

2024 URC RULE BOOK



Item in **RED** are new/updated in 2024

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Rules of Conduct

1. The car owner and/or driver shall be responsible for the actions of his pit crew while at any UNITED RACING CLUB sanctioned race. In addition, each pit crew member is equally responsible for their own actions.
2. The driver and one other designated member shall be the only spokespersons for their particular car and crew. (POLICY - the driver or designated member will not both speak on the same issue at the same time.)
3. No member shall enter the judge's tower or approach the starter's stand for the purpose of lodging a complaint or disputing a decision.
4. No member shall use abusive language, or threaten bodily harm or equipment damage, when addressing another member or track official or subject such persons to unwanted physical contact. Such actions can result in loss of points, suspension and/or fine.
5. No driver or pit crew member shall drink intoxicants or use narcotics during any race event. Any driver or pit crew member who arrives at a race event and, in the opinion of the President, Vice-President or Pit Steward, is under the influence of intoxicants or narcotics will be denied participation in the event.
6. When a car is started in the pit area it is recommended that the driver wear his driving suit, seat belt harness, and helmet properly fastened. When a car is started on the track, such equipment usage is mandatory.
7. No excessive speeding will be allowed in the pit area.
8. Any driver, while racing, who commits unnecessary contact, harassment, or uses any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Pit Steward, Drivers' Committee, President, or Vice-President will be deemed to be Rough Riding.
9. Any driver or owner acting against or in opposition to a decision or policy of UNITED RACING CLUB officials or directors shall be subject to a loss of points, suspension and/or fine at the discretion of the Board of Directors.

Protests

1. Protests will be taken only from a driver or car owner, must be in writing, and accompanied by the appropriate protest fee in cash to UNITED RACING CLUB officials. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the tech inspector.
2. All protest must be filed within ten (10) minutes after the completion of the last URC event of the evening. All protest shall be reviewed by the United Racing Club or a representative. The results of a protest can be appealed. Any appeal of the official decision must be filed in writing within ten (10) minutes of notification with the United Racing Club.

Protests can only be filed by UNITED RACING CLUB members. Protests will be forwarded to the UNITED RACING CLUB Board of Directors whose decision shall be final.

1. No protests will be accepted on judgment decisions.
2. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (figures in parenthesis are filing fees)

1. Motor tear down (Intake off) \$1000 (\$100)
2. P & G fuel test \$800 (\$100).
3. Other technical protest: \$200 (\$100).
4. Traction Control: \$100 (\$1000) Total: \$1100 Note protest fee can change due to MSD pricing filling fees will not Change

License / Membership

1. All competitors must be a full URC member, or purchase a one-night only temporary permit to compete. Only full URC members will receive tow money and championship points.
2. The car and driver and owner must be a registered a member in order to receive points as well as any bonus money or contingency awards.
3. License will allow members to get into pits at the discounted rate at some tracks. License Cost:

Car/Owner: \$100

Driver: \$50

Crew: \$25

Temporary: \$50

Qualifying For a 20-car field

1. Qualifying for starting positions will be by open draw as follows:

- A. **Heats** – Heat race starting positions will be determined by an open draw completed by the start of the drivers meeting. (Note – Heat races are 8 or 10 laps depending on size of track or race director's discretion).
- B. In heat races only, any driver who is competing with a one-race temporary URC registration (\$50) will start behind all drivers who are paid in full as a full-time annual URC member (\$150 Annual Membership Fee). Said driver will still draw for their heat race position and all temporary members will line up based on their number drawn.
- C. If three heats are held, 5 cars from each heat will qualify for the A-Main. (If four heats are run 4 cars will qualify). The balance will run the B-Main. An exception may be made by the President and/or Vice President.

The following car counts will determine the number of heat races:

20 or less cars - 2 heats 21-30 cars - 3 heats 31-40 cars - 4 heats.

The race director will have final decision on the number of cars in each heat.

