



# **2010 SPORTING REGULATIONS**

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# SECTION 1: SPORTING REGULATIONS

## INTRODUCTION

The Rules contained in this Rule Book apply to all United States Endurance Racing Association, Inc. (USERA) sanctioned events. The Rules shall be applied in a reasonable and logical manner and shall not be given strained, or tortured, interpretations. Unless an item is specifically authorized by the Rules it shall be considered forbidden. Reference to "Rules" in this rulebook includes "Technical Bulletins", "Participant Bulletins", "Competitor Bulletins", "Memos", and "Supplementary Regulations", where appropriate.

The masculine pronouns 'he,' 'him,' or 'his' will be used generically, without actual reference to gender. The word "may", when used, gives the competitor the option of doing something. The words "shall" and "must", when used, require the competitor to do something. The word "and", when used, means that more than one listed item may be performed, used, etc. The word "or", when used, means that one listed item may be performed, used, etc. The word combination "and/or", when used, means that any, or all, of the listed items may be performed, used, etc.

Unless defined in these rules, the standard definition of the word from Webster's Dictionary will be used.

For information concerning these rules, contact:

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## SECTION 1.1: SANCTIONING AUTHORITY

**1.1.1: GOVERNING RULES** - All events will be governed solely by these Rules. USERA organizes and administers all USERA series and events. The name, or emblem, of USERA shall be associated only with events authorized by USERA. All Supplementary Regulations must be pre-approved by USERA.

**1.1.2: DIRECTOR OF COMPETITION AUTHORITY** - At race events, the Director of Competition has authority for the conduct of all aspects of the event, with ultimate authority retained by the President of USERA. All other race Officials report to the Director of Competition. Appeals of the Director of Competition's decisions, and actions, shall be addressed to the President of USERA as provided in these Rules.

**1.1.3: KNOWLEDGE OF, AND SUBMISSION TO RULES** - Every person, entity, group of persons, or organizer who applies for, and is granted a sanction to conduct a USERA event, and any person who receives an USERA membership or license, warrants that:

- He agrees without reservation to know and abide by the Rules.
- He renounces the right to have legal recourse, except with the written consent of USERA, to any arbitrator or tribunal not provided for in the Rules.

**1.1.4: FINALITY OF INTERPRETATION AND APPLICATION** - USERA officials shall make the interpretation, and application, of the Rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition and to achieve prompt finality in competition results all members expressly agree that:

**1.1.4.1: NON-LITIGABLE** – Determinations by Officials are non-litigable. Members shall not initiate or maintain litigation of any kind against USERA or anyone acting on behalf of USERA, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination. Members initiating litigation against USERA shall have their membership privileges revoked.

**1.1.4.2: REIMBURSEMENT OF LEGAL FEES** - If any member initiates or maintains litigation in violation of this provision, that member agrees to reimburse USERA for all costs of such litigation, including travel expenses, and attorneys' fees.

**1.1.4.4: AMENDING RULES** - USERA reserves the right to amend, or modify, the Rules at any time via updates, Supplementary Regulations, Tech Bulletins, Competitor Bulletins, or Memos. Amendments issued by USERA will be published on the series official web site at [www.usenduro.com](http://www.usenduro.com).

**1.1.4.5: WRITING ONLY** - No amendment to any rules will be accepted in verbal form. It shall be the driver's responsibility to show written proof of any change of these rules.

**1.1.4.6: PRECEDENCE** - In case of doubt, ambiguity, or conflict, these rules shall take precedence over all other rules.

**1.1.5: RESERVATION OF RIGHTS** - USERA reserves the right to deny entry to any event to any member, or to revoke any membership or license previously issued by USERA, for any reason, or no reason, except that USERA will not deny, or revoke, a membership or license solely on the basis of race, creed, color, sex, or national origin.

## SECTION 1.2: ADMINISTRATION OF EVENTS

**1.2.1: EVENTS** - USERA shall approve an annual calendar of events. An event, or a competition, forming part of an event may be canceled, or rescheduled if entrant participation is deemed too low. The Director of Competition may also order a postponement for reasons of safety, or forces, beyond his control. If an entire event

is canceled prior to its commencement, USERA will make every effort to notify all parties concerned, but accepts NO responsibility for such cancellation, or failure to notify.

**1.2.2: PARTICIPANT INSURANCE** – USERA or the event promoter will provide participant accident insurance coverage at sanctioned events as follows:

- **\$25,000** Accidental Death and Dismemberment
- **\$25,000** Excess Medical
- **\$100,000** Excess Catastrophic Medical
- **\$25** per week Weekly Indemnity for the first 26 weeks

**1.2.3: INJURIES** – Any participant involved in an incident in which there is significant damage or injury, or at the direction of any race official, **MUST** present himself or be transported to the track medical facility for evaluation. Participant insurance coverage may be declined by our insurance provider if you were not seen by the track medical staff. The entrant and/or driver shall be solely responsible for all medical costs, including any costs associated with off-site medical transportation, for injuries not covered by our insurance provider.

**1.2.4: ENTRIES** - All entrants must complete an entry form for each event. An entry made, and accepted, in accordance with the Rules, shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his control. A breach of such contract may be treated as a breach of the Rules.

**1.2.4.1: FALSIFICATION OF ENTRY** - An entry which contains a false or incorrect statement may be declared null and void and the entrant may be deemed guilty of a breach of the Rules. False entries may result in the entry fee being forfeited. Any Team allowing any driver other than properly registered drivers for the car to drive may be penalized.

**1.2.4.2: WITHDRAWAL OF ENTRY** - An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is approved by USERA prior to the opening of on-site event registration. An entrant who does not properly withdraw shall forfeit all entry fees. **A \$100 processing fee will be retained for all withdrawn entries.**

**1.2.4.3: ENTRY PAYMENT** - Payment of your entry must be included with the Entry Form and must be received by 5pm Eastern Time on the date of entry deadline that is listed on the event entry form. If your entry fee is received after the deadline, the late fee specified on the Entry Form will be charged in addition to the entry fee.

**1.2.4.4: DEBTS, DECLINED CREDIT CARDS, BAD CHECKS, AND OUTSTANDING CHECKS** – Debts, declined credit cards or returned checks may result in suspension of competition privileges until the debt and all service charges are paid in full. **A service charge of \$50.00 will be charged for each returned check.** Multiple bad checks may require the member to pay by cash or cashiers check only.

**1.2.4.5: ONE CAR/ONE DRIVER ENTRIES** – Two (2) or more drivers are required for any event over three (3) hours in length. For events longer than three (3) hours, no driver may remain in the car for longer than three (3) hours without a minimum one (1) hour break.

**1.2.4.6: ONE DRIVER/TWO CAR ENTRIES** – Any driver may be listed as a driver in any number of cars but will only earn points in the car he designates as his primary car. The driver may only qualify the designated primary car.

**1.2.4.7: NUMBER OF ENTRIES PER RACE** - The Director of Competition shall determine the maximum number of vehicles which may be started simultaneously on any course. All drivers must be valid USERA members with current competition licenses. Drivers may only drive the cars they are listed to drive on event entry forms.

### 1.2.5: PRIZE MONEY

**1.2.5.1: PRIZE MONEY** – Prize money, product contingency and/or a combination of both may be available based on sponsor participation. Prize money will be listed and paid in US dollars. Any outstanding debts or monetary penalties due USERA will be deducted from prize money.

**1.2.5.2: ELIGIBILITY TO EARN PRIZE MONEY** – Prize money may be awarded for each race at the discretion of USERA or the event promoter. Prize money may be limited to officially registered series cars.

**1.2.5.3: AWARDING OF PRIZE MONEY** – Prize money will be paid to the Entrant listed on the Entry Form. USERA must have received a properly completed IRS Form W-9 or W-8 (required for non-US citizens) from the Entrant before prize money can be paid.

**1.2.5.4: UNCLAIMED PRIZE MONEY** - **Prize awards that remain unclaimed ninety (90) days following any event will be forfeited and shall remain the property of USERA and/or the promoter.**

**1.2.5.5: TAX LIABILITY** – Recipients of any prize awarded by, or through, USERA shall be responsible for reporting and paying to the appropriate authorities any and all taxes associated with receiving any such prizes awarded. USERA may withhold appropriate taxes and report same to the proper taxing authorities if so directed by federal, state, or local tax laws.

**1.2.6: RESERVED NUMBERS** - Number are defined, per series, as follows:

**1.2.6.1: AVAILABLE NUMBERS** - Available numbers are 1 through 999, 01 through 09, 0, 00 and 000. Official entry lists and program listings will begin

with number 1, with 0 and 00 through 999 placed at the end of the lists. Number 1 may be reserved for the team that won the series championship the preceding season.

**1.2.6.2: ISSUING NUMBERS** – Teams may request car numbers, per series, using either the Event Entry or Series Registration Form. Reserved numbers will be assigned on a first come, first serve basis unless otherwise noted in the event Supplemental Regulations. USERA reserves the right to exclude or withhold any numbers. No refunds will be given for reserved numbers that are not used.

**1.2.6.3: USE OF NUMBERS** - Once assigned, reserved car numbers must be used for the entire season and may not be changed without the approval of USERA. Teams that request a car number change may be charged an additional number reservation fee. No refund will be provided if you withdraw from the Series.

## 1.2.7: SERIES IDENTIFICATION

**1.2.7.1: CAR NUMBERS** - Car numbers must be properly displayed on both sides of the car, on the front hood of the car and on the rear in the locations shown on the Decal Placement Diagram for each series. Numbers must be black on white, white on black, or contrasting equivalents. Metallic numbers are prohibited. Mandated series number boards and windshield banners may be provided, and if so, teams must properly display these, unmodified, per the official decal placement diagram for each series.

**1.2.7.2: DECALS AND PATCHES** - USERA and series sponsor decals and patches must be prominently displayed on each car and on all driver uniforms at all times as defined by the Decal Placement Diagram, without exception and without modification. Decals, emblems, and patches of competing series or events must be removed. Advertising and symbols displayed on the car and driver's suits must be in good taste, and should not interfere with identification numbers, or required markings. USERA reserves the right to disallow decals, patches and/or emblems from companies which may compete in the marketplace with series sponsors.

**1.2.7.3: SERIES IDENTIFICATION PENALTIES** - Any team that allows a driver or vehicle to compete with missing or improperly applied decals or patches may be disqualified and/or suffer loss of points or prize money at the discretion of the Technical Administrator.

## SECTION 1.3: MEMBERS AND PARTICIPANTS

**1.3.1: MEMBERSHIP** – Any person desiring to participate in an event must be members of USERA and must submit a fully completed and properly signed USERA Annual Membership Application (waiver) prior to receipt of membership credentials. All membership credentials issued by USERA remain the property of USERA. Memberships are calendar-based beginning January 1 and expiring December 31 on the year of issue. Memberships are not transferable. Privileges may be revoked at any time for non-compliance with the Rules. All members of USERA shall be prepared to willingly, and without reservation, present their membership cards to Officials upon demand. Guest Memberships, which restrict the areas the member may access, will be issued to minors and members not requiring access to such restricted areas.

**1.3.2: INDEPENDENT CONTRACTORS** – Members shall remain independent contractors who assume and take full accountability for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due and payable on any funds members may receive as a result of their participation in sanctioned events, including but not limited to Social Security taxes, unemployment insurance taxes, workman's compensation insurance, income taxes and withholding taxes.

