

# 2024 Sportsman Rules

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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 4: BODY

4.1 1960 or newer OEM American made stock passenger cars with factory steel top. Front-wheel drive bodies are not allowed. Camaros, Mustangs and/or Firebirds are not allowed. No station wagons, convertibles, front-wheel drives, four-wheel drives or rear engine vehicles.

4.2 Sunroofs and T-tops must be reinforced and enclosed.

4.3 All bodies must be steel OEM and in OEM location. Any part of OEM body being replaced must be steel. Spoilers, wings, skirts, air scoops or anything that alters the stock appearance is not allowed. Bottom of doors must remain in OEM location. ( five inches outside of frame max) and no lower then bottom of the frame). Gutting of trunk lid and hood is not allowed. Aftermarket nosepieces and/or tailpieces are not allowed.

Aftermarket fiberglass OEM replacement roofs are allowed for the "G" body cars.

4.4 Minimum of three (3) windshield bars must be in place in front of driver. Steel rub rails no bigger than one (1) inch by two (2) inches may be attached to from fender well to fender well and rear quarter panel, flush with body.

4.5 Maximum seven (7) inch metal sun visor may be added to top of windshield opening. Other visors in door openings or side windows are not allowed.

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. Hoods and trunk lids are mandatory and hood must be OE steel and may not be gutted. Trunk lid may be OE steel or aluminum and may not be gutted.

4.12 OE Front and rear bumpers are mandatory. Sharp edges are not allowed. Bumpers must be mounted frame-end to frame-end. Center of bumper must be between sixteen (16) and twenty (20) inches and no part of the bumper may be lower than twelve (12) inches from the ground. Bumpers must be hollow (cannot be filled or solid). 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.

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

4.14 OEM floor may be repaired or replaced with .049 inch steel but must remain OEM dimensions. Trunk floor must be removed above rear-end to the point where trunk floor drops down. Trunk floor must remain under fuel cell. Trunk floor may be replaced under the fuel cell with .049-inch steel but must remain above frame rails. Firewalls must remain OEM and in OEM location. OEM firewall may be repaired or replaced with forty-nine hundredths (0.49) inch steel but must remain OEM dimensions. Firewall may be flat or straight and may be moved back to six (6) inches from back of motor.

#### **4.15 Appearance:**

4.15.1 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.

4.15.2 Officials reserve the right, in the public image of the sport 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 minimum ninety-five one-thousandths (0.095) inch wall thickness 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. Front hoops are permitted.

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 of continuous hoops, with a "X" brace in rear hoop is mandatory and front down bars must be tied together. Rear kickers must be used. Minimum tubing dimension for "X" brace, rear kickers and front hoop are .083 inch wall thickness by 1.25 inch diameter tubing.

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 (0.049) 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.

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 is mandatory and must be mounted frame rail to frame rail, and be no higher than the fuel cell and inside the trunk area. Maximum one and three-quarter (1.75) inch diameter by .095 wall thickness tubing required.

5.12 Frame "X" bracing and any added bars to the frame and cage may be a maximum 1.75 inch diameter by .120 wall thickness round tubing only.

## **ARTICLE 6: FRAME**

6.1 Any American made rear wheel drive parallel passenger car frames. Frame must match body(example any "G" body frame with any "G" body car. Camaros, Firebirds or Mustangs are not allowed.

6.2 Wheelbase must be a minimum one-hundred ten (110) inches for unibody frames or a minimum one-hundred seven and one-half (107.5) inches for full frames and the same on both sides.

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 Motor must be in stock location and a minimum one and three quarter (1.75) inches from center of fuel pump to front of unaltered cross member on "G" body cars.

6.6 From a point no further forward than one (1) inch behind the factory seam, the rear of the frame behind the rear tires may be replaced in stock location with two (2) inch by three (3) inch steel tubing with ninety-five one-thousandths (0.095) wall thickness. Factory seam must remain visible and must replace the same length of material removed.

6.7 Titanium products, parts or components are not allowed anywhere on the racecar.

## **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 Tin work may be no further than twenty-four (24) inches back from original firewall.

### **7.5 Steering:**

7.5.1 Steering box must be unaltered OE and remain within original bolt pattern for type of frame used. Steering linkage must be unaltered approved OEM in stock location and replaceable by stock part and must match frame.

