

2016 front wheel drive 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 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 anytime 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.

ARTICLE 4: BODY.

4.1 Any front wheel drive, compact car with three or four cylinder engine. All cars must remain strictly OEM. Must be unaltered OEM-appearing body. No station wagons, convertibles or two seat sport cars allowed, no Honda CRX.

4.2 Maximum wheelbase 107 inches, maximum one inch difference from side to side. OEM steel unaltered floor pan only. Inner fenders may not be removed. Hood and trunk lid/hatch must be securely fastened. All doors must be securely welded or bolted. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Hood may be gutted. Dash may be removed, but can remain. Maximum seven inch front and rear sun visors allowed, opera window may be closed. Skirting allowed, must maintain OEM appearance.

4.3 VEHICLE IDENTIFICATION NUMBER (V.I.N.): The V.I.N. must remain clearly visible and unaltered in at least one of the OEM locations. Any car missing the V.I.N. will not be allowed to compete.

4.5 **BUMPERS/RUB RAILS:** Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame. Front and rear tow hooks mandatory. OEM bumper covers should remain.

4.6 May have one horizontal bar - maximum 1.75 inch OD - tying front frame horns together ahead of radiator. One additional maximum one inch OD bar may be added for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns.

4.7 Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. 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.

4.15 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 (20) inches high.

4.15.2 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 Six-point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers required. Forward brace bar allowed from main cage to front strut tower. Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (*Recommended: minimum 0.250 inch*). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.

5.2 DOOR BARS: Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection

5.3 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.

5.4 Installation and workmanship must be acceptable to officials.

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

5.9 Must have a tow hook on front and rear.

ARTICLE 6: FRAME

6.1 Sub frames must be stock and unaltered

6.2 Maximum wheelbase 107 inches, maximum one inch difference from side to side. 6.3 Titanium products, parts or components are not allowed anywhere on the racecar.

ARTICLE 7: COCKPIT - DRIVER COMPARTMENT:

7.1 Minimum three windshield bars and protective screen mounted in front of driver. Aluminum high-back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts. Driver must be sealed off from track, engine, transmission and fuel cell/tank. No mirrors. No gutting allowed except for roll/door bar clearance. All flammable material must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open

7.2 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 Radios must be removed.

7.5 Steering:

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

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

7.5.3 Quick-release metal coupling on steering wheel is allowed, must maintain OEM column. Plastic couplings are not allowed.

7.5.4 No aftermarket remote reservoir power steering.

ARTICLE 8: SUSPENSION

8.1 All components and mounts must be unaltered, OEM and match year, make/model of car used. Exception is: *Recommended right rear safety hub (for example 1987-1995 Caravan hub assembly).*

- 8.2 Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end.
- 8.3 No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed.
- 8.4 Rear wheels must track straight ahead and be in alignment with front wheels. No more than 2 degrees camber on any wheel.
- 8.5 SPRINGS/SHOCKS/STRUTS:**
- 8.5.1 All shocks and struts must remain OEM, in OEM location.
- 8.5.2 OEM springs may be modified. Spring rubbers allowed.
- 8.5.3 No aluminum or titanium components allowed.

ARTICLE 9: ELECTRICAL

- 9.1 **BATTERY/STARTER:** One 12 volt battery only. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment.
- 9.2 OEM starter only, must be in OEM location. Car must leave initial staging area on demand, unaided, or go to rear of that race.
- 9.3 **GAUGES/ELECTRONICS:** No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials).
- 9.4 12 volt ignition system only. No ignition boxes. No performance chips. All ignition components must be unaltered, OEM and match year, make and model of car used.
- 9.5 Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be mounted in accessible location for inspection.
- 9.6 All ignition parts must remain out of the reach of the driver.
- 9.7 Kill switch is required and must be within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".

