



2010 URSS GENERAL RULES

1. These pages contain the Official Rules and Car Specifications for all Sanctioned Events of the United Rebel Sprint Series. The Officials of URSS or their appointed representative shall have final say to resolve any point not covered herein.

All decisions made by URSS Officials or their appointed representative are final.

2. All Cars MUST display the Official Decals of major URSS Sponsors; URSS, Myers Engine Service, XXX, HOOSIER, WORLD PRODUCTS or any other designated Sponsors to be eligible for the Contingency and Point Fund. Cars must display decals on the outside of both of the side panels of the top wings. Decals shall be provided free of charge by the URSS.

3. All drivers must be Registered with the URSS at a cost of \$100.00 per year (\$75.00 Car - \$25.00 Driver) to participate in any URSS Sanctioned Event . NO EXCEPTIONS.

All URSS Licensed Drivers will be charged a Maximum \$25.00 for Pit Passes at URSS Series shows (Unless Otherwise Stated.)

4. There will be Special Event shows during the year that do not follow these formats. You will be informed of Specific procedures. All racing programs are subject to change. Any such changes will be covered at the Drivers Meeting.

6. URSS Points shall be awarded to Drivers in accordance the following schedule:

A FEATURE POINTS		
1. 150	9. 132	17. 116
2. 146	10. 130	18. 114
3. 144	11. 128	19. 112
4. 142	12. 126	20. 110
5. 140	13. 124	21. 108
6. 138	14. 122	22. 106
7. 136	15. 120	23. 104
8. 134	16. 118	24. 102

100 Points will be awarded to all Drivers taking a Green Flag in any Qualifying Race.

No Points will be awarded to all Drivers that Sign In and Draw a Pill and fail to take a Green Flag in any qualifying race.

No Provisional starting positions will be awarded in the Feature. Only exception in when field is 21 or 22 cars and those cars may be tagged on the back of the Feature.

2010 URSS Season Points

URSS Regions will consist of Colorado and Kansas regions.

Regional Points Championships

Will be determined by counting 75% of all regional races completed within your region.

Example: if 40 races are completed, your best 30 races will be used.

National Championship

Will be determined by your best 25 any region races with a minimum of 5 Dual Region shows included.

Must run at least 50% of either the Colorado or Kansas regions races to qualify for National Points.

PROGRAM FORMAT FOR THE URSS

1. All Heat Races will be lined up according to Pill Draw. All "**Registered URSS Drivers**" will pay a \$20.00 Pill Draw fee with all monies going towards the year end Points Fund.
2. Points will be awarded in Heats with Passing Points (2 points per car passed.)
3. Top Ten on Total Heat Race Points will Automatically transfer to the "A" Main.
4. Top Ten Qualifiers will be inverted for the "A Main" according to your Point Average for Series Points. (**NOTE**: This is based on SERIES POINTS, not Heat Race Points accrued.)
5. Last Chance Race will be lined up "Heads Up" according to their Heat Race Points accrued.
6. Top Ten in Last Chance Race will advance to the "A" Feature and will line up in the order they finished behind the Top Ten already transferred.
7. Cars with No Point Average that Qualify for the "A Main" through their Heat will start behind all Pre-Qualified Cars with a point average.
8. In the event of a tie for Tenth in Qualifying Points, the Driver earning the most Passing Points will be considered the Qualifying Driver. If a tie is still present, the Driver who earned the Points first shall be considered the Qualifying Driver.
9. Passing Points will be figured on the "Actual Starting Position" on the Final Parade Lap.
10. Any Car missing four consecutive "Races" of URSS Sanctioned Events will forfeit their Point Average the First "Race" upon returning. You will resume your Total Season Point Average the following Race or Weekend. Note: this rule will not apply to those who have run at least 50% of all URSS sanctioned races in any URSS region.
11. Any Driver failing to draw for the Heat Races or Pack Race Surface (when requested) will not receive Passing Points, but only the Points accumulated through their finishing position in the Heat Race. During packing, cars that are not assisting in rolling in and packing problem areas on the racing surface will also lose passing points during their Heat.

12. All cars must be in push off lane or being pushed toward it when the first is pushed off to start any event. (Heat or Feature) Cars not in the push off lane or at least heading to it will be put in rear of the field.

