

UNITED RACING COMPANY LLC

RULES AND POLICIES

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DEFINITIONS

- ROOKIE:** Rookie status is approved by the URC Managing Members. Drivers must INFORM URC MANAGING MEMBERS OF THEIR INTENT TO RUN FOR ROOKIE TITLE. THE CRITERIA FOR DETERMINING THE ROOKIE OF THE YEAR WILL INCLUDE, BUT NOT LIMITED TO; THE DRIVERS PERFORMANCE ON THE TRACK BASED ON THEIR PRIOR RACING EXPERIENCE, NUMBER OF EVENTS THEY COMPETE IN, OVERALL FINISHES AND RANKING IN THE FINAL POINT STANDINGS. THEIR ATTITUDE, PROFESSIONALISM AND EARNED RESPECT FROM THEIR FELLOW COMPETITORS WILL WEIGH ON THE DECISION.
- MEMBER IN GOOD STANDING:** A car owner, driver, crew member and official who acts in the best interest of the Company. Fines: All fines must be paid in full , before a car owner can compete again in URC competition.
- DISQUALIFICATION:** Any car disqualified during the running of an event will not be scored past the point of disqualification. The car owner and driver will be credited with a finishing position and given points based on the number of laps completed at the time of the infraction. The owner will be paid according to that finishing position. **DISQUALIFICATION OF A CAR DUE TO ANY INFRACTION OF CAR SPECIFICATION RULES WILL RESULT IN THE LOSS OF ALL MONIES AND POINTS (BOTH OWNER AND DRIVER) FOR THAT EVENT. WEIGHT RULE EXCEPTION – IN A WEIGHT RULE INFRACTION, LAST PLACE MONEY AND POINTS WILL BE AWARDED.**
- DISCRETION OF THE RACE DIRECTOR:** A variety of circumstances may arise on race night that are not clearly defined in this rule book. In such cases, the Race Director *may* consult URC members, the Managing Members and race officials to make a decision. That decision will stand as final. By joining URC, the member agrees not to challenge this decision in a court of law.

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URC MANAGING MEMBERS:

The Management and administrative affairs of this Limited Liability Company shall be vested in and under the supervision of the Managing Members. They shall have full control of all LLC property and business in the LLC name, the United Racing Company. URC Managing Members reserve the right to change any rule at any time. Members will be notified OF ANY CHANGE.

BUSINESS

MAILING ADDRESS: United Racing Company LLC
2109 South Dupont Highway
Dover, DE 19901
Office: (302) 422-1508
Web site: www.urcsprints.com

URC ENGINE RULES

- 1) 360 Cubic Inches plus 1% maximum displacement.
- 2) No aluminum blocks. No titanium in engines, excluding valves and valve retainers.
- 3) Injectors: 2 7/16 inch maximum inside diameter of the injector stack –at least 3 inches in length, used in conjunction with Chevy #27-211, Ford #27-223 and Mopar #27-222 spec heads. Note: Larger injectors may 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.

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.

Slide or barrel type injectors are not allowed.

- 4) Spec Heads: Brodix heads part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar) with ASCS stamp may not be altered in any way. 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 the inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters on Chevy Motors, 192 centimeters on Mopar Motors and 195 centimeters on Ford Motors.

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Intake port polishing will be allowed no more than 1 ½ inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially.

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 URC spec head or on any other head. URC checking fixtures to check to the above specifications and dimensions will be used by URC tech personnel.

Any internally repaired URC spec head must be re-certified by Brodix.

- 5) Any engine or car component that is found illegal when pumped and/or inspected will not be allowed to compete until the infraction is corrected, this includes warm-ups, qualifying and the A-Main. If the engine is found to be illegal, a tear down will be mandatory. If after tear down the engine proves legal, the car owner will receive \$200.00 plus all prize monies. If after tear down the engine is still illegal, a \$1000.00 fine will be imposed as well as forfeiture of all monies and points (including tow money) for that night. If a tear down is a result of a protest, the person initiating the protest must submit a request in writing along with \$1000.00 in cash, and must remain in the pit area until the inspection is complete. If the complainant leaves the track, inspection will be halted at that point.

If a car owner refuses to tear down his engine or leaves the track before a tear down, a fine of \$1000.00 will be imposed as well as forfeiture of money and points earned for that night and all points year-to-date.

