom, maximum bow of three (3) inches front to back and may be no more than eight (8) inches above the back edge of deck.

4.8 Reverse hood rake is not allowed. Hood must be level or slope forward toward nose of racecar. Back of hood may be no more than two (2) inches above decking and sealed off completely. Lips on the sides of hood are not allowed.

4.9 Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar. A rock shield may be installed to protect the oil pan and the bottom of the motor, from the front cross member no further back than the rear engine mount (mid-plate/mid-mount) no wider than the radiator front to back.

4.10 Panel(s) (engine covers) in front of the door next to the engine compartment are permitted, but must maintain a six (6) inch

gap from the door. One side must remain open for inspection of engine on the scales.

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

4.12 Overall width of the racecar may not exceed 78 inches. Width shall be measured from the widest points on each side of the racecar.

4.13 The rear deck lid and/or trunk area must be covered.

4.14 A two (2) inch lip on the nose is permitted, but may go no further than leading edge of hood.

4.15 Doors and quarter panels may be mounted a maximum of one (1) inch above the deck, and must match side to side – NO TOLERANCE.

4.16 Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block.

The bottom of the body may extend up to eight (8) inches forward of the back of the engine block. 4.17 A maximum five (5) inch plastic skirt on bottom of doors and quarter panels and nose piece is permitted.

4.17 Spoilers:

4.17.1 Engine Option #1 (USMTS/USRA Spec Engine) the maximum rear spoiler height of material shall be five (5) inches; Engine Option #2 (USMTS/USRA Concept Engine) or (GM #88958604 or #19318604 crate engine) (GM 604), the maximum rear spoiler height of material shall be six (6) inches; Engine Option #3 (Open Engine), the maximum rear spoiler height of material shall be three (3) inches.

4.17.2 Rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck and must extend from right edge of deck to left edge of deck. Spoiler material must remain flat.

4.17.3 Rear spoiler must remain separate from sail panels.

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

4.17.5 Fins, wings, lips, deflectors or other air spoilers (except as noted above) are not allowed.

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

4.18 Bumpers:

4.18.1 Center of bumpers (front and rear) must be a minimum sixteen (16) inches and a maximum twenty (20) inches from ground.

4.18.2 Both front and rear bumpers must be used, and may not have any sharp edges. Any inappropriate bumper may be disallowed at the discretion of an official. Front bumper should be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1.25) inch tubing and must be able to support the racecar if lifted by a tow vehicle. Top bar must be directly above bottom bar.

4.18.3 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).

4.18.4 Nose may not extend past front bumper and must be a minimum of five (5) inches above the ground. Nose must be completely within the bumper.

4.18.5 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 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.*

4.19 Appearance:

4.19.1 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.

4.19.2 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 one-half (1.5) inches by ninety-five one-thousandths (0.095) inch for mild steel and DOM tubing.

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. Right front frame rail must be a maximum of seven and one-quarter (7.25) inches above the ground.
- 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 (no tolerance).
- 6.10 Tubular front clips are not allowed.
- 6.11 Maximum overall width of car (at front or rear) shall not exceed seventy-eight (78) inches from outside of tread to outside of tread – 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. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.

7.5 Steering:

- 7.5.1 Must be OEM and remain within original bolt pattern for type of frame used. Center link must match frame. Inner and outer tie rod end and adjustment sleeve may be replaced with a heim end and steel tube.
- 7.5.2 Rack and pinion is not allowed.
- 7.5.4 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
- 7.5.5 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. Steel aftermarket parts may be used as stock components as long as they mount in the stock location and are the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, must match factory specs. All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames.