Passing Point Schedule		
Finishing Position	Points Awarded	Passing Points
1	55	1 car @ 2 = 2 pts
2	52	2 cars @ 2 = 4 pts
3	49	3 cars @ 2 = 6 pts
4	46	4 cars @ 2 = 8 pts
5	43	5 cars @ 2 = 10 pts
6	40	6 cars @ 2 = 12 pts
7	37	7 cars @ 2 = 14 pts
8	34	8 cars @ 2 = 16 pts
9	31	9 cars @ 2 = 18 pts
10	28	10 cars @ 2 = 20 pts

13. A Car and Driver qualify as a Team. Each Driver can qualify only one car. No Driver may be permitted to change cars after taking the Green Flag of his Qualifying Heat Race. An exception to this rule will be on a two-day race. Drivers may be replaced due to illness or injury by any Driver not already taking a Qualifying Green Flag, but will be placed at the rear of the field.

14. The URSS or their representative will advise Drivers of the make-up of the number of Heat Races, Main Events, field Maximum size and other pertinent at the Drivers Meeting.

15. The lineup posted on the Pit Bulletin Board when cars enter the racing surface for any race shall be the final lineup. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being, if 2 cars drop out from the same row prior to the Green Flag.

16. The Start will be official only upon the Starter signaling with the Green Flag. In the event a Pace Car is used, all cars shall take their proper position behind it. In the event a Pace Car is not used, the Pole Car will set the pace, which shall be consistent with track conditions and as required to keep the field in formation. Do not pass the Pace Car. URSS shall be empowered to disqualify or penalize any Driver violating this rule.

17. A White Line or Cone will be placed on the Turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. The Flagman will be instructed not to throw the Green Flag until then. If the Official's judgment the front row car or cars are out of position a Yellow will be displayed. Any further violation will result in the offender to be placed a row back with the car behind the offender being brought to the front row. Any other car not in proper position in Official's judgment will be penalized a minimum of 2 positions plus one

position gained over one. This penalty will be imposed on the next Yellow or Red flag. If there is no flag after the penalty then it will be enforced at the end of the race.

18. Any car requiring a second push on start or restart of race will be placed at rear.

19. On all single file restarts after one lap, the restarts will start at a Cone to be placed on the Front Straightaway. The leader must start race at or near the Cone and all cars must go outside of cone in the proper aligned order. Leader must set a consistent pace.

Any car going inside of, hitting cone or passing a car prior to going outside cone will be penalized two spots per Car passed. If no Yellow appears before the Checkered Flag, you will be penalized four (2) spots for each position passed at the finish.

20. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at the Driver's Meeting.

21. Alternates may be taken to fill any vacancies that occur, but only prior the initial Green Flag.

22. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

FLAG PROCEDURES:

YELLOW FLAG:

All cars stopping on a yellow flag will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow flag. Cars remaining on the racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to the yellow flag.

Any car that goes one or more laps down while in the work area or pit area will be out for that event.

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 to the rear of the field.

If a car needs a second push off, after any car have started, he will restart at the rear of that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that event.

There will be one attempt at a Green-White-Checkered Flag, if another yellow flag appears then the race will be restarted with the Green and White displayed at the same time.

RED FLAG:

Cars that the Red Flag was thrown for and any other cars that change any tire will be placed at the rear of the restarting line-up. All others will get the position they were running in prior to Flag, if ready to join restarting line-up when called provided they went to red flag work area.

It shall be the decision of the Flagman and URSS Officials as to what cars the flag were displayed for, and their decision is final.

All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up.

***Note:* Any car changing any tire during a red flag will be placed at the rear also. (Wheel spacers may be changed if monitored by Track Officials.)**

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 the payoff will be done in the same manner as a yellow or red flag realignment.

