

2023 USRA TUNER RULES

Published November 21, 2022



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.

USRA rules shall apply at all events. All participants are subject to the rules of the USRA and are expected to know the rules. These rules are a guideline as to what is permitted and/or not allowed. If these rules do not explicitly say it is permitted, then you must contact the USRA to identify if the part in question is permitted for competition.

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.

Changes and additions to the 2022 USRA Tuner rules are underlined and highlighted in red. Changes made for grammatical purposes or to improve clarity are not highlighted. All participants and officials are expected and required to additionally be familiar with the definitions and details in the USRA General Rules, Regulations & Procedures.

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 the participating racetrack.

TABLE OF CONTENTS

Article 1: Body
Article 2: Roll Cages
Article 3: Frame
Article 4: Cockpit, Steering & Seat
Article 5: Suspension
Article 6: Electrical System
Article 7: Fuel System
Article 8: Tires & Wheels
Article 9: Braking System
Article 10: Drive Shaft
Article 11: Transmission
Article 12: Rear End
Article 13: Engine
Article 14: Weight
Article 15: Safety
Article 16: Claiming Procedures
Amendments

ARTICLE 1: BODY

- 1.1 Any front-wheel-drive compact car with a three- or four-cylinder engine is permitted. All cars must remain strictly O.E.M. with unaltered O.E.M.-appearing body. Station wagons, convertibles, Honda CRX and/or two-seat sports cars are not allowed.

- 1.2 Maximum wheelbase must be one hundred seven (107) inches with a maximum difference of one (1) inch from side to side. O.E.M. 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 or remain in place. Maximum seven (7) inch front and rear sun visors are permitted. Opera window may be closed. Skirting is permitted but must maintain O.E.M. in appearance.
- 1.3 The Vehicle Identification Number (V.I.N.) must remain clearly visible and unaltered in at least one of the O.E.M. locations. Any car missing the V.I.N. will not be allowed to compete.
- 1.4 Bumpers must be approved O.E.M. in O.E.M. location and must be welded, chained or cabled to frame. Front and rear tow hooks are mandatory. O.E.M. bumper covers should remain in place. If O.E.M. bumper covers are removed then bumpers must be capped to fenders.
- 1.5 One horizontal bar at a maximum one and three-quarters (1.75) inches O.D. tying front frame horns together ahead of radiator is permitted. One additional bar at a maximum one (1) inch O.D. may be added for radiator protection but must be behind bumper and within confines of body and no wider than O.E.M. frame horns.
- 1.6 Maximum one (1) inch wide by two (2) inches tall steel or Lexan rub rails are permitted but must be bolted flush to body. Sharp edges on bumpers, rub rails and/or bolts are not allowed. Other than rub rails, bars may not extend past outside edge of body. 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.
- 1.7 Appearance:**
- 1.7.1 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.
- 1.7.2 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 2: ROLL CAGES

- 2.1 A six-point, full-perimeter roll cage is required. Must use minimum one and one-half (1.5) inches O.D. with ninety-five one thousandths (0.095) inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers are required. Forward brace bar is permitted from main cage to front strut tower. Must have one and one-quarter (1.25) inches minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating at a recommended minimum of one-quarter (0.25) inch. Iron, galvanized pipe or fittings, square tubing, brazing or soldering is not allowed.
- 2.2 Minimum of three (3) horizontal door bars on driver side and two (2) horizontal door bars on passenger side are required. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum one and one-half (1.5) inches O.D. with ninety-five one thousandths (0.095) inch wall thickness. Steel door plates of 18 gauge or forty-nine one thousandths (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 (5) inches in front of seat. Must be visible for inspection.
- 2.3 Roll bars within the driver's reach must be padded with a material deemed acceptable by Official(s). Fire retardant material is highly recommended.
- 2.4 Installation and workmanship must be acceptable to Official(s).
- 2.5 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 2.6 A tow hook on the front and rear is mandatory.

ARTICLE 3: FRAME

- 3.1 Sub frames must be stock and unaltered.
- 3.2 Wheelbase must be a maximum of one hundred seven (107) inches with a difference from side to side of one (1) inch.
- 3.3 Titanium products, parts and/or components are not allowed anywhere on the racecar.