- 8.2 Aluminum and/or titanium components are strictly forbidden. Magnet must stick to all components.
- 8.3 Steel tube-type upper A-frames are permitted and may be moved. Steel or aluminum cross shafts are permitted.
- 8.4 Coil-over springs are not allowed on the front.
- 8.5 Stock passenger car spindles only. Fabricated spindles are not allowed. Bottom A-frames may not be altered, lightened or moved and must match side to side.
- 8.6 Front sway bars may be used. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints. Must be solid full-length OEM.
- 8.7 Rear panhard bars may be used. Must be made of steel and may be attached by using a minimum three-quarter (0.75) inch i.d. steel heim joint.
- 8.8 Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
- 8.8.1 Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
- 8.8.2 Lift arm is defined as solid steel triangulated bar that is connected at the top (with one heim) and bottom (with one heim) of the rear end housing, extending forward where it is connected to a shock (that may utilize only the heim directly related to that one shock (ONE ON EACH END), shock-spring coil-over combination (that may utilize only the heims directly related to that one shock (ONE ON EACH END)) and a limiting chain (with or without a biscuit for cushion). Only one heim is permitted in this configuration. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
- 8.8.3 Pull bar is defined as a continuous assembly (that may or may not contain a spring or biscuit assembly located inline to absorb torque) that is connected to the top of the rear end with one heim and extends forward to a solid mounting point located on the chassis where it is connected with one heim. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
- 8.9 Steel coil-over eliminators and/or steel/aluminum coil-over kits are permitted on the rear only, but must conform to shock and spring rules.
- 8.10 Suspension and/or rear end parts must be made of steel. Aluminum mounting brackets are permitted.
- 8.11 All rear suspension radius rods and lift arms must be of a fixed solid design. Absolutely no hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods to locate the rear end are allowed.

8.12 Shocks & Springs:

- 8.12.1 Any new design of components pertaining to and/or containing shock absorber must be submitted to the USRA for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
- 8.12.2 Only one shock per wheel is permitted (five total). No dummy shocks in relation to functioning shock absorbers (i.e. no dummy shocks to replace slider). Fifth shock is only allowed in relation to pull bar or lift arm, (Example: 90/10 mounted inline with the pull bar, this shock must run in same direction as the pull bar, shock on lift arm must be mounted as referred to in the lift arm summary in Rule 8.8.2). Shock is not allowed be connected directly to the pull bar in any way.
- 8.12.3 All shocks must be made of steel (magnet must stick). Aluminum heims on shocks are not allowed (steel caps only).
- 8.12.4 Only conventional-type (closed on one end) shock absorbers are permitted. Only single-shaft shocks are permitted.
- 8.12.5 Air shocks and/or canister shocks are not allowed.
- 8.12.6 Inerter shocks, J-damper shocks, active mass damper shocks and/or through-rod-designed shocks are not allowed.
- 8.12.7 External rubber bump stops are permitted (steel or plastic cup only).
- 8.12.8 Electronically-controlled and/or monitored shocks by any means or methods are not allowed. Cockpit-adjustable shocks are not allowed.
- 8.12.9 Shocks shall be subject to claim, as outlined in Claim Procedures (Article 19).
- 8.12.10 One spring per wheel is permitted (five total). One additional spring is permitted in the center of the car pertaining to the traction device (example: spring on the pull bar or lift arm).
- 8.12.11 All coil springs must be at least four and one-half (4.5) inches outside diameter. Springs must be made of steel. Torsion bars are not allowed in rear.
- 8.13 Suspension covers are not allowed. Tarps and/or covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted except on the lift arm or pull bar (those areas must remain completely exposed), but must be fastened directly to the spring or shock.

ARTICLE 9: ELECTRICAL SYSTEM

9.1 Battery:

- 9.1.1 Must be securely mounted inside frame rails and covered. If mounted outside of frame rail a nerf bar must be installed around battery box for protection.
- 9.1.2 One (1) 12-volt or 16-volt battery is permitted.
- 9.1.3 Voltage converters are not allowed.

9.1.4 All battery posts must be securely covered.

9.2 Ignition:

9.2.1 Magnetos and/or crank-triggered ignitions are permitted only for racecars utilizing a Crate Engine (see Rule 16.9).