If the tech personnel determine that a URC seal has been tampered with, or a counterfeit seal is detected, a fine will be imposed of \$1000, as well as forfeiture of money and points earned for that night and all points year- to- date.

- 6) All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
- 7) No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc.
- 8) No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
- 9) In order to attach a seal to an approved engine, it is required that two adjacent bottom head bolts or studs be drilled with two intersecting holes in each bolt or stud large enough to accept a 1/16th inch wire. Any car that does not have this seal intact will be automatically pumped. Any owner that refuses to drill the holes will be charged a teching fee as determined by the URC Managing members.

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CAR SPECIFICATIONS

THE URC MANAGING MEMBERS WILL BE RESPONSIBLE FOR ENFORCING AND CLARIFYING ANY OF THE CAR SPEC RULES. IT WOULD BE IN THE CAR OWNER'S BEST INTEREST TO ASK THE MANAGING MEMBERS BEFORE MAKING AN INVESTMENT IN AN AREA NOT COVERED IN THE RULEBOOK. IT IS NOT TO BE ASSUMED THAT A PART OR COMPONENT IS LEGAL JUST BECAUSE IT IS NOT COVERED IN THE RULEBOOK. ANY GRAY AREAS, OR AREAS NOT COVERED IN THE RULEBOOK WILL BE DETERMINED BY THE URC MANAGING MEMBERS AFTER CONSULTING WITH THE URC TECH INSPECTOR. THE MANAGING MEMBERS DECISION IS FINAL.

- 1) **WEIGHT RULE:** Weight limit of 1475 pounds minimum (with driver and gear). No bolt on weight allowed. Returning to your pit area prior to weighing your car will result in immediate disqualification.
- 2) **BRAKES:** Brakes must be operative at all times. All brake rotors must be steel or aluminum only. (No Titanium)
- 3) **COCKPIT:** No cockpit adjustable chassis or suspension devices allowed (excluding top wing). The cockpit must not be enclosed by a stone shield or other device that would prevent the driver from making an emergency exit. The URC tech inspector has the right to request an exit demonstration.
- 4) **DASH:** Effective firewall of metal, aluminum or fiberglass must be installed between the engine compartment and the cockpit.
- 5) **DRIVESHAFT:** Must be fully enclosed with steel, aluminum or magnesium. Must have a steel safety hoop or seat belt type strap.
- 6) **EXHAUSTS:** Open port exhausts prohibited. "Zoomie" type headers are allowed in states which do not prohibit them.
- 7) **FRAME:** Special racing type only. Aluminum frames and roll cages will not be allowed.
- 8) **FUEL TANKS:** All tank and tank mountings must have the approval of the Technical Committee. Bladders are mandatory.
- 9) **FUEL:** Methanol type only. Additional oxygen-bearing additives (Nitro, Nitrous Oxide, Propylene Oxide or BALLS Products) are not allowed. The only top lube that will be allowed is the VP non-scented M2. FUEL MUST PASS FUEL TEST THAT IS PERFORMED AT THE TRACK, AND/OR FUEL TEST PERFORMED BY A LAB. Fuel will be subject to examination upon request at any time. The top three feature finishers and random selection could be subject to automatic testing. Penalty will be imposed on any violators, including forfeiture of points and monies for the night and cost of lab bill, if found illegal.