ARTICLE 4: COCKPIT, DRIVER COMPARTMENT

- 4.1 Minimum three windshield bars mounted in front of driver. Aluminum high-back racing seat is required and must be securely mounted to roll cage using three hundred seventy-five one thousandths (0.375) inch bolts with washers. Driver must be sealed off from track, engine, transmission and fuel cell/tank. Mirrors are not allowed. Except for roll/door bar clearance, gutting is not allowed. All flammable material must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open.
- 4.2 Loose objects and/or weights are not allowed.
- 4.3 Air bags are not allowed.
- 4.4 Rear view mirrors are not allowed.
- 4.5 Radios must be removed.
- 4.6 Steering:**
- 4.6.1 Steering must be unaltered O.E. and remain within original bolt pattern for type of car used. Steering linkage must be unaltered approved O.E.M. in stock location, replaceable by stock part and must match frame.
- 4.6.2 May be modified to suit driver but must remain on left side of cockpit (no center steering).
- 4.6.3 Factory steering column may be replaced with factory length, from the factory collapsible shaft, with solid steering shaft. Quick-release metal coupling on steering wheel is permitted. Plastic couplings are not allowed.
- 4.6.4 Aftermarket remote reservoir power steering is not allowed.

ARTICLE 5: SUSPENSION

- 5.1 All components and mounts must be unaltered, O.E.M. and match year, make and model of car used. (Exception: Recommended right rear safety hub, 1987-95 Caravan hub assembly for example).
- 5.2 Brace bar is permitted between strut towers in front and rear. Any other bracing on front end is not allowed.
- 5.3 Weight jacks, modifications, racing components, aftermarket and/or homemade traction devices are not allowed.
- 5.4 Rear wheels must track straight ahead and be in alignment with front wheels. No more than two (2) degrees of camber is permitted on any wheel (*Exception: The right front wheel may have a maximum of four (4) degrees of camber.*)
- 5.5 Springs, Shocks & Struts:**
- 5.5.1 All shocks and struts must remain O.E.M. in O.E.M. location.
- 5.5.2 Only O.E.M. springs or O.E.M. replacement springs are permitted. Racing springs are not allowed. Springs may be modified but must mount like factory springs. Spring rubbers are permitted. Bump stops (including O.E.M.) are not allowed.
- 5.5.3 Aluminum and/or titanium components are not allowed.

ARTICLE 6: ELECTRICAL SYSTEM

- 6.1 One (1) 12-volt battery only is permitted. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment and battery (not battery box) must be secured with metal brackets to floor or roll cage and then covered.
- 6.2 Only O.E.M. starter is permitted and must be in O.E.M. location. Car must leave initial staging area on demand and unaided or go to rear of that race.
- 6.3 Unapproved cameras, transmitting and/or listening devices are not allowed. (Exception: one-way RACEceiver radio used by Officials).
- 6.4 Must utilize one 12-volt ignition system only. Ignition boxes and/or performance chips are not allowed. All ignition components must be unaltered, O.E.M. and match the year, make and model of car used.
- 6.5 Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be stock appearing and mounted in accessible location for inspection. Aftermarket programming of the ECM is permitted.
- 6.6 All ignition parts must remain out of reach of the driver.
- 6.7 Kill switch is required and must be within easy reach of the driver. The switch must be clearly marked "OFF" and "ON."
- 6.8 Transponders must be mounted vertically behind engine, less than two (2) feet from the ground and unobstructed by any metal.

ARTICLE 7: FUEL SYSTEM

- 7.1 Must have complete, unaltered, O.E.M. fuel system for year, make and model of car used.
- 7.2 Gasoline only, maximum 93 octane. E85 and/or performance additives are not allowed.
- 7.3 Gas tank ahead of rear axle is permitted but must have a shield installed beneath. Gas tank behind rear axle must be replaced with a maximum eight (8) gallon fuel cell and relocated to trunk area; Must mount with minimum one (1) inch square tubing or two (2) solid steel straps around entire cell, two (2) inches wide and one eighth (0.125) inch thick.
- 7.4 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.
- 7.5 External electric fuel pump wired to the ignition switch is permitted with aftermarket fuel cell.
- 7.6 Cool cans are not allowed. Fuel lines through driver compartment must be made of steel. Aftermarket fresh air pipe and air filter is permitted (Ram Air or direct outside air flow is not allowed).