**1.3.3: MINORS** - All members taking part in a sanctioned competition must be 18-years or older. Participants who are either 16 or 17 years old may be issued a participant membership upon completion of a USERA Minor Participant Waiver that is signed by the applicant's natural father AND mother, or the minor's legal guardian.

**1.3.4: ILLEGAL SUBSTANCES** - The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any member is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series has been completed. USERA reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by USERA, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties or suspension.

**1.3.5: ASSUMED NAME** - No member shall enter and/or sign the membership application, entry form, waiver and release or any other USERA form with an assumed, fictitious, or "nom-de-race" name.

## 1.3.6: MEDICAL INFORMATION

**1.3.6.1: MEDICAL CARDS** - A USERA medical card must be provided by all USERA members.

**1.3.6.2: MEDICAL FITNESS** - Any competitor who suffers injury, or illness, that may affect his medical fitness to drive in speed events shall report his injury, or illness, immediately to his own personal physician and be re-certified by him before competing in further events.

**1.3.6.3: PREGNANCY** - Any competitor who becomes pregnant must cease racing activities until cleared by her physician to resume racing activities.

## 1.3.7: PERSONAL CONDUCT

**1.3.7.1: STANDARDS** - Every person associated with an event shall conduct

himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors and Officials, and in a manner that shall not be prejudicial to the reputation of USERA, or to the automobile sport. Failure to do so may result in penalties at the discretion of the President of USERA.

**1.3.7.2: RESPONSIBILITY FOR DRIVERS AND CREW** - Entrants shall at all times be responsible for the conduct of their drivers and crew members at all events. An offense committed by a driver or crew member may be directly chargeable to the entrant.

**1.3.7.3: ACCESS TO CONTROLLED AREAS** - Team members are not allowed in controlled areas of the circuit unless specifically authorized by a USERA Official. Controlled areas include, but are not limited to, the track surface and surrounding areas, Race Control, Timing and Scoring and Technical Inspection areas.

**1.3.8: VOLUNTARY TERMINATION** – A member may terminate his/her membership at any time by providing a letter of resignation, included with their membership card, to the USERA headquarters. Such member shall have no right to receive any or part, and USERA shall not be obligated to refund any part or all of any fees previously paid by the member to USERA.

**1.3.9: COMPETITION LICENSES RECOGNIZED** - The following competition licenses will be recognized for issuance of a Driver Credential:

- BMW Car Club of America Club Racing (Full Competition)
- Canadian Residents holding ASN National Licenses
- Confederation of Autosport Car Clubs (Competition)
- FIA (issued by any sanctioning body)
- Grand-American Road Racing Association
- Historic Sportscar Racing (HSR)
- International Conference of Sports Car Clubs (Area Conference)
- International Motor Sports Association
- Midwestern Council of Sports Car Clubs (Full)
- National Auto Sport Association (National)
- Ontario Region CASC (Regional)
- Porsche Club of America (Full Competition)
- Sports Car Club of America (Regional, National or Pro)
- Sportscar Vintage Racing Association (SVRA)
- Vintage Motorsports Council (VMC)
- Waterford Hills Road Racing Club (Full)
- West Canada Motorsports Association (Amateur)

Driver's holding competition licenses from organizations other than those listed above may still be issued a probationary Driver Credential at the sole discretion of USERA based on the driver's racing resume.

## SECTION 1.4: OFFICIALS

**1.4.1: OFFICIALS** - The staff of Officials, whose duty it shall be to direct the control of the event may include:

- Director of Competition
- Technical Administrator
- Registrar
- Chief of Timing
- Series Starter

**1.4.2: OFFICIAL ASSISTANTS** - Officials may have assistants, also termed "Officials," to whom any of their duties may be delegated. They shall be at their posts from before the on-track scheduled sessions until after all events and resulting official actions are complete, unless they are excused by the Director of Competition. No Official shall have a direct conflict of interest arising from direct involvement or connection with any entrant, driver, organizer or sponsors of an event which, in the sole discretion of the President of USERA, may affect his ability to impartially perform his duties. In addition he shall not compete in any competition during an event at which he is officiating without the express written permission of the President of USERA.

**1.4.3: OFFICIAL CONDUCT** - Every Official shall conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by the President of USERA. Officials whose actions are deemed to be against the best interests of USERA shall not be permitted to participate in USERA events

**1.4.4: DIRECTOR OF COMPETITION** - The Director of Competition, reporting directly to the President of USERA, shall be the executive responsible for the general conduct of all aspects of competitions at an event for which he has been assigned. He shall ensure that all provisions of the rules are followed.

**1.4.5: TECHNICAL ADMINISTRATOR** - The Technical Administrator, reporting directly to the Director of Competition, along with any of designees, is the authority in enforcing technical regulations, paddock and pit lane operations. He has the authority to amend and/or add to the rules, and to make adjustments to car specifications on the spot, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible. Duties include:

- The Technical Administrator may order the inspection and disassembly of any entered automobile at any time to ascertain its conformance with the Rules.
- The Technical Administrator shall make a report to the Director of Competition of any automobile that does not conform to the requirements of these Rules. It is the Director of Competition's duty to take action as provided for in these Rules.
- The Technical Administrator shall ensure that all Driver Safety Equipment conforms to these Rules.

- The Technical Administrator has the “right of refusal”. If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the Technical Administrator may disallow the preparation and issue an immediate clarification.

**1.4.6: REGISTRAR** - The Registrar, reporting directly to the Director of Competition, shall be responsible for certifying and processing all entries, credentialing all drivers, crew members, officials, and corporate members, and providing a complete list of entrants to the Chief of Timing.

**1.4.7: CHIEF OF TIMING** - The Chief of Timing, reporting directly to the Director of Competition, shall be responsible for managing the official timing and scoring system(s) for all events. Duties include:

- Maintaining a record of entries, listing drivers' full names, names of sponsors, types and identifying numbers.
- Furnishing and distributing results of all officially timed sessions.
- Maintaining records of official times, lap and qualifying records, lap charts, and race results for all events.
- Compiling and distributing official results for all official event sessions. No results will be considered official unless signed by the Chief of Timing.

**1.4.8: SERIES STARTER** - The Series Starter, reporting directly to the Director of Competition, is responsible for all race event starts. All competing drivers shall be under the orders of the Series Starter from the time the automobiles are placed in their starting positions ready to start until the competition is completed and all competing automobiles have left the course. At no time shall the Series Starter take his attention from the starting field until after the start has been given. The Series Starter must be in direct communications with the Director of Competition at all times. The start shall not take place until the Director of Competition has so ordered.

## SECTION 1.5: DISCIPLINARY ACTION

**1.5.1: BREACH OF RULES** - In addition to any other offenses listed herein, the following actions shall be deemed a breach of the Rules:

- Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- Any action having as its objective participation in the competition of a person, or automobile, known to be ineligible.
- Participation in any proceeding, or action, prejudicial to the interests of USERA, or of automobile competition generally.
- Reckless, or dangerous, driving.
- Failure to obey direction, or orders, of a bona fide Race Official.
- Refusing to cooperate with, interfering with, or obstructing the action of the officials, Director of Competition, other Courts, or Court of Appeal in the performance of their duties.
- Violation of the terms of probation.
- Public criticism of a series, its officials or sponsors.
- Unsportsmanlike or obscene conduct.
- Physical contact with intention to harm any participant, or official, or the threat of same.
- Inappropriate, objectionable, threatening, or profane language, and/or gestures.
- Failure to allow inspection, or disassembly, of an automobile as directed by the Technical Administrator, or the Director of Competition.

### 1.5.2: PENALTIES

**1.5.2.1: WHO MAY BE PENALIZED** - Any member of USERA violating any USERA or track/promoter rule may be penalized. The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

**1.5.2.2: PENALTIES** – USERA may impose any penalty deemed prudent by USERA, including but not limited to, reprimand, fine of money, loss of points, loss of prize money, loss of time, loss of lap(s), disqualification, suspension of competition privileges, probation, expulsion from any event, or any consecutive or combinations thereof.

**1.5.2.3: AMMENDMENT OF PLACING AWARDS** - In those cases where a penalty of disqualification is imposed, the Director of Competition, or other Court, shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

**1.5.2.4: PUBLICATION OF PENALTY** - USERA shall have the right to publicize penalties. The persons, or body referred to in the notice shall have no right of action against USERA, or against any person publishing such notice.

## SECTION 1.6: PROTESTS

**1.6.1: RIGHT TO PROTEST** - The right to protest shall rest only with an Entrant or

Driver taking part in the competition in question. Each, alone, may protest a decision, act, or omission of USERA, an Official, entrant, driver, or other person connected with the competition, which is considered to be in violation of the Rules.

**1.6.2: NON-PROTESTABLE** – The actions of the Technical Administrator are non-protestable.

**1.6.2: SUBMITTING A PROTEST** - Every protest shall be made in writing, specifying the specific section of the Rules that is considered to have been violated, signed by the entrant or driver making the protest, and accompanied by a protest fee of **\$1,000.00** made payable to USERA within the time limits specified below. The protest fee, **less a \$250 processing fee**, shall be returned **only** if the protest is deemed to be reasonable and is upheld by the Director of Competition.

- All protests shall be made to the Director of Competition, or his designee.
- A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four (4) hours before the start of a race.
- A protest against any mistake, or irregularity, occurring during a competition shall be made within 30 minutes of the conclusion of the race.
- A protest against the results of a race shall be made within 30 minutes of publication, posting, or distribution.
- A protest against any action of a Race Official must be made within 30 minutes after the action is taken.
- The Director of Competition may, at his sole discretion, extend any protest time limit.

### 1.6.3: PROTESTS AGAINST AUTOMOBILES

**1.6.3.1: WHO MAY PROTEST** - Only entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the Director of Competition sufficient to cover the total expenses of disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester.

**1.6.3.2: TEAR DOWN BONDS** – The amount of the Bond required for tear down will be defined by the Technical Administrator and given to the Director of Competition to be held in escrow until the time limit for the appeal has passed. If appealed, bond(s) will be held until the Court of Appeals declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (i.e., technical data, etc.).

**1.6.3.4: TEAR DOWN SUPERVISION** - The inspection, and/or disassembly shall be conducted under the supervision and control of the Technical Administrator, or his designee.

**1.6.3.5: FORFEIT OF BOND** - If the automobile is found upon inspection to conform to the Rules, the protester shall forfeit the bond which will be used to cover costs incurred.

**1.6.3.6: RETURN OF BOND** - If the automobile is found upon inspection to not conform to the Rules, the protester's bond shall be returned, and the entrant, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to further disciplinary action as deemed appropriate by the Director of Competition.

**1.6.3.7: FAILURE TO COMPLY** - Failure of an entrant, or driver, of a protested automobile to allow inspection shall result in immediate penalties deemed appropriate by the Director of Competition.

### 1.6.4: HEARING PROTESTS

**1.6.4.1: FIRST COURT** - The Director of Competition, or his designee, shall act as a first court and render a decision. The Director of Competition shall endeavor to hear the protest as soon as practical after the protest is lodged. The Director of Competition shall attempt to give all interested parties notice of the hearing. He shall hear, or accept, such evidence as deemed necessary in his discretion to render a fair decision. The absence of a party at a hearing shall not limit the ability of the Director of Competition to proceed with said hearing. If a decision cannot be given immediately after the hearing, all parties shall be informed of the time, and method, by which the decision will be conveyed.