9.2.2 One (1) coil only is permitted.

9.2.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON". 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.

9.2.4 Ignition boxes shall be subject to claim, as outlined in Claim Procedures (Article 19).

9.2.5 Must utilize a maximum RPM rev-limiter for the following engine combinations: 375 cubic inch displacement engines or larger is 8,000; 374 cubic inch displacement engines or smaller is 8,600; USMTS/USRA Concept Engine is 8,000; CT525 Crate Engine is 7,300; 604 Crate Engine is 6,400. Rev-limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time.. Any driver caught altering the rev-limiter or ignition system in any way so as to defeat the rev-limiter 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.

9.2.6 Crank trigger ignitions are not allowed.

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

ARTICLE 10: FUEL SYSTEM

10.1 Fuel:

10.1.1 Must be automotive gasoline or alcohol only. Additives of any kind are not allowed. E85 ethanol or racing fuel is permitted. Penalty for illegal fuel is loss of points, cash and awards earned for that event.

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. Oxygenated fuel is not allowed.

10.2 Electric fuel pumps are not allowed.

10.3 Carburetor:

10.3.1 One (1) two-barrel, four-barrel or Predator carburetor properly installed is permitted.

10.3.2 Must be naturally aspirated.

10.3.3 Fuel injection is not allowed.

10.3.4 An adapter with gasket is permitted. Adapter and gasket combined may be no more than two and one-quarter (2.25) inches.

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.

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

10.4.6 Must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

ARTICLE 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.

11.1.4 A steel or aluminum bead lock may be used on the right front and right rear wheels only, and may be mounted on the outside of the wheel so long as it does not add over three-quarters (0.75) of an inch to the overall width of the wheel.

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 (see Rule 4.19).

11.1.9 Aluminum or steel lug nuts are permitted.

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 will 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.

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.

12.4 Calipers and/or pads may not be lightened and must be OEM

12.5 Steel or aluminum single-piston OEM-type calipers are permitted. Piston diameter must be the same on all calipers.

12.6 Rotors must be steel and may not be lightened, scaloped or drilled but may be slotted. Rotors may be re-drilled for different bolt patterns or larger studs.

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

12.8 Brake shut-offs are not allowed.

12.9 Brake lines must be visible.

12.10 Must maintain minimum OEM dimensions 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) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted.

13.2 Must be painted white. Aluminum drive shafts are not allowed.

ARTICLE 14: TRANSMISSION

14.1 OEM three-, four- and five-speed and automatic production-type transmissions are permitted. Approved aftermarket transmissions are permitted.

14.2 "In and out" boxes are not allowed.

14.3 Must all be clutch-operated.

14.4 Approved aftermarket transmissions are Bert, Brinn, Falcon, RaceGator and Mitchell Machine Bullet Tranny with internal clutch.

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

14.6 Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved (Note: GM bell housing is not SFI approved).

14.7 Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel, and must be constructed of at least one-eighth (1/8) inch. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. All flex plates must be SFI-certified.

14.8 With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

ARTICLE 15: REAR-END

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

15.2 Quick change rear-ends are permitted: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearings must be tapered; titanium is not allowed; wide-five wheel patterns are not allowed; aluminum spools are permitted. Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear-ends purchased prior to that date will be permitted and must have original serial number.

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).

ARTICLE 16: ENGINE

16.1 General Engine Rules: Unless otherwise noted, the following general engine rules apply to all engine options.

16.1.1 Engine type shall determine the overall weight of the racecar (see Rule 17.3), spoiler height (see Rule 4.12.1) and RPM limits of the rev-limiters (see Rule 9.2.5).

16.1.2 Must be able to be used in conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings (includes block, heads and intake) and fittings may not be changed. Machine work on outside of engine, or on front or rear of camshaft, is not allowed. If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate.

16.1.3 "Dry sump" systems are not allowed. "Wet sump" oil system only. Internal or external oil pumps are permitted, however, single pickup must remain in pan with a maximum one (1) pickup and one (1) return line. External remote oil tanks (dry sump tanks) are not allowed. Oil coolers and remote filters are permitted.

