



2025 RULE BOOK

ULRA type rules

United Late Model Assn
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1.0 ULRA RACING ASSN

1.1 Contact

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1.2 Preface

The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the ULRA RACING ASSN and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all ULRA RACING ASSN sanctioned racing events.

ULRA RACING ASSN officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final.

All race cars are subject to be inspected by the ULRA RACING ASSN Technical Director at any time during the event.

The ULRA RACING ASSN reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout the Rulebook, several references are made for products to meet certain specifications (i.e., SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and therefore will not be accepted by the ULRA RACING ASSN.

1.3 Definitions

A.) Disqualification/ Disqualified – driver/ team will not be allowed to take any further part in competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

B.) Black Flag – If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.

C.) Cancellation – changes to the schedule where an event or group of events is canceled, not rescheduled, and therefore will not be contested.

D. Postponement – an event has been delayed or cannot be contested as originally scheduled and will take place later.

E.) Provisional – a performance-based exemption for a driver who did not qualify for an A-Main through preliminary events.

1.4 Conduct Policy

The ULRA RACING ASSN is a professional organization and will conduct itself so in its dealings with everyone, including fans, drivers, team members, series sponsors, team sponsors, tracks, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

In the event of any felony conviction of a driver, team member or team sponsor, the disciplinary action shall be a minimum one-year ban from the Series. The ban will begin with the date of the conviction or the date of the completion of any incarceration after said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to the ULRA RACING ASSN Events.

The Series organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply with this request for removal may result in disqualification from some or all the ULRA RACING ASSN Events.

The decisions made, and the disciplinary actions taken, by the Series organizers and officials hereunder shall not be appealed by the driver, team member or team sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/ crew member/ participant found by ULRA RACING ASSN officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or ULRA RACING ASSN will receive a penalty. This includes any aggressive action toward a ULRA RACING ASSN official by a driver/ crew member/ participant including arguing, yelling, or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to the ULRA RACING ASSN or a ULRA RACING ASSN official. Driver/ Crew Member/ Participants are always solely responsible for the actions of all team members. If a team member shows unsportsmanlike conduct, ULRA RACING ASSN officials may penalize the driver/ crew member/ participant for the actions of the team member in addition to any penalty to the team member for his/her actions.

No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. The Series reserves the right to require drug testing to help its enforcement of the Series' no alcohol and no drug policy. Decisions on drug testing and disciplinary action (which may include but is not limited to immediate ejection from a track, a fine of \$500.00, a 90-day suspension, and/or a denial of further entry to ULRA Racing Assn sanctioned events) is at the sole discretion of the Series.

1.5 Identity

Any driver entering and competing in a ULRA RACING ASSN event acknowledges and accepts the following: ULRA RACING ASSN and its assigns my use the driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by ULRA RACING ASSN and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other ULRA RACING ASSN sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

4.0 Points Breakdown

4.1 Earning Points

A.) Every driver receives fifty (50) participant points, if they pay an entry fee and compete in (at least) Time Trials, a Heat Race, or a B-Main.

B.) B-Main Points will be awarded as follows to B-Main non-transfers (after Provisionals are removed):

1st non-transfer	70	14th non-transfer	25
2nd non-transfer	65	15th non-transfer	25
3rd non-transfer	60	16th non-transfer	25
4th non-transfer	55	17th non-transfer	25
5th non-transfer	50	18th non-transfer	25
6th non-transfer	45	19th non-transfer	25
7th non-transfer	40	20th non-transfer	25
8th non-transfer	35		
9th non-transfer	30		
10th non-transfer	25		
11th non-transfer	25		
12th non-transfer	25		
13th non-transfer	25		

C.) To receive B-Main points, drivers must start a B-Main event.

D.) Series Points and/or Fast Time Provisionals receive only A-Main points.