PROTEST FEES (Figures in Parenthesis Are Filling Fees)

- 1. Motor tear down (heads off) and cylinders inspected: \$500 (\$100)**
- 2. P & G Fuel Test \$500 (\$100)**
- 3. Other Technical Protest (\$200) (\$100)**

SPORTSMANSHIP - Sprint Car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants - Drivers, Owners, Pit Crew and Officials. For our part, we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A Racer's pit area is his castle - therefore please stay out of other Racer's pit areas, especially after an incident where you have been involved with that Racer. Drivers - remember you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

RAIN OUTS

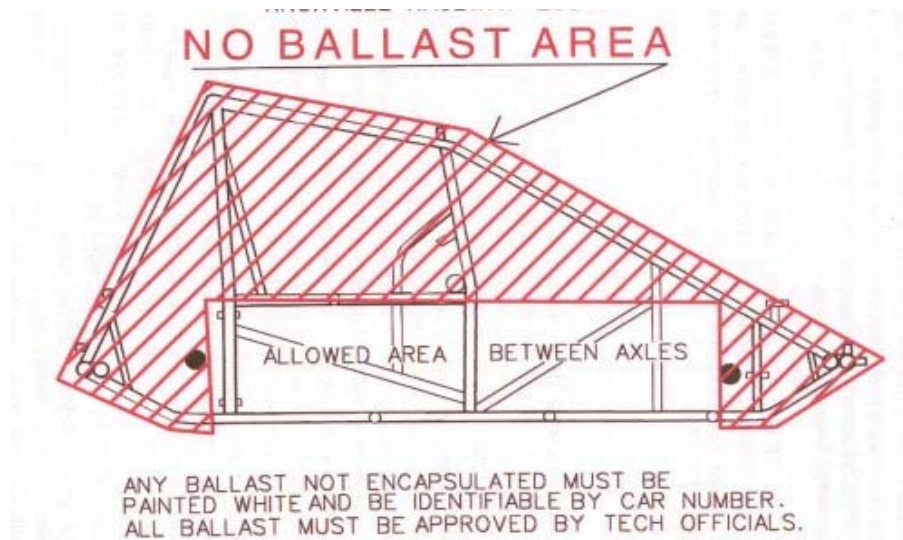
In the events a URSS Sanctioned Race is rained out prior to the completion of all Races and Rescheduled for a later date, the Pill Draw fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all Drivers will redraw for starting positions. In the event none of the races have been run and the event is not rescheduled, Pill Draw fees and pit fees shall be refunded. One lap over half-way through an "A Feature" shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, finishing positions will be paid according to the last Officially Scored Lap by the Leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.



2010 URSS SPRINT CAR RULES

1. **Engine:** 305 cubic inches (maximum bore of 3.801).
2. **Block::** Chevrolet 305 block Approved casting numbers: 361979, 460776, 460777, 460778, 14010201, 14010202, 14010203, 14088551, 14093627, 14016381, 355909, 10051118, and 10051182. **All Blocks must retain Stock Configuration. Cylinder bores must retain stock centerlines. No Lightening of Blocks other than Side Motor Mount Bosses and Fuel Pump Mount.**
3. **Pistons:** Flat top pistons. NO TOLERANCE
4. **Crank:** Stock iron or steel, min. weight 48 lbs. 1% tolerance, minimum main bearing dia. 2.450" - .030, 3.480" stroke. Large rod journal only (2.100") **No knife edging or drilling, undercutting or lightening of counterweights allowed.**
5. **Rods :** I or H-beam Style 5.7" steel rods, min. rod journal dia. 2.100" -.030. Oil pan inspection hole required to view rods.
6. **Drive:** No camshaft gear or belt drives .Chain may be roller-type. Stock-location water pump.
7. **Hub:** SFI approved damper or Steel or Aluminum hub.
8. **Cam/Tappets :** Flat- Tappet cam, Stock Diameter (.842") Tappets or stock diameter Ford (.875) Solid Tappets , No Roller, Mushroom, Hydraulic or Radius Tappets
9. **Oil Pump:** Wet sump, internal pump only (no crankcase vacuum systems).
10. **Rockers:** Roller rockers allowed (no shaft systems). 3/8" or 7/16" stock or screw-in stud-mount rockers only. **Maximum 1.6 Ratio**
11. **Valve Train:** no stud girdles, rev kits, or other valve train stabilizers. Valve spring specs: Max dia. 1.265", min. dia. 1.200", max. wire dia. .195", full number of coils 5. **No Beehive or Variable Rate Springs.** Absolute max. valve lift: (.510" int., .535" exh.), measured@ zero lash @ valve retainer.
12. **Lifter Boxes:** Lifter bores may be bored and bushed for .842 stock diameter Chevrolet lifters or may be bored ONLY for .875 stock diameter Ford lifters.
13. **Valve Sizes:** Maximum 1.940" intake size and 1.500" exhaust **as delivered by World Products.** 11/32" stem \pm .015" **NO TITANIUM OR HOLLOW STEM VALVES.**
14. **Steel:** The following must be steel only -valves, retainers, keepers, push rods, springs, tappets, crank, rods, wrist pins, fasteners, main caps. No titanium, composites nor ceramics in engine.