16.1.4 Modification of cooling system is permitted. Radiators and oil coolers may not protrude above interior.

16.1.5 Any American make may be used. Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle – NO TOLERANCE.

16.1.6 Offset must be within two (2) inches of centerline of front cross member.

16.1.7 Must be a minimum of eleven (11) inches from ground to front center of crankshaft.

16.1.8 Steel blocks only –aluminum and/or titanium are not allowed.

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

16.1.10 Radiator must be mounted in front of engine.

16.1.11 Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage. Mufflers may be required at track's discretion.

16.1.12 Roller cams are permitted, unless otherwise noted.

16.1.13 Intake manifolds must be made of cast iron or cast aluminum. External modifications to cast aluminum intakes are not allowed. Internal modifications are permitted.

16.1.14 Tri-Y headers are permitted, but cannot contain stainless steel.

16.1.15 Stud girdles and shaft rockers are permitted.

16.1.16 Engine components must be of matching manufacturers (i.e. Chevy for Chevy).

16.1.17 Heads may be angle milled, but valve angle must remain within one (1) degree of original manufactured specification.

16.1.18 Engine components must be of matching manufacturers (i.e. Chevy for Chevy).

16.1.19 Oil drain back and cooling lines are permitted.

16.2 BRODIX Spec Head Rules: Unless otherwise noted, the following BRODIX spec head rules apply to both Engine Option #1 (USMTS/USRA Spec Engine) and Engine Option #2 (USMTS/USRA Concept Engine).

16.2.1 Approved product numbers for the BRODIX aluminum spec head are SPCH (Chevrolet), SPFO (Ford) and SPMO (Mopar) for USMTS/USRA. Call 479-394-1075 or visit www.brodix.com for more information.

16.2.2 Removing, relocating, grinding, polishing or defacing of any cast letters and/or numbers is strictly forbidden.

16.2.3 Valve guides must retain original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened whatsoever. Minimum valve stem diameter must be five-sixteenths (.310) inch.

16.2.4 Absolutely no welding or adding material of any kind.

16.2.5 Absolutely no enlarging, relocating or other altering of any bolt hole, dowel hole or threaded hole, except to spot face bolt holes after angle milling.

16.2.6 Heli coils are permitted for repairs.

16.2.7 Absolutely no grinding or polishing of any kind anywhere on the casting, except for pushrod clearance. Factory CNC chamber may not be altered in any way.

16.2.8 Internally-repaired BRODIX aluminum spec head must be recertified by BRODIX.

16.2.9 BRODIX aluminum spec head checking fixtures may be used by tech officials to check specifications and dimensions.

16.3 Engine Option #1: USMTS/USRA Spec Engine (2,450 lbs., 5" spoiler):

16.3.1 Roller cam or flat tappet cam is permitted.

16.3.2 All other BRODIX Spec Head Rules apply (see Rule 16.2).

16.4 Engine Option #2: USMTS/USRA Concept Engine (2,400 lbs., 6" spoiler):

16.4.1 Any cast iron block is permitted. Unnecessary machine work inside or outside of block is not allowed. Lightening, coating, painting or any other work to inside of intake manifolds, heads and/or block lifter galley is not allowed.

16.4.2 Maximum 14:1 compression is permitted.

16.4.3 Steel oil pan only is permitted. Wet sump system only is permitted. Cast iron oil pump must be in stock location. Oil pan must have inspection hole.

16.4.4 Unaltered aluminum intake is permitted. Must be seven and one-quarter (7.25) inches from bottom of intake to base of carburetor, including spacer and gaskets.

16.4.5 Stud mount rocker arms only are permitted. Maximum 1.6 ratio. Stud girdle is permitted. Shaft rockers are not allowed.