7.5.2 Rack and pinion is not allowed.

7.5.3 May be modified to suit driver, but must remain on left side of cockpit (no center steering).

7.5.4 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.

7.5.5 Remote reservoir power steering pumps are not allowed.

7.5.6 Add-on quick steer boxes are not allowed. Minimum two and one half (2.5) turn lock-to-lock steering boxes.

### **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 the "B" pillar.

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

## **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 must be unaltered approved OE in stock location and replaceable by stock part. All suspension bushings must remain OEM rubber type bushings with the OEM inner steel sleeve attached to the OEM rubber. No forward or backward movement allowed.

8.4 Ball joints must be OEM and mount in factory location with no modifications. Tubular aftermarket upper A-frames are not allowed.

### **8.5 Shocks & Springs:**

8.5.1 Shock mounts must be the same on both sides of the rear end and within two (2) inches of center of trailing arm bolt. No spacers, lumber or chains allowed. Anything welded to frame or spring is not allowed.

8.5.2 No racing shocks, this includes Bilsteins, Afco, Carrera, Pro, QA1 or any other shock brand exclusively made for racing. No racing springs, etc Rear pigtail springs only, must have pigtails down. Shocks mounted in factory location only.

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 two and one half (2.5) inches from bottom of axle housing and the same on both left and right. Trailing arm bolts must remain tight.

8.5.7 Rear spring perches must be solid, may be no more than one (1) inch tall, must be the same on both sides and must be centered on the rear end housing.

8.5.8 Progressive springs are not allowed. Spring rubbers are not allowed.

8.5.9 Springs must be mounted straight up and down (not tipped) and on the center of the housing.

## **ARTICLE 9: ELECTRICAL SYSTEM**

### **9.1 Battery:**

9.1.1 Battery boxes must be securely fastened. Adjustable battery boxes are not allowed. One battery box per car allowed.

9.1.2 Must be securely mounted inside frame rails and in trunk area.

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

9.1.4 Voltage converters are not allowed.

9.1.5 All battery posts must be securely covered.

### **9.2 Ignition:**

9.2.1 Magnetos or crank-triggered ignitions are not allowed. No more than one (1) coil is permitted.

9.2.2 Must utilize OEM distributor and ignition. Square coil covers are not allowed. Must utilize stock-appearing coils, coil-covers and modules. Multiple spark ignitions are not allowed. GM external coils are not allowed.

9.2.3 All ignition parts must remain out of the reach of the driver.

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

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

9.2.6 Circuit board modules are not allowed.

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

9.4 Transponders must be mounted vertically behind rear of engine, less than two (2) feet from the ground and unobstructed by any metal.

## **ARTICLE 10: FUEL SYSTEM**

### **10.1 Fuel:**

10.1.1 Pump gas and racing fuel is allowed. Oxygenated fuel is not allowed. E85 is not allowed. 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.

10.1.3 Upper cylinder lubricants are not allowed.

10.2 Electric fuel pumps are not allowed.

### **10.3 Carburetor:**

10.3.1 OEM Two-Barrel Carburetor: GM to GM, Ford to Ford, Chrysler to Chrysler; May remove choke, but other alterations are not allowed. Holley carburetors are not allowed. Top flow air filter is not allowed. No K&N or equivalent air filters.

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

10.3.3 Alterations to carburetor booster are permitted but must maintain stock appearance and must not exceed one-quarter (0.25) inside diameter.

10.3.4 Venturi must be no wider than one and one quarter (1.250) 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. Boat or stock automotive fuel tanks are not allowed. Maximum twenty-two (22) gallons capacity.

10.4.2 Must be securely fastened inside trunk of racecar, above the level of stock trunk floor. Must be mounted by a minimum of two (2) one-eighth (0.125) inch solid steel straps that are two (2) inches wide around the fuel cell.

10.4.3 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. Adjustable fuel cell mounts are not allowed.

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 metal conduit. Fuel filters are not allowed 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.

11.2.5 Wheel spacers are not allowed.

11.2.6 Offset wheels are permitted and may have two (2), three (3) or four (4) inches from center of rim to mounting plane.