**1.6.4.2: REASONABLE PROTEST** - It is expected that protests will be logical and based on sound evidence, thus reasonable. A reasonable protest shall further be defined as one upon which reasonable individuals may differ. A protest which is denied may be considered reasonable. If a protest is judged to be not reasonable, the protest fee shall be forfeited. If it is proved to the satisfaction of the Director of Competition that the author of a protest has acted in bad faith, or in a vexatious manner, he shall be deemed guilty of a breach of the Rules and may be penalized by the Director of Competition for this additional breach of rules.

**1.6.4.3: PARTIES SHALL BE BOUND** - All parties concerned shall be bound by the decision given, subject only to the rights of appeal as provided in the Rules.

**1.6.5: WITHHOLDING AWARDS** – With the exception of post-race podium ceremonies, the distribution of awards shall commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution of any awards affected by the protest shall be withheld until the protest has been settled. During any such protest period, the results of the

competition shall be provisional.

## SECTION 1.7: APPEALS

**1.7.1: RIGHT TO APPEAL** - Provided that all available protest procedures have been exhausted, any entrant, or other participant, shall have the right to appeal to the USERA Court of Appeals appointed by these Rules, 1) Any decision, or penalty, rendered by the Director of Competition in which he, or it, was named as a party, or 2) Any decision concerning a protest filed by such entrant or participant. The President of USERA, in his sole discretion, shall determine whether any appeal is reasonable and shall be heard by the Court, and whether the appeal fee should be returned, or forfeited. The decision whether, or not, to hear an appeal, and the ultimate decision by the Court of Appeals shall be final, binding and not subject to further appeal, or legal process.

**1.7.2: PROCEDURE AND FEES** - Written notice of intent to appeal the decision of the Director of Competition to the Court of Appeals must be given to the Director of Competition within one (1) hour of announcement of the decision. The written notice of appeal, signed by the appellant, specifying the grounds for appeal, must include an appeal fee of **\$2,500.00 US (half of which will be retained by USERA regardless of any final decision)** plus a **\$5,000.00 US** bond to cover expenses associated with convening the Court of Appeals. An appeal may be withdrawn without penalty only with the approval of the President of USERA.

**1.7.3: STAY OF DECISION** - An appeal filed on a penalty rendered by the Director of Competition involving either suspension of competition privileges, or expulsion from USERA will permit the appellant to enter and compete in races until the appellant's Court of Appeals ruling is rendered. The results and awards of these races shall be considered provisional until the Court of Appeals ruling is rendered. If the Court of Appeals ruling overturns the suspension, or expulsion, the Provisional Results and awards will be considered final, and official. If the Court of Appeals ruling upholds the suspension, or expulsion, the awards won and results of races while awaiting the Court of Appeal ruling will be considered forfeited, and null and void.

### 1.7.4: CONVENING THE COURT OF APPEAL

**1.7.4.1: APPOINTMENT** - The President of USERA, or his designee, shall appoint the Court of Appeals which shall consist of a Chairman plus at least two additional members. Member of the Court of Appeals may not have been a competitor, Official or sponsor in the event in which the Court will render a decision.

**1.7.4.2: TIMEFRAME** - The appointment of the Court, and written notice to the appellant, or appellants, shall occur within three (3) days of the decision to hear the appeal. The Chairman of the Court will notify all parties, including the Director of Competition, both parties to a protest, or a penalized competitor, of the time and place for the Appeal Hearing, and provide telephone numbers, and times, where the Court may be reached while in session on the matter.

**1.7.5: HEARING THE APPEAL** - The Court shall use its best effort to convene, and hear the appeal no earlier than three (3) days from notice to the parties, and no later than two (2) weeks from said notice. The Court will determine what witnesses and evidence it will hear at its discretion. The Parties may present their case personally, be represented by an advocate, or may submit the case to the Court on documents without personal appearance. The Court of Appeals may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The Director of Competition shall be heard by the Appeals Court under all circumstances.

**1.7.6: JUDGMENT OF THE COURT OF APPEAL** - After considering all material they deem relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. The Court may decide that the original penalty appealed be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not ever order a competition to be rerun. The Court shall order either the return, or forfeiture, of the appeal fee, less half which shall be retained by USERA. The Court shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original Court's decision is nullified.

**1.7.7: PUBLICATION AND EFFECT OF DECISION** - A copy of the final decision of the Court of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Court of Appeal shall be effective as stated in the Court's decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved. USERA reserves the right to publish all final Court of Appeal decisions, including the names of all parties concerned. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against USERA, or any person publishing such notice, and shall agree that said decision shall be final and binding.

**1.7.8: BAD FAITH APPEALS** - If the Court determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of the Rules, and impose an additional penalty for said breach.

## SECTION 1.8: CONDUCT OF EVENTS

**1.8.1: SCALES** - The Technical Administrator will define the official scales of the event. The Technical Administrator will determine if and/or when official scales are available for use by the teams.

**1.8.2: TEAM REPRESENTATIVE** - Each team will designate one (1) person to act as the team representative. Unless otherwise designated, this person shall be the Event Entrant. This designated team representative is the only person who can speak for the team officially, including filing scoring protest and making changes and additions to the team's credential list. If the team representative must be changed during the event, the Registrar, Chief of Timing, Technical Administrator, and Director of Competition must be notified.

**1.8.3: EVENT MEETINGS** - Prior to every race, the Director of Competition will conduct a meeting with the drivers and crew chiefs. This may be a single meeting, or be separate meetings. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Crew chief and drivers attendance is mandatory for their respective meetings. **Failure of any driver, or crew chief, to attend these meetings shall result in a minimum fine of one hundred dollars (\$100.00 U.S.).** In addition, failure to attend these meetings shall negate any protest, or action, by any member of the team, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. Additionally, drivers may be required to attend autograph sessions and/or interviews as notified. Entrants and team members may also be required to attend interview sessions.

### 1.8.4: QUALIFYING

**1.8.4.1: ELIGIBLE DRIVERS** - Only drivers officially entered for the car may qualify the car. For events with multiple drivers, the Team Representative must complete, and provide to the Technical Administrator, a Qualifier Declaration Form to declare which driver will qualify the car. The declaration must be made no later than thirty (30) minutes prior to the start of the qualifying session. Only the so declared driver is allowed to drive the car during the qualifying session.

**1.8.4.2: QUALIFIER MUST START** - The driver who establishes the car's qualifying time must start the race. If the team elects to have any driver other than the qualifying driver start the race, the car will lose its qualifying time and start from the rear of the grid in the order/place defined by the Director of Competition.

**1.8.4.3: TIES** - Ties in qualifying times shall be resolved as follows: The second-fastest lap of each of the cars involved shall break the tie, (i.e., the car with the fastest second-fastest time will be gridded ahead of the car with the slower second-fastest time). If there is still a tie, then the third fastest times will be used, and so forth, until the tie is broken. If a tie still exists after all times are compared in the above manner, the tie will be broken by the Chief of Timing flipping a coin with both drivers present.

**1.8.4.4: QUALIFYING PERCENTAGE** - To qualify for the starting grid, the car/driver combination must achieve a time not slower than 115% of the average time for the fastest three (3) qualifiers. This rule may be waived at the discretion of the Director of Competition where he believes a car/driver combination would be competitive. The Director of Competition may allow cars that were unable to qualify to start from the rear of the grid in an order determined by the Director of Competition.

**1.8.4.5: CHANGING ENGINE** - Any car requiring an engine change following qualifying, or, for multi-race weekends where any grid is established by the finish order of a preceding race, following the conclusion of the qualifying race, shall forfeit their qualifying times or starting position and start from the rear of the grid in an order determined by the Director of Competition.

**1.8.4.6: ALTERNATE PROCEDURES** - The Director of Competition may alter the qualifying procedures at his discretion.

### 1.8.5: GRID PROCEDURES

**1.8.5.1: GRID ORDER** - Car/driver combinations will be positioned on the starting grid in the order of their qualifying times, with the fastest combination at the front. The fastest combination shall have the right to select the pole position, either left, or right, of the course, such selection being made known by him to the Director of Competition no more than one hour after the initial posting of final qualifying results. The rest of the grid will be formed based upon selection of the pole car.

**1.8.5.2: NON-STARTERS** - Places of non-starters will be left empty on the grid. Cars may not move into empty spaces during grid procedures. For rolling starts, cars may be reformed ("re-split") by a Grid Official as they begin their formation/pace lap, and if so, the grid may be reformed to exclude any cars late to, or missing from, the grid. For series using standing start procedures, the missing grid position shall remain empty.

**1.8.5.3: GRID AUTHORITY** - Grid officials are the complete authority regarding grid procedures. Participants must follow their instructions. Those who fail to comply will be subject to penalties.

**1.8.5.4: GRID LOCATION** - Race vehicles may be gridded for race events in a designated area or on the front straight, as directed by the Director of Competition. Special pre-race ceremonies may be required as directed by the Director of Competition.

**1.8.5.5: GRID OPEN AND CLOSE** - The event schedule will define a time that the race grid area will open and a time that the race grid area will close. Cars may proceed to the grid at the published grid open time. All cars must be in the grid area prior to the scheduled grid closing time.

**1.8.5.6: LATE TO GRID** - Cars may not be permitted in the grid area after the scheduled grid close time. Any car that fails to enter the grid area prior to the scheduled grid closing time may be directed to pit out and held there until after the field has been given the green flag, or the start is waved off by the Series Starter. Once the last car to take the start has passed pit out, and then only when so signaled by the Official at pit out, late cars may then enter the race. Cars will start from pit out in the order they arrive on pit lane.

**1.8.5.7: FIVE MINUTE WARNING** - On instruction of the Director of Competition, a signal, plainly audible, and/or visible, to the full grid, shall be given to signal that the race formation/pace lap will begin in approximately five (5) minutes. This will alert drivers to man their cars, and crews to complete last-minute preparations. A full five minutes may not be provided if all

competitors signal they are ready to begin the pace lap.

**1.8.5.8: ONE MINUTE WARNING** - On instruction of the Director of Competition, a signal, plainly audible, and/or visible, to the full grid, shall be given to signal that the race formation/pace lap will begin in approximately one (1) minute. All crew must remove themselves from the grid/start area at this time. "Grand Marshal" ceremonies with "gentlemen start your engine" procedures may be used at the discretion of the Director of Competition.

**1.8.5.9: UNABLE TO START ON GRID** - Cars unable to start when the field is dispatched on the pace lap, or cars that fall out of position on the pace lap, shall relinquish their position. Any car unable to leave the grid may be either held at pit out until the field has begun its first scored lap, or may be dispatched on the pace lap to assume a position at the rear of the field, at the discretion of the Director of Competition. Passing is not permitted during formation/pace laps.

#### 1.8.6: RACE START PROCEDURES

**1.8.6.1: ROLLING START** - "Rolling start" procedures will be used for endurance race series unless otherwise declared in the event supplemental regulations or directed by the Director of Competition. Only one Official should be designated to brief the front row drivers before each race, preferably the Series Starter or Director of Competition, concerning race start procedures.

**1.8.6.2: STANDING START** - When "standing start" procedures are used, the specific procedures to be followed will be defined in the rule set for that series.

**1.8.6.2: USE OF SAFETY CAR** - Formation and/or pace laps may or may not be led by a safety car. If no safety car is provided, the pole position car will pace the field as instructed by the Series Starter or Director of Competition. The field is required to maintain the speed of the car pacing the field until the green flag is displayed.