16.4.6 Steel valves and valve spring retainers/locks only. Hollow stem and/or titanium valves are not allowed.

16.4.7 Cast iron flat tappet cam with stock diameter journal, stock firing order, in stock location, with stock diameter. Cast iron lifters only. Mushroom lifters are not allowed.

16.4.8 Timing chain only is permitted. Gear or belt drive is not allowed.

16.4.9 Stock diameter "Babbitt" cam bearing only is permitted.

16.4.10 8,000 maximum RPM chip is required.

16.4.11 Steel crankshaft only is permitted. Gun-drilled mains are not allowed. Undercutting of counterweights is not allowed.

16.4.12 Steel balancer only is permitted.

16.4.13 Tri-Y headers are not allowed.

16.4.14 All other BRODIX Spec Head Rules apply (see Rule 16.2).

16.4.15 Use of a sealed GM 604 crate engine or a flat tappet 23-degree steel-headed motor will also fall under this option.

16.5 Engine Option #3: Open Engine (2,500 or 2,550 lbs., 3" spoiler):

16.5.1 includes all other engines not specified in Engine Options #1 or #2.

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. A "burn off" allowance may be offered at specific events where the number of laps will exceed normal conditions. This allowance, if any, shall be determined by USRA officials before the event begins.

17.2 All racecars must display weight at which it will compete on left side windshield post. Must be two (2) inches tall and in contrasting color to the racecar. Any racecar not displaying their weight will be required to weigh the maximum weight for this class and required to add any weight in any location required in this class.

17.3 Overall Weight:

17.3.1 If utilizing Engine Option #1 (USMTS/USRA Spec Engine), the overall weight of the racecar must be a minimum of two-thousand four-hundred fifty (2,450) pounds.

17.3.2 If utilizing Engine Option #2 (USMTS/USRA Concept Engine), the overall weight of the racecar must be a minimum of two-thousand four-hundred (2,400) pounds.

17.3.3 If utilizing Engine Option #3 (Open Engine), the overall weight of the racecar must be a minimum of (a) two-thousand five-hundred (2,500) pounds if using 23-degree steel or aluminum heads and roller cam, or (b) two-thousand five-hundred fifty (2,550) pounds with less than 23-degree heads.

17.4 If utilizing aluminum heads other than the BRODIX Aluminum Spec Heads, racecar must have a minimum fifty (50) pounds of weight in front of mid-plate.

17.5 If utilizing the CT525 Crate Engine, must use one of the following track options: Track Option 1 – Minimum of sixty (60) total pounds—thirty (30) pounds on each side of the engine—at or ahead of front motor mounts, at or above the spark plugs height; Track Option 2 – Front axle weight of at least one thousand fifty (1,050) pounds combined total of the front two wheels. If racetrack utilizes one single-pad scale, racecar shall be pulled onto scale to a point where rear motor plate (mid-mount) is just over the scales; If racetrack uses individual wheel scales, front two wheel weights will be added together to get front axle weight while car is on all four scales.

17.6 If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate (see Rule 16.1).

17.6 Ballast:

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

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

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

17.6.4 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. Shoulder harness must be mounted to main cage and not the tail section of car.

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

18.10 Shoulder harness must be mounted securely to the 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 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. Window net mounts are highly recommended to be securely welded or bolted to the inside of the main roll cage on top.

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 shock(s) or ignition box of another driver's racecar.

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 shall \$200 each for shocks; or \$250 for ignition boxes. Drivers claiming shocks may claim one (1) or more shocks during a single claim.

19.6 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 draw first.

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

19.8 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.

19.9 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.

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

19.11 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.

19.12 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.

19.13 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.

19.14 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.

19.15 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.

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

19.17 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.

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

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

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

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

19.22 At their discretion, officials reserve the option to claim the shock(s) or ignition box of any racecar. Officials may exchange ignition boxes at any time.