11.2.7 Beadlocks are not allowed.

#### **11.3 Tires:**

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

11.3.2 Mud, racing or fancy, exotic, trick gumball tires are not allowed. Ice and/or snow tires are not allowed.

11.3.3 Grooving and/or siping is not permitted. Grinding is permitted but must not leave any cut marks on tire.

11.3.4 Sidewall markings must remain visible. Buffing and/or removing compound designations is not allowed.

11.3.5 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.

### **ARTICLE 12: BRAKING SYSTEM**

12.1 Must be OEM, must be operating on all four wheels and must lock up all four wheels during inspection. Note: Brakes will be tested.

12.2 Must have OEM calipers and OEM rotors on front and OE drums or OE rotors and OE calipers on rear. OE drums or rotors are permitted on nine-inch Ford rear ends. Aluminum GM drums are not allowed. All components must be made of steel.

12.3 Rear disc brakes are allowed.

12.4 Must use OEM vented rotors. Drilling, lightening and/or scalloping of rotors is not allowed. Slotted rotors are not allowed.

12.5 Electronic brake actuators are not allowed.

- 12.6 Aftermarket brake pedal assemblies are not allowed.
- 12.7 Steel brake lines are mandatory and must be visible for inspection.
- 12.8 Anti-lock braking systems are not allowed.
- 12.9 Brake shut-offs and/or bias adjusters are not allowed.
- 12.10 Master cylinder must be in stock location on firewall.
- 12.11 Calipers must be OEM steel and all match.
- 12.12 Must maintain minimum OEM dimension for hubs, rotors, pads 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, made of steel and a minimum of two and one quarter (2.5) inches in diameter.
- 13.3 Yokes must be made of steel.

### **ARTICLE 14: TRANSMISSION**

- 14.1 Must be OE automatic with working 11 inch torque converter or single disc clutch on manual transmission only. Lightened flex plates are not allowed. No power glides allowed.
- 14.2 OE or OE stock replacement cases are permitted.
- 14.3 All OE forward and reverse gears must be operational. Torque converter must functional and have a minimum one-eighth (0.125) inch plug, and contain three (3) quarts of transmission fluid.
- 14.4 Automatic transmissions must have approved scatter shield or blanket. Scatter shield may be constructed of one-eighth (1/8) inch by three (3) inch steel, two-hundred seventy (270) degrees around flex plate or flywheel. Manual transmissions must have an explosion-proof SFI-approved bell housing.
- 14.5 Flywheels must be stock OE and weigh a minimum of sixteen (16) pounds. Clutch must be steel and a minimum ten and one-half (10.5) inches in outside diameter and a full 360 degrees. Lightened flywheels are not allowed. Aluminum flywheels and pressure plates are not allowed.
- 14.6 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 are permitted, but must be mounted like stock rear-end for that make and model.
- 15.2 Rear-end may be welded or a mini spool may be used.
- 15.3 Full spools are not allowed.
- 15.4 Floater rear-end is allowed.
- 15.5 Gun-drilled or titanium axles are not allowed. Axles must be made of steel.
- 15.6 Rear-end must be centered on chassis.
- 15.7 All gears must maintain factory specs and weights.
- 15.8 Upper trailer arm brackets must follow suspension bushing rule and remain level side to side.

### **ARTICLE 16: ENGINE**

- 16.1 Aluminum pulleys and radiators are permitted.
- 16.2 Overflow tubes must be directed to the ground, and inside of the frame rails.
- 16.3 Racecar must have the capability of starting without being pushed or pulled. Must be able to join lineup on demand and unassisted.
- 16.4 Stock rubber motor and tranny mounts or solid steel mounts are allowed.

#### **16.5 OPTION #1 – GM Performance Engine**

- 16.5.1 GM Performance Engine assembly part number 10067353

#### **16.6 OPTION #2 – Standard Engine:**

- 16.6.1 Must be stock appearing. Any American make is permitted. Absolutely no changes allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.). Titanium is not allowed.
- 16.6.2 May be a maximum of 360 cubic inches. (370 c.i. for Chrysler).
- 16.6.3 Must be a maximum 8.5:1 compression. Only flat top or dished pistons are permitted.
- 16.6.4 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. Block casting number must remain visible.

