



**2023 OSCAAR Modified Series -  
United Racing Series  
Technical Rule Book**

- **GENERAL:**

- .1. These rules have been written with three goals in mind; promote safety, ensure fair competition, and help control costs. No set of rules can encompass all eventualities so there will be times when officials and drivers will have to work together to find an appropriate response to unforeseen developments. The United Racing Series/OSCAAR officials reserve the right to amend any rule with prior (fair) notice to competitors. Regardless of all else, United Racing Series/OSCAAR officials will be the final authorities in interpretation and application of these rules and the equipment used to enforce these rules.
- .2. Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating. In that case the Competition Director will determine if a penalty is in order.
- .3. Cars found non-compliant post-race could be subject to penalties up to and including disqualification. Any violation relating to sealed engine tampering, altering tire compound/tire softening or traction control (electronic and/or hydraulic) will result in a one calendar year suspension for both driver & car owner.
- .4. Tech inspection centers on the pre-race formal check; however, the car is subject to inspection at any time from the start to finish of a race meet. Although the pre-race check often focuses on a specific theme at each meet to ensure all items get checked during a season, there is no restriction on what is checked on a given car, nor is it required that the same item be checked on every car. The same is true of post-race inspections.

## **1. BODY:**

- 1.1. Car may be any make or model with any body style. Must have stock appearing roof with a minimum of 9 sq. ft, with A pillars that cover the roll cage and are attached to the windshield frame. Cars must have a hood which covers the motor and rad.
- 1.2. Rear wheels must not stick out past nerf bars or scrub rails. Any flares must not be out past tires. Bodies must be complete at beginning of each race event.
- 1.3. Roof minimum 38 inches in height, measured 10 inches back from windshield. Left side window opening must be a minimum of 13 inches high and 24 inches wide.
- 1.4. All cars must be neat and presentable. Numbers must be 20" high X 4" wide, on both sides and on the roof using paint or decals (bottom of the roof number should be on the right-hand side of the car). A 4-inch number must be on the front nose area for line-up purposes.

- 1.5. Spoiler material – Lexan only with a maximum height of 46 inches (including spoiler sides and supports) from ground to top of spoiler. Supports may extend from the top of the spoiler forward and taper down to the rear quarter panel. You must be able to see through or over the rear spoiler.
- 1.6. All right-side bodywork must be within the inner edge of the RR tire as observed from the front of the car. This includes any under tray, “kick up” or other appendages to the main bodywork.
- 1.7. No spoilers or fins for aerodynamic advantage permitted on roof.

## **2. BUMPERS & SIDE NERF BARS/SCRUB RAILS:**

- 2.1. Front bumper may extend past the frame only 2" on each side. Front and rear bumpers must be located a minimum of 13" and a maximum of 17" from the ground to the centre of the bumper. Front bumper must be double bumper style. Rear bumper may be double bumper style or have a hoop underneath original bumper. Double side scrub rails are highly recommended. They should be close together at the front and widen out to approximately 12" at the back. All bumpers and side rails must have rounded corners. The rear bumper shall not be wider than the body and a nerf bar should extend outward and forward from the rear bumper to within 1" of the outside of the rear wheel and then return to the frame.
- 2.2. Side nerf bars/scrub rails may be fabricated from minimum 1¼ inch – maximum 1¾ inch O.D. round. Double side scrub rails recommended and should close together at the front and widen to approx. 12 inches at the back and cannot extend past the tires.

## **3. ROLL CAGE:**

- 3.1. Steel roll cage must be constructed of no less than 1-3/4-inch O.D. x 0.095-inch wall thickness. No aluminum or other soft metals allowed. Front and rear roll bars must be connected at the top and bottom of both sides at seat height. All joints recommended to have gussets of not less than 0.125-inch thickness.
- 3.2. Side bars are compulsory, and driver's side must extend outward to the inside of the door panels. Minimum of 4 door bars on left side (driver's side) and 3 on the right side. Plates in left side door bars HIGHLY recommended. Roll bars must be mounted on top of frame. Right side roll cage must go straight up to window level before it may angle in towards the driver's area. Window level is considered to be 15 inches above top of frame on new cars built. Right side door bars may consist of three 3

horizontal bars or form an X with a top bar, minimum 18 inches from top of roof. Roll bars in driver's immediate area must be padded. Left leg protection bar must be installed between roll cage and left front frame rail. All bars running forward and rearward of roll cage assembly must be constructed of tubing of not less than 1½ inch O.D. minimum 0.083-inch wall thickness.