- D. **B-Main** - Start heads up, alternating by position of the heats. Sufficient number of cars needed to round out the A-main will qualify
- E. **A-Main** - Twenty (20) cars will start the A-Main. Exceptions may be made by the President and/or Vice-President for Provisional or Buy-in starters, or under exceptional circumstances.
- F. **Redraw**- The top 3 cars from the heat race will be the redraw position. All drivers qualifying in the redraw position will redraw a pill for feature starting position. The remainder of the qualifying cars not in redraw position will start heads up behind redraw cars, in the event there are 5 qualifying heat races the top 2 cars will be the redraw position. Redraw will take place 10 minutes after the final heat race has been completed.

If redraw participant fails to redraw within the designated time, said participant will receive the last place pill, that pill will be removed from the redraw bag.

- G. **Alternates:** If a cars scratches, rows will move straight up. If a qualified car scratches an additional car will be taken from the b-main, if the b-main was already completed the first alternate will receive the position at the back of the field with drivers using a provisional behind them. If more than one car scratches from the same row, the driver's will re-cross over as to not award four free positions to a driver.

Qualifying For 24-car Field

- H. **Heats** – Heat race starting positions will be determined by an open draw completed by the start of the drivers meeting. (Note – Heat races are 8 or 10 laps depending on size of track or race director's discretion).
- I. In heat races only, any driver who is competing with a one-race temporary URC registration (\$50) will start behind all drivers who are paid in full as a full-time annual URC member (\$150 Annual Membership Fee). Said driver will still draw for their heat race position and all temporary members will line up based on their number drawn.
- J. If three heats are held, 6 cars from each heat will qualify for the A-Main. (If four heats are run 5 cars will qualify). The balance will run the B-Main. An exception may be made by the President and/or Vice President.

The following car counts will determine the number of heat races:

20 or less cars - 2 heats 21-30 cars - 3 heats 31-40 cars - 4 heats.

The race director will have final decision on the number of cars in each heat.

- K. **B-Main** - Start heads up, alternating by position of the heats. Sufficient number of cars needed to round out the A-main will qualify.
- L. **A-Main** – Twenty-four (24) cars will start the A-Main. Exceptions may be made by the President and/or Vice-President for Provisional or Buy-in starters, or under exceptional circumstances.
- M. **Redraw**- The top 3 cars from the heat race will be the redraw position. All Cars qualifying in the redraw position will redraw a pill for feature starting position. The remainder of the qualifying cars not in redraw position will start heads up behind redraw cars, in the event there are 5 qualifying heat races the top 2 cars will be the redraw position. Redraw will take place 10 minutes after the final heat race has been completed.

If redraw participant fails to redraw within the designated time, said participant will receive the last place pill, that pill will be removed from the redraw bag.

- N. **Alternates:** If a cars scratches, rows will move straight up. If a qualified car scratches an additional car will be taken from the b-main, if the b-main was already completed the first alternate will receive the position at the back of the field with drivers using a provisional behind them. If more than one car scratches from the same row, the driver's will re-cross over as to not award four free positions to a driver.

Qualifying Exceptions

2. A driver may be placed scratch in any race regardless of his appearance, handicapping value, or point status if the President, Vice-President, Pit Steward or the Drivers' Committee requests that such action is in the best interest of the safety of all the competitors.
3. In order to be scored in an A-main qualifying position, a car must finish the race by taking the checkered flag without assistance. If a car finishes in a qualifying position but does not cross under the checkered flag without assistance, that driver will not qualify for the A-Main and must run the B-Main (if a B-Main is needed).
EXCEPTION If no B-main is needed, driver will start the A-Main based on their finishing position in the heat race.

Provisionals/Buy-ins

1. Only URC full season members will be permitted to use a provisional.
2. Provisionals will be based on the current year's point standings after the first 3 races of the season. If a provisional is needed during the first 3 races, the years prior point standings will be used.
3. In order to use a provisional, the driver/team will give up their start money and start the feature behind all cars that qualified and/or transferred from the B-main.
4. If the driver finishes in a position that pays more than the start money they will be paid the difference at the end of the night. Points will be given to the drivers/owners using a provisional.
5. Provisionals will be awarded based on points with the first member to not qualify who sits the highest in points being given the provisional spot. If a driver/team declines a provisional it will move to the next highest in points.
6. Unlimited provisionals are allowed, however, if a provisional spot is used that driver/team is put to the bottom of the points list (for provisional use only) until a different driver/team uses a provisional.