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- 10) **HOODS:** All cars must have effective hood latches and must be securely fastened at all times during competition. "Wedge" type hoods may not extend past the rear of the approved front bumper. Width shall not exceed more than 2 inches wider than the frame rails. Hood side risers shall not exceed more than 2 inches in height.
- 11) **IGNITION:** 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.
- 12) **NUMBERS:** It is mandatory that numerals be displayed on each car in the following locations. All car numbers must be approved by the URC Secretary. On both sides of the car's tail, on both sideboards of the top wing, on the center of the top wing.
- 13) **ROLL CAGE:** All cars must be equipped with full roll cages approved by the Technical Committee. Bars equivalent to the strength of the chrome molly 1 3/8 O.D. with wall thickness of a minimum of .090 and properly based. No aluminum roll cages and frames will be permitted. A 120 wall thickness roll cage is recommended. All cars must have side nerf bars.
- 14) **SAFETY EQUIPMENT:** All cars must have approved safety belts, not over five years old. The following safety equipment is recommended: shoulder harness, arm restraints, helmet of Snell 90, 95 or higher rating, full fire resistant (Nomex or equal) outer suit, complete set of fire resistant underwear, fire resistant gloves, fire resistant hood or helmet skirt and fire resistant racing shoes.
- 15) **SIDE PANELS:** The side panels must extend from the engine firewall to the front of the seat.
- 16) **THROTTLE:** Two throttle return springs and a foot pedal toe strap are required.
- 17) **UNDER PAN:** All cars are required to have an under pan or floorboard.
- 18) **WHEEL BASE:** A minimum of 84 inches required. No maximum.
- 19) **WHEEL INSERTS:** All commercially manufactured wheel covers are allowed. Metal wheel caps must be bolted or used between the tire and bead lock.
- 20) **WHEEL WIDTH:** The maximum wheel diameter is 15 inches. The maximum right rear wheel width is 18 inches. The maximum left rear wheel width is 15 inches. Wheel width is measured where the tire seats

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against the wheel. For wheels with bead locks, the measurement is taken with the bead lock installed.

21) WINGS:

ALL WINGS MUST BE APPROVED BY THE URC TECH INSPECTOR...HIS DECISION IS FINAL.

IT IS HIGHLY RECOMMENDED THAT IF YOU HAVE ANY QUESTION ABOUT THE LEGALITY OF YOUR WING, TO HAVE IT APPROVED PRIOR TO COMPETITION BY THE URC TECHNICAL INSPECTOR.

TOP WINGS ARE MANDATORY TO COMPETE IN ANY WINGED URC EVENT.

Specifications are: maximum 25 square foot center foil with a maximum width of 60 inches. The deepest point allowed in the top cross section of the center foil will be 2 ½ inches, measured from the flat front surface of the wing to the rear edge of the wing using a straight edge as a guide. In addition to the 25-foot top wing, a 2-inch wicker bill will be allowed in an upright position at the rear edge of the wing center foil. No side foils or rudders will be permitted on center foil of the wing.

Side panels will be a maximum of 30 inches high and 72 inches long. Side panels attached to the wing must be fabricated flat so as to have no turn outs or flaps of more than 2 inches of material on the front and rear of panel and no more than 1 ¼ inches at the top or bottom of side board. All wings must be fabricated of metal alloys. Both sideboards must be square to center foil with a 1" variance to be measured by a carpenter's square. The top four corners of both sideboards must be square.

Cockpit adjusters will be allowed. Cockpit adjusters must be of the external type only and may only adjust wing from front to back. No internal side-to-side adjusters will be allowed.

22) FRONT WINGS:

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 ½ inch turnout on top or bottom of side panel. No part of wing may extend forward of front bumper. No rudders will be permitted on center foil of nose wing.

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- 23) All cars **MUST** have wheels and safety hubs approved by the Tech Committee.
- 24) All cars must be equipped with rear bumpers or guards suitable to push when ready to start.
- 25) The Technical Inspector must pass each car on its appearance as a "sprint car" in terms of qualifications and body design.
- 26) Mirrors and Crew to Driver or Driver to Crew Radio Communications of any kind are not permitted. One-way radios are for the sole use of communications between URC Officials and the Driver. Any deviation will result in forfeit of all monies and points for that event. At anytime, the URC Tech Inspector may inspect the radio, and keep it for a period up to one week if necessary.
- 27) Cockpit knee padding is recommended.
- 28) The use of mufflers will be mandatory at all regular URC events.
- 29) Rear bumpers and nerf bars must be steel. Front bumpers may be steel or aluminum. No part of the car can extend past front bumper, with bumper no more than 23 inches from front of front axle. No body pieces to extend beyond or underneath front torsion tubes, except the hood.
- 30) **BODY:** Special racing car type with approved tail or fuel tank. Upper side panels in a triangular space at rear of roll cage are permitted. They must be flat and may not extend beyond outer boundaries of triangle. Rear panel may not extend further back than 14 inches from center of rear axle. They can be wrapped around tubes for easy installation.
- Sun visors on left and right side of roll cage cannot exceed 4" width. No sun visors on front or sides of the car that would block the driver's vision or interfere with an emergency exit from the car or reduce the minimum opening requirement.
- The driver's right side opening must be a minimum 10 inches vertical opening at any point and a minimum 21 inches horizontal opening at any point.
- 31) All cars shall be equipped with rock screen in front of the driver.
- 32) **TIRES:** a) All cars shall be equipped with **American Racer** Tires on all four wheel positions.