#### **4. INTERIOR:**

- 4.1. Interior of car can only be constructed of minimum 22-gauge steel or aluminum. All flammable materials are not allowed in or around the driver's area

#### **5. FIREWALL:**

- 5.1. Firewall & footbox must be constructed of minimum 22-gauge steel. Driver's compartment must be totally sealed from engine and racetrack

#### **6. FLOOR:**

- 6.1. Driver's area floor must be constructed of no less than 1/8 inch or 16-gauge magnetic steel plate.

#### **7. SAFETY:** will continue to be our number one priority – i.e., belts, fuel cell, on track.

- 7.1. Safety: In the pits and on the track, takes precedence over all else.
- 7.2. Pit Safety: In the pits, safety will be greatly enhanced by attention to the basics including the wearing of protective clothing and eye wear at appropriate times; fire safety practices and the presence of a class "BC" fire extinguisher; proper storage and disposal of flammables, chemicals, and wastes; elimination of distractions and horseplay and safe working practices such as the use of jack stands.
- 7.3. Driver Protection: Drivers are required to wear full coverage; one or two-piece Nomex multi-layered fire suits which are S.F.I. rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves and shoes are mandatory. Driver helmets must be full face and conform to Snell SA-2015 or higher SA standards and have a certification sticker visible inside the helmet. Head & Neck restraint mandatory.

- 7.4. Belts and Harness: A quick-release 5-point belt (shoulder and lap) of no less than 2" in width, and 2" width anti-submarine harness in good condition are mandatory. Shoulder harnesses must be mounted and secured at the driver's shoulder height. Belts must be securely fastened to the frame, cross-member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in direct line with the direction of pull. Belts may not be any older than 3 years (manufacturer's date). Belts with new style SFI tags expire at the end of the month indicated on tag. All belts and mounting will be subject to inspection.
- 7.5. Fire Control: Cars MUST have a minimum 2.5 lb. approved steel fire extinguisher, securely mounted on the right side of the interior within easy reach of the driver when seated and strapped into car. All control and nozzle parts must be metal (no plastic). The extinguisher must be serviced and inspected each year and have a current recharge tag dated no earlier than January 1<sup>st</sup> of the current year. It is HIGHLY recommended that all cars have an onboard fire system. On-board fire systems should be a 5LB system and spray into driver's compartment. All entries must at least have a CSA approved fire extinguisher "ABC" rating, dated for the current year, which always accompanies the car. Fire Extinguishers, whether a suppression system or a stand- alone extinguisher, must be mounted in such a manner so the gauge is visible when looking in from outside the car.
- 7.6. Pit Paddock: Fueling on jack stands is not allowed in the paddock. Fueling in the paddock area shall not be done in trailers, buildings, or under pop up tents. It is highly recommended that anyone handling fuel, wear appropriate safety attire.
- 7.7. All teams are required to keep at least one 10 lb. "BC" rated fire extinguisher in the pit paddock and on pit road. 20lb "BC" rated fire extinguisher highly recommended.
- 7.8. Window Net: An approved nylon ribbon type net must be installed in driver's side window opening. Net sizing must be at least 16" x 18". Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top. Lever-latch releases are highly recommended.
- 7.9. Steering Wheel: All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded. Collapsible column highly recommended.
- 7.10. Roll Bar Padding: All roll bars within driver's area must be covered with approved roll bar padding. No sharp edges, intrusions, or bare metal near driver.