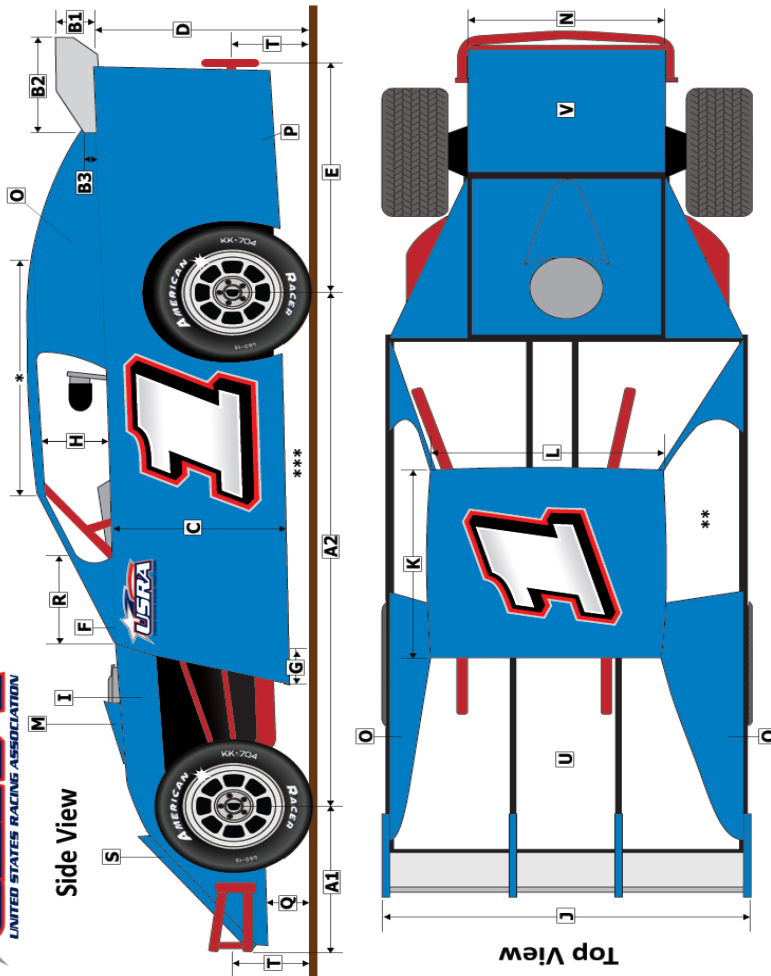
19.23 Drivers will be eligible to make a claim during the first event of the season. After one event, driver must have raced in previous events before Rule 19.19 applies.

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

IMPORTANT NOTICE: Any car found to be illegal on engine or fuel will not receive any money or points for that race night and will lose all accumulated points for the season. Car owner and driver will be suspended for two (2) race nights and will be fined a total of whatever the "A" feature pays that night, including and bonuses. Second offense, owner and driver will be suspended for one calendar year. Any car found to be illegal on any other specification will lose all points and monies for that race. Any car light at the scales after the race will be scored in last place for that race and will receive last place points and money.

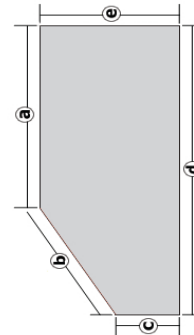


2014 USRA MODIFIED BODY SPECIFICATIONS



Spoiler Braces

- 7" Spoiler**
a: 12" Maximum.
b: 12" Minimum.
c: 3" Maximum.
d: 24" Maximum.
e: 5" Maximum.
- 5" Spoiler**
a: 10" Maximum.
b: 10" Minimum.
c: 3" Maximum.
d: 20" Maximum.
e: 7" Maximum.



All spoiler supports must be of the same shape with a maximum of four supports. No mixing of the two outside supports. Metal braces in center are permitted. Spoiler must mount to deck. Supports may extend a maximum 3" above and maximum 2" behind spoiler.