16.6.5 Only stock appearing crankshafts are permitted. Lightweight cranks are not allowed. No undercut, bull nosed, gun drilled or knife edge crankshafts allowed. . Oil pan must be stock appearing. May be altered internally with baffles. No racing oil pans allowed

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

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

16.6.8 A minimum one (1) inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan will have to be removed at time of inspection.

16.6.9 Only stock, unaltered two-barrel low-rise cast iron intake manifolds allowed. Powder coating, porting, polishing or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed. Spacer between carburetor and intake is not allowed. External cooler lines from back of intake to front of intake is not allowed.

16.6.10 Cast iron stock production heads only. Porting and/or polishing is not allowed. GM cars must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Heads may be flat milled to reach the 8.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust. VORTEC heads are not allowed. Beehive valve springs are not allowed. Stock diameter valve springs only.

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

16.6.12 Hydraulic Camshaft only with a max lift of .420 (.280 @ cam) inch with 1.5 ratio rocker arm. Must pull 17 inches of vacuum at 800 rpm with engine hot or cold. Roller cams and lifters are not allowed. Roller Rocker arms are not allowed (stock-type stamped steel rocker arms or cast steel rocker arms only). Roller tip rocker arms are not allowed. Under valve cover pressurized valve train oiling systems are not allowed.

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

16.6.14 Stud girdles are not allowed.

### **16.7 Exhaust System & Mufflers:**

16.7.1 Must be cast iron exhaust manifolds. Headers are not allowed. Center dump type manifolds are not allowed. LTI manifolds are allowed. Porting is not allowed.

16.7.2 Exhaust must extend past the drivers seat and be 2 inch maximum inside diameter.

16.7.3 Must remain dual exhaust. Crossover or "Y" pipes are not allowed.

16.7.4 Exhaust adaptors between manifold and cylinder head are not allowed.

16.7.5 Oil pan EVAC systems are not allowed.

## **ARTICLE 17: WEIGHT**

17.1 The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.

17.2 The overall weight of the racecar shall be a minimum three thousand two hundred(3,200) pounds.

17.3 Lead and/or ballast may be added only in front half of the car. (lead and/or ballast is not allowed in the cockpit).

17.4 All lead and/or ballast must be painted white and securely bolted with two one-half (1/2) inch bolts per fifty (50) pounds of ballast. May not have more than twenty-five (25) pounds mounted on a single half-inch bolt.

## **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 SA2015 or 2020.

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

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

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

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

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

18.10 Shoulder harness must be mounted securely to the 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.

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 may have the opportunity to execute a claim on the engine, shocks or carburetor 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 racecar immediately after finish of feature, under its own power, directly to the claim area.

19.5 Claiming driver must present cash to official overseeing the claim area at the time that the driver declares his/her intention to claim. The cash price of the claim for engines shall be \$500 with \$25 withheld for wrecker. Driver making claim on engine must supply engine lift plate. The cash price of the claim for carburetors shall be \$50. The cash price of the claim for shocks shall be \$30 per shock. Drivers claiming shocks may claim one or more shocks during a single claim.

19.6 Engine claim does not include flywheel, clutch, pressure plate, bell housing, 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 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. If multiple drivers declare an intention to claim, the driver finishing farthest back in the main event will select first.

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

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

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

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

19.12 Any driver refusing to accept a claim forfeits his/her right to make a claim in any 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 points 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 events for thirty (30) days and until a \$1,000 fine is paid. Second refusal to accept a claim will result in that driver being suspended from all events for one (1) year and until a \$5,000 fine is paid.

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

19.16 Sabotage of claimed parts will result in driver being suspended from all events for fourteen (14) days and until a \$1,000 fine is paid. Driver will also forfeit all points accumulated up to, and including, the event at



which the sabotage occurred. Furthermore, driver will forfeit the privilege to make a claim for a period of one (1) year from the date on which the sabotage occurred.

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

19.18 After making an accepted claim, driver must finish in the top four (4) of a main event before Driver will be eligible to make another claim

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

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

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.

For rules clarifications or questions, call 515-835-9946 or email [tech@usraracing.com](mailto:tech@usraracing.com)