



**United Rallycross  
2025 Official Regulations**

# Introduction

Welcome! This regulation book defines vehicle requirements, safety standards, and racing rules to provide a foundation for fair and competitive racing. All participants are expected to comply with these regulations.

Visit [unitedrallycross.com](http://unitedrallycross.com) to enter the championship.

Any questions should be directed to [unitedrallycross@gmail.com](mailto:unitedrallycross@gmail.com)

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# General Regulations

## 1.1. Date Effective

URX regulations are effective upon the date of publication.

## 1.2. Changes to Regulations

URX regulations and rules may be amended or changed by United Rallycross at any time. The amendment/change is effective upon the date of publication.

## 1.3. Interpretation and Application of Regulations

URX officials shall make the final interpretation and application of the regulations. All official decisions are final. All participants agree that determinations made by United Rallycross, as to the application and interpretation of the regulations, are non-litigable.

## 1.4. General Agreements

By registering and/or participating in any activity related to a United Rallycross event, all participants agree to the following:

- ❖ All rules and regulations in this book, and amendments, are applicable and will be followed.
- ❖ All decisions by URX officials are final, non-appealable, and non-litigable.
- ❖ All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person, and have no claim for said damages against URX, track owners, officials, agents, volunteers, or employees of URX.
- ❖ All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas, paddock, pit area, or en-route to or from the racing areas.
- ❖ All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in a URX event.
- ❖ No participant may enter the racing areas unless he/she has personally signed all required entry forms, waivers, release of liability forms applicable to the event.

### **1.5. Substance Abuse**

No participant (driver or team member) may use or be under the influence of alcohol, drugs, or any other controlled substance while competing or in the paddock and pit areas. URX reserves the right to require drug and alcohol testing. Decisions on disciplinary action may result in immediate ejection from an event and/or a permanent ban from further entry of URX events.

### **1.6. Age Eligibility**

Drivers must be at least 18 years old on or before the day of the event. Pit crew members must be at least 16 years old (a pit crew member's waiver must be signed by parent or legal guardian if under the age of 18).

### **1.7. Refund Policy**

All refunds must be requested by email to United Rallycross within 30 days of the scheduled event. No refunds will be given after this 30 day window. Refunds are not guaranteed.

### **1.8. Testing In Unauthorized Areas**

No race vehicles are permitted to "test" their vehicle anywhere on the premises where the event is being held or adjoining properties. No race vehicle is permitted to drive at any speed over **5 mph** at any time on any event grounds, when not on the racetrack or in a controlled environment as dictated by URX officials.

### **1.9. Track Walk**

No team member or driver is permitted to go onto the race track at any time other than authorized track walk times or with explicit permission from the director of the event.

### **1.10. Paddock Area**

- ❖ Only one vehicle (not including race vehicle) and one trailer is allowed per team in the paddock.
- ❖ The speed limit in the paddock is 5 mph.
- ❖ Any leftover trash and vehicle parts must be cleaned up.

# Class Regulations

## 2.1 URX Classes

- ❖ URX2
- ❖ URX4
- ❖ URXBaja

## 2.2. URX2 Class Criteria

All race vehicles must meet this criteria exactly, with no exceptions, in order to participate in a United Rallycross event:

- ❖ Mass produced, production car.
- ❖ Made from 1990 to present.
- ❖ Four cylinder, naturally aspirated engine.
- ❖ Two-wheel drive (front-wheel drive or rear-wheel drive).
- ❖ Sedan, coupe, or hatchback.
- ❖ Factory horsepower rating from 130 hp to 179 hp as stated by the manufacturer.
- ❖ Meet or exceed the minimum weight requirement (see chart below).

### 2.2.1. NOT Permitted

- ❖ Pickup truck, (station) wagon, convertible, mini van, SUV, crossover.
- ❖ Hybrid motor, electric motor, rotary engine.
- ❖ Anything other than a four cylinder combustion engine.
- ❖ All-wheel drive (AWD) or four-wheel drive (4x4, 4WD).
- ❖ Turbocharger or supercharger.
- ❖ Car older than 1990.
- ❖ Horsepower rating from manufacturer less than 130 hp or greater than 179 hp.

## 2.3. Power to Weight Ratio

Race vehicles must meet or exceed the minimum weight required based on the “Power to Weight Ratio Table”. Each horsepower rating has a corresponding minimum weight requirement. The weight of the car is measured with the driver on board, and with fuel and all fluids remaining at the moment at which the measurement is taken.

Teams/drivers should weigh their car prior to a race event. All cars competing will be weighed during technical inspections. Any race vehicle that does not meet the standard will not be permitted to compete.

### 2.3.1. Power to Weight Ratio Table

- ❖ Minimum weight is measured in U.S. pounds. Horsepower is measured in SAE net horsepower (which is the standard used by manufacturers in the U.S).
- ❖ Brake horsepower (bhp) and wheel horsepower (whp) are not applicable.
- ❖ The minimum weight includes the driver on board the race vehicle.