15. **Ignition Systems:** Magnetos, Points Style Only. (NO CRANK TRIGGERS) NO BREAKERLESS IGNITIONS, No Programmable Spark Boxes. No Traction Control or Rev Limiters. External Coil OK.
16. **Fuel Injection/Carburetion:** Carburetor or constant-flow fuel injection only. No ECU's or any other electronic driver aids. **NO MORE THAN ONE NOZZLE PER CYLINDER.**
17. **Heads: World Product Head #042650 is Mandatory for 2009 - must be URSS Certified and Stamped to be Legal . Must retain as delivered valve sizes. 1.940" intake and 1.5" exhaust.** No grinding, polishing, welding, acid/caustic work, coating, nor any other process that alters the machined surfaces or the natural sand-cast finish. HEADS may not be angle milled!!! Must retain all original dimensions and configurations. The only work allowed is re-seating the valves. Pilot guided cutting for seat relief allowed. Absolutely no die grinding allowed! No bowl changes. No port matching. **Cylinder heads must remain as delivered and certified by URSS Officials.**
17. **Compression Ratio:**10.50 to 1 is absolute maximum (10.50:1). **Compression ratio will be measured with Whistler Compression Ratio Tester.**
18. **Weight: Minimum 1550 lbs.** including the driver, at the conclusion of the race. 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. 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. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



19. **Chassis:** Any sprint chassis is allowed, with minimum 80-inch and maximum 95-inch wheelbase. The roll cage must be of a four-post design. Frame and body must be sprint —appearing (no dirt champ cars). No elliptical tubing used on or as part of the main frame structure. No cockpit-adjustable chassis/suspension/traction devices are allowed.
21. **Bumpers/Nerf Bars:** Rear bumpers and nerf bars are required and must be steel (cannot contain ballast nor lead). Diameter must be a minimum of one inch. Minimum .095" thickness, and must be bolted in place (no pins, cotter keys, or pop rivets).
22. **Tires:** Bead-lock Required on Right Rear. NO BLEEDERS. Right Rear Must be HOOSIER "105/18-15 HARD" **No tire softeners may be used - Must durometer no less than 50 before and after race.** Left Rear may be "88/90/92/94/96-15 MEDIUM" **Minimum Durometer of 38** Front Tires are optional ***** RECOMMENDED ALL HOOSIER*****

23. Wings: Top Wing:

Center foil maximum size shall be 16 square feet on the top horizontal section. It may be no wider than 60" and may extend no further than the outer edge of the rear tires being run.

Center foil must be parallel to the ground and sideboards must be vertical to the ground.

No Hydraulic, Mechanical or Electrical Device may be used that will enable the Driver to adjust the wing from inside the car while driving the car.

Wicker Bill on the top lip of the center section can be no more than ONE INCH MAX. Wing cannot exceed 2½" drop in belly of wing not counting the Wicker Bill. Belly thickness may not exceed 5½".

Sideboards must be no more than 10 sq. ft., including the lip on top and bottom. The lip on top and bottom shall be no more than 1 ¼" with the lip on the front and rear to be no more than 2".

No flaps or rudders may be attached to the sideboards. No Bi-Wings.