- 7.11. Seat: Full containment seat HIGHLY RECOMMENDED. Seats must be bolted or secured solid, so that seat will not shift or loosen on impact. A minimum 6 seat bolts, min 3/8 inch or larger will anchor the seat. Seat must be completely to the left of the centerline of the car and inside frame. Aluminum or Carbon fiber seats only, No fiberglass seats

## **8. WINDSHIELD:**

- 8.1. All windshields: Minimum of 1/8-inch-thick Lexan in front of driver mandatory.
- 8.2. Full Windshield: Must include two interior supports 1 inch wide, and 1 inch deep (not plastic).
- 8.3. Half windshield: Must extend from left "A" pillar to centre of the windshield opening & from front edge of roof panel to cowl or dash panel. Windshield must be supported in the centre. A complete steel windshield screen must be installed in the right-side opening. Min. 2X2 inch mesh.
- 8.4. Bullet Style: Windshield must be able to deflect debris or fluids away from driver. Center window bar HIGHLY recommended. A complete steel windshield screen must be installed in the right-side opening. Min. 2X2 inch mesh.

## **9. CHASSIS:**

- 9.1. All frames & frame components must be approved by United Racing Series/OSCAAR officials.
- 9.2. Main Frame: Chassis main frame rail must have a minimum perimeter of 10 inches x 0.095-inch wall thickness, box tubing extending from front clip to rear clip. Driver's side frame rail must be built out to the side of the car. Right side frame must be no closer to the center of the car than the inside edge of the front clip/stub being used. Fabricated front & rear clips allowed.
- 9.3. The complete underside of the chassis must not be plated and is to remain completely exposed for all components. The use of an engine skid plate is acceptable for oil pan protection must remain removable.
- 9.4. A minimum width of 34 inches, and maximum 48 inches measured centre of frame rail to centre of frame rail. All NEW chassis builds must be approved by United Racing Series/OSCAAR officials.

## **10. ENGINE LOCATION:**

- 10.1. Engine must be centered in the frame. A maximum of 1 inch left of the chassis centerline and located a minimum of 70.5 inches measured from the front of rear end tube to the back of the engine block.

## **11. STEERING/SUSPENSION:**

- 11.1. Steering components, steering box and spindles must be magnetic steel (NO ALUMINUM SPINDLES ALLOWED OR BILLET/CNC MACHINED STEEL TYPE SPINDLES). Magnetic steel steering arms only. Rack and pinion steering allowed. MAGNETIC Steel heim ends must be used for tie rods (5/8inch minimum).
- 11.2. ALL Steering/Suspension mounting hardware must be magnetic steel. NO TITANIUM. No lightweight fasteners.
- 11.3. No chassis/suspension adjustments permitted from inside of car. All chassis/suspension adjustments must be made from outside cockpit.
- 11.4. Front Suspension: Tubular steel aftermarket control arms permitted. All control arms and mounting hardware must be made of magnetic steel. Aluminum cross shafts allowed on uppers.
- 11.5. Load bolts allowed. Minimum spring OD is 2½ inches. Coil springs must be magnetic steel.
- 11.6. Rear Suspension: Upper and lower trailing arms not to exceed 30 inches from centre to centre on mounting holes.
- 11.7. Rear suspension torque arm: Maximum length is 34 inches from the centre of the rear axle to the forward mounting point.
- 11.8. No spring loaded or hydraulic devices on trailing arms or upper link.
- 11.9. No "BIRD CAGE" Assembly permitted in the rear suspension. Trailing arms must mount to rear end in a solid fashion (magnetic steel heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end housing.
- 11.10. Shocks: Only one shock absorber per corner is allowed and may be aluminum or steel bodied rebuildable type. External adjustments of any design are not allowed as well as any external reservoirs will not be permitted. Coil bind or bump stops of any type or design are not permitted.

## **12. BRAKES:**

- 12.1. Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only.
- 12.2. Maximum four pistons per caliper. Maximum one caliper per wheel.
- 12.3. Magnetic steel brake rotors only. No cast iron faced aluminum. No carbon fiber material is allowed.
- 12.4. Front brake rotors must be a minimum of 1" - Inch thick and made of magnetic steel.
- 12.5. Rear brake rotors must be a minimum of 0.750-inch ( $\frac{3}{4}$ -inch) thick and made of magnetic steel.
- 12.6. Floating rotors permitted.
- 12.7. Electronic wheel speed sensors or brake activators will not be permitted. An on-board pressure adjustor is allowed.
- 12.8. No brake recirculation systems