URX2 - Power to Weight Ratio Table							
hp	Min. Weight		hp	Min. Weight		hp	Min. Weight
130	2,145		147	2,425		164	2,706
131	2,161		148	2,442		165	2,722
132	2,178		149	2,458		166	2,739
133	2,194		150	2,475		167	2,755
134	2,211		151	2,491		168	2,772
135	2,227		152	2,508		169	2,788
136	2,244		153	2,524		170	2,805
137	2,260		154	2,541		171	2,821
138	2,277		155	2,557		172	2,838
139	2,293		156	2,574		173	2,854
140	2,310		157	2,590		174	2,871
141	2,326		158	2,607		175	2,887
142	2,343		159	2,623		176	2,904
143	2,359		160	2,640		177	2,920
144	2,376		161	2,656		178	2,937
145	2,392		162	2,673		179	2,953
146	2,409	163	2,689				

### **2.3.2. Manufacturer Horsepower Rating**

URX follows the horsepower rating given from the manufacturer. Care should be taken when determining the correct factory horsepower rating because horsepower can vary widely between model, trim levels, and year manufactured.

When determining the stock horsepower rating, ensure that year, make, model, trim, and engine displacement are double checked, verified, and meet URX regulations. United Rallycross is not responsible when time, money, and effort are put into a car that was mistakenly thought to be the correct hp rating.

## **2.4. URX4 Class Criteria**

All race vehicles must meet this criteria exactly, with no exceptions, in order to participate in a United Rallycross event:

- ❖ Mass produced, production car.
- ❖ Made from 1990 to present.
- ❖ Four cylinder, naturally aspirated engine.
- ❖ All-wheel drive (AWD).
- ❖ Sedan, coupe, or hatchback.
- ❖ Factory horsepower rating from 130 hp to 200 hp as stated by the manufacturer.
- ❖ Meet or exceed the minimum weight requirement (see chart below).
- ❖ Subaru Impreza “wagons” fall under hatchback, and are allowed.

### **2.4.1. NOT Permitted**

- ❖ Pickup truck, (station) wagon, convertible, mini van, SUV, crossover.
- ❖ Hybrid motor, electric motor, rotary engine.
- ❖ Anything other than a four cylinder combustion engine.
- ❖ Two-wheel drive.
- ❖ Turbocharger or supercharger.
- ❖ Car older than 1990.
- ❖ Horsepower rating from manufacturer less than 130 hp or greater than 200 hp.



## **2.5. Power to Weight Ratio**

Race vehicles must meet or exceed the minimum weight required based on the “Power to Weight Ratio Table”. Each horsepower rating has a corresponding minimum weight requirement. The weight of the car is measured with the driver on board, and with fuel and all fluids remaining at the moment at which the measurement is taken.

Teams/drivers should weigh their car prior to a race event. All cars competing will be weighed during technical inspections. Any race vehicle that does not meet the standard will not be permitted to compete.

### **2.5.1. Power to Weight Ratio Table**

- ❖ Minimum weight is measured in U.S. pounds. Horsepower is measured in SAE net horsepower (which is the standard used by manufacturers in the U.S).
- ❖ Brake horsepower (bhp) and wheel horsepower (whp) are not applicable.
- ❖ The minimum weight includes the driver on board the race vehicle.

URX4 - Power to Weight Ratio Table							
hp	Min. Weight		hp	Min. Weight		hp	Min. Weight
130	2,210		154	2,618		178	3,026
131	2,227		155	2,635		179	3,043
132	2,244		156	2,652		180	3,060
133	2,261		157	2,669		181	3,077
134	2,278		158	2,686		182	3,094
135	2,295		159	2,703		183	3,111
136	2,312		160	2,720		184	3,128
137	2,329		161	2,737		185	3,145
138	2,346		162	2,754		186	3,162
139	2,363		163	2,771		187	3,179
140	2,380		164	2,788		188	3,196
141	2,397		165	2,805		189	3,213
142	2,414		166	2,822		190	3,230
143	2,431		167	2,839		191	3,247
144	2,448		168	2,856		192	3,264
145	2,465		169	2,873		193	3,281
146	2,482		170	2,890		194	3,298
147	2,499		171	2,907		195	3,315
148	2,516		172	2,924		196	3,332
149	2,533		173	2,941		197	3,349
150	2,550		174	2,958		198	3,366
151	2,567		175	2,975		199	3,383
152	2,584		176	2,992		200	3,400
153	2,601		177	3,009			

### **2.5.2. Manufacturer Horsepower Rating**

URX follows the horsepower rating given from the manufacturer. Care should be taken when determining the correct factory horsepower rating because horsepower can vary widely between model, trim levels, and year manufactured.

When determining the stock horsepower rating, ensure that year, make, model, trim, and engine displacement are double checked, verified, and meet URX regulations. United Rallycross is not responsible when time, money, and effort are put into a car that was mistakenly thought to be the correct hp rating.