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All cars shall display two **American Racer** decals of contrasting color: one on each side of the top wing (sideboards) (see sponsor requirement illustration).

b) All tires will be purchased from J & H Welding of Bechtelsville, PA. or Lias Tire. Call Joe Jordan of J & H Welding at (610) 754-6329. All tires must be URC branded tires. Temporary permit cars must start out with a URC branded right and left rear tire, and will have to be in full compliance of the URC tire rule by the third appearance.

c) Compounds permitted on right rear are: MC2 or Harder
Compounds permitted on left rear are: SD33 or Harder
Compounds permitted on front tires are: SOFT (SD44)
Special Events only (pre-announced) MC1, Other

Anyone using illegal tire compound will forfeit all monies and points earned for that event.

d) When special tire compounds are required and/or offered by the URC tire supplier, they will be permitted with the approval of the Managing Members and must be available to all competitors. Competitors will be notified in advance if this situation occurs. Managing Members may make exceptions to the URC tire policy for special/challenge events, and URC members will be notified in advance, regarding what tires will be allowed at those events.

32) No electric tire warmers allowed.

33) **TRACTION CONTROL:** No traction control devices of any type allowed. Penalty is as follows: Loss of all points earned year-to-date, owner(s) and driver. Fine of \$1,000.00 for owner to be reinstated and a fine of \$1,000.00 for driver to be reinstated. Also, the forfeiture of money and points earned for that night.

The ignition system or any component thereof may be impounded:

- a. Randomly, at the discretion of the URC Tech Inspectors.
- b. In the event of a protest.

In order to protest a car for traction control, complainant must complete and sign the URC official protest form accompanied by \$200.00 in cash.

34. Drag link must be steel with steel heim ends. Tie rod must have steel heim ends. Drag link strap is highly recommended (Implemented for safety 01/02/03).

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- 35) Transponders will be mandatory at any track which utilizes the transponder system. Transponders can be rented through URC at the race track at a cost of \$25.00 for the evening. The URC tech inspectors determine placement of the transponder. Any car moving the transponder to an unapproved location on the car will be disqualified from the event in which the infraction occurs.
- 36) It is the car owner's responsibility that all car components conform to URC rules. URC will not make any exceptions due to manufacturer defects, errors, etc.

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It shall be understood, that attending the nightly drivers meeting is mandatory for all drivers and owners. It is at that meeting, that specific race night procedures will be reviewed and adjusted according to any track specific procedures. Race night calls will be made by the Race Director and those decisions will be considered final.

WARM-UPS/ROOKIES

Rookie drivers will be permitted to stay on the track for both warm-up sessions until informed otherwise by the Race Director.

DRIVER CHANGE

- 1) Once the green flag is displayed in any event, excluding hot laps, no driver change will be permitted under any circumstances. If a driver change is made after a car has been qualified by another driver, said car must start at the rear of the field. Any event that is not completed in the night it is started, may serve as an exception to the driver rule change, and must be approved by the URC Managing Members.

STARTS/RESTARTS/JUMPED STARTS

- 2) The starting and stopping of a race will be up to the starter or Race Director.
- 3) Initial starts will be off the fourth corner. However, the position of the cars will be closely observed by the URC Race Director and Officials. If a jump, which includes a false start, is seen by the scorers or other Officials, a note of the jump will be made on the score sheets to the lap and the car(s) involved. The penalty for jumping will involve setting the car back two spots for each spot that is jumped. The jumping penalty will be enforced at the next caution, if possible. If not, it will be enforced at the end of the race.
- 4) Radios are used to speed up the show and to assist drivers with the line-up. Failure to take direction including line-up corrections will result in a minimum 2 spot penalty at the next yellow or at the end of the event.

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- 5) Single file restarts must align nose to tail. A cone will be placed on the frontstretch and no car may pass until it is past the cone. Driving under the cone or hitting the cone will be considered a jump with the appropriate jumping penalties imposed (See Rule #3).
- 6) Cars passing the pace car will be sent to the rear of the field. Cars must immediately line-up behind the pace car.