E.) A-Main Points will be awarded as follows:

1st	200	14th	110
2nd	180	15th	105
3rd	170	16th	100
4th	160	17th	95
5th	155	18th	90
6th	150	19th	85
7th	145	20th	80
8th	140		
9th	135		
10th	130		
11th	125		
12th	120		
13th	115		

4.1 Hardship

Hardship points- Seventy-five (75) points can be earned and continues a driver's perfect attendance in the event of hardship. The hardship points are only available for those drivers with perfect attendance. The peers of the driver who have perfect attendance, by a closed vote, award hardship points. In a tie, the driver will be awarded the hardship points. The hardship points continue at each event thereafter until the driver returns. If a driver races at an event during a hardship event, the driver will forfeit all hardship points. If a driver who receives hardship points decides to drop from the series, he will forfeit his hardship points.

6.0 Rain Outs

6.1 Rain Delays

- A.) In a rain delay situation, ULRA RACING ASSN officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to re-scheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races, B-Main(s), and A-Main may be shortened.
- B.) The A-Main must reach the halfway point before an event will be considered a complete event.

6.2 Postponements

- A. Should an event be postponed until later, all completed events will be upheld upon returning to the rescheduled event. Any driver that is not present on the previous date may compete upon payment of entry fee. Drivers entering an event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.
- B.) In the event weather should affect the A-Main before the half-way point, the event will be restarted at the point and in the running order it was in before being delayed.
- C.) If the event cannot be restarted and must be rescheduled for a late date other than the next day, the races will be restarted from the previous portion of the event. Example: If Time Trials are not complete then Time Trials will restart from the first pill position. Heat and/or B-Mains will be restarted from the start of a given Heat Race or B-Main if it is over half-way complete.
- D.) Provisionals will be awarded based on the current rescheduled date standing. A driver must be present at the originally scheduled event, or have received hardship, to be eligible for a provisional at the rescheduled event.
- E.) Drivers and crew members must retain armbands, or any other pit admission ticket to be re-admitted to a re-scheduled event. Tracks are not required to refund pit admission unless the event is not rescheduled.

7.0 Pre-Race Procedures

7.1 Registration

- A. It will be all drivers/teams' responsibility to sign in and pay their entry fees before the drivers' meeting. The sign in will be conducted at the ULRA RACING ASSN designated location in the pit area. The pill draw will be closed once the drivers' meeting begins. Drivers/ teams registering after the drivers' meeting will be assigned to the tail of the next on-track event.
- B.) Each driver must read and decide if he/ she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in a ULRA RACING ASSN event. By signing the form, the driver understands that the rules and enforcement calls and decisions of the ULRA RACING ASSN are final.
- C.) It is a condition of entry that the drivers' registration form is completed and handed in prior to the driver's first series race of the season. If a driver changes cars or teams during the season, it is his/ her responsibility to re-register.

7.2 Entry Fees

All drivers/ teams will pay a \$100 entry fee for each event.

- A.) In a multi-day event, where preliminary events set the line-up for the final event, only the preliminary feature events will have an entry fee.
- B.) Entry Fee must be paid before a team will be allowed to draw for time trials.

C. In case of cancellation or postponement (other than the next day), all entry fees will be refunded or held over at the team's request.

D.) Entry Fees are collected on a race-to-race basis. Each race will be separate. The Entry Fees collected will only be good for that event. Only in the event of a postponement will the entry fee be carried over to a future event.

7.3 Technical Inspections

A.) Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass-through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.

B.) Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps.

C.) After a race car has passed technical inspection, and sticker has been issued, no alterations can be made to the race car. Any changes to any part of body will result in loss of qualifying time or loss of position in next assigned race.

D.) All race cars are subject to be inspected by the ULRA RACING ASSN Technical Director at any time during the event.

E.) If a driver decides that changes need to be made to his/ her car (such as changing tires) once it has been put into position on the starting grid for the A-Main, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal is given to start from the rear.

G.) Rear car cover is allowed. It must remain on the rear of the car and must be fastened to the rear t-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving your pit stall. No covers of any kind under the car or covering wheel openings.

7.4 Drivers Meeting

A.) It is the responsibility of all drivers to attend the drivers' meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the ULRA RACING ASSN official trailer.

B.) Any rule, format or schedule changes will be discussed at the drivers meeting.