## **2.6. URXBaja Class Criteria**

URXBaja follows M.O.R.E regulations for Class 11 Stock VW Sedans. Find the rule book on their official website. [www.moreracing.net](http://www.moreracing.net)

### **2.6.1. Power to Weight Ratio**

Minimum weight requirement: **1,950 lbs**. The weight of the car is measured with the driver on board, and with fuel and all fluids remaining at the moment at which the measurement is taken.

Teams/drivers should weigh their car prior to a race event. All cars competing will be weighed during technical inspections. Any race vehicle that does not meet the standard will not be permitted to compete.

# Technical Regulations

## 3.1. Stock Vehicle and Parts

URX is a stock vehicle race championship. This allows for competitive racing that is based on skill over budget. Unless otherwise stated in this regulation book, everything on the race vehicle must remain stock (as it came from the manufacturer). Parts may only be replaced with aftermarket parts as long as they meet the same OEM specifications as the original.

## 3.2. Driver Numbers

Numbers are requested and assigned during registration. Driver numbers must be placed (at the minimum) on both the passenger and driver side of the race vehicle. The numbers must be clearly legible and large enough that they are easy to read from a moderate distance. See section 5.2. for more details on numbers.

## 3.3. Adding Weight and Ballast

If ballast is needed to meet the minimum weight requirement, and/or used to adjust the handling of the car, it must follow these regulations:

- ❖ Ballast must be solid and unitary (in block form).
- ❖ The weight must be securely bolted to the frame/floor pan with 3/8-inch minimum diameter bolts with fender washers.
- ❖ Locking nuts or lock washers must be used to prevent loosening.
- ❖ Blocks must weigh no less than 5 pounds each.
- ❖ Ballast must not be mounted underneath or outside the vehicle.
- ❖ Weight should be mounted as low as possible.
- ❖ Liquid or loose ballast is prohibited.

## 3.4. Engine

The engine must remain stock and unmodified, and remain mounted in its original location. The engine must match the make, model, and trim that the vehicle came stock with from the manufacturer.

Upgrading, replacing, modifying, and/or adding any parts, that are not original OEM or equivalent, to the engine is strictly prohibited. This includes but is not limited to: aftermarket performance pistons, piston rings, valves, flywheel, camshaft, cylinder head.

### **3.5. Engine Block**

The engine block must be a standard production OEM block. Boring of the engine block in any way is not permitted. Original displacement must be maintained.

### **3.6. Flywheel**

The flywheel must remain OEM. Lightweight or performance flywheels are not permitted.

### **3.7. Cooling System and Radiator**

Unrestricted, but the cooling system and radiator must remain in the original stock location.

### **3.8. Intake**

The intake manifold must remain stock. Airfilter housing and ducting can be modified within reason—such as a cold air intake or short ram intake. There are no restrictions on air filter type. The intake must not protrude outside the original footprint of the car in any way.

### **3.9. Forced Induction**

Forced induction is not permitted in any way. This includes but is not limited to: turbochargers, superchargers, and nitrous oxide (NOS).

### **3.10. Throttle Body / Carburetor**

Throttle bodies and carburetors, and their parts, must be stock OEM or equivalent.

### **3.11. Fuel and Fuel System**

#### **3.11.1. Fuel Type**

- ❖ Permitted fuel: any grade of commercially available unmodified gasoline.
- ❖ Any use of, and/or conversion to, E85 or high ethanol based fuel is not permitted.
- ❖ Methanol based fuel is prohibited.
- ❖ Fuel additives are prohibited.
- ❖ Fuel may be tested anytime by URX officials.

#### **3.11.2. Fuel Tank**

The fuel tank should remain in its original stock location. If the fuel tank must be relocated, a proper racing fuel cell must be located outside of the driver's compartment, and/or be separated from the driver's compartment by a metal firewall which must be flameproof and liquid-proof.

### **3.11.3. Fuel Injectors**

Unrestricted.

### **3.12. Spark Plugs**

Unrestricted.

### **3.13. ECU**

The ECU must remain OEM. ECU tuning is strictly prohibited.

### **3.14. Exhaust**

The exhaust manifold must remain stock and unmodified. Aftermarket headers are prohibited.

The exhaust system is unrestricted beyond the exhaust manifold except for the following:

- ❖ All exhaust gasses must exit through the main exhaust system.
- ❖ The exhaust pipe and gasses must exit the rear of the vehicle—at least extending past the rear axle or rear suspension.
- ❖ The exhaust pipe must be mounted underneath the vehicle and not extend/protrude outside of the car's silhouette.

### **3.15. Transmission and Clutch**

The transmission must remain standard production from the manufacturer, and no modifications may be made. All gears should be operable, including reverse.

#### **3.15.1. Conversion to Manual Transmission**

Conversion to a manual transmission from an automatic transmission is permitted, but must come from the same model.

#### **3.15.2. Performance Transmissions**

Aftermarket performance racing transmissions, sequential gearboxes, paddle shifters (not original from the manufacturer), and dog boxes are not permitted.

#### **3.15.3. Clutch**

The clutch is unrestricted, except the method of engaging and operating the clutch must remain stock and original.

### **3.16. Drivetrain**

The drivetrain must remain stock. This includes but is not limited to: differentials, drive shafts, axles, CV joints.