Rookie Status

1. Rookie drivers, as determined by the Drivers' Committee, President, Vice-President or Pit Steward, will be required to start in scratch position as determined by UNITED RACING CLUB Officials

Points

The following are the championship points that will be given out at all point races A-Main only:

1 st 150	2 nd 142	3 rd 135	4 th 130	5 th 125	6 th 122	7 th 119	8 th 116
9 th 113	10 th 110	11 th 108	12 th 106	13 th 104	14 th 102	15 th 100	16 th 98
17 th 96	18 th 94	19 th 92	20 th 90	21 st 89	22 nd 88	23 rd 87	24 th 86
25 th 86	26 th 86						

The following points will be awarded to non-qualifiers:

65 points to take the green in hot laps/heats

50 show up points but fail to take the green in hot laps/heats

Back up cars: A car owner can only receive points from one car & number on a given night. If a backup car is needed any time after it takes a green (hot laps are not considered) said backup car will be registered as a different number and said owner will receive points from that number. Said car will start at the rear at its next event of the night and driver will accumulate points as normal.

Driver Changes: Once the green is displayed in any event (hot laps are not considered) if a driver change is made, said driver must start in the rear of his next event. The driver will earn points as normal however the car must register as a new number and owner will receive points for that number throughout the night.

Any event that that is not completed on a night in which it was started, said car must start at the rear of the race it was in when the race was stopped.

General Procedures

1. All cars are subject to inspection by the Technical Inspector or President, Vice-President, or their designee, at any time or place.
2. Any driver who continually gets into trouble without good cause or appears unable to safely handle his/her car will be counseled at the direction of the Drivers' Committee, President, Vice-President, or Pit Steward, and allowed to compete at a level and in a manner determined by the Drivers' Committee, President, Vice-President or Pit Steward.
3. No car will enter the track under any condition (red, yellow or green flag conditions) without permission of a UNITED RACING CLUB official. Any car two (2) or more laps down may not reenter the track and will be done for the remainder of that event. *(Policy: Cars are not allowed to enter the track under the white or green flag.)*

4. Pit crew members will not be allowed on the track unless requested by an official. In case of a refuel, no more than two crew members per car will be allowed on the track. Refueling will be at the sole discretion of the President, Vice-President and or Race director. Tear-offs may be taken out during fuel stops only.
5. Any car that pulls off the track during a restart situation will automatically restart in the scratch position. In the event that more than one car pulls off the track the last to return will be scratch, with the others completing the end of the field. *(POLICY: A violation removes the car from that particular race not necessarily the entire show.)*
6. The President, Vice-President or Race director will enforce the rules of procedure and conduct and determine sanctions as they deem most appropriate including the meet of the infraction, must have concurrence of a majority of the Board of Directors.
7. Ample space must be left on a prominent part of the car, to be set forth by the officials, for participating UNITED RACING CLUB sponsor decals. These decals must be displayed at all times absent a special exemption by the President and/or Vice-President.

Voting

1. One vote will be allowed in formal voting for each car number registered in the current year when such car has received points in 51% of the complete UNITED RACING CLUB events in the current year. The voting member must either be the car owner or driver only.
2. Any rule or specification may be altered, deleted or added between successive Annual Meetings upon unanimous agreement of the Board of Directors. The new or revised rule or specification shall be temporary unless and until approved by a majority of the members casting votes at the next Annual Meeting. All members shall be notified by newsletter of such temporary rules or specifications.

Starts & Restarts

1. Starts will be determined at the nightly drivers meeting. Starts will be closely observed. Jump call(s) to include false starts will have one do-over. If the second attempt results in a jump the entire row will be moved back one row.
2. When the race is restarted after the first lap is official, it will be double file restart with lapped cars dropping to the tail. The leader has lane choice for double file restart with the

rest of the field following in double order per positions (ex. after front row, third place is inside row two, etc.) Should there be an immediate caution following the double file restart without another lap being scored complete, other than calling the restart back for an infraction, the ensuing restart will be single file.