## **13. IGNITION SYSTEM/ELECTRICAL:**

- 13.1. Any tampering, alterations, or violations with respect to the ignition box and related components will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by series official.
- 13.2. Car must be self-starting & must have a master disconnect switch mounted in centre of the car.
- 13.3. All cars must have any of the following ignition boxes. All ignition boxes must be mounted on the right side of the dash
  - Crane Cams Ignition part # 6000-6701
  - FAST ignition system part # FST6000-6700 or FST6000-6701
  - JMS – Daytona Sensors - CD-1 Super Speedway Ignition System - 6000-6701K
  - MSD 6AL, 6ALN
- 13.4. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional or stock type MSD distributor. Only one (1) ignition box, one coil, and one wiring harness per vehicle. No other electrical devices are allowed anywhere on the vehicle.
- 13.5. All ignition wiring to remain open for inspection. All wiring must use weather pak connectors 6 and 2 pin at ignition box, and 2 pin at the distributor. Male connectors are required on the box and distributor.
- 13.6. NELSON specialist/SRL harness or Quickcar Part Number #50-2053 spec wiring harness HIGHLY RECOMMENDED (Maybe mandatory in the future)



- 13.7. Distributor pickup positive (Purple/violet wire) & Distributor pickup negative MUST be routed separately from all other wiring & MUST remain open for inspection. Both wires must be routed directly from ignition box to distributor and CAN NOT be connected to any other wires/components.
- 13.8. Distributor - Stock type 12-volt electronic HEI, DUI or MSD distributor allowed. 12-volt battery operated ignitions only. Coil, rotor, module or cap may be aftermarket.
- 13.9. ALL MSD WIRING TO REMAIN OPEN FOR INSPECTION. ALL WIRING MUST USE WEATHER PAK
- CONNECTOR 6 AND 2 PIN AT THE MSD MODULE, AND 2 PIN AT THE DISTRIBUTOR. MALE CONNECTORS ARE REQUIRED ON THE BOX AND DISTRIBUTOR. 4 PIN CONNECTOR IS REQUIRED AND MUST BE ACCESSABLE ON THE REAR OF THE TACHOMETER.
  - Soft touch rev control part 8728 must be mounted on the right-hand side of the dash (same as ignition box) if a stock distributor and stock module are used.
  - No other electrical devices are allowed anywhere on the vehicle All 6AL, 6ALN wiring to be standard:
    - Red wire/ignition switch
    - Use a brown wire/tach output
    - Black wire/coil negative
    - Orange wire/coil positive
    - Green wire/dist. Negative
    - Purple wire/dist. Positive
    - Connectors to be within 12 inches of the 6AL or 6ALN box.
    - Battery pos. And neg. May be hard wired to master disconnect and chassis ground.
- 13.10. Battery must be anchored securely and outside of the driver's compartment by a firewall, located ahead of the rear end, no lower than the bottom of the frame rail and in between the frame rails. A battery disconnect switch is mandatory and should be located within reach of track official or safety crew and clearly marked on and off. 12 volts battery systems only.

#### **14. WEIGHT LOCATION:**

- 14.1. Weight must be securely fastened to the chassis and mounted no lower than frame rails. No weight to be added rearward of fuel cell. All added weight must be painted white and clearly identified with car number on each piece.

- 14.2. Weight must be no lower than frame rails and in block form, no less than 10 lb. pieces.
- 14.3. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted.
- 14.4. All added weight must be double bolted and painted white, with car number clearly marked on each piece.
- 14.5. Loss of add-on weight will result in a severe penalty.
- 14.6. If stacked or bolted weight exceeds 30 lbs. it must be bolted into an approved weight tray.

## **15. WHEELS & TIRES:**

- 15.1. 15-inch diameter steel racing wheels with a maximum width of 10 inch measured from bead seat to bead seat.
  - American Racer Mandatory Spec Tire options for 2023:
    - 27.0/10.0-15S Slick EC21 compound
    - 26.5/10.0-15S Slick EC21 compound
    - 26.0/10.0-15S Slick EC21 compound
- 15.2. Altering tires by treatment (softeners, etc.) is illegal. Durometer and/or other devices will be used to check tires.
- 15.3. TIRE INVENTORY: Tire inventory procedures TBA
- 15.4. If a team is found with an unregistered tire on their car after heat / feature race will be disqualified and forfeit all money and points for the event.
- 15.5. It is the team's responsibility to ensure to provide the United Racing Series/OSCAAR tire official with the proper serial numbers of the tires they wish to compete with for that event prior to the start of racing. Failure to do so will result in disqualification.