### **3.17. Traction Control**

All forms of traction control are prohibited, and must be disabled.

### **3.18. Suspension**

#### **3.18.1. Suspension**

- ❖ The original suspension mounting points provided by the manufacturer must be used.
- ❖ Shock absorbers and coil springs (coilovers) are permitted and may be adjustable.
- ❖ Suspension attachment points may be reinforced.
- ❖ Suspension geometry, such as camber and caster, should remain stock.
- ❖ Active suspension, and any system which allows control of the spring flexibility, shock absorption, or ride height when the car is moving, is prohibited.

#### **3.18.2. Ride Height**

The race vehicle ride height must be within +/- 2-inches from the original stock ride height.

### **3.19. Steering**

The steering column is to remain as standard. The steering wheel and mounting hub are unrestricted. Steering column locks must be removed or rendered inoperative.

### **3.20. Wheels and Tires**

#### **3.20.1. Tires**

- ❖ Tire size is unrestricted, but must not interfere with any part of the car (fenders, body, suspension, etc.) Any body modification to fit tires is prohibited.
- ❖ Rally tires are allowed.
- ❖ Snow tires are allowed.
- ❖ Slicks are prohibited.
- ❖ ATV/UTV, tractor, or side-by-side tires are prohibited.

- ❖ No part of the tire may be modified or altered from its original form. Modifying the tread pattern is not permitted (either through addition or subtraction) other than normal wear.

#### **3.20.2. Wheels**

- ❖ Wheels must be of a sturdy construction.
- ❖ Wheel size is unrestricted, but must not interfere with any part of the car (fenders, body, suspension, etc). Any body modification to fit wheels is prohibited.
- ❖ No restrictions on wheel offset, but tires and wheels must fit within the footprint of the stock wheel wells/fenders without protruding.

#### **3.20.3. Wheelbase and Track Width**

- ❖ Track width should remain stock. Tires must not extend out wider than the fenders or body.
- ❖ Wheelbase must remain the stock length with a tolerance of +/- 1-inch.

### **3.21. Braking System**

- ❖ The braking system must be fully operational to all four wheels at all times.
- ❖ Car must have an effective parking brake/handbrake.
- ❖ There are no restrictions on brake rotors, pads, and calipers.
- ❖ An additional handbrake (hydraulic) may be added.
- ❖ Anti-lock brake systems (ABS) are not permitted and must be removed or disabled.

### **3.22. Body and Exterior**

#### **3.22.1 Body and Frame**

- ❖ The silhouette of the car must not be altered.
- ❖ Excessive body damage is prohibited.
- ❖ The exterior of the car must remain as standard, including door handles and bumpers.
- ❖ The unibody must remain intact as manufactured without weight reductions. Mounting tabs and unnecessary brackets may be removed, but the primary structure must remain.
- ❖ Exterior badging and trim may be removed.
- ❖ Radio antennas must be removed.
- ❖ The unibody/frame must be strong, and free from major damages and excessive rust.



- ❖ The floorboard must remain sealed. No alterations to the floorboard are permitted. Repairs may be made due to rust.
- ❖ The body and body panels must be of the original manufacturer specifications and minimum thickness.

### **3.22.2. Bumpers**

Bumpers and supports must be as originally fitted to the mass-produced vehicle. No reinforcing of bumpers or supports is permitted. No additional bumpers may be added.

### **3.22.3. Doors**

- ❖ All doors and rear hatch doors must remain on the race vehicle.
- ❖ Driver and passenger side doors must be fully operational, and open from the inside and outside of the vehicle at all times.
- ❖ Interior front metal door panels are required. Door panels may remain OEM or be replaced with steel sheet metal.
- ❖ Doors must not be welded shut.

### **3.22.4. Hood**

- ❖ The hood must be secured at four separate points to the vehicle. The original hood latch must be removed and be replaced with external secure locking fasteners or hood pins (design is unrestricted). The standard hood hinges may be used as two of the four securement points.
- ❖ The hood may be replaced with one made of an alternate material, but must resemble the original OEM hood in shape and size.
- ❖ Nothing is permitted to protrude through/from the hood, such as induction ports, hood scoops, or engine parts, unless it came that way standard from the manufacturer.

### **3.22.5. Mirrors**

Side mirrors are required. Original or aftermarket mirrors may be used, but are subject to approval by URX officials.

### **3.22.6. Windshield and Windows**

- ❖ Race vehicles must have a windshield, side windows, and rear window.
- ❖ The stock production laminated glass windshield is allowed.
- ❖ The stock production tempered glass side and rear windows are allowed.

- ❖ Windshield may be replaced with polycarbonate (Lexan) with a minimum thickness of 1/4-inch.
- ❖ Side and rear windows may be replaced with polycarbonate (Lexan) with a minimum thickness of 1/8-inch.
- ❖ Acrylic (Plexiglass) windows are not permitted.
- ❖ Side window vents and sliders are allowed.
- ❖ Glass sunroofs are not permitted. Sunroofs must be removed and replaced with a non-shattering solid rigid material other than glass.

