

USA Raceway

2011 Western States Stock Car Series

Rules and Regulations

Section I: General Requirements

A. All cars must be 1955 or newer, full size, or intermediate, originally produced American made passenger cars with a minimum wheel base of 101" in stock condition. Bodies must be complete and stock, including a complete floor pan. (GM to GM, Ford to Ford, etc.).

B. No convertibles, pickups, jeeps, imports, or commercial vehicles allowed. Conventional passenger type station wagons are allowed. No commercial type station wagons like Blazer's, Bronco's, Suburban's, etc. will be allowed.

C. No additional welding or reinforcement is allowed unless specifically stated in these rules.

D. All chrome, trim, glass, and mirrors must be removed.

E. No gutting of interior sheet metal except as follows: Door, dash and interior quarter panels may be cut as required to install roll bars and side bars. Inner roof sheet metal can be cut away. **All firewall holes must be patched using 22 ga or better steel.**

F. Hood and trunk lids may be gutted. No other chopping of bodies, except for 2" around fenders for tire clearance. And up to a 14" hole in the hood for air cleaner clearance (Optional). Front inner fenders may be unbolted or cut out and removed.

G. OEM bumpers only. Front and rear bumper straps are MANDATORY. Front bumper must be strapped to the frame. Rear bumper must be strapped to the quarter panel. Minimum strap size required is 2" x 1/8" flat stock. Bumper straps must be welded and bolted with at least two 3/8" bolts. Front bumpers may have flat stock straps (2" x 1/8" maximum) or a chain running to the upper radiator support. (Bolt studs pointing inside.) Aftermarket tubular front bumpers allowed, Mandrel bent replicating stock bumper. Max 2"x2" x.095.

H. Rub rails (optional) must be mounted flush against the body with carriage bolts, between wheel well openings only, with the ends tapered, smooth and closed. Maximum material size is 1" x 1". Maximum number allowed is one per side.

I. After market stock appearing nosepieces may be used. No homemade or handmade nosepieces allowed. Nosepiece must appear stock.

J. All cars must have a four-point minimum roll cage. Cage must be minimum 1 1/2" tubing with a .095" wall thickness, minimum. 1 3/4" x .095" tubing is recommended. Three door bars left side, two door bars right side minimum. Front loops (Maximum 1 1/2" x .095" tubing)

are allowed. No cross braces or X's above the dash line. Both left side upright bars and all bars in trunk must have 3/16" inspection holes drilled in them in an easily visible location to inspect tubing for thickness. 2" space recommended for helmet to roll cage clearance (above head). If the roll cage is bolted to the floor pan, a 6" x 6" x 1/4" steel plate must be bolted to the top and bottom of the floor pan to weld to. Rear loops are allowed.

K. Core supports may be replaced with maximum 1 1/2" x .095" tubing. (SEE DRAWING)

L. All cars must have a minimum 1" x .095" center bar mounted in the windshield area. All cars must have full windscreen in windshield area.

M. Roll cage must be positioned so the (driver's seat) remains in the stock location.

N. Optional .049 steel plate is allowed to be welded to the outside the cage, inside the driver's door.

Section II: Engine, Transmission, Driveshaft

A. Engine must be in stock location, on stock mounts. Engine must be cast iron only. No pop up or dome pistons, no roller cams, roller lifters or roller rocker arms allowed. Racing oil pans are ok.

B. Ignition system must remain stock appearing. (No Unilite, Multi Spark Discharge, or other type non-OEM). Parts can be replaced by heavy duty OEM style and configuration.

C. Factory produced cast iron unaltered heads only. No port or polish work allowed. No port matching of heads to intake or exhaust manifolds. Valve size is optional and can be changed, provided that no machine work is done beyond 1/2" above the valve seat. Studs may be pinned or changed. No after market heads or intake manifolds allowed. No grinding on intake or exhaust manifolds allowed. No beehive, or barrel valve springs. Screw in studs, guide plates, and stud girdles are allowed.

D. Aluminum intake manifolds are allowed, but must be OEM standard production only. No special performance or special production manifolds allowed. Example: 1969 Z28 square flange aluminum intakes are not allowed.

E. Aluminum after market water pumps are allowed. Aluminum radiators are optional.

F. No headers allowed. Stock cast iron exhaust manifolds only. Mufflers required 95db max.

G. Engine mounted factory type fuel pumps in stock location only. No electric fuel pumps allowed.

H. No mushroom lifters, superchargers, turbo chargers, fuel injection of any design, nitrous oxide, pressurized fuel systems, magnetos, computers of any kind, or alcohol allowed. Including (E85 Fuel).

I. Carburetor must be a stock production passenger car or light truck unit of the same brand that came standard on the make of the engine being used. Carburetors must have factory OEM numbers stamped on them and cannot have any visible machine work done. No special high performance, limited production, or after market carburetors are allowed. No adapter plates or after market spacer plates may be used.