WHEELS STOPPING

- 7) When the wheels on a car stop turning during the running of any event, that car will be placed at the rear of the field. Exception: If the Race Director or URC Official asks a driver to stop for a consultation, the car in question will be allowed to return to competition in the position in which it was running prior to being stopped, if no work was necessary to safely allow the car to return to competition.

FLAGS/BLACK FLAG

- 8) Any driver ignoring flag signals will be disqualified (see definition of disqualified on page 1).
- 9) Any car smoking excessively, discharging excessive oil, water or grease on the speedway will be flagged off the track at the discretion of the Race Director or starter.
- 10) Any car traveling at an unsafe speed will be flagged off the track at the discretion of the Race Director, URC Official or starter.

FLAGS/CAUTION FLAGS

- 11) Upon the display of the yellow, either by flag or signal light, all cars must fall into single file position where they were running at the time. If there is no clear advantage, the scorers will refer back to the last scored lap for a line-up. Lapped cars will fall into line where they were running and drop to the bottom of the track upon display of the green. Lack of cooperation may result in a black flag.
- 12) If a car is down two laps or more in any event, it may not return to the race track.

FLAGS/RED FLAGS

- 13) During a red flag **fuel stop**, two people are allowed on the race track per car; one for fuel and one for minor adjustments (chassis and wing). Races will not be held up for any car. Any car not ready to go when yellow is displayed will start at the rear of the field.
- 14) In the event of a red flag or light, all cars will stop on the track at once. Failure to stop will result in disqualification. Disqualification will be imposed for any car which was not involved in the accident and is being worked on for any reason, during the red flag stop. Cars may be pushed to the pits while the red light is on as soon as a tow or push vehicle is available. All cars returning to the pits in such a situation will be placed at the rear of the field when they return trackside.

SPINS

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- 15) In the event a car running in competition spins, but recovers and keeps running, and the caution flag is displayed due to his spin, said car will be placed at rear of field. A driver may receive a verbal or written warning as well as a fine for a 360 spin if deemed necessary by the Race Director.
- 16) Any driver continually getting into trouble; i.e., excessive spins, etc., may have his starting positions altered (moved back one row, two rows, rear of the field, etc), until he proves that he can handle the car safely. The approval must come from the Race Director.
- 17) Two unassisted spins by a driver in any event will result in the black flag.

ROUGH RIDING

- 18) "Rough riding" will not be tolerated! Any driver committing unnecessary contact, harassment or using any driver tactics considered dangerous by URC Officials will be penalized, and/or fined. All protests of rough riding will be made to the Race Director who may confer with the URC Managing Members and Officials. The penalty/and or fine will be determined by the URC Managing Members. The Race Director will only field complaints of rough riding on the night the alleged infraction occurred. **Penalty can include disqualification and/or suspension.**

PROTEST

- 19) An official protest form must be completed within 10 minutes of the time the final finish is posted and submitted to the Secretary-Treasurer with \$200.00 in cash. If protest is upheld, \$200.00 will be returned; otherwise \$200.00 is not refundable. In the event a competitor protests another competitor for car spec infraction, the \$200.00 will be returned if car protested is indeed illegal and the appropriate penalty will be levied. However, if the car protested is legal, the \$200.00 will go to the owner being protested. Engine protests are \$1000, see page 2, rule #5.

PIT RULES

- 1) Any driver, owner, pit person or official using abusive language or threatening bodily injury will be subject to a warning, and/or a fine, and/or suspension. In the event of a physical confrontation at the race track initiated by a driver, owner or team member, a fine and/or suspension will be levied. The URC Managing Members reserve the right to suspend a member immediately if the situation warrants such action. The car owner being fined will not be permitted to compete until said fine is paid in full. Decision by the Race Director will be final.
- 2) It is mandatory that the driver and owner competitors attend the nightly drivers meeting and sign the attendance sheet. By not attending this meeting (and not signing the sheet), both the driver and owner forfeit the right to log any complain/protest on race night.
- 3) Any ungentlemanly conduct on the part of a driver will be sufficient cause for revocation of their license.