#### **3.22.7. Windshield Wipers**

The race vehicle must have functioning windshield wipers and window washing system.

#### **3.22.8. Skid Plates**

Underbody protection and skid plates are recommended. Skid plates should have a drainage hole to prevent accumulation of liquids.

#### **3.22.9. Mud Flaps**

Mud flaps must be fitted behind all four wheels, and be made from a flexible plastic material.

#### **3.22.10. Aerodynamic Devices**

A spoiler or wing may be installed, but must not exceed the overall limits of the vehicle's original bodywork dimensions (must not be wider than the widest part of the car or higher than the highest part of the roof). The aerodynamic device should be solid and non-adjustable. Design is unrestricted.

#### **3.22.11. Advertisements and Graphics**

Sponsors, branding, and graphics on race vehicles, team apparel, and equipment must be in good taste and appropriate, and not interfere with the required identification marks or conflict with any series sponsors.

### **3.23. Towing Points**

- ❖ Race vehicles must be equipped with a tow point front and rear.
- ❖ Tow point must not protrude beyond the bodywork of the vehicle.
- ❖ Towing eyes must be of adequate strength and size.
- ❖ Tow points should be marked with an arrow or contrasting color.

### **3.24. Interior**

#### **3.24.1. Stripped Interior**

The interior of the race vehicle must be stripped. This includes but is not limited to: airbags, carpet, cloth panels, seats and seat belts, mats, headliner, spare tire and jack, speakers, excess wires, center console, anything flammable or unnecessary. The original dashboard must be retained.

#### **3.24.2. Firewall**

The race vehicle must have a sealed firewall separating the driver compartment from the engine compartment. It must retain its original material and location as built by the manufacturer.

#### **3.24.3. Interior Mirror**

An interior rear view mirror must be fitted to the vehicle. The stock rear view mirror may be used. Mirror must be securely mounted and give a clear view to the rear. The edges of the mirror must be protected.

#### **3.24.4. Instruments and Dashboard**

The original dashboard must remain intact, but may be modified to allow fitment of the roll cage. Gauges may be added, replaced, or removed. Gauges must be securely mounted.

#### **3.24.5. Heat and AC**

- ❖ The air conditioning (AC) system may be removed or kept.
- ❖ The heating system and heater core may be removed, but is discouraged. Race vehicles must have a way to defog and defrost the front windshield.

#### **3.24.6. Pedals**

All foot pedals (throttle, brake, clutch) must remain in their general original stock location. Foot pedal design is unrestricted.

### **3.25. Electrical System**

#### **3.25.1. Alternator / Charging System**

The alternator may be removed. A car with no charging system must be able to, under its own power, start the engine at all times and be able to operate for an extended period of time.

#### **3.25.2. Battery**

- ❖ Only one battery is permitted, unless the vehicle came with more than one from the manufacturer.
- ❖ Battery must be capable of repeatedly starting the engine at any time.
- ❖ The positive/hot terminal must be insulated/covered.
- ❖ Battery must be securely attached to the primary structure of the vehicle. The original stock battery mounting system may not be adequate.
- ❖ Battery may be relocated.
- ❖ Battery type is not restricted.
- ❖ Wet cell, lead acid, or flooded type battery must be in a fully contained box if located inside of the driver compartment.

#### **3.25.3. Wiring Harness**

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

### **3.26. Lights**

#### **3.26.1. Headlights**

- ❖ Standard headlights may remain.
- ❖ Headlight lenses may be covered.
- ❖ Headlights may be removed, but must be replaced with similar shaped covers fitted to the resulting holes.
- ❖ External lights, rally lights, light bars, and off-road lights are prohibited.

#### **3.26.2. Tail Lights and Brake Lights**

- ❖ Original tail lights should remain.
- ❖ Tail lights may be removed, but must be replaced with similar shaped covers fitted to the resulting holes.

- ❖ All cars MUST be fitted with two high-level red brake lights to the inside of the rear window. These must work with, or replace, the car brake light system at all times, and must be clearly visible from behind.

### **3.27. Technical Inspections**

All race vehicles must pass an official URX technical inspection before racing.

- ❖ All vehicles, parts, components, and equipment are subject to inspection by a URX official at any time and in any manner.
- ❖ Participant is responsible for ensuring that his/her vehicle is in compliance with all regulations at every event
- ❖ All helmets and driver gear must be presented for pre-race inspection with the vehicle. All gear must be clean.
- ❖ Participants must take whatever steps requested by officials, including tear down of the vehicle, to facilitate inspection.
- ❖ If a technical inspection is passed, but a deficiency is noted, it must be corrected by the date and time specified, or a penalty may be imposed.
- ❖ All vehicles and participants are subject to post-race inspections.
- ❖ If a vehicle does not pass inspection, it will not be allowed to compete. All decisions regarding technical inspections by URX officials must be respected.