NOTE All restarts will follow single file procedures during the last 5 laps of any race greater than or equal to 20 laps and the last 2 laps of any racing event under 20 laps

3. Single file restarts must align nose to tail and remain nose to tail through the cone. A cone will be placed on the front stretch and no car may pass until it is past the cone. Driving under the cone or hitting the cone will result in a two-spot penalty imposed at the next yellow or red flag or at the completion of the event.
4. Cars must immediately line-up behind the pace car. Cars passing the pace car will be sent to the rear of the field.

Lapped Cars

1. All lap cars go to the rear of the field.
2. If a car is 2 or more laps down and a red/yellow flag is displayed it will be the race director's discretion whether or not the lapped car(s) are able to continue the race.

Yellow Flag / Work Area

1. All cars that cause a **yellow (or red) flag**, stop on the track, or go to the pit area, will be placed at the **tail end** of the entire restart lineup in the order they were running prior to the stoppage flag. At the next stoppage, these cars will then restart in their proper running order according to timing and scoring. Exceptions may be made if the car stopped for safety reasons or if an inadvertent yellow is thrown.
2. A **work area** will be designated (usually the pit area) for any work to be done during a yellow/red flag. Drivers will have 2 laps to make repairs during the A-main only. Any car that goes one or more laps down while in the work area or pit area will be out for that event. All lead lap cars will be placed in front of lap down cars.
3. Due to safety, a yellow caution flag will immediately be thrown for any car that does a **360 spin** whether they come to a stop or whether they continue under power. Driver will restart the race at the tail end of the entire field according to the URC yellow flag rule #1 above.

4. Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.
5. If a car needs a second push off, after any cars have started, he will start at the rear of that race.
6. Any car that is involved in two unassisted yellow flags will be disqualified for that event.

Red Flag

1. All red flags are closed unless opened by the UNITED RACING CLUB Race Director. Cars that the red flag was thrown for and any car that changes any tire will be placed at the tail end of restarting line-up. (See Yellow Flag Rule #1 Above)
2. Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.
3. Any car who drives off the track under power during a red flag will be disqualified from the event.

Scoring

1. During qualifying races, only the leader needs to cross the start/finish line under green flag conditions on lap 1 to qualify as a completed lap. During A-Main feature events, the entire field must complete the first lap under green to be considered a completed lap, (with the exception of the cars that cause the yellow or red flag).
2. For all other laps, only the leader needs to cross the start/finish line under green flag conditions to be considered a completed lap, including the final lap.
3. A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and points and payoff will be done in the same manner as a yellow or red flag realignment.
4. For scoring purposes, when a yellow or red flag is displayed, all cars that crossed the start/finish line under green flag conditions will be scored the way they were running as they crossed under green on that lap. All cars that do NOT cross the start/finish line under green flag conditions will revert back to the way they were running on the previous green flag lap.

Safety

1. All drivers are required to wear SNELL approved helmet, a fire resistant uniform, protective gloves and arm restraints during competition.
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. United Racing Club strongly recommends a five-point hookup with 3 inch belts.
3. It is recommended that anyone who competes in any event sanctioned by the United Racing Club to have Front Axle Tethers with the following part numbers from ButlerBuilt equipped on their Sprint Car:

BBP 4922-225 - 2 1/4" Axle diameter complete kit

BBP 4922-238 - 2 3/8" Axle diameter complete kit

BBP 4922-250 - 2 1/2" Axle diameter complete kit

If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by Butlerbuilt. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.

4. UNITED RACING CLUB recommends that all competitors use a head and neck restraint. (head and neck restraints are mandatory at all events held in New Jersey as per state law)
5. Drag Link must be steel with steel heim ends. Must have safety strap on drag link.
6. Tie rod must have steel heim ends.