## **16. WHEELBASE/TRACK WIDTH:**

- 16.1. Minimum 102-inch wheelbase and must be within 1 inch from side to side.
- 16.2. Wheel track width will be a maximum of 82 inches measured from outside of tire bulge at spindle height.

## **17. CARBURETOR:**

- 17.1. **Holley #80541-1 OR #80541-2 650 CFM.**
  - Carb must be unaltered & pass "go- no-go" test. Maximum gasket thickness is .065".
  - GM "602" crate engine allowed any 1-inch carb spacer.

- 17.2. All cars must have a minimum of 2 throttle return springs, 1 throttle stop and an air cleaner.
- 17.3. Filter element diameter 14" maximum, height maximum 4-1/2". All air shall be filtered through element. Top of air cleaner must be solid, no holes. Element may not be sprayed or soaked with any type of chemicals or liquids. No forward mounted air ducting allowed. Air cleaner base must mount directly to carb, a thin gasket will be allowed. No high-performance air flow enhancing air cleaners allowed.

## **18. COOLING SYSTEM:**

- 18.1. Aluminum radiators allowed. Electric fans allowed. Stock fans must be shrouded for protection. Radiator must include a liquid overflow container of a sufficient size to contain excess coolant during overheating conditions. It must be mounted outside of the driver compartment safely away from the driver.
- 18.2. NO ANTIFREEZE allowed in the cooling system.
- 18.3. Stock type water pump only.

## **19. DRIVESHAFT:**

- 19.1. Drive shaft and universals must be steel. Drive shaft must be painted white. Steel 360-degree retainer hoops, a minimum of 1/4 inch thick x 2 inches wide, must be positioned at the front and rear of shaft within 6 to 12 inches of each U-joint. NO chains.

## **20. EXHAUST SYSTEM:**

- 20.1. Any type of mild steel headers is permitted. No stainless-steel headers allowed. (Grandfather rule in effect for any that have already been on a car. Contact Competition Director))
- 20.2. Maximum 1-3/4" diameter from header flange to the collector. Maximum collector size is 3-1/2".
- 20.3. No ceramic coating allowed anywhere.
- 20.4. Exhaust system must either exit outside of body under 18 inches high and turned either downward and out OR exit under car on right side and behind driver and turned downward.
- 20.5. Mufflers are mandatory. MUFFLERS: mufflers must be removable for inspection and must remain unaltered in appearance.

## **21. FUEL:**

- 21.1. OSCAAR approved fuel only, or pump fuel
- 21.2. No leaded fuel

## **22. FUEL SYSTEM:**

- 22.1. Must be a single Armored/Kevlar hose.
- 22.2. If fuel line is routed through cab and must run through a steel tube and painted either yellow or red in direct contrast to the colour of the car. The conduit will extend at least 2 inches beyond each firewall.
- 22.3. The conduit in the car in addition to being painted in the contrasting colour will also be labeled "Fuel line, Do Not Cut".
- 22.4. In-Line Fuel Safety Check Valve MANDATORY. Example: Part # OBERG FILTERS SV-0828 FUEL SAFETY CHECK VALVE, SRI In-Line Fuel Safety Valve Part #FPFFSV mounted near fuel cell.
- 22.5. Fuel vent must have safety flap valve.
- 22.6. Fuel Pump: Mechanical pump only.
- 22.7. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

## **23. FUEL CELL:**

- 23.1. Maximum 22 U.S. gallons allowed. Fuel cell is to be securely mounted in the trunk area between the frame rails and no lower than 8 inches at ride height. A minimum of 20-gauge steel is to be used for fuel cell case. Must have a rear hoop bar for protection. If no vent line, cap must have a check valve. Fuel cell cap must be tethered to the car.
- 23.2. Fuel cell cap must be tethered to the car. Fuel cell must have a "Ground Strap" to prevent static discharge.
- 23.3. Fuel cell must vent outside rear of the car.
- 23.4. Minimum 0.125-inch (1/8") thick magnetic steel or 0.250-inch (1/4") thick aluminum intrusion plates must be mounted on the rear of the fuel cell. Intrusion plates must protect the entire rear and front of the fuel cell.