# Safety Regulations

## 4.1. Paddock and Pit Areas

- ❖ It is mandatory that all teams have at least one fully charged fire extinguisher in their paddock area at all times.
- ❖ Bulk fuel storage is prohibited.
- ❖ 5 mph speed limit must be observed.
- ❖ No alcohol or drug use is allowed by any member of a team in the paddock or pits at any time.

## 4.2. Driver Safety Equipment

### 4.2.1. Helmet

Helmets are required, and must be Snell rated (minimum Snell certified SA2015 or newer). Any other helmets are not approved, including DOT rated helmets. Open face helmets are allowed.

### 4.2.2. Head and Neck Restraints

An approved head and neck restraint system is mandatory (FHR / HANS style restraint). Tethers must be dated by the manufacturer, and must not be used beyond five years after the date of manufacture or be expired by the manufacturer.

### 4.2.3. Driver Attire

- ❖ SFI certified one piece fire retardant suit is required.
- ❖ SFI rated fire retardant gloves are required.
- ❖ Fire retardant shoes are strongly recommended.
- ❖ Fire retardant (Nomex) underwear, balaclava, and socks are strongly recommended.
- ❖ All safety clothing must be in good condition with no holes.

## 4.3. General Race Vehicle Safety

- ❖ No significant fluid leaks.
- ❖ Windows must be all the way up when racing.
- ❖ All technical regulations must be followed including. (See Section 3 for more details).

#### **4.4. Kill Switch**

Race vehicles must be equipped with a master kill switch meeting these specifications:

- ❖ Can be operated by the driver when normally seated with seat belt secured.
- ❖ Must be clearly marked ON-OFF.
- ❖ Switch must cut off all electrical power to the vehicle.
- ❖ Switch must interrupt/disconnect battery power, ignition, and fuel pump(s).

#### **4.5. Fire Suppression**

All cars must have a fully charged fire extinguisher securely mounted within reach of the driver. The extinguisher must be mounted in a metal quick release bracket. Additionally, a plumbed-in fire suppression system may be used but is not required.

#### **4.6. Seats**

##### **4.6.1. Race Seat**

A fixed back racing bucket seat, suitable for competition, is required. Seats made from fiberglass, carbon fiber, carbon Kevlar, or aluminum are permitted. Seats made primarily out of plastic, or other similar materials, are prohibited. Full containment style race seats are recommended. Homemade seats are not permitted.

A passenger seat may be installed, but passengers are not permitted to ride inside a race vehicle during a race.

##### **4.6.2. Seat Mounting**

The race seat must be properly mounted to the frame of the vehicle. Original seat mounting points and bolts may be used in conjunction with a suitable adapter bracket, or the seat mounting brackets must be securely bolted with 3/8-inch minimum diameter bolts with washers to the frame of the vehicle.

All seats must be securely fastened to the primary structure of the car such that they are strong enough to withstand a major impact.

If the race seat is mounted to a slider, a seat back brace must be used. The back brace must be attached to the roll cage. The back brace does not need to be attached to the race seat, but must keep the race seat from sliding back in case the slider fails in an accident.

#### 4.7. Harnesses

- ❖ An SFI or FIA approved five-point (minimum) racing harness is required.
- ❖ Harness must be dated by the manufacturer, and must not be used beyond five years after the date of manufacture or be expired by the manufacturer.
- ❖ A quick release style (cam lock) harness is highly recommended.
- ❖ Harness must be properly secured (wrapped) to the cage, or bolted to the frame with 7/16-inch minimum diameter bolts with washers.
- ❖ Harness must be in good condition.

#### 4.8. Safety Window Net

An SFI approved window net, with a quick release, is required on the driver's side window, and must be secured to the roll cage. Window net must be dated by the manufacturer, and must not be used beyond five years after the date of manufacture or be expired by the manufacturer.

#### 4.9. Roll Cage

##### 4.9.1. Design Criteria

- ❖ A six-point welded roll cage is required. The cage must be made of 1 1/2-inch OD x .095 wall thickness minimum mild steel or chromoly tubing.
- ❖ All six main upright bars must be welded to the frame with 3/16-inch minimum thickness steel plates. Plates must be at least 4-inch x 4-inch, and welded to the frame/floor pan on all four sides or bolted with four 3/8-inch minimum diameter bolts per plate.
- ❖ The main hoop must be one continuous piece with smooth bends.
- ❖ Driver side door bar design must have a minimum of two horizontal bars and three vertical connecting support bars. Passenger side door bar design must have a minimum of two horizontal bars and two vertical connecting support bars. (See Fig. 1)
- ❖ An X style door bar design (welded gussets recommended) on both driver and passenger sides, is also permitted. (See Fig. 2)
- ❖ Non-flammable protective padding is required on all bars that may come in contact with the driver's head.
- ❖ Bolt-in type cages are prohibited.
- ❖ Roll cages may use ARA or NASA specifications. However, door bars must meet minimum URX specifications as outlined in this section.
- ❖ See diagram below for bar placement and minimum required bars.