New Jersey Safety Rules
(subject to change due to NJ state police policy's)

1. Seat belts must show date of manufacture and not be more than two years old.
2. Shoulder harness and crotch belts are mandatory. Shoulder harness must go over the cross bar behind the seat.
3. No fuel lines or fuel pump will be permitted in the driver's compartment unless shielded properly to prevent leakage in the event the line or pump is damaged or broken. Fuel lines that run through the cockpit MUST be a steel braided type encased in steel tubing.
4. Head and Neck Restraint is Mandatory
5. The ignition and fuel cutoff switches and valves must be located within easy reach of the driver and so be identified. A 3-inch circular fluorescent paper or brightly painted area must surround the fuel valve for easy location by safety officials.
6. Fuel lines must be at least 3 inches from the exhaust headers or be shielded.
7. Alcohol and narcotics are strictly forbidden in the pit area.
8. Gussets are required on all roll cage joints.
9. Roll cage must be at least 3 inches from the driver's head in any direction.
10. A headrest pad, with a minimum size of 4 inches by 4 inches by 2 inches thick is required behind the driver's head.
11. All seats must have four mounting points; two on the bottom and two on the top. Seat straps approximately 1 inch wide by 1/8 inch thick by 7 inches long must be installed across the mounting points.
12. Exhaust pipes must extend beyond the rear motor plate.
13. Floor pan must extend to position under the rear of the seat.
14. Mufflers welded to the exhaust system are required.
15. No plastic wheels allowed in New Jersey. Wheels covers must be bolted to the wheel by the bead lock bolts as was the old Gilliam style or be the foam type. DZUS buttons are no longer allowed. No jay bolts allowed,

16. All drivers must wear one-piece fire resistant uniforms covering the body. Two-piece fire suits are prohibited. Fireproof underwear is mandatory.
17. It is mandatory that all drivers wear arm restraints and fire resistant gloves. Arm restraints must be worn below the elbow.
18. All drivers must be a minimum of 17 years of age. Permits may be issued through the State on an individual basis for drivers under 17 by contacting Ms. AJ Testa..NJ Racing Control at 609-530-3838. Permits are issued on a one-race basis. **UNITED RACING CLUB's minimum age rule of 15 years of age, supercedes all other age rules.**
19. All race drivers must have their valid drivers license on their person to race in NJ. Any drivers asked to show their license, that does not have their license with them on race day, will not be permitted to race in that event.

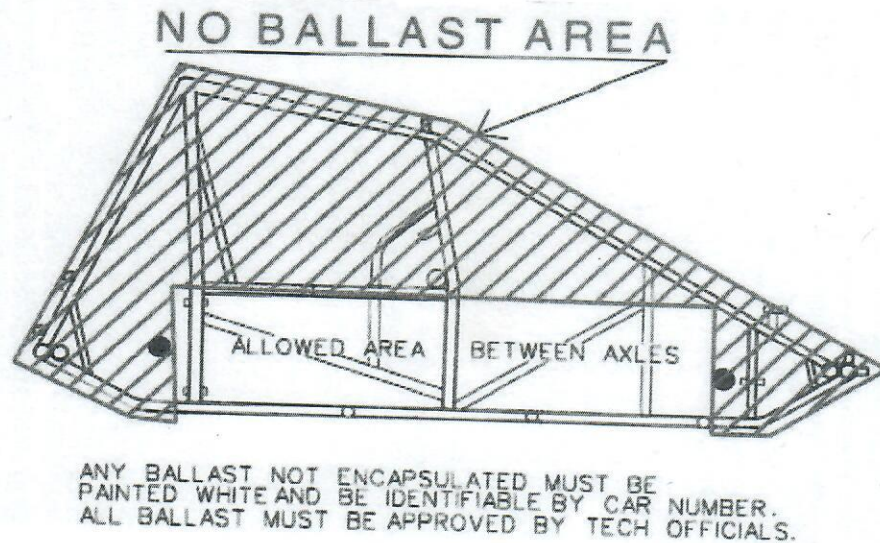
TANK TOPS, SHORTS, SANDALS OR ANY OPEN TOED SHOES ARE PROHIBITED FROM THE PIT ARE. ANYONE DRESSED IN THIS NATURE WILL BE DENIED ACCESS TO THE PIT AREA. THIS INCLUDES DRIVERS, OWNERS, MECHANICS AND OFFICIALS.