C.) All drivers will be responsible for information discussed at the drivers' meeting. The drivers' meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

8.0 On Track Procedures

8.1 One-Way Driver Communications

A.) Nitro Bee or RaceCeiver one-way radios are required to be used in every segment of an event. The ULRA RACING ASSN uses the default frequency of 454.0000. If you do not own a Nitro Bee or RaceCeiver, the series has new units available for purchase.

B.) Race Director and Head Scorer are the only people permitted to transmit on a Nitro Bee or RaceCeiver device. Use of any other type of radio is not permitted.

8.2 Flagging Procedures

A.) Green Flag

i.) When the starter displays the green flag, the track is open for racing.

ii.) The green flag signifies the start of any race and/or time trial run.

iii.) Passing will not be permitted before the green flag is displayed at the designated point.

B.) Yellow Flag

- i.) When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- ii.) When the yellow flag is displayed and/or caution lights illuminated passing will not be permitted unless instructed to do so by ULRA RACING ASSN officials.

C.) Red Flag

- i.) When the red flag is displayed all cars on the racing surface and in the pit, areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by a ULRA RACING ASSN official. Any car that moves during the red flag without permission will be penalized to the rear of the field. Continued movement under the red flag may result in disqualification.
- ii.) All red flags are considered closed red flags unless ULRA RACING ASSN officials determine it needs to be an open red. In an open red flag, a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.
- iii.) Tire changes will not be permitted during 'open red flag' conditions. If a competitor changes a tire during an 'open-red-flag' that competitor will restart from the rear of the field on the ensuing restart. Crew members may not begin to work during an 'open-red-flag' situation until informed to do so by ULRA RACING ASSN officials.
- iv.) If ULRA RACING ASSN officials determine that it is a 'closed-red- flag' situation, then no work of any kind and/or type may be permitted during the red flag period.
- v.) During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by ULRA RACING ASSN officials.
- vi.) If the race is red flagged due to inclement weather conditions and cars have returned to their pit stall, work and tire changes will be permitted.
- vii.) Any car not involved in the red flag that leaves the racing surface will not be allowed to return to the event.

D.) Black Flag

- i.) If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.
- ii.) If the black flag is displayed toward a car during a caution period and the car is cleared by ULRA RACING ASSN officials, the car may return to its position in the running order of the race as instructed to do so by the officials.

E.) White Flag

- i.) When the white flag is displayed this signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

F.) Checkered Flag

- i.) The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.
- ii.) A race and/or qualifying attempt is not completed until the checkered flag is displayed.
- iii.) If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag has been displayed.

8.3 Starts

A.) All original starts will be double file and start at the designated start zone. The start zone will be approximately two car-lengths in distance. The driver on the pole sets the pace and starts the race within the designated start zone. If the driver on the pole has not accelerated by the end of the start zone, the second place (outside front row) may start the race.

- i.) Any driver jumping the original start will be moved back a row.

B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field will be crossed for double file start.

8.4 Cautions

A.) Caution on First Lap

- i.) Once the green flag drops, the race is officially underway. At the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the rear. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

B.) Caution Procedures After First Lap

- ii.) In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the racetrack, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.
- iii.) In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear.
- iii.) In case of caution, all lapped cars will line up for the restart at the field's rear by position on the racetrack, and according to the previously completed lap.
- iv.) In the event of a caution, the field will line up for restarts in the order of the last completed green flag lap. To retain position, a car must have been in position for one (1) scored green flag lap.
- v.) Laps will count when the leader plus three (3) cars cross the finish line.
- vi.) Any driver that spins or stops and is charged with caution, due to being lapped by the leader, and brings out the caution, may be scored one lap down from that point onwards in the race.

C. Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear. Only track or series official(s) may work on cars on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not leave your car unless you are prepared to resume the race at the field's rear.

D. All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored if they make the one to go or restart signal. All cars that miss the one to go or restart signal will wait until the next caution to re-enter the race. No cars will be allowed to re-enter the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.

E.) Drivers will get two (2) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Drivers will re-join the event at the end of the lap they are scored if they make the one-to-go signal restart.

F.) A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot and cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be no courtesy laps awarded in the cold pit area.