#### **4.9.2. Design Details**

- ❖ No element of the roll cage may pass through the space normally used for the front passenger; to allow driver extraction from either side of the car.
- ❖ All welding must be of the highest quality with full penetration.
- ❖ Joining or splicing two tubes end-to-end (butt welding) is prohibited. Each bar must be a single unit.
- ❖ All tubes must be welded 360-degrees around the circumference of the tube.
- ❖ None of the tubing may show any signs of crimping or wall failure. Tubing must be bent properly.
- ❖ Galvanized steel and aluminum is prohibited.

#### 4.9.3. Roll Cage Diagram

- ❖ Solid lines indicate a required bar.
- ❖ Dashed lines indicate a recommended bar.
- ❖ This is a basic guideline. Additional bars may be added.

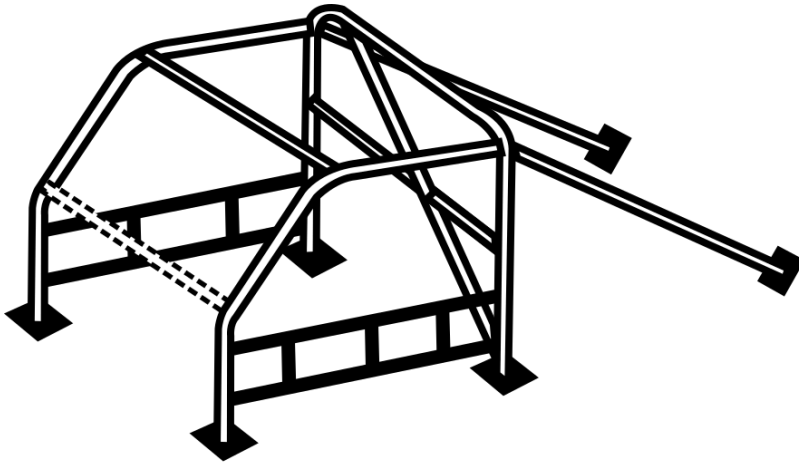


Fig. 1

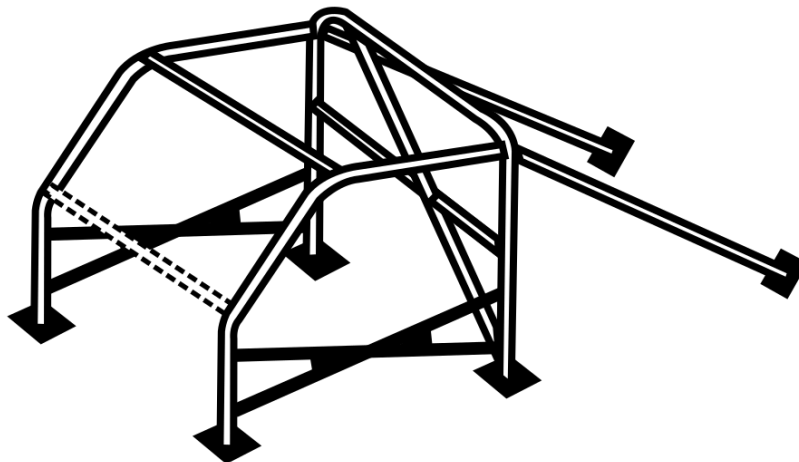


Fig. 2

# Sporting Regulations

## 5.1. General Conduct

All drivers and teams must keep safety and professionalism in mind at all times, and be aware of their surrounding environment, personnel, actions, behavior, vehicles, and equipment.

### 5.1.1. Cheating

Cheating of any kind will not be tolerated.

### 5.1.2. Ejection

- ❖ A URX official may eject a participant from an event and premises to maintain the orderly conduct of an event. An ejection is final.
- ❖ A vehicle may be pulled from competition at any time if a URX official feels it is a hazard to others.

## 5.2. Driver Numbers

Participants request a driver number during registration. Numbers are issued on a first come first serve basis, and remain with the driver indefinitely, unless a request is made to change or release it. See section 3.2. for regulations on number placement on race vehicles.

## 5.3. Co-driver

Co-drivers and passengers are NOT permitted in a race vehicle during a race.

## 5.4. Changing a Driver

Each driver is assigned a driver number. Multiple drivers may not “switch off”, or race under the same driver number, to accumulate season points as a team. However, a driver may forfeit his spot to another individual for a single event or for the whole season, but the new driver must register to obtain his/her own individual driver number.

## 5.5. Changing Race Vehicle

During a championship season, race vehicles may be changed. However, only one race vehicle may be used per driver per round (race event). Swapping or using a backup car is prohibited during a race event.

### **5.6. Pit Crew**

A pit crew is not required. Pit crew members must be registered and sign a waiver to be permitted to repair, maintain, and prepare race vehicles at a URX event. For safety reasons, individuals who are not members of a pit crew are not permitted to act as such in any way.

### **5.7. Spotter**

A spotter is recommended for each team. He/she should have the ability to remain in communication with the driver for the entirety of a race.

### **5.8. Radios**

It is the responsibility of each team to relay all pertinent information to their driver in a timely manner. Teams are encouraged to be equipped with radios to facilitate information exchange between the driver, spotter, and crew. No team's radio frequency may interfere with race control, emergency, or other networks or frequencies used by URX officials and staff.