SNELL RATING ON HELMET MUST BE 2000 OR 2005. ANYTHING OLDER WILL NOT PASS INSPECTION. NO OPEN FACED HELMETS ALLOWED.

NO ONE UNDER THE AGE OF 17 IS ALLOWED TO DRIVE A FOUR-WHEELER. FOUR WHEELERS MUST NOT EXCEED 5 MPH.

Weight

1. Weight Rule: Weight rule is 1500 lbs., including the driver, at the conclusion of the event. The number of cars that need to cross the scales will be determined at the driver's meeting. **Any driver who finishes in a position that needs to cross the scales and fails to go directly to the scales or drives past the scales will be scored last in that event.**
2. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event.
3. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. All added weight must be within the chassis structure.
4. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



Brakes

1. Brakes must be operative at all times.
2. All brake rotors must be steel, titanium, or aluminum only

Cockpit Adjustables

1. No cockpit adjustable chassis or suspension devices allowed (excluding top wing).

Wing

Top Wing: (see Illustration)

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches and maximum length of 60 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
3. **Wicker bills or Gurney lips are permitted on *Flat wing Only*. A maximum of a 2" height wicker bill is allowed on rear edge and wicker must be 90 degrees to the center foil. Dish wings are not allowed to run a wicker bill**
4. Other than the slider mechanism, no moving parts allowed on or in foil structure.
5. The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further

back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)

6. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of $2\frac{1}{2}$ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
7. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable
8. Side boards can be a maximum size of 72" x 30"
9. Side panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than $1\frac{1}{4}$ inches on the top or bottom.

Front Wing

1. Maximum size to be six square feet total with a maximum width of 36 inches and 12 inch side panels. One inch turn up allowed on center foil, no split wings allowed. No more than $\frac{1}{2}$ inch turnout on top or bottom of side panel.
2. No part of wing may extend forward of front bumper.
3. No rudders will be permitted on center foil of nose wing.

Wheels and Tires

1. Front: 85/8.0-15 D12, D15, D20
2. Left Rears 15.0/90-15 H12----- 15.0/92-15 H12, H15 -----15.0/94-15 H12, H15-----
15.0/96-15 H12, H15, D12A
3. Right Rears 105/16.0-15 H15, H-R15, H20, D15A, MEDIUM
4. The Altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removing, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by URC officials may be issued.

The rear drive tires may be protested by another competitor following the protest rules.

5. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "chain of Custody" process will be outlined with the competitor upon inspection of the tires.
6. The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part as the penalty period.

Penalty

Any member that attempts and/or is found to be using tires that are found to be illegal in any manor will be subjected to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by URC officials.

The minimum penalty will be as follows; disqualification from the event(s), a fine of all championship points, loss of all earned purse and/or award money from the event(s), a fine equal to and/or more than the purse money rewarded for the event(s) and/or a minimum suspension up to six months in duration.

7. Beadlocks recommended.
8. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches. For more info see: http://www.hoosiertire.com/pdfs/pb105_16_15_H_R15DirtSprintTire.pdf

Fuel

1. Pure Methanol type only. No nitrous methane; **no additives of any kind**. Fuel will be subject to examination upon request.
2. Must have fuel shutoff that clearly indicates the off position.

Fuel Cell

1. All tanks should be mounted securely. Bladders are mandatory

Frame

1. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors.
2. The roll cage must be of a four-post design.
3. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure.
4. No pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system.
5. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
6. No aluminum frames

Wheel Base

1. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches

Nerf Bars

1. Bumpers and Nerf bars are mandatory and must be securely mounted.
2. No weight is to be added to Bumpers or Nerf Bars.
3. No aluminum rear bumpers or Nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.
4. Nerf bars are to be secured with bolts, no quick disconnect type pins allowed.
5. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is 8 inches.
6. The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.