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- 4) Anyone using or being under the influence of alcohol or narcotics is strictly prohibited in the pit area during the running of any event.
- 5) Any driver, owner or team member disrupting winner's circle ceremonies will be fined \$200.00.
- 6) It is recommended that all race teams have available operating fire extinguishers.
- 7) Any individual joining URC is considered a member for the current year unless suspended or expelled. If this occurs, the member cannot be reinstated until approved by URC Managing Members.

TECH RULES

- 1) All car owners must permit inspection of their car at any time or place by a designated official. If a car owner refuses to comply with the request, his car will not be permitted to compete until the inspection is completed. The majority of all pumping of engines will be done prior to the racing events. Failure to comply could result in a penalty.
- 2) The feature winner's car and any other designated cars will be pumped and checked for configuration to all rules immediately upon the conclusion of the race. At the discretion of URC Officials, the pumping procedure may be waived for any motor that has a properly installed seal on the cylinder head bolts or studs. **An engine that is already sealed, may be Re-inspected at any time at the tech inspector or Managing Members discretion.**
- 3) The feature winner and any other designated cars will be checked for compliance of the weight rule immediately after the race. These cars must stop immediately at the designated spot where the scales are located. Returning to your pit area prior to weighing your car will result in immediate disqualification.

LICENSE AND PAYOFF

- 1) In the event that a race is not restarted after a caution or red flag after the halfway mark of the A-Main, the payoff will be made for the racing order on the last scored lap prior to the caution or red-flagged lap, with the exception of the car or cars involved in the incident, whose wheels stopped turning. Those cars will not be scored on the incident lap.
- 2) URC Managing Members will determine point fund payoff and how many spots will be paid. This may vary from year to year.
- 3) Tow money will be paid to a registered URC car owner that has not qualified for the "A" Main provided said owner competed in the last URC event.
- 4) Payment of a temporary permit fee entitles an owner, driver and two mechanics a one-day pass to compete. Temporary permit cars are not paid tow money.

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- 5) All drivers and owners will be required to purchase competitors insurance through their URC membership fee..
- 6) Minimum age to purchase a URC license is 16.
- 7) Any URC member, whose URC license is confiscated by the race track because of fraudulent use of the card; i.e. passing a license to an unlicensed URC member, will have to re-purchase a URC member card at full price.
- 8) A URC car can be registered under a Corporate, LLC, Partnership, etc. A combo license cannot be used for the above categories. If the driver also owns the Corporation; the driver must purchase a drivers license for himself, and a separate owners license for the Company. On the Corporate license form, it must state the name of the individual who will be representing the Company for payoff, protests, and for receiving the award on stage at the URC banquet.

HANDICAPPING POLICY

- 1) Rookie drivers must start a minimum of three races in the rear of the field with their cars clearly marked with bright fluorescent tape on the rear bumper of the car. Rookie drivers will advance forward in their heat race starting line-up one row at a time and/or be given their earned handicapped position at the approval of the Race Director.
- 2) **HEATS:** An average will be taken of the number of points earned in the last three races that a car has competed in. The heats will be lined up by inverting the averages from low average in the front to high average in the rear.

NOTE: In order to be eligible to start according to the above point system, a car **MUST** have made an appearance in at least three of the previous five races, otherwise, said car will start at the rear of the heats. An appearance is defined as participating in any event (including warm-ups) where a green flag is displayed.

- 3) **FEATURE:** The feature line-up will be straight up from the heat race finishes.

Note with the following exceptions:

Cars that finish in the top three from the previous feature can start no better than 10th through 12th, inverted, but may move-up due to other factors such as a driver change or cars not attending the prior event, etc.

If a car qualifies in the top four but was not at the previous event, that car will start behind the previous night's feature winner (12th), advancing all other cars by one spot.

If a driver changes rides from a previous event and finishes in the top four in the heat, that driver would start no better than 12th, advancing all other cars by one spot.

A driver change on race night, after the car competes in any qualification event, will find the car starting last in the next race of that night.

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Any URC driver/owner who competes in a non-URC sanctioned 360 sprint car event 24 hours before or after a scheduled URC sanctioned event (within a 150 mile radius) will forfeit 100 points from their current URC point total. URC Managing Members reserve the right to waive this rule, and if so decided for a specific event, URC members will be notified.