ARTICLE 8: TIRES & WHEELS

- 8.1 Only O.E.M. unaltered 13-, 14-, 15- or 16-inch-diameter D.O.T. passenger tires are permitted. Minimum 60 Series, M, N, P, Q, R, S, T and H speed rated tires only are permitted. Racing, mud, snow and/or recap/retread tires are not allowed. Softening, conditioning, grinding, sanding, siping and/or grooving is not allowed.
- 8.2 Must utilize O.E.M. steel, O.E.M. aluminum or aftermarket steel wheels with standard bead bump and maximum seven (7) inch width and four (4), five (5) or five and one-half (5.5) inch offset. Reinforcing of wheels is recommended.
- 8.3 Tires and wheels do not have to be the same series, size and offset.
- 8.4 Wheel spacers and/or bleeder valves are not allowed.
- 8.5 Must use one (1) inch O.D. steel lug nuts on steel wheels.
- 8.6 Tire Testing Procedures:**
- 8.6.1 Random GC (gas chromatography) scans may be performed to identify illegal substances. A GC scan should always be a peak in 19-20 minutes. If there is no peak, the driver will be disqualified. Driver may protest the GC scan results and request a mass spec test at the cost to the driver (usually around \$300). The mass spec test will reveal exactly what substance was used. The main peak of the tire should never be in half.
- 8.6.2 Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test is automatic disqualification. First offense shall result in loss of all points accumulated for the season, forfeiture of all prize money earned for the event, up to a \$5,000 fine and an indefinite suspension from USRA-sanctioned events. Driver will not be permitted to compete in any future USRA-sanctioned event until fine is paid in full.
- 8.6.3 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 9: BRAKING SYSTEM

- 9.1 Must utilize steel, unaltered, O.E.M. operative, four-wheel disc or drum brakes, and must match year, make and model of car used.
- 9.2 Master cylinder must be O.E.M. and in O.E.M. location.
- 9.3 Brake shut-off and/or bias adjuster is not allowed. Electronic brake actuators are not allowed.
- 9.4 Steel brake lines are mandatory and must be visible for inspection.
- 9.5 Anti-lock braking systems are not allowed. Parking brakes are permitted but must be disabled while racing.
- 9.6 Brake shut-offs and/or bias adjusters are not allowed.
- 9.7 Must maintain minimum O.E.M. dimension for hubs, rotors and calipers.

ARTICLE 10: DRIVE SHAFT

- 10.1 All drive shafts must be O.E.M.

ARTICLE 11: TRANSMISSION

- 11.1 Must utilize unaltered O.E.M. transmission that came in the year, make and model of car used.
- 11.2 All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered O.E.M. for the year, make and model of car used.
- 11.3 Mini-clutches and/or couplers are not allowed. Must have inspection hole in bell housing (accessible from top).
- 11.4 Transmission coolers in driver compartment are not allowed.
- 11.5 Torque dividing final drive or CVT transmissions are not allowed.
- 11.6 Locked differentials are not allowed.

ARTICLE 12: REAR-END

- 12.1 Must be O.E.M.

ARTICLE 13: ENGINE

- 13.1 Engine and radiator must be O.E.M. in O.E.M. location for the year, make and model of car used.
- 13.2 Solid engine mounts and/or safety chains are permitted.
- 13.3 Accusumps and/or accumulators are not allowed.
- 13.4 Only 3-or 4-cylinder in-line engines are permitted. Double overhead cam is recommended.
- 13.5 All engine components must be unaltered O.E.M. for the year, make and model of car used, and must match V.I.N. Drive belts may be removed. Balance shafts may be removed.
- 13.6 Must use O.E.M. crank, rods, valve sizes, stroke, etc. Aftermarket racing heads are not allowed. High performance and/or sports car engines of any kind are not allowed.
- 13.7 Turbo-charged, super-charged, rotary engines and/or engines utilizing variable cam-timing are not allowed. Variable cam timing engines are permitted if wiring harness to timing solenoids are removed to disable variable cam timing.
- 13.8 Unapproved alterations to any engine are not allowed. Penalty shall be disqualification and \$250 fine if illegal.
- 13.9 Maximum two (2) inch diameter exhaust pipes from manifold and must extend past firewall.