ARTICLE 10: FUEL SYSTEM:

- 10.1 Must have complete, unaltered, OEM fuel system for year, make and model of car used.
- 10.2 Gasoline only, maximum 93 octane. No E85. No performance additives.
- 10.3 Gas tank ahead of rear axle allowed but must install shield under it. Gas tank behind rear axle must be replaced with maximum eight gallon fuel cell and relocated to trunk area. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick.
- 10.3 Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
- 10.4 External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell.
- 10.5 No cool cans. Fuel lines through driver compartment must be steel. Aftermarket fresh air pipe and air filter allowed, but no ram air.

ARTICLE 11: TIRES & WHEEL:

- 11.1 OEM DOT 13, 14, 15 or 16 inch diameter unaltered passenger tires only. Minimum 60 series, M, N, P, Q, R, S, T, and H speed rated tires only. No racing, mud or snow tires. No re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed.
- 11.2 Must be OEM steel or aluminum wheels, with standard bead bump and maximum seven inch width. Reinforcing of wheels recommended.
- 11.3 Front tires and wheels and rear tires and wheels do not have to be the same series, size and offset.
- 11.4 Tires must be inside of body.
- 11.5 No wheel spacers or bleeder valves.
- 11.6 Must use one inch O.D. steel lug nuts on steel wheels.

ARTICLE 12: BRAKING SYSTEM

- 12.1 Must be steel, unaltered, OEM operative, four wheel disc or drum brakes, and match year, make and model of car used.
- 12.2 OEM master cylinder only, in OEM location.

- 12.3 No brake shut off or bias adjuster. Electronic brake actuators are not allowed.
- 12.4 Steel brake lines are mandatory and must be visible for inspection.
- 12.5 Anti-lock braking systems are not allowed.
- 12.6 Brake shut-offs and/or bias adjusters are not allowed..
- 12.7 Must maintain minimum OEM dimension for hubs, rotors and calipers.

ARTICLE 13: DRIVE SHAFT

- 13.1 All shafts must be OEM

ARTICLE 14: TRANSMISSION

- 14.1** Must use OEM, unaltered transmission that came in year, make and model of car used.
- 14.2 All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used.
- 14.3 No mini clutches or couplers. Must have inspection hole in bell housing (accessible from top).
- 14.4 No transmission coolers in driver compartment.
- 14.6 No torque dividing final drive.
- 14.7 No locked differentials.

ARTICLE 16: ENGINE

- 16.1 **ENGINE COMPARTMENT:** Engine and radiator must be OEM, in OEM location for year, make and model of car used.
- 16.2 May use solid engine mounts or safety chains.
- 16.3 No accumulators/accusumps.
- 16.4 :** 3 or 4 cylinder in-line engines only. Recommended: double overhead cam.
- 16.5 All engine components must be unaltered OEM for year, make and model of car used, must match V.I.N.
- 16.6 Must use OEM crank, rods, valve sizes, stroke, etc. No aftermarket racing heads. No high performance or sport car engines of any kind.
- 16.7 No turbo charged, super charged, rotary engines, or engines utilizing variable cam-timing.
- 16.8 No unapproved alterations allowed to any engine; disqualification and \$250 fine if illegal.

ARTICLE 17: WEIGHT

- 17.1:** No ballast (extra weight) of any kind allowed.
- 17.2 Any item deemed as ballast will be required to be removed.

ARTICLE 18: SAFETY:

- 18.1 Snell-rated SA2005, SA2010 or SA2015 helmet required.
- 18.2 Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.*
- 18.3 SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.
- 18.4 Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft.*
- 18.5 Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style (1), and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net.
- 18.6 Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Safety belts may be no more than three years old.

ARTICLE 19: CLAIMING PROCEDURES

- 19. CAR CLAIM:** (A) \$1,500 cash claim or \$500 and exchange on complete car. Fuel cell and electric fuel pump (if equipped) are included. (B) Claim does not include – 1. racing seat, 2. safety belts.
- 19.1 Any driver possessing a valid USRA license may have the opportunity to execute a claim

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.

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.

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

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.

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

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

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

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

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

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