### **5.9. Championship Structure**

Drivers will compete to earn points throughout the championship series. The championship consists of separate race events called rounds. The top five drivers with the highest cumulative points at the end of the season will enter into a semi-final heat. The top two positions will move forward into a final heat where the winner takes all—claiming the title of champion.

#### **5.9.1. Race Structure**

- ❖ Typically five cars compete against each other per heat.
- ❖ Starting grid positions are drawn at random for each heat.
- ❖ Starting grid positions for the semi-final heat will be determined by season points.
- ❖ Each car will complete four laps each heat.
- ❖ Each driver will compete in three heats per round (race event).

#### **5.9.2. Tiebreaker**

If two or more drivers are tied for points to qualify for the semi-final heat, each tied driver will participate in a solo timed lap. The drivers with the fastest times in the time trial secure their position in the semi-final heat.

### 5.9.3. Points System

Point distribution per heat:

Points System	
20 points	1st place
17 points	2nd place
15 points	3rd place
14 points	4th place
13 points	5th place
5 points	DNF
0 points	DQ
0 points	No start

## 5.10. Race Course Procedures

### 5.10.1. Track Use

No race vehicle is permitted on the track without approval from a URX official.

### 5.10.2. Track Boundaries

If a race vehicle gets off the designated racetrack, speed must be reduced significantly, and the race vehicle must merge back onto the track safely without gaining time or position.

### 5.10.3. Yellow Flag - Caution Procedures

- ❖ During a yellow flag, drivers must: slow immediately to a reasonable speed and close on the leader in a staggered file. Failure to slow down will result in disqualification. There will be NO passing during a yellow flag. Cars will line up in a staggered file behind the start/finish line, and await a green flag to continue the race.
- ❖ In cases where a driver is at fault for the yellow flag, he/she may be placed at the back of the pack. Any other involved vehicles may be given their position in the field back or be placed at the back of the pack at the discretion of the race director.

- ❖ Yellow flag laps will not count as competition laps.

### 5.11. Flags

- ❖ Green: Start race. Course is clear.
- ❖ Yellow: Caution. An accident or unfavorable condition ahead. Slow immediately to a reasonable speed and close on the leader in a staggered file.
- ❖ Black: Leave track and contact the pit steward for consultation.
- ❖ Red: Stop. The race is halted. Drivers, upon receiving the red flag, must bring their cars to an immediate controlled halt.
- ❖ White: Final lap.
- ❖ Checkered: The race has been completed.

### 5.12. Penalizable Actions

A driver may receive a penalty for any of the following listed below. If any of the following is believed to be incidental contact, there will be no penalty. If two or more race vehicles are involved in an incident and all involved are equally at fault there will be no penalty, unless all involved are deemed to be overly aggressive or unsafe, then all involved will receive the same penalty.

- ❖ False start.
- ❖ Reckless driving.
- ❖ Aggressive driving.
- ❖ Heavy contact.
- ❖ Light contact that is maintained. Both parties must try to detach or break contact immediately.
- ❖ Any contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
- ❖ When a race vehicle forces another race vehicle outside of the competitive racing surface.
- ❖ Driving through or pushing another race vehicle. If contact is unavoidable (incidental), the driver may not attempt or continue to push that race vehicle, even if it may result in the loss of position.
- ❖ If there is ANY contact made at any time other than under green flag (racing) conditions.
- ❖ If more than one warning for the same offence is given during the same race to the same driver.
- ❖ If a race vehicle is outside the track limits and an advantage or position is gained.

## **5.13. Violations and Disciplinary Actions**

### **5.13.1. Penalties**

If any race rule is violated, a penalty may be imposed. A penalty may be: a reduction of points, heat disqualification, round disqualification, additional joker lap, and/or loss of prize money. Penalties for rule violations will increase in magnitude for repeat offenses.

### **5.13.2. Vehicular Acts of Aggression**

- ❖ In the event that URX officials deem that a driver committed premeditated intentional acts of aggression with their vehicle toward another driver's vehicle, at any time during the event, the driver will be disqualified from that event and may be placed on indefinite probation.
- ❖ Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver's vehicle will be subject to permanent suspension and expulsion from the series.
- ❖ Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be removed from the premises immediately, and be placed on permanent suspension. United Rallycross will exercise the right to allow the local authorities to deal with the situation within all limits of the law.

### **5.13.3. Physical Altercations**

Any driver or team member involved in a physical personal confrontation with the intent of physical harm to another person will be placed on indefinite probation and may face permanent suspension.

### **5.13.4. Unsportsmanlike Conduct**

Any participant found by URX officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event will receive a penalty. The driver is responsible for all actions and behaviors of his/her team. Penalties can be imposed on drivers for actions of the members of his team.

**Visit [unitedrallycross.com](http://unitedrallycross.com) to enter the championship.**

**Any questions should be directed to [unitedrallycross@gmail.com](mailto:unitedrallycross@gmail.com)**