**1.8.6.3: STARTING THE RACE** - Upon determining that the approaching field is at a constant slow speed, well bunched and in-line, and close enough to her that the majority of drivers can see his flag, the Series Starter will suddenly and continuously wave the green flag until all cars have passed the start line. Cars shall not improve their position prior to the green flag being displayed (pulling out of line is improving position). Racing shall commence throughout the field when the green flag is displayed.

**1.8.6.4: PACE APPROACHING THE START** - It is to be emphasized that the start is a rolling start, not a "flying" start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the size of the field and course layout and will be determined by the Director of Competition.

**1.8.6.5: NO START** - Should the Series Starter determine that the field is not in good order, he shall abort the start by making no flag movements whatsoever, while vigorously shaking his head from side to side in a "no" motion to signal all drivers that there has not been a start. Drivers may not pass and will continue on another pace lap in their original starting positions. All flag stations shall display stationary double yellow flags during all such pace laps.

**1.8.6.6: FALSE START** - Should a driver move out of position before the start signal is given, or for rolling starts, advance his position prior to reaching the start/finish line, the driver may be penalized. The Series Starter may signal a no-start to all drivers or start the race and immediately inform the Director of Competition which drivers/cars were guilty of false starting. The Director of Competition will assess an appropriate penalty for false starters.

**1.8.6.7: STOPPING THE RACE** - If it should become necessary to stop a race, the Director of Competition may order a complete restart according to the original starting positions; he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap; or he may restart as otherwise deemed prudent. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the Director of Competition in consultation with the Chief of Timing.

**1.8.6.8: HALF WAY** - A race that is stopped at 50 percent, or more, of its scheduled distance/time and is not restarted shall be scored as of the last completely scored lap. Any race stopped prior to reaching %50 of its scheduled distance/time may be considered incomplete, and if declared incomplete, the organizer and USERA will not be obligated to distribute awards.

**1.8.6.9: RESTARTING CAR ENGINES** - Any method of restarting car engines is permitted after a race is halted and before it is restarted.

**1.8.6.10: RACE RESTARTS** - All restarts will be single-file, with no car moving out of line until the green flag is displayed. The lead car shall maintain a reasonable speed after the safety car exits the course. The lead car shall not make any sudden accelerations, or decelerations, until the green flag is displayed. Racing shall resume throughout the entire field when the green flag is displayed. At the discretion of the Director of Competition, lapped cars may be moved behind cars on the lead lap (i.e., moved the tail of the lead lap cars).

**1.8.7: RACE STARTER** - To be considered a starter a car must enter the race before the checkered flag is displayed and complete at least one green flag competition lap.

**1.8.8: DRIVER LOG** - Form multi-driver races, the Team Representative must maintain a Driver Log Card during each race. The log, which must be signed by the Team Representative or Entrant, must be provided to the Technical Administrator no later than 30 minutes following the completion of the event. Failure to provide the Driver Log, or falsifying any Driver Log, may result in penalties.

#### 1.8.9: TIMING AND SCORING

**1.8.9.1: COMMENCEMENT OF TIMING** - Timing and scoring shall commence when the leading automobile crosses the starting line, or for standing start races, at the moment the green light/flag is displayed.

**1.8.9.2: TRANSPONDERS** - AMB TransX-260 transponders shall be used as the official timing system. Should a competitor's transponder fail to function, the starter may display the "TRANS" sign as a courtesy, but it is the team's responsibility to ensure that the transponder is working. Cars with non-working transponders may not be timed.

**1.8.9.3: TRANSPONDER NUMBERS** - Teams are required to provide their transponders numbers on their entry forms. Cars without a transponder may not be timed.

**1.8.9.4: CROSSING THE CONTROL LINE** - An automobile crosses a control line when any portion of the automobile first intersects the vertical plane of the control line, as observed by the Officials or equipment used to record the passage.

**1.8.9.5: TIMING DISPUTES** - Any dispute or alleged inaccuracies in any official timing results shall be addressed to the Chief of Timing. If the Series does not have a permanent Chief of Timing, the Director of Competition shall resolve the problem.

**1.8.10: FINISHERS** - The race will end officially when the lead car crosses the finish line for the first time after the checker flag is displayed. Finishing positions will be determined according to the number of laps completed regardless of whether the car is running at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps.

**1.8.10.1: DEAD HEATS** - In case of a dead heat, the competitors concerned shall share the prizes allotted to their places in the results.

**1.8.10.2: WINNER** - The winner shall be the competitor who covers the prescribed distance of the competition in the least time, or the greatest distance within the prescribed time of the competition.

**1.8.10.2.1: WINNER DEFINED** - The checkered flag shall normally be displayed first to the winner, and then to the other finishers as they cross the finish line. However, should the Series Starter fail to properly display the checker to the winner, that driver shall still be deemed the winner of the race.

**1.8.10.2.2: WINNER TAKING CHECKER** - If the winning car is not running at the expiration of the time specified for completion, the checkered flag will be displayed to the highest-placing car still running (i.e., the winner is not required to take the checkered flag to win the race).

**1.8.10.2.3: PODIUM AND INTERVIEWS** - **All drivers from the first, second and third place finishing cars, as well as drivers for selected for special event awards, are required to participate in post-race podium ceremonies and/or interviews, fully dressed in their driver uniform.** Any driver(s) failing to participate or presenting themselves without being in their driver suit will be defined as showing poor sportsmanship and will subject themselves and/or their teams to penalties, including but not limited to, fines, point penalties, disqualification and/or any combination as determined by the Director of Competition.

**1.8.11: MONITORING RACE CONTROL** - **All teams are required to monitor the Race Operations frequency for information regarding track conditions, restarts and other information from the Director of Competition.** Race control frequency information will be available at the event. It is the responsibility of each crew to relay pertinent information to their driver in a timely manner.

#### SECTION 1.9: TECHNICAL INSPECTIONS

**1.9.1: ANNUAL INSPECTION** - At the beginning of each season the Technical Administrator will conduct an annual inspection of each entered car. An annual tech sticker will be placed on the front down bar at drivers left to be visible from outside the car through the windshield. At the beginning of each event, the Technical Administrator, or his assigned representative, will conduct a safety inspection of entered vehicles that are new to the Series and have not had an annual inspection. Upon verification of conformance, an annual tech sticker will be issued. The annual tech sticker will be withheld from any vehicle that does not comply with the required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the Technical Administrator to determine what action is required to achieve compliance. All cars must be inspected and receive their tech sticker prior to their first qualifying session.

**1.9.2: ANNUAL STICKER** - Issuance of the annual tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection.

**1.9.3: RE-INSPECTION** - Any car which, after being passed by the Technical Administrator, is dismantled or modified in any way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-inspected by the Technical Administrator.

**1.9.4: REMOVAL OF TECH STICKER** - If there is damage to the chassis of the vehicle, the tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is repaired and re-inspected.

**1.9.5: POST SESSION INSPECTIONS** - After the conclusion of each qualifying session and race, one or more cars may be selected by the Technical Administrator for verification of legality. The Technical Administrator will determine what items are to be checked, and what procedure is to be utilized. No car will be permitted to leave pit lane and no work may be done on any car until directed by Officials. It is incumbent on each individual team to determine whether their car is subject to inspection. The entrant shall stand the expense of disassembly, inspection, and reassembly. It is the duty of each team to satisfy the Technical Administrator and the Director of Competition that his automobile complies with these regulations in their entirety at all times during an event. The Technical Administrator may order the disassembly and inspection of any entered vehicle at any time during the official track days to ascertain its technical conformance.

**1.9.6: IMPOUND** - The Technical Administrator shall determine which cars are impounded at the conclusion of practice, qualifying and the race. The Technical Administrator may require entrants to submit cars, car parts, or equipment for analysis of performance capabilities in order to promote closer competition. Entrants shall take all necessary steps to enable such tests. The Technical Administrator may also seal, or impound, cars, parts, and/or equipment for this purpose. USERA is not responsible for any loss or damage resulting from such analysis, sealing or impounding. No liquid or solid substance, gas, other substance or any other item of a similar nature may be added, placed on or removed from the car (except as directed by the Technical Administrator) until it is released from impound.

**1.9.7: ACCESS TO IMPOUND AREA** - The Technical Administrator controls admittance to any area in which technical inspections are being conducted. A maximum of three (3) crewmembers, from the specific car being inspected, shall be allowed in the immediate impound area. Crew members from cars other than the car being inspected shall remain approximately 25' from the immediate tech area.

**1.9.8: PENDING OF RESULTS** - In the event component parts are selected for further verification, which may entail a delay in determining legality, the prize money to the car's entrant will be withheld pending results.

**1.9.9: RESOLVING ISSUES** - If the Technical Administrator determines prior to the start of the race that a car does not comply with the applicable technical specifications, that car may not be allowed to compete unless the deficiency is corrected. The Technical Administrator will advise both the team and the Director of Competition, in writing, that the car is not in compliance. The Director of Competition will take appropriate action including but not limited to:

- Determine whether the car will be excluded or allowed to compete.
- Require corrective actions, in part or in whole, to resolve the issue.
- Impose penalties as provided for in these Rules.

**1.9.10: NON-COMPLIANT PARTS** - Non-compliant parts/components will be seized and will not be returned.

**1.9.11: BURDEN OF PROOF** - In questions of compliance of configuration, the burden of proof rests with the team. Any deviation from the production vehicle or unauthorized modification not specifically permitted by these rules may result in penalties.

**1.9.12: REPLACING COMPONENTS** - The Technical Administrator may require a competitor/entrant to replace one or more components with a manufacturer's original/replacement or other approved component at any time prior to the start of the race.

**1.9.13: RECORDING DEVICES** - The Technical Administrator may require a team to install recording devices during the event to verify that components of the vehicle are operating within specifications. Tampering with any recording device, the equipment associated with said device, or attempting to alter data gathered by said device, by any means, is prohibited.

**1.9.14: RPM LIMITER** - The Technical Administrator may require a team to install a specified engine RPM limiter, or set a specified RPM limit within the team's/entrant's engine management system.

**1.9.15: RESTRICTOR PLATE** - The Technical Administrator may require a team to install a specified air restrictor plate in a designated location.

## SECTION 1.10: RULES OF THE PADDOCK, PITS AND ROAD

**1.10.1: PADDOCK PARKING ASSIGNMENTS** - Paddock parking may be strictly managed by either a Paddock Parking Marshal or the Technical Administrator. You must park in designated areas as instructed.

**1.10.2: PIT CREW ATTIRE** - All personnel in the pit area must be adequately attired with long pants, closed-toe shoes and sleeved shirts at all times during practice, qualifying, and the race. It is recommended that crew members working in the pit lane, or in the designated signaling area, be uniformly attired in matching pants and matching shirts.

**1.10.3: PIT LANE CREDENTIALS** - All personnel in the pit lane must have their Membership Cards or track/event mandated credentials available at all times.

**1.10.4: SMOKING IN PITS** - Smoking is not allowed at any time in the pits.

**1.10.5: PIT LANE PENALTIES** - Penalties for infraction of the pit lane rules shall be at the discretion of the Director of Competition.

**1.10.6: ON-BOARD STARTERS** - In all competitions, engines shall be started with an on-board starter using an on-board battery supply. A driver unable to start the automobile on the false grid may push start, provided the automobile is back in position prior to the one-minute signal. Push starts on the false grid shall be under the supervision of the Grid Marshal to guarantee that they are done in a suitable manner. Push starts prior to the start and during the race are permitted if they do not create a hazard to either the car being pushed, or to the personnel pushing the

car.

NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and battery which must be in working order at all times.

**1.10.7: ON-BOARD STARTER AS PROPULSION** - The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.

**1.10.8: DRIVER PUSHING CAR** - The driver shall not push his car while on course, except for safety reasons and then only under the direction of a Race Official. Drivers shall obtain no assistance during the race other than from their pit crews. This does not preclude assistance by Race Officials for safety reasons. Only the driver may repair the car on course. The driver may hand parts and equipment by crew members over the track fencing, but must not receive any physical assistance. No crew member is permitted track side unless so directed by a Race Official.

**1.10.9: REMOVAL OF CAR FROM COURSE** - The Director of Competition may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

**1.10.10: BODY COMPONENTS** - All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be black-flagged. Cars competing in a race with bodywork missing may be penalized if the loss is determined to be a performance advantage by the Director of Competition. The general appearance of the body components shall be neat and clean with no old damage.

**1.10.11: COUNTER RACE DIRECTION** - During any event, it is expressly forbidden to drive, or tow, a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific approval of the Director of Competition. Infraction of this rule may mean immediate disqualification.

**1.10.12: STOPPING ON COURSE** - If, for any reason, a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger, or obstruction, to other competitors. If the car is unable to continue, the drivers should drop the window net to indicate to the course worker that the driver is OK. Drivers are to follow the instructions of the course officials.

**1.10.13: RACE COURSE STOPPAGE AND DAMAGE** - Teams and/or drivers may be penalized for causing track/schedule stoppage. **Any damage charged to USERA for any damage caused by any team or their guests will be passed through to the team.**

**1.10.14: RED FLAG SITUATIONS** - **During red flag situations, all work on cars in pit lane and throughout the race course must cease.** Work may not resume until the pits are reopened and the safety car, with the field, leaves pit lane. The Series Starter will wave a single yellow flag from the start stand to signal the reopening of pit out and resumption of work on cars in pit lane or the race course.

The Director of Competition may waive the "no work" rule during any red flag for extenuating circumstances, including but not limited to, allowing teams to change to rain tires during rain delays.

### 1.10.15: RAIN RACING PROCEDURE

**1.10.15.1: USE OF SAFETY CAR** - If a race is started in the dry, and it starts to rain on all, or part, of the course, the Director of Competition may dispatch the safety car for a period of time to allow teams the opportunity to change to rain tires or use the following procedure:

**1.10.15.2: STOPPING THE RACE** - The race may be stopped with the Checkered Flag at anytime. Races stopped with the checker flag shall count as completed race events.

**1.10.15.3: USE OF RAIN TIRES** - The Director of Competition will not designate any session as a "rain session". However, the Director of Competition may issue a red flag to suspend any race to allow all teams to safely switch to rain tires should the Director of Competition believe it is in the best interest of the safety of the drivers to do so. The decision to switch to rain tires shall remain with the crew. The Director of Competition will not mandate rain tires or make that decision for any team.

### 1.10.16: SAFETY CAR

**1.10.16.1: DISPATCHING** - The Director of Competition may order the dispatch of a Safety Car if he deems it necessary for safety reasons (i.e., to close up the groups of race cars on the track so that emergency workers can operate safely at the scene of an accident).

**1.10.16.2: FLAG STATUS** - All flag stations will go to standing double yellow flags except for waving yellow flags at the scene of the incident. A safety car sign may be displayed by the starter.

**1.10.16.3: PICKING UP THE LEADER** - The Safety Car shall be equipped with flashing yellow lights or flashers. It will enter the circuit immediately preceding the lead car. Should the Safety Car fail to precede the leader, cars following it will be waved past the Safety Car one at a time until the lead car is immediately behind the Safety Car. The lead car, and those behind it, shall not pass the Safety Car unless the Official in the Safety Car clearly waves them past. All cars should attempt to gather up behind the Safety Car so that they are not spread out around the track.

**1.10.16.4: LIGHTS OUT** - The Safety Car will remain on the circuit as long as deemed necessary by the Director of Competition and will remain under his control at all times. If possible prior to the restart, the Safety Car will extinguish its yellow lights to advise the drivers of its imminent withdrawal from

the circuit. The Safety Car will exit the course preceding the display of the green flag at the start/finish line.

**1.10.16.5: RESTART SPEED** - Once the Safety Car pulls off the track, the lead car will maintain the speed established by the safety car until the green flag is displayed at the start/finish line. Accelerating or decelerating abruptly before the restart may result in a penalty.

#### 1.10.17: RACE LENGTH

**1.10.17.1: TIME OR LAPS** - The race length will be scheduled in time or in laps at the discretion of the Director of Competition.

**1.10.17.2: RACE CLOCK** - For timed events, the race clock shall start at the Series Starter, regardless of when the field takes the green flag, unless otherwise determined by the Director of Competition. The race clock shall continue to run in the event of full course yellow or red flag situations.

**1.10.17.3 OFFICIAL RACE LAPS, DISTANCE AND TIME** - The Chief of Timing shall keep official race laps, distance and time. If the conclusion of a timed competition falls too close to reasonably call, the event may end early or the field may complete an additional lap.

**1.10.17.4: EVENT END** - Races will end when the checker flag is displayed by the Series Starter, regardless of the actual amount of time that has expired or laps that have been completed. Races may end under full course yellow, black flag all or red flag conditions. The Director of Competition may end an event early, or extend the length of any event for any reason.

**1.10.18: DATA BEACONS** - The Technical Administrator will mark an area in pit lane for placement of team timing beacons. The Technical Administrator may assign a primary and backup team responsible for setup and operation of the beacons. It is recommended that teams place their team name and phone number on all beacon equipment. USERA shall not be responsible beacons left at the track.

#### 1.10.19: GENERAL PADDOCK REGULATIONS

**1.10.19.1: GENERATORS AND COMPRESSORS** - All fuel-powered generators and air compressors must be equipped with spark arrestors. They must be located as far away from fuel containers as possible. Generators/air compressors must be positioned to direct exhaust gases away from the paddock areas of other teams.

**1.10.19.2: GRILLS** - Teams with cooking grills, if allowed by the track or supplemental rules, shall place them in such a way as to direct any smoke away from the paddock areas of other teams. Care should be taken to separate grills from flammable substances, fumes and materials. Only propane style grills with shutoff knobs are permitted.

**1.10.19.3: PADDOCK RIGHT OF WAY** - Cars have the right-of-way in the paddock. The maximum paddock speed limit is 10 mph. Fines may be handed out to, or vehicles may be confiscated for the remainder of the event from, those observed operating a vehicle unsafely in the paddock. Children under the age of ten (10) must be accompanied by an adult. Pets, if allowed by the track or supplemental rules, shall be on a leash and accompanied at all times. Personal (man powered) scooters, skateboards, skates and other such devices are prohibited at all times.

### SECTION 1.11: DRIVER SAFETY EQUIPMENT

Each driver must wear the following equipment in all on-track sessions:

**1.11.1: HELMET** - A full-faced safety helmet shall be worn by all drivers. Helmets certified to the following standards are permitted:

- Snell Memorial Foundation –SA2000, SA2005
- SFI Foundation – Spec 31.1A, Spec 31.2A (if purchased prior to 12/31/04) or Spec 31.1 (if purchased after 1/1/05)
- British Helmet Standard BS 6685-85 Type A/FR
- FIA Standard 8860-2004

**1.11.2: ACCIDENT DAMAGE** - Accident damaged helmets shall be given, or sent, by the driver, or his representative, to Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included.

**1.11.3: HEAD AND NECK RESTRAINT DEVICE** - The use of a head and neck restraint device meeting SFI spec 38.1 or FIA 8858 is required.

**1.11.4: HAIR** - Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. helmet shield, balaclava or helmet skirt).

**1.11.5: DRIVER SUIT** - Only multi-layer, one-piece driving suits made of fire-resistant material and certified minimally to SFI spec 3/2A-1 to 3/2A-5, or homologated by the FIA, which effectively covers the body, including neck, ankles and wrists, are accepted.

**1.11.6: UNDERWEAR** - Fire-resistant underwear is required with single or double layer suits, but is not required with three, or more, layer suits unless the suit manufacturer so specifies.

**1.11.7: SOCKS, GLOVES AND SHOES** - Socks must be made of fire-resistant material. Shoes and gloves must be made of leather or any approved fire-resistant material and may not contain tears, rips or holes, except those manufactured into the

equipment.

**1.11.8: SAFETY HARNESS** - Cars shall be equipped with, and driver shall utilize, a five (5), six (6) or seven (7) point harness system with minimum two inch wide belts. Six (6) or seven (7) point systems are recommended.

Harness systems certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

Harness systems homologated by the FIA to specification 8853/98 or 8854/98 shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on FIA label(s).

**1.11.9: CORRECTIVE GLASSES** - Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

**1.11.10: DRIVER NAME** - It is recommended that the driver's name be placed in his/her helmet and/or driver suit.

**1.11.11: EXITING VEHICLE** - Driver's must demonstrate their ability to exit the race car in a timely fashion. For production based cars a timely fashion will be defined as fifteen (15) seconds. Exit time will be tested with the driver buckled in, with all driver equipment on, all ancillary systems connected (radio, cool suit, etc.), electrical system turned on, the steering wheel in place and the window and right side nets in place. When the inspector gives the signal, the driver will have to turn-off the master electrical switch, touch the fire system actuator as if activating it, remove the steering wheel, undo the window net and/or harness, disconnect all ancillary systems, get out of the car, and have be standing with both feet on the ground in the specified time.

**1.11.12: ARM RESTRAINTS** - Arm restraints are required on all open top cars, including cars with Targa tops, sunroof or T-tops. The arm restraints used must meet with the approval of the Technical Administrator.

### SECTION 1.12: DRIVING CONDUCT

**1.12.1: RACING SURFACE DEFINED** - For the conduct of all competitions the racing surface shall be defined as the marked, paved race track and its curbing only. Pit lanes, their entries and exits, runoffs, additional paving, grass verges, etc. are expressly excluded from the racing surface. A competitor may not improve his position by traversing pit lane without stopping.

**1.12.2: SHORTCUTTING THE COURSE** - All competitions are to be conducted only on the marked race track and its curbing. Failure to follow the prescribed course will result in penalties. During practice and qualifying, a time may not be given for any lap which a driver shortcuts the course. During the race any advantage/position gained during shortcutting of the race course, that improves a driver's position, may result in a black flag penalty, or other penalty deemed by the Director of Competition.

**1.12.3: AVOIDING CONTACT** - It is the responsibility of all drivers to avoid physical contact between cars. Bump drafting is not permitted. Contact that is determined avoidable may result in immediate or delayed penalties at the discretion of the Director of Competition.

**1.12.4: RACING ROOM** - All competitors have a right to "racing room" on the marked racing surface. "Racing room" is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions.

**1.12.5: BLOCKING** - It shall be incumbent on all drivers to preserve the right of their fellow competitors to "racing room" on the track. Abrupt changes in direction or "blocking" to impede, or affect, the path of a car attempting to pass may be interpreted by the Officials as an attempt to deprive a fellow competitor of his right to "racing room."

**1.12.6: SAFE PASSING** - The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of the other car. The overtaken driver shall not block. Any driver who fails to make use of his rear view mirror, or who appears to be blocking another car seeking to pass, may be black flagged.