- 24. Nose Wings:** Are optional with a center foil maximum size of 6 square feet with a maximum width of 36 inches with no vent holes, no wicker bills, and no gurney lips. Maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches. The center foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center foil top surface from side to side must remain flat. Center foil must be one piece. No split or bi-wings will be allowed. 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. The front wing must not extend beyond the outside of the front tires. The front wing may not be cockpit or driver adjustable while the car is stationary or in motion. No moving parts allowed on or in foil structure. The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blueprint specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8inch measurement ensures that the belly/curl arc is gradual). The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches. No rudders or fins on front wings. Front sideboards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the sideboard front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.
- 25. Numbers:** Numbers must be visible and neat in appearance. Numbers must be on both the left and right side of the tail, as well as the side panels of the top wing. Numbers must be at least 16inches high, and letters at least 12 inches high, on the top wing. In the event of duplicate numbers, teams may be asked to temporarily add a unique letter to their number in all locations on the car.
- 26. Brakes:** Inboard and Left Front brakes must be used as a Minimum. **NO TITANIUM IN BOARD ROTORS**
- 27. Driveline System:** All driveline systems must be properly installed reinforced and/or covered. A driveline hoop or restraint is required (no open drivelines). Center section must be centered in frame.
- 28. Fuel Tank:** Fuel tank bladder is required. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Tank size used for qualifying must remain for all events. A fuel shut-off valve shall be required within easy reach of the driver while sitting in the car. No electric fuel pumps.
- 29. Fuel:** Methanol or ethanol fuel only. **Absolutely NO ADDITIVES of any kind allowed.**

30. **Wheels:** No dual wheels are allowed. No carbon fiber wheels.
31. **Mufflers:** Only when required by Race Track.
32. **Front axle:** Steel only. Minimum sizes: 2 inches by .156, 2-1/4 inches by .120, 2-3/8 inches by .095. Safety Strap on Steering Draglink required.
33. **Floor pan:** Steel or aluminum only.
34. **Carbon fiber:** No carbon fiber parts allowed in the suspension or driveline.
35. **Driver seat & fuel/fume deflector:** Driver's seat and butt-bar are required, while the fuel/fume deflector is strongly recommended. Fuel/fume deflector should be wider than driver's seat and extend from floor pan underneath seat to turn-up behind seat.
36. **Radio: Raceceiver Radios are Mandatory. No Two-Way Radios will be allowed.** Officials radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.
37. **Seatbelts:** Seatbelts should have the five-or six-point configuration of attachment to the frame or roll cage, not over 3 years old and be in good condition. The shoulder belts should be attached about waist-high behind the seat to the frame or roll cage..
38. **Driver's equipment:** S.F.I approved full fire suit and gloves of a flame retardant nature must be worn by competitors. Nomex underwear and socks are suggested. A head sock is also suggested. Driving gloves, racing shoes, neck collar and restraint are required. Arm Restraints are required - **Head and Neck Restraint Systems are Mandatory.** Each pit crew must have one ABC fire extinguisher. Drivers helmet is required & must be Snell SA95 or newer. Helmet must be worn at all times car is on the track and must accompany car to the tech area. Driver must be 14 years of age by date of event.
39. **Car's equipment:** Use a securely fastened steering wheel with a quick disconnect and removable steering wheel. No aluminum roll cages, front axles, frames, rear bumpers or nerf bars. All roll cages must be higher than the driver's helmet. Opening on left-hand side of cockpit must be a minimum of 14 inches. Only two valves and one spark plug per cylinder allowed. No titanium crankshafts or rods allowed. There must be an inspection plug in the oil pan, either a #12AN fitting or a one-inch pipe plug, or the pan may be removed for inspection. The sprint car cannot be raced without a hood. If a rear bumper is lost during a race, the car may continue until the car is stopped. If a red flag situation occurs, the rear bumper must be replaced in the allotted time before it can be restarted. A triangular safety net is strongly suggested on the right side of the roll cage, and also suggested on the left side. Metal fasteners are strongly suggested. Kneepads or other devices to keep the knees from banging around on objects and causing injuries are encouraged. Shoulder/helmet restraints are also encouraged. A padded headrest and roll cage padding around the cranial area is encouraged. A type of Styrofoam or fiberglass insulation of one-inch thick with an upholstery-type covering is suggested. If armafax or foam rubber is used, it should be considerably thicker. No mirrors allowed.
40. **Bodies:** Only Sprint Car appearing bodies, tails and hoods will be permitted. Absolutely no side foils, rudders or panels are to extend beyond the rear cage. Frames identical to the Maxim "Big Max" frame may be fully paneled but paneling may not extend rearward of the rear rails.