## **24. TRANSMISSION: (Manual)**

- 24.1. OEM Transmission only - must be 3 or 4 speed.
- 24.2. Must have reverse gear and all forward gears must be operational.
- 24.3. Transmission must be stock with no internal lightening of parts, not altering of shift patterns and/or ratios
- 24.4. Original brass synchro's must be installed.

## **25. TRANSMISSION: (Auto)**

- 25.1. Modifications to shifting patterns are permitted, provided full shift pattern is retained.
- 25.2. Scatter shield is highly recommended with automatic transmission.
- 25.3. Stock-type working torque with a minimum weight of 25 lbs wet.
- 25.4. Stall test will be conducted in both forward and reverse gears.
- 25.5. Transmission oil coolers are mandatory but must not be mounted inside driver's compartment however must be contained inside the body of the car.

## **26. CLUTCH & FLYWHEEL:**

- 26.1. Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock steel type clutch disc and pressure plate, minimum 9" diameter. Stock type solid clutch disc permitted. If hydraulic clutch is utilized only one slave cylinder is allowed.
- 26.2. Nodular or steel flywheels. Flywheels may not weigh less than 13 lbs. Clutch, flywheel and pressure plate assembly may not weigh less than 24 lbs. total. No turned, drilled, aluminum or special speed equipment flywheels allowed.
- 26.3. Must have an NHRA steel bell housing, Sema SFI 6.1 flywheel shield or scatter shield of ¼" magnetic steel. Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor.
- 26.4. GM "602" & "604" crate engines may use the 5.5-inch clutch. No carbon fiber or extensively modified units. Starter motor must be in stock location.

## **27. REAR AXLE ASSEMBLY:**

- 27.1. Quick Change, full floaters mandatory. No aluminum tubes.
- 27.2. Full spool only - No Gold Tracs, limited slip devices or any type of traction control device allowed, electronic, mechanical, or otherwise.
- 27.3. No cambered rear axle assemblies allowed.

## **28. RADIOS:**

- 28.1. 2-way radios permitted.
- 28.2. Spotters are highly recommended.

28.3. One-way receivers/radio is mandatory. Driver or crew member must monitor, frequency 454.000.

**29. HEIGHTS/WEIGHTS:**

Engine	Base Weight	Left Side%	RPM
Stock GM 602, (Red Sealed unopened)	2600 LBS	60%	6400
Blue Seal 602 (GM 602, Factory Specs)	2630 LBS	60%	6400
GM 604 (Red Sealed unopened)	2750 LBS	60%	6400
FORD Crate Ford Part 347 Sealed Crate Engine #M-6007-DS347JR2 (Red Seal unopened)	2650 LBS	60%	6400
Built Engine	2775 LBS	60%	7000

**\*\*\*All weights will be monitored throughout the season to ensure a fair competitive balance.**

- 29.1. 50 lb. weight break for automatic transmission.
- 29.2. Roof minimum 38 inches in height, measured 10 inches back from windshield.
- 29.3. Spoiler: Maximum height of 46 inches (including spoiler sides and supports) from ground to top of spoiler.

**30. CRATE ENGINE OPTIONS:**

- Only approved, sealed, unaltered engines. No changes, substitutions, or modifications to engine.
- Any crate engine that fails technical inspection will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines

and reduction of points will be assessed by the Competition Director. The engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The UNITED RACING SERIES reserves the right to destroy all tampered with parts.

UNITED RACING SERIES/OSCAAR RESERVED THE RIGHT TO IMPOUND ENGINES FOR FURTHER INSPECTION AT APPROVED ENGINE REPAIR FACILITY.

Approved engines are:

- Chevrolet Crate Engine (602) Part # 889586602/19258602/88869602
- Chevrolet Crate Engine (604) Part # 88958604/88869604
- Ford Part 347 Sealed Crate Engine #M-6007-DS347JR2

Crate engines that need repair must be rebuilt by an OSCAAR approved or UNITES RACING SERIES ENGINE repair facilities. rebuilder and sealed by Engines by Hal, Billy Howard Engines, Crate engines are to be built according to the GM Crate Engine Performance Manual. Must notify Competition Director prior to repairs.