G.) Once the caution flag is displayed, cars must slow down. The field will be put into correct running order in a single-file line. All cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. The rest of the field will line up double-file.

- i.) EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc., etc.

ii.) EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc. Once the field is properly aligned, you will be given the one to go signal.

H.) A driver that stops and is charged with a caution (single car) may proceed to the hot pit area but is not permitted to change tires unless a tire is flat.

8.5 Lucky Dog Award

A.) In only the A-Main event, at each caution flag the first car that is one (1) lap down to the field will be given back a lap.

iii.) The highest running lapped car that is not involved in the caution period will be given one (1) lap back. To receive the lucky dog award, the driver must remain on the track. If the eligible driver exits the track, no alternates will be chosen. The Lucky Dog recipient may pit during the next caution after the race has attempted to restart.

iv.) A car will only receive a maximum of one (1) lap back per race. If the highest running lapped car has already received the Lucky Dog, the next highest running lapped car that is not involved in the caution will receive the lap back.

8.6 Restarts

A.) Delaware style double-file restarts – defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of the inside or outside lane.

i.) Delaware style double-file restarts will be used until three (3) remaining laps of any preliminary event.

ii.) Single-file restarts will be used within three (3) remaining laps of any preliminary event.

iii.) Delaware style double-file restarts will be used until five (5) laps are remaining in the B mains.

iv.) Delaware style double-file restarts will be used until five (5) laps are remaining in the A main.

v.) Series officials reserve the right to forgo use of Delaware style double-file restarts at any time.

B.) All restarts must be nose to tail. The leader may accelerate at will in turn four (4). Drivers, other than the leader, may not pass until they have passed the original start zone. Doing so will be considered a jump-start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race.

8.7 Racing Off Track

A driver racing off the racetrack to gain a position may be black flagged and scored last.

8.8 Spin Outs

A. Any driver involved in two (2) single car incidents during any A-Main event resulting in a caution, will be black flagged from that event.

9.0 Event Procedures

9.1 Practice Sessions

A.) No practice sessions or private testing is permitted within two (2) days (not including series organized practice nights at an event) prior to a series event at any venue.

B.) No data systems or harnesses are permitted at series organized practice sessions.

9.2 Race Format

A.) Hot Laps

i.) All Drivers will be allowed one (1) Hot Lap session per day. Hot Laps will be conducted in groups in order, as per the draw. Drivers/ teams are responsible for knowing what group their driver/ team is in. Lineups will be posted at the ULRA RACING ASSN designated area in the pits. Drivers must Hot Lap in their assigned groups. If a driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap.

B.) Time Trials

i.) Time Trials will determine the lineups for Heat Races

ii.) Drivers must Time Trial in the order that they drew. If the driver misses their Time Trial spot, the driver will only receive one (1) lap at the end of the Time Trial line.

iii.) It is the drivers/ teams' responsibility to be in their Time Trial spot-on time, in most instances, Time Trials will be immediately after Hot Laps.

iv.) Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, there will be no wave offs. Drivers exiting the track will not be allowed to return to Time Trial.

v.) Cars will be weighed before or after Time Trials, depending on the current track's layout, and will be announced at the drivers meeting. All cars that are judged to weigh light crossing the scales after Time Trials will lose their time and will start at the rear of a Heat Race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the Heat Races by the Time Trial order.

vi.) All cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

C.) Heat Race Assignments

i.) Heats will be eight (8) laps unless otherwise notified in the drivers meeting for event.

ii.) The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. In most cases, twenty-seven (27) entrants or less will result in three (3) Heat Races; forty-eight entrants or less will result in four (4) Heat Races, forty-nine entrants or more will result in six (6) heat races.

iii.) No car will be allowed to change Heat Race or B-Main assignment. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear.

iv.) Depending upon the number of heats, the top six (6) finishers from three (3) heats, top four (4) finishers from four (4) heats, or the top three (3) finishers from six (6) heats will transfer to the A-Main. All other drivers, in order of Heat Race finish, will go to either one (1) two (2), or three (3) B-Mains.