#### 1.12.7: HAND SIGNALS

**1.12.7.1: ENTERING PITS** - Before entering the pits from the course, the driver should signal by raising his arm to point which side of the car vehicles remaining on course should pass on.

**1.12.7.2: POINT BY** - An overtaken driver should point to the side on which an overtaking driver should pass him.

**1.12.7.3: STALLED CAR** - The driver of a stalled car should raise both arms to indicate that he will not move until the course is clear. Drivers in disabled cars shall signal that they are "OK" to course workers by dropping their window nets. Drivers are to remain in their cars, belts firmly attached, until instructed otherwise by course officials.

**1.12.7.4: OBSCENE GESTURES** - Obscene hand gestures are prohibited and use of obscene gestures may result in penalties and/or fines.

### SECTION 1.13: FLAGS AND SIGNS

The following flags shall be used to communicate with competitors during all sessions. At night, or as otherwise required, flags may be illuminated by lights or replaced by colored lights and/or reflective panels as defined on the supplemental rules. Any replacement lights or panels shall have the same meaning as the flags defined

herein.

Flags are divided into two groups: advisory and mandatory compliance.

- Advisory flags are the green, black & white divided diagonally, blue w/ yellow diagonal, yellow w/ red stripes, white, white at start/finish, and white w/ red diagonal at start/finish.
- Mandatory compliance flags are the green, black, black w/ orange disc in center, yellow, waved yellow, double yellow, red, and black & white checkered.

#### 1.13.1: GREEN



Pantone 348C.

Mandatory. The course is clear and the session is under way. When displayed by the Series Starter, signals the beginning or resumption of a session. Alternatively, the Series Starter may display the national flag of the host country. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag.

#### 1.13.2: BLACK & WHITE DIVIDED DIAGONALLY



Pantone BlackC.

Advisory. Competitor warning displayed with number board. Shown at start/finish. This flag indicates that the officials have observed the driver using improper driving conduct. The driver is to cease such conduct immediately.

#### 1.13.3: BLACK



Pantone BlackC.

Mandatory. Summons competitor to officials in pit lane for consultation and/or penalty. May be shown with a number board from start/finish and optionally a designated "back flag" station at some circuits. The driver must comply immediately or further penalties will be imposed upon the driver and/or the team. If a driver fails to obey the black flag, the Director of Competition may order the Chief of Timing to stop timing and scoring the car, and further penalties may be assessed.

Black flags shown at all stations indicate that the practice, qualifying or race has been stopped on orders of the Director of Competition. Stop racing, no passing is permitted, use caution and proceed immediately to pit lane. **During a race, no work or service may be performed on any cars until the session is resumed**, except as directed by the Technical Administrator or Director of Competition.

#### 1.13.4: BLACK WITH ORANGE DISC IN CENTER (MECHANICAL FLAG)



Pantone colors BlackC and orange 151C.

Mandatory. Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with a number board from start/finish and optionally a second designated "black flag" station at some circuits. Report immediately to the pits at reduced speed. The car may not rejoin the session until released by the series Technical Administrator.

#### 1.13.5: YELLOW



Pantone YellowC.

Mandatory. Caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction, proceed past incident in single file. Passing is not permitted between the yellow flag and the green flag displayed following the incident.

#### 1.13.6: YELLOW, WAVED



Pantone YellowC.

Mandatory. Great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file. Passing is not permitted between the yellow flag and the green flag displayed following the incident.

**NOTE:** Competitors may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and the green flag following the incident. If the track/promoter is unable to provide green flags to all stations, "Club Racing" Yellow Flag procedures will apply, meaning passing is not permitted until the driver has passed the incident. The Director of Competition will make the announcement during the driver's meeting about which flagging procedures will be used.

After a BLACK FLAG ALL or RED FLAG situation, a waved yellow at the Start Stand signals that the course is reopened and that any work that was stopped at the time the RED FLAG was issued may now be resumed.

#### 1.13.7: YELLOW, DOUBLE STEADY



Pantone YellowC.

Mandatory. Full course caution, slow down, use caution, no passing anywhere on the circuit. Displayed at all stations. May be used with, or without, a safety car. Gather single file behind the leader or safety car and prepare for a restart.

#### 1.13.8: RED



Pantone 186C.

Mandatory. The session has been stopped. Use caution, proceed immediately to pit lane (not your pit box) and follow the instructions of the pit lane officials. Stop racing, no passing is permitted. Pit exit closes. Be prepared to stop on the circuit only if so directed. During practice and qualifying, work may occur on the cars but only while the cars are in their pit stalls. **During a race, no work or service may be performed on any cars until the race is restarted**, except as directed by the Technical Administrator or Director of Competition. The red flag is also used at pit out to signal that the pit lane exit has been closed.

#### 1.13.9: BLUE OR BLUE WITH YELLOW DIAGONAL



Pantone color 298C (YellowC strip)

Advisory. Warns competitors that faster cars are approaching or a following car may be in their blind spot. Use caution and sportsmanship, hold line, do not make abrupt changes in direction. A waved flag indicates that the leaders or fast cars are approaching very quickly.

#### 1.13.10: YELLOW WITH RED STRIPES



Pantone colors YellowC and 186C.

Advisory. The racing surface may be affected by fluids or debris. Be prepared to alter your racing line to avoid the condition.

#### 1.13.11: WHITE



Advisory. There is a slow moving or track safety vehicle on the course, and possibly in the racing line, ahead of you.

#### 1.13.12: WHITE WAVED AT START/FINISH



Advisory. A white flag may be waved by the Series Starter to indicate the start of the final competition lap of the event. In the event that the Series Starter is unable to wave the white flag, the race may end without a last lap indicator.

#### 1.13.13: WHITE WITH RED DIAGONAL OR CROSS AT START/FINISH



Pantone 186C.

Advisory. Caution, emergency vehicles are on the course. Shown at Start/Finish only.

#### 1.13.14: BLACK & WHITE CHECKERED



Pantone BlackC.

Mandatory. Signals the end of practice, qualifying or the race.

**1.13.15: NUMBER BOARD** – A number board, with the offending car's number, may be displayed by the starter to accompany a flag or sign board. Offenses will be relayed over race control to the team(s), therefore number boards are advisory and if not shown, shall not relieve the team/driver from their obligation to obey a flag or sign board.

**1.13.16: SIGN BOARDS** - Sign boards shall be white with black lettering, may be displayed with a number board, and will consist of the following words and meanings:

##### 1.13.16.1: "LIGHTS"



Lights must be on within five minutes of being displayed. If displayed with a MECHANICAL FLAG, the driver no longer has the required minimum two working headlights.

##### 1.13.16.2: "NET"



There is a problem with the vehicle window net.

##### 1.13.16.3: "SC" SAFETY CAR



The safety car is on the course.

#### 1.13.16.4: "SOUND"



The car is exceeding the posted sound limit for the event.

#### 1.13.16.5: "TRANSPONDER"



There is a problem with the car's timing transponder. Cars without a transponder may not be timed.

#### 1.13.16.6: "PIT CLOSED"



The pit lane is closed. Shown at a designated flagging station prior to the pit lane entrance.

#### 1.13.16.7: "PIT OPEN"



The pit lane is open. Shown at a designated flagging station prior to the pit lane entrance.

### SECTION 1.14: ON-BOARD VIDEO/TELEVISION CAMERAS

**1.14.1: BROADCAST RIGHTS** - USERA retains all worldwide broadcast, radio, film, video and webcast rights to all aspects of USERA events, including all images attained from on-board cameras. Any broadcast or use of on-board camera footage of USERA events without the express written permission of USERA is prohibited.

**1.14.2: ON-BOARD CAMERAS** - On-board cameras, their tapes, mounts and attachments are deemed to be part of the car and are subject to technical and safety inspection. Competitors using on-board cameras, whether at the request of series TV production, or for their own information, must advise the Technical Administrator of their presence and, once the session begins, may not access the equipment (tapes included) until released by the Technical Administrator, or the Director of Competition. Cars utilizing their own on-board cameras must, at the request of the Director of Competition, provide suitable on-site viewing facilities.

**1.14.2: USE OF ON-BOARD IMAGES** - Teams are allowed the use of video images from on-board cameras only for the purpose of driver training, without charge. USERA must specifically grant permission, in writing, for any other use of on-board video images, including posting of videos to team or other video hosting web sites (YouTube, Facebook, MySpace, Google, etc.).

**1.14.3: COMMERCIAL USE** - Video requested for commercial use may be provided by USERA at prevailing rates based upon approval of a use licensing agreement to be executed between the requestor and USERA.

### SECTION 1.15: VEHICLE RELATED REGULATIONS

**1.15.1: FUEL** - USERA may specify a "spec fuel" for exclusive use in any series or event. Fuel will be checked dielectrically (with a tolerance of 1%) for additives. The injection of any substances other than fuel into the intake system is prohibited. Gasohol is prohibited. Any violation of this section will result in disqualification and suspension from competition, loss of all points and money earned at that event, and a fine up to **\$1,000.00**.

**1.15.2: FUEL TESTING** - Fuel may be tested as directed by the Technical Administrator. Each car shall have enough fuel in the tank/cell at the end of the race to be able to supply at least 8oz. for a fuel test. Teams shall install a dry brake style fuel sample access port prior to the fuel rail. Cars equipped with a factory fuel pressure test port are not required to have an additional fuel access port installed provided appropriate fuel pressure test equipment is provided by the team. Teams that are unable, or unwilling, to provide a sample may be penalized or disqualified from the event.

Permitted fuel is herein defined as gasoline, which is a mixture of refined hydrocarbons. Gasoline is an electrical insulator and its relative effectiveness as an insulator is represented by its dielectric constant (D.C.). The average D.C. of gasoline, as measured by a fuel test meter, is defined as "0.0". Tested fuel will be certified at events by the determination of the D.C. using a fuel check meter and a Reagent "A" chemical test.

**Fuel used in all cars with the exception of Formula Continental must have a D.C. of 15 or less. Formula Continental cars must have a D.C. of 0.0 and non-positive Reagent "A" test.**

The use of propylene oxide, ethylene oxide, paradioxane, and basic nitrogen or sulfur-bearing compounds (i.e. pyridine, aniline, pyrrole, dimethyl-sulfoxide, etc.) is prohibited.

**1.15.3: RACE CAR WEIGHT** - For convenience, cars are normally weighed after qualifying and/or the race, with whatever fuel is left aboard. However, a car must meet the minimum weight at all times without fuel, and fuel may not be used as ballast. For multiple driver events, Cars and drivers will be weighed separately and cars must meet their weight requirements with all competition drivers. The Technical Administrator may require all fuel to be removed from the cars prior to the car being weighed.

**1.15.4: SOUND** - **Cars must meet a maximum 103db noise limit during all track sessions.** Due to local ordinances, certain events may impose different noise limits. Variances in noise limits may be specified in the event supplemental

regulations or announced through event bulletins by the Director of Competition.

**1.15.5: TIRES** - Filing, buffing, or any other disguising of tire side wall is prohibited. The use of tire warmers, chemical treatments, or any means to attempt to enhance tire performance (including, but not limited to additional grooving) is prohibited.

**1.15.6: MASTER ELECTRICAL CUT-OFF SWITCH** - A cut-off switch shall be fitted that will cut all electrical circuits (ignition, fuel pumps, alternator, lights, battery, etc., but not the fire extinguisher system if the system requires power to operate). This switch must also be clearly marked by a spark symbol on a blue triangle. The recommended locations for the switch are: along the A-pillar/A-pillar elements of the roll cage, or on the windshield cowl. All terminals of the switch should be insulated to prevent shorting out. Off position shall be clearly marked. Drilling of holes in the roll cage to attach the switch is prohibited.