Any registered URC car owner or driver that competes in a 360 sprint show on a day/night URC is scheduled to compete, will restart their 3 out of 5 handicapping status at zero, will restart their 3 out of 5 status for tow money distribution, and will lose their provisional spot for the remainder of the race season. Managing Members reserve the right to add any additional sanctions.

- 4) **PROVISIONAL:** Position 25 is a provisional position. The car that did not qualify for the A-Main, which is highest on the current car owner point standing is eligible to buy the 25th starting spot, provided the car has not previously used a provisional start.

HANDICAPPING EXCEPTIONS

- 1) All cars qualifying through the B-Main will start at the rear of the A-Main regardless of the previous A-Main finish or position in the point standings.
- 2) All of the cars finishing in the top 12 positions in the previous A-Main MUST have the same driver in the car in order to be eligible to start in the top 12 inversion of the night's A-Main to start in the top 12. Should there be a driver change from one race night to the next, the car with the driver change will start no higher than the position after the previous A-Main winner.
- 3) Extenuating circumstances may change the amount of cars starting the A-Main by a URC Managing Member. At combination shows, the C-Main and/or B-Main may be eliminated with the approval of the Race Director.

POINTS AWARD SYSTEM: A-MAIN

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
100	90	85	80	75	71	67	63	59	55	52	49

<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>
46	43	40	37	34	31	28	25	22	19	16	13	10

POINTS AWARD SYSTEM: HEATS

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
30	27	24	21	18	15	12	9	6	3	2	1

- 1) URC registered cars and URC registered drivers will earn points at all URC sanctioned events according to their finishing positions, regardless of where cars running on a temporary permit finish. Points may be earned in the feature and one heat only. No points are earned in the B-Main or C-Main. Ten appearance points will be given to each URC registered car and driver at each regular URC sanctioned event.

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- 2) A car owner is not permitted to field two cars with the same number in competition on a given race day (hot laps are not considered). Points and handicapping cannot be transferred from one car to another on a given race day. URC Managing Members reserve the right to refuse a starting spot to any team that tries to swap car numbers to gain a handicapping advantage.
- 3) The awarding of incentive, bonus or minimum earning points may be awarded at the discretion of the URC Managing Members. Such points must be announced prior to the racing event.

NEW JERSEY RULES GOVERNING OPEN COCKPIT RACING

DRIVERS

- 1) All drivers must wear one-piece fire resistant uniforms covering the body. Two piece fire suits are prohibited. Fireproof underwear is mandatory.
- 2) It is mandatory that all drivers wear arm restraints and fire resistant gloves. Arm restraints must be worn below the elbow.
- 3) 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. **URC's minimum age rule of 16 years of age, supercedes all other age rules.**
- 4) 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.
- 5) **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.**
- 6) **SNELL RATING ON HELMET MUST BE 2000 OR 2005. ANYTHING OLDER WILL NOT PASS INSPECTION. NO OPEN FACED HELMETS ALLOWED.**
- 7) **NO ONE UNDER THE AGE OF 17 IS ALLOWED TO DRIVE A FOUR-WHEELER. FOUR WHEELERS MUST NOT EXCEED 5 MPH.**

CARS

- 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.

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- 3) Side nerfing bars must extend to within 2 inches of the outside edge of the rear tires when measured with a straight edge.
- 4) 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.
- 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) Nitrous oxide fuel is prohibited.
- 9) Gussets are required on all roll cage joints.
- 10) Roll cage must be at least 3 inches from the driver's head in any direction.
- 11) A headrest pad, with a minimum size of 4 inches by 4 inches by 2 inches thick is required behind the driver's head.
- 12) 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.
- 13) Exhaust pipes must extend beyond the rear motor plate.
- 14) Floor pan must extend to position under the rear of the seat.
- 15) Mufflers welded to the exhaust system are required.
- 16) 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,

COMPETITOR OBLIGATION TO URC SPONSORS: MANDATORY

It is required that all cars competing in the URC series display the decals as provided by the URC sponsors as specified on the sponsorship contract. Any member violating the sponsorship agreement is not eligible to compete and will not be allowed onto the racetrack. Decals or stickers displayed on cars must be approved by URC Managing Members.

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COMPETITOR REQUIREMENT FOR URC POINT FUND AND CONTINGENCY AWARDS

Any competitor who is eligible for point fund monies will collect said monies only if he attends the annual banquet and provides at least one ad for the URC Yearbook.