D.) B-Main Assignments

i.) B-Mains will be ten (10) laps unless otherwise notified in the drivers meeting.

9.3 Changing Cars

A.) Drivers may change cars at any time between Time Trials and start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, B-Main, or A-Main. If a driver chooses to change cars after Hot Laps, that driver will remain in his drawn position for Time Trials.

B.) If a driver chooses to change cars, that driver must present his/ her car for technical inspection before being allowed on track.

C.) During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race.

D.) It is the driver's responsibility to notify series officials of any desired change.

E.) At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.

9.4 Pre-Race Staging

A.) Any driver that arrives late at a staging area, either in the pits or on the track, may be required to start that event from the field's rear.

A.) A tech inspection may occur before each event. It is the driver's responsibility to be in line early enough to pass through technical inspection. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event.

9.5 Ten Minute Call

A ten-minute call will be given prior to each A-Main. At the expiration of the ten-minute call, the Heat Race transfers must have rolled from their pit stall. If a driver misses the ten-minute call, that driver will start the rear of the field. A grace period may be awarded to the B-Main transfers.

9.6 On-Track Safety Concerns

A.) During a caution period, if a driver has a personal safety concern or medical issue, they may stop at the infield official in turn four (4) for assistance.

i.) Helmet Changes: At the discretion of the Series Director, if a driver suffers a broken helmet or helmet accessory, the driver may be granted a helmet change and retain his position.

ii.) Medical Issues: At the discretion of the Series Director, if a driver suffers a minor medical issue (i.e., Asthma attack, need of inhaler), the driver may be given the necessary attention and retain his position.

iii.) Heat Advisory: At the discretion of the Series Director, during extreme heat conditions a driver may be granted a bottle of water and retain his position.

iv.) Other issues will be handled on a case-by-case basis.

10.0 Provisional and Alternate Starting Positions

10.1 Points Provisional Starters

A.) A maximum of two (2) provisional starters will be allowed in the A-Main. Provisional starters will be the two (2) highest in points, first by driver with Perfect Attendance not qualified for the A-Main.

B.) Any driver can use up to three (3) Provisionals consecutively.

C.) The series will revert to a fast time provisional starter after the perfect attendance drivers and/ or car owners have qualified for the A-Main.

D.) Drivers who fail to arrive at the racetrack before the drivers meeting will be ineligible for a provisional starting spot for the night's A-Main.

i.) Drivers are allowed one (1) unexcused tardiness and still receive a provisional.

ii.) Drivers who are late and present documentation of a hardship can appeal for an excused tardiness, if the top twelve (12) drivers in series points vote the excuse is worthy.

10.2 Emergency Provisional Starters

A.) A maximum of two (2) emergency provisional starters will be allowed in any A-Main, starting after the qualified field. Emergency provisional starters will be the two (2) highest in points, first by driver with Perfect Attendance not qualified for the A-Main.

B.) Once a perfect attendance driver has used his two (2) emergency Provisionals he may be granted additional Provisionals if all other perfect attendance drivers/owners are in the field.

C.) If a driver chooses to use an emergency provisional, he/ she will receive points for the A-Main finish but will only be awarded payoff for the difference of start money and their A-Main finish.

10.3 Promoters Option

The event Promoter can start two (2) additional drivers at the field's rear.

10.4 Alternates

A.) Any driver in the A-Main, who is unable to start, will lose his/ her position to an alternate. Alternate drivers will be notified of their positions. Once an alternate driver has been called forward to take a position, the previous driver may not reclaim that position.

B.) No alternates will be allowed to start after the field has pulled away from the starting grid. If a driver is unable to make his assigned grid position, the following cars will be crossed, giving away the best positions. Alternates will join at the back of the field, and not in the empty positions.

11.0 Purse Money

11.1 Pay to Policy

Purse money will be paid to the payee designated on the Entry Form completed at registration. It is the responsibility of the driver/owner to report the correct tax information to the ULRA RACING ASSN.

12.0 Penalties

12.1 Tires

A.) Tires changes will not be permitted once a car has been presented to the starting grid/lineup area. Any cars making a tire change will forfeit their assigned starting position for that race and start from the rear of the field.