**1.15.7: SCATTER SHIELDS** - A scatter shield, or explosion-proof bell housing, is recommended on all cars where the failure of the clutch, and/or flywheel, could create a hazard to the driver, fuel system, steering system, or brake system. Minimum material specifications are:

- .125" SAE 4130 alloy steel plate
- .250" mild steel plate
- .250" aluminum alloy plate (not cast aluminum)
- SFI approved ballistic blanket or explosion-proof bell housing

**1.15.8: FIRE SUPPRESSION SYSTEMS** - Cars may use hand-held fire extinguishers that are at least two (2) pounds in capacity. The extinguisher shall be securely mounted in the cockpit with metal straps and brackets. On-board systems that are FIA homologated or meet SFI spec 17.1, using Cold Fire suppression formulas with three nozzles, one each in the cockpit, engine bay and fuel tank, are recommended. The system actuator must be within the driver's reach while seated with the safety belts securely fastened. Firing safety pin(s) shall be removed before the vehicle enters the course and remained removed while the vehicle is on course. Cold Fire suppression systems are recommended.

**1.15.9: WINDOW NET** - A driver side window net, meeting SFI Spec 27.1, must be mounted in the window opening of the driver's door of all vehicles with hard tops. The net must be fastened securely to the roll cage structure. Plastic, leather, or elastic buckles and straps are not permitted. The window net shall be released from the top. The window net must be in place whenever the vehicle is on the racecourse. If the window net becomes unattached on course, or if the window net slides rearward, thus bunching up and exposing the driver, the car may be black flagged.

**1.15.10: RIGHT SIDE NET** - A right side, driver's head protection net is required for all sedan but is not required for single seat cars.

**1.15.11: LIGHTS** - For races that are declared night races, the original equipment headlights must be operational and in working condition no later than five minutes after of the Series Starter displays the LIGHTS sign. Two additional external forward pointing lights may be securely fastened to the front of the car, for a total of four working forward pointing lights. Any car with less than two operating forward pointing lights after the LIGHTS sign has been displayed may be black flagged. The two additional lights must be attached to the front nose area of the car, preferably either between the two original headlights or in the front bumper. Installation is not allowed to impede the operation of the hood or access to the tow hook(s). The two additional lights may be installed at any time during the race. Brake lights must be operational at the start of the race. During the race, at least one (1) brake light MUST remain operational. Daytime running lights and backup lights may be disconnected.

**1.15.12: RADIOS** - Music audio systems and antennas may be removed. All cars must be equipped with two-way radios to facilitate the exchange of information between the driver and crew. Antennas for two-way radios may be added. The team's radio frequency must not interfere with race control or other track emergency radio networks. All team radio transmissions must be transmitted in such a way as to be understandable by a standard scanner. USERA reserves the right to monitor, record and reuse team communications for any purpose whatsoever. Teams may not use any frequency defined as an official event frequency. All teams are reminded that radio frequencies used in the United States must be properly registered with the FCC.

**1.15.13: BATTERY** - The battery may be replaced. Batteries must be securely mounted and the hot lead must be covered by an insulated material or rubber of other non-conductive material. Battery wiring is free.

**1.15.14: HAND CONTROLS** - Hand controls are permitted in those instances where the driver can demonstrate the physical need for them.

**1.15.15: FUEL CELLS** - If a fuel cell is installed, it must be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum. There is no restriction of fuel cell capacity or dimensions of the fuel cell. The installation of more than one cell is permitted. Internal body panels may be modified to accommodate the installation of fuel cells as long as modifications serve no other purpose. The fuel cell must not be installed any closer to the ground than 6 inches, unless enclosed within the bodywork or OEM floor pan. There must be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. Fuel cells must be located within 12 inches of the standard tank. The 12- inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted. Fuel cell breathers shall vent outside the car.

**1.15.16: DRIVESHAFT SAFETY LOOPS** - When applicable, two (2) steel, 360-degree loops of sufficient strength must be located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials and cross members may also be utilized to provide this protection.

**1.15.14: FIREWALL** – The OE firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires and must be completely sealed.

**1.15.15: JACK PLATES** – Four (4) plates of steel measuring no more than 30 square inches may be added for the sole purpose of strengthening the car's jacking points.

**1.15.16: STEERING LOCK** - The steering lock mechanism must be removed.

**1.15.17: PASSENGER SEAT** - Front passenger seat may be removed.

**1.15.18: TOW HOOKS** - All cars without an exposed roll bar must have permanently installed towing hooks/straps/cables, with minimum hole diameter of 50mm (2"), one (1) front and one (1) rear, to be used for flat-towing the vehicle. The apparatus shall be strong enough to pull the vehicle out of a gravel trap. If the towing apparatus is located more than 457mm (18") above the ground, it shall not be rigid enough, in the area between the structural part of the chassis and the bodywork, to cause any damage, other than superficial, to another car. Towing hooks/eyes that stick out of the bodywork shall either be hinged to create a blunt surface, or thin enough that it will bend if it comes in contact with metal bodywork of another car.

**1.15.18.1: POSITION** - The towing apparatus must be positioned in such a way that:

- They are easily accessible if the car is stopped in a gravel bed.
- They do not protrude beyond the perimeter of the bodywork greater than 1" as viewed from above.
- They are easily accessible without removal of any bodywork.

**1.15.18.2: VISIBILITY AND PAINT** - The towing apparatus must be clearly visible with the loop painted in yellow, red, or orange.

**1.15.18.3: POINTER DECAL** - There shall be a red arrow on a white background pointing to each tow eye/strap/cable.

**1.15.18.4: STOCK EYES** - Stock towing eyes may be modified or replaced. If replaced, the stock tow eye may be removed.

**1.15.18.5: FORMULA CARS** - If the main hoop is faired in, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.

**1.15.19: PRIVACY COVERS** - Hatchback "privacy covers" shall be completely removed.

**1.15.20: CONVERTIBLE TOPS** - Convertible cars may only compete with factory detachable hard tops in place with latches replaced with positive fasteners. Convertible tops and attaching hardware shall be completely removed.

**1.15.21: WINDSHIELD CLIPS** - Windshield clips are permitted and recommended. Windshield clips shall be three (3) inches by one (1) inch by one-eighth (1/8) inch. Three (3) shall be bolted or riveted to the body at the top of the windshield. Two (2) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be a minimum of twelve (12) inches apart.

**1.15.22: TAPING OF LIGHTS** - Glass headlights shall be taped with clear tape. Colored tape may be used for daytime races. Rear brake lights may be taped with clear tape. Turn signals, backup lamps and side marker lights may be taped with clear or color tape.

**1.15.23: DOORS** - All of vehicle's doors must be able to be opened from both inside and outside of the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. The standard door locks must be removed.

**1.15.24: AIR BAG** – Air bag systems shall be disarmed and may be removed.

**1.15.25: CARGO AREA** - Spare wheels and tires, jacks and tools, spare tire covers and mats and/or carpeting shall be removed from the cargo/trunk area.

**1.15.26: STEERING WHEEL** - Any steering wheel, except wood rimmed types, and its required mounting modifications may be used. Racing approved removable steering wheel mounting hardware is permitted and recommended. Four-wheel steering is prohibited. "Butterfly" style steering wheels are prohibited. Steering shafts and angles may also be modified to accommodate larger drivers.

**1.15.27: DOOR GLASS** - The door window glass may be removed. If not removed, cars shall run with both front door windows fully open (down). Window operating mechanism may be removed. The inner door structural panel may be modified, but not removed. The stock side impact beam shall not be removed.

**1.15.28: FOOT PEDALS** - Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.

**1.15.29: BULKHEADS** - If any allowed removal of cockpit or trunk items creates an opening between the driver/passenger compartment and an exposed gas tank, or part thereof, including the filler tube, a metal bulkhead which completely fills such opening shall be installed.

**1.15.30: SHIFTER KNOBS** - Any shifter knob may be used.

**1.15.31: HUBCAPS AND WHEEL TRIMS** - Hubcaps and wheel trim shall be removed.

**1.15.32: HARDWARE** - Mounting hardware utilized shall be of the original type. Hardware items (nuts & bolts) may be replaced by similar items performing the same fastening function(s).

**1.15.33: LUBRICANTS** - Lubricants may be substituted. Oil additives are unrestricted. Fuel is never considered a lubricant even if lubricant additives are contained in the fuel (i.e., oil for two stroke or rotary engines).

**1.15.34: FLUID DRAIN PLUGS** – Oil, transmission, differential and any similar fluid drain plugs shall be secured by safety wired or some other positive means to prevent the drain plug from accidentally opening.

**1.15.35: RACER'S TAPE** – Racers tape may be used to repair crash damage or as a precautionary means of securing the body retaining latches. Tape should be of an appropriate color. Tape cannot be used to close body seams.

**1.15.36: COOL SUITS** – Use of cool suits by drivers is authorized providing the water tank is securely mounted and approved by the Technical Administrator.

**1.15.37: DATA ACQUISITION** – Data acquisition is allowed. Telemetry is not allowed.

**1.15.38: RADIATOR SCREEN MESH** – Radiator screen mesh with a one-fourth (1/4) inch minimum opening shall be fitted to serve the single function of protecting the radiator from rock and stone damage and shall be a minimum of one (1) inch from the radiator core.

## SECTION 1.16: ROLL CAGE

**1.16.1: PURPOSE** - The basic purpose of the roll cage is to protect the driver. It must be designed to withstand compression forces from the weight of the car coming down on the roll cage structure and to take fore/aft, and lateral, loads resulting from the car skidding along on its roll cage structure. The cage must be contained completely within the cockpit of the vehicle. The roll cage may be welded or bolted to the car. These rules apply to roll cages built for sedan-style cars. Cages provided with spec series cars must meet the original manufacturer's cage design requirements, or individual series/car technical rules.

**1.16.2: REMOVABLE CAGES** – Removable cages are not permitted.

### 1.16.3: GENERAL CONSTRUCTION

**1.16.3.1: TUBING** - Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, recommended), or alloy steel tubing (SAE 4130) must be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant and/or the car builder. ERW Tubing is not allowed. Tube size in 1.500x.095 for both mild and alloy steel.

**1.16.3.2: INSPECTION HOLE** - An inspection hole, between 3/16" and 1/4" diameters, may be required in a non-critical area of all required tubes to facilitate verification of wall thickness.

**1.16.3.3: HARDWARE** – All bolts shall be Grade 5 or better with a minimum 5/16" diameter.

**1.16.3.4: BEND RADIUS** - The radius of all bends in the roll cage (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing.

**1.16.3.5: WELDED JOINTS** - All welding must be of the highest possible quality; full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, etc. Alloy steel must be normalized after welding.

**1.16.3.6: WELDER** - It is recommended that a certified AWS D1.1 welder do all welding.

**1.16.4: ATTACHMENT POINTS** - The roll cage shall attach to the vehicle structure within the passenger compartment with no more than eight (8) points. This shall consist of the basic six (6) points plus two optional forward braces. The two optional forward braces, if used, shall be mounted to the firewall or front fender well and may not pass through the front firewall.

**1.16.5: GUSSETS** - Roll cage gussets may be no thicker than .125". No more than two (2) gussets are allowed per roll cage joint.