GM Crate Engine Approved changes:

- Minimum 6½ inch deep magnetic steel oil pan. No lower than the main frame rail.
- Any aftermarket crankshaft damper

### 31. BUILT ENGINES:

31.1. Definition: Parts available from your local dealer through ordinary parts catalogue may be accepted as stock. Parts ordered through dealer performance catalogues will not necessarily be considered legal.

Engine	Max. Overbore	Max. Displacement
Chevrolet	.060"	360 Cu. In.
Dodge	.060"	371 Cu. In.
Ford	.060"	362 Cu. In.

### 32. CYLINDER BLOCK ASSEMBLY: (Short Block)

32.1. All engine blocks must be product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted. The engine block must retain all factory engine dimensions, except for the maximum overbore and the surfacing of the engine block deck. Angle cutting of the engine block will not be permitted. Aluminum

blocks will not be permitted. Only iron cylinder sleeves may be used to repair. Must maintain stock lifter bore: Dodge .904 inch, Chevrolet .842 inches. Repair sleeving of lifter bores permitted to a maximum of 4. Crankshaft must be stock OEM-type. Must have factory I.D. numbers that are legible. Only standard polishing and balancing allowed.

32.2. Connecting rods must be magnetic steel only.

32.3. Piston – stock type, flat top or dished three ring pistons with all rings in place. Top of block to piston clearance may be 0.00 deck. Compression ratio on all makes 9.5:1 MAX.

### **33. CYLINDER HEADS:**

33.1. Cast iron heads only, must be stock valve angle for manufacturer. NO acid dipping, angle milling, polishing, porting or port matching of heads to intake or exhaust. NO hollow, sodium or titanium valves allowed. Valves stem size 11/32 inch. Valves 1.94 intake and 1.6 exhaust. NO Chrysler “308, Magnum or “W” series heads. Ford and Chrysler must use OEM stock valve stem size.

33.2. Must use OEM type valve springs and retainers. Maximum spring diameter 1.260 inch. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Rocker locks allowed. Guide plates allowed. Shaft rockers allowed on Chrysler. NO roller lifters. NO aluminum, ceramic, titanium, or exotic metals allowed.

### **34. CAMSHAFT:**

34.1. Flat tappet hydraulic camshaft only. Maximum total valve lift .520 inch. Roller rockers and stud girdles allowed. Screw in studs or pinning of studs is allowed. Rocker locks allowed. Guide plates allowed. Shaft rockers allowed on Chrysler. NO roller or mushroom lifters, NO aluminum, ceramic, titanium, or exotic metals allowed.

### **35. INTAKE MANIFOLD:**

35.1. Manifold must remain stock and unaltered as produced by manufacturer. Water crossover cooling lines allowed. NO acid dipping, grinding, porting, port matching, turtles or modifications allowed.

- Chevrolet engines –Part #2101 (newer style only) or 2701 Vortec Performer Part #2116 Edelbrock Performer intake only.



- Ford engines –Part #2665, 2750 or 2181 Edelbrock Performer intake.
- Dodge engines –Part #2176 Edelbrock Performer intake or Mopar part #P4876335.

### **36. OIL PAN and LUBRICATION:**

36.1. Magnetic steel oil pans only. NO aluminum oil pans. Wet sump systems only. 6½ inch deep oil pan minimum. Minimum ground clearance must be retained.

36.2. NO external oil pump(s) (aftermarket) or external reservoir tanks allowed.

36.3. Remote oil filter or oil coolers permitted.

**NOTE:** Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. UNITED RACING SERIES/OSCAAR reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

UNITED RACING SERIES/OSCAAR RESERVES THE RIGHT TO IMPOUND ANY CAR OR COMPONENT FOR FURTHER INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY END IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR UNITED RACING SERIES/OSCAAR EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL. ALL RULES SUBJECT TO INTERPRETATION BY UNITED RACING SERIES/OSCAAR OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS.

ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO UNITED RACING SERIES COMPETITION DIRECTOR, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.

UNITED RACING SERIES/OSCAAR RESERVES THE RIGHT TO CHANGE THE RULES

NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST

For questions contact UNITED RACING SERIES Competition Director  
Darryl Timmermans [dtimmermans38@hotmail.com](mailto:dtimmermans38@hotmail.com)