J. Transmission must remain in stock location, and on stock unaltered cross member. Solid mounts are allowed but must be stock configuration. Transmissions are allowed to be GM to GM, Ford to Ford, etc, etc.

K. No direct drive or valve transmissions allowed. **Torque converters must be of stock size (Diameter 11" standard.) (Minimum 10" OEM style clutch)**

L. No dog clutched, buttons, ram clutches, or ram couplers allowed. OEM clutch set up only, Max 17" Dia. Scatter shield must be used on all manual transmission equipped cars. Hydraulic throw-out bearings are allowed.

M. Drive shaft must be painted white and have a 360 degrees loop around it, approximately 3" behind the front universal joint. Minimum loop material is 1" x 1/8" thick steel. Random inspections will be done, so keep it painted.

N. No aluminum drive shafts or flywheels allowed.

Section III: Fuel, Cooling, Battery, Exhaust

A. Radiator must be mounted in stock location and must appear stock. Factory core support may be changed.

B. Fuel and oil lines in the driver's compartment must be encased in tubing from front firewall with no breaks in the tubing. Steel braid line is accepted.

C. Transmission cooler may be mounted in the driver's compartment but must be mounted in a safe manner and cannot be mounted where vision through the car is blocked. After market transmission coolers are allowed.

D. Racing fuel cells are Mandatory with Max 16 gallons as advertised and must be securely mounted in the trunk area. Ground strap on filler neck to chassis is required. No aluminum tanks. Two steel straps front to rear and one side to side are required. Minimum strap size is 1" x 1/8" steel flat stock. $L \times W \times H$ divided by 231 = gallon capacity.

E. Trunk floor area may have minimal modification for fuel cell placement, and floor must have two 2" holes for fire extinguisher access.

F. Fuel cell area must be completely sealed off from the driver's compartment with min **22 awg STEEL** sheet metal. Must be secured with steel rivets, or welded. No filler necks protruding through rear fire wall or trunk lid.

G. Gasoline only. No additives allowed. Racing gasoline and AV gas is allowed. (NO E85 allowed.)

H. Battery may be mounted inside of driver's compartment behind the seat or in the trunk. Only one (1) 12v battery allowed. Battery must be completely enclosed.

Section IV: Rear End, Suspension, Wheels & Tires

A. Rear end must remain stock, on stock unaltered mounts, in stock location (year, make & model). Any passenger car or light truck rear ends can be used in any car, and must be mounted on the stock chassis mount, in the stock location for the make and model of the car. No quick changed or floaters will be allowed. Stock style steel springs (coil for coil, leaf for leaf) and must be in stock location. Upper and lower trailing arms must be of stock length, unaltered and in the stock mounting location. Shock and spring mounts must be in stock location. Ford 9" rear-end will be allowed. All non-stock rear ends must be +/- 1" of stock rear end width, i.e. if the stock rear-end measure out at 58" the non stock may be 57" or 59". There will be no exceptions to this. Disc brakes will be allowed.

B. No lowering blocks, weight jacks, chains, or spring spacers allowed. All springs must be stock appearing for year, make, and model of car. Rear leaf springs must appear to match left to right. Heat and re-arching of springs is allowed. Center pin must remain unaltered and match left to right.

C. Suspension must remain stock, unaltered with OEM equivalent parts. No reinforcing of any suspension parts, except Chrysler product or 1965 or newer full size Ford lower A-frames. Reinforcement of these parts is allowed, but must remain exact stock dimensions. Spindle savers are allowed.

D. Added weight is not legal in this division. Interpretations of added weight in any area behind the roll cage. One 5 gallon maximum water bottle can be placed inside roof line on floor. Use of tubing larger or thicker than tubing in main roll cage, having more than one standard type automotive battery, fuel cells or their containers made of over 1/8" thick steel, fuel cells that hold over 16 gals of fuel (16 gal. as advertised), lead or added heavy materials, reinforcement, or construction using heavier materials that needed, or anything that can be considered excessive in weight as judged by officials. Exception: Ballast weight will be allowed on cars that are 100% USA Factory Stock legal including but not limited to tire size and a 2 barrel Rochester Carburetor.

E. Four wheel brakes in working order are required. No line blocking allowed. Brakes must be steel, unaltered OEM, or unaltered OEM replacement. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Vented rotors only. Rear rotors may be aftermarket, 0.810 inch thick (new). No floated brakes. No brake shut-off or pressure sensitive devices.

F. Steering components (box, pitman arm, idler arm, drag link, tie rods and ends, and couplers) must be OEM. No modifying or reinforcing allowed. Steering column may be

replaced with a shaft that is stock length. Quick disconnect steering wheel couplers are allowed. Stock unaltered brake pedal must be in stock unaltered location.