**1.16.6: WIPLASH PROTECTION** - A system of head restraint to prevent whiplash and prevent the driver's head from striking the underside of the main hoop is required. The head restraint must be padded with a non-resilient material and must be capable of withstanding a force of 200 lbs. in a rearward direction.

**1.16.7: ROLL CAGE PADDING** - All portions of the roll cage, subject to contact by the driver must be padded with one-inch (1"), minimum, non-resilient material that meets, or exceeds, SFI 45.1 (curved padding), SFI 45.2 (flat padding) specifications, or FIA approved padding listed on technical list No 23.

**1.16.8: MOUNTING PLATES** – All cage mounting plates shall be welded or bolted to the chassis, may not exceed 100 square inches, and may not be greater than 12 inches or less than two inches on a side. Welded plates shall be .080 thick. Bolt-in plates must be at least 3/16" inch with appropriate backing plate. A minimum of three (3) bolts must be used for all bolt-in mounting plates. Plates may be multi-dimensional. Any number of tubes may attach to the plate or to each other. Whenever possible, mounting plates shall extend onto a vertical section (such as a rocker box).

**1.16.9: MAIN HOOP** - Main hoop (behind the driver) must be the full width of the cockpit for all cars. It shall be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. It shall incorporate a diagonal lateral brace to prevent lateral distortion of the hoop. The main hoop must be as near the roof as possible. The top of the main hoop must not be less than two inches (2") above the driver's helmet. It must also incorporate a horizontal brace at the approximate level of the driver's shoulders. The horizontal brace shall extend

from the left side of the main hoop to the right side, intersecting the main hoop diagonal brace.

**1.16.10: FRONT HOOP** - The front hoop must follow the line of the A- pillars to the top of the windshield, and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible). Alternatively, two side hoops following the line of the A-pillars to the top of the main hoop may be used. These two (2) side hoops are to be connected, by a horizontal bar, over the top of the windshield. The front or side hoops may extend through the dash pad. One (1) bar is recommended in the horizontal plane between the forward cage braces at the level of the dash. This bar may not attach to the firewall by any means.

**1.16.11: MAIN HOOP REAR BRACES** - The roll cage must have two (2) braces extending to the rear, and attaching to the frame, or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6" below the top), and at an included angle of at least 30-degrees. Main hoop rear bracing shall not extend rearward past the shock towers. The installation design may also incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting plate ("Petty Bar").

**1.16.12: SIDE PROTECTION** - A minimum of two (2) door bars are required across the opening of each door (driver and passenger). NASCAR-style door bars, which

extend to the outer door skin, are recommended. The stock side impact beam shall not be removed.

**1.16.13: DRIVER SEAT** -The driver seat shall be securely mounted to the structure of the car. Tubing, equal in size to the main roll cage material, shall be used to securely mount the seat back to the main hoop or the horizontal cross bar. The seat back support shall not be higher than shoulder height. Seats homologated and mounted in accordance with FIA standard 8855-1999 are exempt from the seat back support bar. FIA homologation must be clearly visible on the seat. Seat supports shall be of the type listed in FIA technical list number 12.

**1.16.14: ROLL CAGE SUPPLEMENTAL BRACING** - Within the restrictions of this section, any number of additional tube elements are permitted within the boundaries of the minimum cage structure required. If additional tubes, or gussets, are used behind the windshield opening to reinforce the connection points of the front down tubes to the lateral tubes above and below the windshield, the additional tubes, or gussets, shall not be positioned more than 200mm (7.87") from the corners of the connection points.

**1.16.15: OPTIONAL TUBES** - The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

## APPENDIX

### APPENDIX A: CONVERSION CHART

1 inch = 25.4 mm = 2.54 cm  
1 foot = 304.8 mm = 30.48 cm  
1 yard = 914.4 mm = 91.44 cm  
1 mile = 5280 ft. = 1.60934 km  
1 cubic inch (c.i.) = 16.387 cubic centimeters (cc)  
1 US gal = 4 US qts = 231.18 cubic inches = 3.785 liters  
1 ounce (oz) = 28.35 grams  
1 pound (lb) = 16 ounces = 453.592 grams  
Water = 8.34 pounds per US gallon  
Gasoline = 6.2 pounds per US gallon  
1 mile per hour = 1.467 feet per second  
Miles Per Hour = 0.62137 x kilometers per hour  
1 millimeter = 0.03937 in  
1 centimeter = 0.3937 in  
1 meter = 39.37 in  
1 kilometer = 0.62137 mi  
1 cubic centimeter = 0.061 cubic inch  
1 liter = 1000 cc = 61.0255 cubic inch  
1 liter = 0.264 US gallons = 1.0568 qt

### APPENDIX B: GLOSSARY

**ASN** (National Sporting Authority) - A national governing body of automobile competitions recognized by the FIA.

**AUTOMOBILE** - A land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and at least two for propulsion.

**BLOCKING** - Driver's are permitted one (1) move to choose/protect his line. Any moves above the permitted one move will be considered to be blocking and may result in penalties.

**BASE WEIGHT** - The weight of the car with driver, as the car comes off the racetrack.

**BODYWORK** - All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission, and running gear.

**CAR** - See "Automobile". Used to refer to a four wheel vehicle approved for racing competition.

**CHASSIS** - The structural part of the automobile that the body and mechanical systems are attached to.

**COCKPIT** - Also referred to as driver/passenger compartment. Internal volume of the main structure where driver and passengers are seated, defined by the top, floor, doors, sides, windshield, rear window and front and rear bulkheads and shields. Cockpit dimensions shall meet OEM specifications.

**COMPETITION** - A contest in which an automobile takes part, and which is of a competitive nature. or is given a competitive nature by publication of results.

**DOOR** - That part of the bodywork that opens to give access to cockpit. Does not include window, or rear hatch on hatchbacks/wagons.

**DRIVER** - A person named as the driver of an automobile in any competition.

**ENCLOSED** - Surrounded by a material.

**ENGINE** - The complete "motor" assembly from the oilsump to the cylinder head,

1 kilogram (kg) = 1000 grams = 2.2046 pounds  
Kilometers Per Hour = 1.60934 x miles per hour  
Degrees Fahrenheit - 32 x .555 = degrees Celsius  
Degrees Celsius x 1.8 + 32 = degrees Fahrenheit  
psi x .069 = bars  
Bars x 14.5 = psi  
Foot Pounds x 1.355 = Newton meters (Nm)

Engine Displacement = Bore x Bore x Stroke x .7854 x # of Cylinders

Brake horsepower (BHP) =  $\frac{\text{RPM} \times \text{torque (in lbs-ft)}}{5250}$

MPH =  $\frac{\text{RPM} \times \text{tire diameter (in inches)}}{\text{gear ratio} \times 336}$

Lap Speed =  $\frac{\text{track length (miles)} \times 3600}{\text{lap time (seconds)}} = \text{MPH}$

Avg. Speed =  $\frac{\text{track length (miles)} \times 3600 \times \text{no. of laps}}{\text{total time (seconds)}} = \text{MPH}$

excluding any accompanying parts which can be removed without removing or breaking any engine seals that may be installed by USERA.

**ENGINE DISPLACEMENT** - the total volume of air-fuel mixture an engine theoretically is capable of drawing into all cylinders during one operating cycle.

**ENTRANT** - A person or organization whose entry is accepted for a competition.

**EVENT** - Shall consist of official practice, qualifying and a race(s).

**FIA** (Federation Internationale de l'Automobile) - The International Federation of National Automobile Clubs.

**FINISHER** - A driver who completes a minimum of 50% of the number of laps completed by the race winner, rounded up to the next full lap for races with an odd number of total laps, prior to, or at the completion of, the checker flag lap. The driver's car does not have to be running at the conclusion of the race to be declared a finisher.

**FIREWALL** - A metal bulkhead separating the cockpit from the engine compartment, preventing the passage of flame and debris.

**FORCE MAJEURE** - An event or effect that cannot be reasonably anticipated or controlled; an Act of God.

**FUEL CELL** - A single tank, often rupture-proof, that holds the fuel that powers the race vehicle.

**FUEL INJECTION** - A system that delivers fuel under pressure into the combustion chamber of the engine or airflow before entering the engine's combustion chamber.

**HANDLING** - A race car's on-track performance, determined by factors such as tire and suspension setup and other aerodynamic issues.

**INTAKE** - An opening through which fluid/air enters an enclosure.

**LUBRICANT** - A substance which can be interposed between moving parts of machinery to make surfaces slippery, reduce friction, and prevent sticking between surfaces.

**METALLIC** - Any material having iridescent, and/or reflective properties. Made out

of metal.

**NOMEX** - Trade name of DuPont and used to identify a type of a fire-resistant fabric used in the manufacturing of protective clothing including driver's and crew fire safety suits.

**ORIGINAL** - Also referred to as OEM, or STOCK, as fitted to the new car that is approved by the DOT, or equivalent, for sale and road use. By default, U.S. spec parts shall be used if car is sold in U.S.

**Paddock** - The area within the facility where teams park their rigs and work on their cars between on-track sessions.

**PIT STALL** - The working area along pit lane assigned to each team during the race, in which the team may service the vehicle.

**POLE POSITION** - Determined by setting the fastest lap during qualifying, this is the first grid position for the race. The term originates from horse racing. The horse that started on the inside was closest to the pole located inside the inner guardrail, and thus was on the "pole position."

**RACING WEIGHT** - The weight of the car in running order with the driver aboard, and the fuel tank level as raced.

**RESTRICTIVE** - Serving to restrict and regulate.

**RIDE HEIGHT** - The distance from the bottom of the chassis to the ground.

**ROOKIE** - Any driver, regardless of past racing experience, that has never competed in the USERA series for which he/she has entered.

**RPM** - Abbreviation for revolutions per minute.

**SANCTION** - The documentary authority, granted by USERA, to organize and hold a competition.

**SINGLE-FILE LINE** - A line of cars arranged one behind another. On the starting grid, a car will be considered to not be in a single-file line if one of its headlights can be seen while looking down the side of the car at the front of each row. On a restart, any car behind the lead car will be considered to not be in a single-file line if the

restart judge can see the longitudinal vehicle centerline from approximately 50', or more.

**SPECIFICATION** - Detailed dimension, measurement, etc.

**SPEED EVENT** - An event characterized by one or more of the following conditions:

The relative maximum performances of vehicles are assessed by timing them over a given distance, or a given time duration.

The driver and vehicle are subjected to risks, which differ from or exceed those normally experienced during ordinary travel on public highways or at legal speeds.

Vehicles are driven at, or close to, their maximum speeds.

**SUPPLEMENTARY REGULATIONS** - Additional rules for an event which clarify or amend the USERA Sporting Regulations.

**TELEMETRY** - A radio device that relays information such as engine, tire, steering and throttle performance to team engineers in the pits.

**TRACK** - The distance between centerlines of the wheels as raced without driver, measured at a horizontal plane through the wheel hub centerline from centerline to centerline of the wheels.

**VEHICLE** - See "Automobile".

**VICTORY LANE** - A designated location at each track used for post-race celebrations for the race winners.

**VISIBILITY** - Capability of being seen, perceptible to the eye, apparent, evident.

**WEIGHT** - The weight of the car with the driver at all times during the Event.

**WELDING** - The process of fusing one or more components into a single unit (i.e. TIG, MIG, soldering, brazing, etc.).

**WHEEL** - Center and rim. The addition of a tire constitutes a "Complete Wheel".