ARTICLE 14: WEIGHT

- 14.1 Ballast (extra weight) of any kind is not allowed.
- 14.2 Any item deemed as ballast will be required to be removed.
- 14.3 All cars are required to weigh a minimum of two-thousand three hundred (2,300) pounds. Any car not meeting this weight will not be allowed to compete unless O.E.M. parts can be reinstalled in factory locations to reach the minimum weight rule.

ARTICLE 15: SAFETY

- 15.1 Snell-rated SA2015 or SA2020 helmet required.
- 15.2 Roll bar padding required in driver compartment. Fire-retardant padding recommended.
- 15.3 SFI-approved full fire suit is required. Fire-retardant gloves, shoes and neck brace (or head and neck restraint) are required.
- 15.4 Right and left seat head supports are required if using head and neck restraint system. Fire-retardant head sock and underwear is recommended. Collapsible steering shaft is recommended.
- 15.5 Driver-side window net is required. Must be a minimum sixteen (16) inches by twenty (20) inches ribbon or mesh-style and mounted to roll cage so latch is at top front of window. Maximum four (4) inch tall visor attached to window net is permitted.
- 15.6 Minimum three (3) inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly is required and must be mounted securely to main roll cage.
- 15.7 Safety belts may be no more than three (3) years old.

ARTICLE 16: CLAIMING PROCEDURES

- 16.1 Claim of a competitor's car is \$1,500 cash or exchange of complete car plus \$500. The driver being claimed has the option of \$1,500 cash or exchange plus \$500. Fuel cell and electric fuel pump (if equipped) are included. Claim does not include racing seat or safety belts.

- 16.2 Any driver possessing a valid USRA license may have the opportunity to execute a claim.
- 16.3 The first four (4) finishers in the main event must drive their cars 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.
- 16.4 Claims must be made within five (5) minutes of the completion of the main event.
- 16.5 Driver making claim must drive his/her car immediately after finish of feature, under its own power, directly to the claim area.
- 16.6 Claiming driver must present cash to Official overseeing the claim area at the time that the claiming driver declares his/her intention to claim.
- 16.7 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.
- 16.8 Driver is permitted one (1) claim per event, regardless of the outcome of that claim.
- 16.9 Only drivers and Official(s) are permitted in the designated claim area. Any other participants associated with that car that enter the claim area will be subject to disqualification, fine and/or suspension.
- 16.10 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.
- 16.11 Any driver refusing to accept a claim will forfeit all cash and contingency winnings for that event.
- 16.12 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.
- 16.13 Any driver refusing to accept a claim will forfeit all points accumulated up to, and including, the event at which the claim was made.
- 16.14 First refusal to accept a claim will result in that driver being suspended from all USRA events for thirty (30) days and until a \$1,000 fine is paid. 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.
- 16.15 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.
- 16.16 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.
- 16.17 Driver may claim a maximum of three (3) times during the calendar year.
- 16.18 Driver must compete in a minimum of three (3) consecutive events prior to the event at which he/she makes a claim.
- 16.19 The track reserves the right to disallow any claim at their discretion.
- 16.20 Drivers utilizing a provisional starting position in the main event are not allowed to make a claim in that event.
- 16.21 At their discretion, Officials reserve the option to claim any car.
- 16.22 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 19.18 applies.
- 16.23 Disqualification shall not affect a legal claim. Claimed parts will be removed and transferred prior to any penalties being assessed.

AMENDMENTS

None.

##

United States Racing Association (USRA)
P.O. Box 905, Webster City, IA 50595
Office: 515-832-6000 | Fax: 515-832-7958 | usraracing.com
Darlo Mulder, Competition Director: 515-835-9946 | tech@usraracing.com