

2012 ONA SPEEDWAY UCAR RULES

Any car that finished in the top three positions may be claimed only by another top three finisher in the same race, before tech for that race is complete. Claim must be placed to the Tech Man with \$900 up front, plus you must trade your own car. The track reserves the right to claim any car or part at any time. Racing seats and personal gear will not be part of any claims. Refusing a claim will result in that car and driver being disqualified from competition in the UCAR class for the remainder of the season.

1. DOHC cars must weight 2600 lbs.
2. Any American or foreign FWD compact. 104.5" max wheelbase. 4 Cylinders Only!
3. Fuzion HRI tire is recommend, but any tire with a durometer of 60 or harder and a treadwear of 400 or more may be used. Tires must be embossed with the stamp from the factory, showing the 400+
No cutting, shaving, soaking, or any type of tire modification allowed.
4. Wheels MUST be same diameter and offset on all four corners. Aluminum or steel O.E.M only. No racing rims. All rims to be no wider than 6.5 inches at the bead seal, and may not have any more than a 2-inch outset.
5. Five degrees max right front chamber. All other wheels + or – 1 degree camber.
6. Stock O.E.M. suspension only. No modifications other than the use of spring rubbers or spring clamps may be used to maintain 4-inch ground clearance.
7. After-market air filter allowed.
8. Stock carburetor/fuel injection system for that make and model. No turbos or supercharged systems allowed.
9. Lead ballast allowed and must be painted white. Must be securely fastened with driver's number painted on it.
10. Dashboard must be in place. STOCK!
11. No more than 56% left-side weight allowed with driver.
12. All body parts will remain on the car at all times.
13. KEEP IT STOCK!

ALL GENERAL RULES ALSO APPLY, INCLUDING THE REQUIRED NUMBERING AND TRANSPONDER INSTALLATION PROCEDURES. ALL SAFETY RULES ARE MANDATORY.

Anything not covered by the following rules, abuse of the rules, and a creative interpretation of the rules should be checked with through the ONA SPEEDWAY TECH INSPECTORS before proceeding. Any decision on questionable items, interpretation, or deviation of the rules, is up to the EVENT DIRECTOR and TECH INSPECTOR, and our decision is FINAL!

UCAR LINEUPS

UCARS will usually be split into A and B races. There will still be the one UCAR Points Championship, and the cars will still start inverted from the previous week. This will be safer and will allow for two winners per night.

1. According to the previous racing week, the top ten places in UCAR A will automatically reserve the top ten spots in the next UCAR A race, inverted tenth to first, starting with the finishing cars followed by any top-ten DNFs.
2. The rest of the cars, who finished 11th-back, will be placed into the UCAR B race, also with finishing cars inverted in front of the DNFs. DQs go behind them.
3. The top five finishers in UCAR B get to move on to compete in the UCAR A main race. This year they will start the way they finished in the UCAR B race, first to fifth.
4. Both the UCAR A and UCAR B winners get a trophy. The top ten finishers in UCAR A get paid.

For the first race only, UCARS will qualify to get things started. The top ten cars automatically qualify for UCAR A. The rest of the cars will run UCAR B. The top five finishers of UCAR B get to proceed to UCAR A, for another chance to place in the top 10 paid spots. The first race is the only race in which the cars will run straight up by qualifying time, to determine how the following races will start by invert.