G. Both right wheels must be plated or heavy duty steel or aluminum. No stock steel including rally wheels or honeycomb aluminum factory wheels allowed on the right side.

H. Maximum wheel width is 8". All tires and wheels are subject to a 10 1/2" tire gauge inspection at all times. Use of mud plugs made of rubber or plastic is allowed. No beadlocks

I. Wheel studs may be changed to a larger diameter size in the interest of safety. 1" OD lug nuts are required. Broken, stripped, or missing wheel studs or lug nuts must be replaced, or car will not be allowed to race.

K. Tires must be street tires as manufactured for use on passenger cars. All factory names and numbers must remain on tires. No tire grooving. No racing, light truck, mud, snow, off road, or recap tires allowed. Tire gauge must fit over sidewalls with no resistance. All tires must have a tread wear rating of 240 or more to be legal.

L. Steel shocks, non adjustable, in stock location, on stock mounts, one per wheel. Shocks may not be altered, or extended.

Section V: Safety

A. An aluminum-racing seat with padded headrest, securely mounted is mandatory. Absolutely no homemade aluminum, plastic or fiberglass seats allowed.

B. Factory manufactured fiberglass seats are not permitted

C. Both ends of the lap belt must be fastened to the roll cage behind the seat and separate from the seat with high quality bolts not less than 3/8" diameter. All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle. All belts are required to be less than 3 years old.

D. Where the belts pass through the seat edges, it must have a grommet installed, and/or padded to prevent cutting the belt.

E. A factory manufactured nylon mesh window net must be installed in the left side driver's door opening. The window net must be rib made form nylon material.

F. All window net mounts must be welded to the roll cage. Must fit tight in closed position and be secured with a quick release type latch to the top.

G. All cars are strongly recommended to have an approved fire extinguisher with in the reach of the driver. Minimum capacity of 5 pounds ABC. Halon is recommended. In addition, each pit area must be equipped with a serviceable fire extinguisher. Must be visible at all times.

H. All drivers must wear full safety equipment every time they go out on the track. SFI approved fire suit, SFI approved gloves, SFI approved racing shoes, neck brace, and a SNELL SA2000 or newer approved full-face helmets, no goggles allowed.

I. Head and neck restraints are strongly recommended (i.e. Hans or Hutchins).

J. It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable USA Raceway rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and in no way a guarantee against injury or death to participants, spectators or others.

Section VI: Miscellaneous

A. These rules are meant to keep all cars stock. Anytime a car is found in violation of any of these rules during or after a race, it may be disqualified for the night, or worse. If you feel the need to ask if something is legal, ask. Don't assume.

B. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. No other communication devices allowed.

C. Only self-starting cars may race.

Section VII: Definitions

A. The definition of "STOCK" means unaltered and as originally produced in its purest form for factory installation for year, make, and model at they pertain to these rules. Any part not covered by these rules must remain Stock in the purest form of year and make.

B. The definition of "LEGAL" is any and all structures, parts, and equipment pertaining to the car that conforms to these rules and regulations as determined by track officials.

C. OEM stands for Original Equipment Manufactured.

Section VIII: Protest Rules

A. If track officials request random tear down of engine, racer will remove valve covers, intake, and heads for inspection at the time of request. If engine is determined LEGAL racer will be supplied with stock gaskets to reassemble engine. If engine is ILLEGAL racer will loose all monies for that night, all points accumulated for that night and disqualified from the next two (2) events.

B. A protest fee of \$125.00 dollars will be collected by track officials before a protest is official. If racer is ILLEGAL see rule "A", funds will be deposited in point's fund. Protest must be filed within 15 minutes of the posted finish of that division's main event.

C. ENGINE CAN BE TORN DOWN AT ANYTIME. You will remove valve covers, intake manifold, exhaust manifold and heads; you will keep tools to perform this task.

D. Failure to comply will result in but not limited to disqualification, loss of monies, points for the night, loss of points accumulated to that point. If you are found legal, the track will provide gaskets to reassemble.

E. If these rules do not clearly say you can, assume that you cannot.

F. In the instance of a multiple day event certain exceptions may be made or delayed, including but not limited to, certain protests, routine engine tear down and/or part exchange procedures.

2011 Points Matrix

A Feature Points		
1. 100	9. 74	17. 58
2. 95	10. 72	18. 56
3. 91	11. 70	19. 55
4. 87	12. 68	20. 54
5. 84	13. 66	21. 53
6. 81	14. 64	22. 52
7. 78	15. 62	23. 51
8. 76	16. 60	24. 50

- 45 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- Drivers must be a member no later than May 1st, 2011 and have competed in at least 75% of events to qualify for point fund money.