B.) Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including loss of money, fine, loss of points, and suspension.

C.) The following penalties may be assessed for a tire found to be chemically altered following certified lab testing:

i.) Driver must pay back 100% of on-track earnings for that event.

ii.) The driver will be responsible for lab testing costs.

iii.) A \$10,000 fine for driver and driver suspended indefinitely from ULRA RACING ASSN events.

iv.) A \$5,000 fine for the owner and owner is suspended indefinitely from ULRA RACING ASSN.

D.) Through May 31, 2025

i.) LF – American Racer Pro 4 or MD56; or Hoosier NLMT 3

ii.) RF – American Racer Pro 4 or MD56; or Hoosier NLMT 3

iii.) LR – American Racer Pro 4 or MD56

iv.) RR – American Racer Pro 4 or MD56; or Hoosier NLMT 4

E.) Starting June 1, 2025:

- i.) LF – American Racer Pro 4 or MD56; or Hoosier NLMT 3
- ii.) RF – American Racer Pro 4 or MD56
- iii.) LR – American Racer Pro 4 or MD56
- iv.) RR - American Racer Pro 4 or MD56

F.) Buds Tire & Wheel is the Official Tire Provider of ULRA Racing Assn (417) 865-5896

G.) Grooving, siping and grinding permitted on all four positions.

12.2 Droop

A.) These penalties will be enforced on all Time Trials, Heat Races, B-Main and A-Main events:

- i.) Fifty-one and one-sixteenth of an inch (51-1/16") to fifty-one and one-half inch (51-1/2"):
 - a.) Post Time Trials will result in a one (1) row penalty in the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in a four (4) position penalty for that event.
- ii.) Fifty-one and nine-sixteenths of an inch (51-9/16") to fifty-two inches (52"):
 - a.) Post Time Trials will result in a two (2) row penalty in the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in an eight (8) position penalty for that event.
- iii.) Fifty-two and one-sixteenth of an inch (52-1/16") or higher:
 - a.) Post Time Trials will result in the driver being penalized to the rear of the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in the driver being scored last for that event.
- iv.) In an event format where points are being earned toward an overall event tally, driver will retain any points earned prior to the infraction. The driver will be awarded points for any event in which an infraction occurred based on the above penalties.

12.3 Conduct

A.) Any physical confrontation, either on the track or in the pits, will result in the aggressor or aggressors being suspended for the next three (3) events, or payment of a \$1,500 fine plus the loss of three hundred (300) points. A second offense will result in suspension for the remainder of the season.

- i.) Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may be considered aggressors. Drivers will be held responsible for any members of their racing team, and the above penalties will apply even if the driver concerned is not directly involved.
- ii.) Any incidents that occur during the last three (3) championship events of the season could result in penalties being applied at the beginning of the following season.
- iii.) Any incidents that are judged to be "deliberate acts of aggression," whether on or off the track, under green or caution, will result in disqualification.

12.4 Weight

A.) All Cars will weigh in at the scales immediately before, or following, their Time Trial laps, as per the weight rule and track layout. The transferring cars must weigh in immediately following their Heat Races, and B-Mains.

B.) Following the A-Main, the top five (5) that finish the race must cross the scales and weigh in correctly.

C.) Any car that does not meet minimum weight after Time Trials will result in loss of time and start at the rear of their assigned Heat Race.

D.) Any car that is light at the scales following a Heat Race, B-Main, or A-Main will be scored last place for that event.

12.5 Bodies

A.) A 50 lbs. penalty per infraction may be assessed.

13.0 Driver Personal Protection Equipment

13.1 Helmets

A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

13.2 Head & Neck Restraints

During an event, drivers must connect their helmet to a head and neck restraint device/ system certified to SFI Spec 38.1. The head and neck restraint device/ system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions.

13.3 Fire Suits

A driver suit certified to SFI Spec 3.2A/5 is required to be always worn during competition or on the racing surface.

13.4 Gloves

Gloves certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

13.5 Socks

Socks certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

13.6 Shoes

Shoes certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

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