Body

1. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.
2. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal
3. The cockpit must not be enclosed by a stone shield or other device that would prevent the driver from making an emergency exit. The UNITED RACING CLUB tech inspector has the right to request an exit demonstration.

Drive Line

1. Must be fully enclosed with steel, aluminum or magnesium. Must have a steel safety hoop or seat belt type strap.

Mufflers Headers

1. Mufflers are **NOT** Mandatory, (unless otherwise mandated by state or track). Any muffler or inserts of at least 3 inches will be allowed as a muffler device. The United Racing Club will inform teams if mufflers are required. Mufflers are required at Port Royal Speedway and Bloomsburg Fair Raceway
2. Loss of muffler will result in disqualification when mufflers are required.
3. Headers: Must be a minimum of .045.

Ignition

1. Any type may be used, but all cars must have cut-off switch within easy reach of the driver. Cut-off switch must be clearly marked, indicating off position.

Transponders

1. MyLaps Transponders are mandatory at tracks that have the transponder loop equipped.
2. MyLaps Transponders shall be mounted on the right front of the chassis on the small vertical gusset tube and mounted with a MyLaps mounting bracket.

Radios/ Communication

1. RaceCeiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RaceCeiver. Channel 000 Frequency 454.000
2. No two way radios will be allowed. No communication between crew and driver. Only between track/United Racing Club officials to driver.
3. Any driver who willfully ignores orders given by United Racing Club officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
4. Mirrors are not permitted

Engine Rules

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 2% = 363.6).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack at least 3 inches in length.
Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.
 - Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only two injector nozzle and two injector line per cylinder. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

Cylinder Heads

Cylinder Heads List of Cylinder Heads approved for United Racing Club competition is as follows: A. Chevy - #27-211 B. Ford- #27-223 C. Mopar- #27-222 Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix. Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and

placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks. Valve angle and placement may not be altered in any way. No welding of any kind, internally or externally, is allowed. Guidelines regarding porting and polishing: 1. Intake port openings must match the following: A. ASCS Chevy- FP #1206 or equivalent B. Ford- FP#1262 or equivalent C. Mopar- FP#1213 or equivalent

1. Porting and polishing of intake ports is allowed with the following restrictions: A. All ASCS logos must remain completely intact. B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions ASCS/URC tracks. C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
2. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind. A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially. B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
3. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Any internally repaired ASCS spec head must be re-certified by Brodix.
4. All spec heads must remain within 1 degree of the original manufacturing.
5. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to before reinstatement.
6. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
7. No Turban driven, Turbo or blower will be allowed.
8. Only two valves and one spark plug per cylinder allowed. No big blocks.
9. No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, shocks, etc. Traction Control is strictly prohibited. Traction Control will be checked if protested by another competitor during the night. The competitor protesting will be responsible for the payment for shipping the device to MSD. MSD charges \$100 to check the device (note price may change protester will be responsible). The protester will be charged the \$100 fee plus a \$1000 filing fee. Most devices will be returned by the following weekend. If a competitor is caught with any evidence of traction control inside the device the competitor will be found illegal. All points from current year will be removed, device will

be confiscated, competitor will be suspended for 6 races and must pay a \$1000 fine and MSD fees before returning to any URC race. If device is found illegal the protester will be reimbursed the filling fees. If a device is protested on the first night of a multiple race weekend the device will be kept in URC possession overnight. The device will be marked and return to competitor to finish the next night of racing. Device will then be sent out and return the following weekend. The competitor will not be allowed to take device until the protest period is complete.

10. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.

11. 358 cars must pass central PA tech.

12. 305 must have 305 race saver seals

All winners will be teched after every race and one other car drawn at random out of the top 10 at the end of the feature. Cars are subject to:

- a. Fuel test
- b. Pumped
- c. Heads inspected with scope and approved Head tool from brodix
- d. Stacks checked

President

Dave McGough

Vice President

Rick Weller

URC Email

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