- A1. Maximum 42".
A2. Minimum 108".
B1. Maximum 5" or 7" (see Engine Rules).
B2. Maximum 24" long; Maximum 2" above and 2" behind spoiler; Maximum 2" center and 2 side supports.
B3. Maximum 5" tall from deck lid to end of angle. No square or rectangular supports.
C. Minimum 22"; Maximum 30".
D. Maximum 35" (no tolerance).
E. Minimum 34"; Maximum 48".
F. Top of door and deck to rear of block.
G. Maximum 8" forward from rear of block.
H. Minimum 12"; Maximum 18".
I. Maximum 6" sides; Maximum 5" slope.
J. Minimum 53"; Maximum 66" (must be same front to back).
K. Minimum 40"; Maximum 56".
L. Minimum 44"; Maximum 50".
M. Maximum 6" high.
N. Maximum 42" (must be inside bumper braces).
O. Sill panels must be same on both sides.
P. Maximum 6" plastic skirt.
Q. Minimum 7".
R. Maximum 20".
S. Maximum 2", bent same (both in and out) and flush with hood.
T. Minimum 16" and maximum 20" to center from ground.
U. Deck must remain flat from side to side, except for cockpit (maximum 8" rake from front to rear). If doors remain flat, only maximum 4" rake permitted.
V. Nose may not extend past front bumper. Maximum 2" lip on the nose is permitted, but may go no further than leading edge of hood. Hood must slope forward toward nose of racer.
* Maximum 5" front clearance and 2" rear clearance using 4" level.
** Driver may be asked to exit right side of car with helmet on if Official deems interior shield to be too large or otherwise unsafe.
*** Minimum 3" from ground to body; Minimum 4" from ground to frame.

Spoilers: If utilizing a Flat Tapped/Steel Head Engine (see Rule 16.16), BRODIX Aluminum Spec Head Engine (see Rule 16.17) or C1525 Crate Engine (see Rule 16.18), the maximum rear spoiler height shall be seven (7) inches. If utilizing any other steel or aluminum heads other than the BRODIX Aluminum Spec Heads, the maximum rear spoiler height shall be five (5) inches. Rear spoiler may not exceed the width of the rear deck lid and must be flush to the deck.

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AMENDMENTS

None

For rules clarifications or questions, call 515-835-9946 or email tech@usraracing.com

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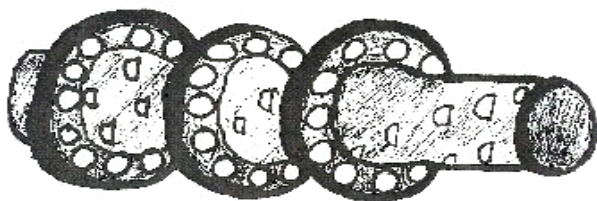
Mufflers are required

3 1/2" maximum collector diameter Maximum of 2 inserts

NOTE: IF MUFFLER IS IMPROPERLY INSTALLED, TAMPERED WITH OR MODIFIED, PENALTY WILL BE 2 WEEKS SUPSENSDION AND LOSS OF POINTS TO DATE FOR CAR AND DRIVER. IF YOU HAVE QUESTIONS, CALL THE DEVIL'S BOWL SPEEDWAY OFFICE, 972-222-2421.

Custom Craft Muffler / Insert or Cone Muffler - 3 1/2 in. maximum

Custom Craft Muffler / Inserts



This is the only muffler allowed

LONG END OF INSERT **MUST** GO TOWARDS THE MOTOR.

The insert **MUST** be the same size as the collector. **Must** have turn down.



Cone Mufflers available at Smiley's, or at all speedway's

The cost will be \$35.00

ALL RACER'S MUST HAVE A WORKING RECEIVER BEFORE ENTERING TRACK. IF YOU ARE HAVING PROBLEMS WITH YOUR RECEIVER, GO TO THE PIT STEWARD AND WE WILL DO A RADIO CHECK. THERE ARE NO EXCEPTIONS!!!

If You Have Questions, Don't Guess! Call the Speedway Office

**Devil's Bowl Speedway
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