

1. **RULES**

USED CAR Racing General Rules (UCGR)

1.1.1. The following rules are set as a guide, and are in no way a guarantee against injury or death to participants, or others. If there are any concerns not covered in these rules, consider any altercations to be illegal, unless told otherwise by UC. These are the 2010 rules. Each individual car and driver will be required to conform to the rules to compete.

2. **Cost to Enter:**

2.1. \$500 Entry fee per car, \$100 per driver, \$50 license fee per driver. Each team must have a minimum of 4 drivers. Entry fee includes mandatory Friday PM test/tune (time of test/tune to be announced in pre race supplemental rules).

2.2. All other members of the team (regardless of duties) will pay \$25 per person for the weekend. Children under 16 are free. Camping is included. Click here for Nelsons FAQ section for more information. <http://www.nelsonledges.com/FAQ.aspx>

3. **USED CAR Racing Reservation Of Rights**

3.1. USED CAR Racing is a private organization. USED CAR Racing has the right to revoke or to deny any, person(s), teams, or other organizations a license, for any reason. UC will not deny or revoke any license based on race, creed, sexual preference, color, religion, national origin, the mating habits of rainforest animals, or your views on the melting polar ice caps.

4. **USED CAR Racing Series, Inc:** Organizers decisions- Somebody's gotta have the final say.
It's US!

5. **Unsafe Vehicles:** UC reserves the right to refuse, or remove from competition any vehicle for any reason. Those reasons may or may not include bringing an under prepared vehicle or bringing a highly modified (yet well disguised) vehicle. Don't say we didn't warn you!

6. **Unsafe Drivers:** UC HIGHLY ADVISES you see your doctor (the medical one) before you decide to participate. Racing is a VERY physically and mentally demanding activity; therefore you should communicate to your physician your plans to race, and be completely checked out and cleared by your physician BEFORE participating. If you plan on continuing racing you should also see your doctor regularly to monitor your health.

7. If you have any medical conditions that somebody may need to know about in advance- Please advise us in the appropriate area of the registration form. Also if you are injured

during the event, you will need a medical statement clearing you to return to action. Oh yeah, make sure you wear clean underwear!

8. **Refunds and Compensation for Loss:** None.

9. **Right of Publicity:** UC reserves the rights to use any recordings, photo's, images, or any other evidence in a promotional manner via any media outlet. If your boss or wife doesn't know where you are- better tell them before they see you on the internet!

10. ELIGIBILITY

10.1. **Car Eligibility:** This one's pretty simple. If you can go to your local auto parts store (or the internet because the parts store doesn't stock manuals for cars that old) and purchase a repair manual for it- you're good. If the thing comes from some foreign land- it's still OK, but you better learn a new language. But we are talking about mass produced passenger cars ONLY! Nothing over 4000 lbs original curb weight.

10.2. **Driver Eligibility:** A valid US or International driver's license and a valid USED CAR competition license is required. If you don't have the second, you'll need to buy a USED CAR Racing Temporary Competition License; these cost \$50, are good for one calendar year from the date of purchase, and are made available to all drivers after their team is accepted. UC will not honor licenses from any other organization.

10.2.1. No drivers Under 18.

10.2.2. No Passengers Allowed.

10.3. **Rookie participants:** A rookie, as defined by UC is someone with NO wheel to wheel closed road course experience.

10.4. All rookies are REQUIRED to participate in two rookie orientations scheduled Friday April 23rd, and Saturday April 24th. There is NO CHARGE for Orientation.

10.5. If you have a CURRENT License from any other major road racing organization, or can prove to us you have significant and/or RECENT road racing (car, motorcycle or karting), or other similar experience you MAY be waived from the rookie orientation.

10.6. **Non-compliance to Rookie Orientation.** If it is determined at any time any driver(s) from a team are in fact rookie road road racers, and did NOT attend the Rookie Orientation, penalties will be IMMEDIATE and SIGNIFICANT. Otherwise, if you are NOT an experienced road racer- attend the orientations, and you'll be golden.

11. A great place for rookie racers to begin their road racing education can be found here:

ROAD RACING 101

12. USED CAR will also be offering (Optional) UCDE (USED CAR Driving Experience). The UCDE will be offered for the September 3rd-5th 2010 race as follows:

September 2nd* Date subject to participation.
September 3rd

The UCDE lead instructor will be Reed Kryder.

Reed has been involved in amateur and pro level road racing since 1971, and is a sought after driving instructor since 1992.

Subjects covered will include a complete orientation of all on track flags and how to respond to each of them. The drivers will rotate positions from classroom to driving, for a full experience of all aspects of road racing. Class sessions will be available for ALL driving levels. Cost- \$100 per driver, and participation INCLUDES Classroom sessions.

See Schedule and Description of UCDE here

13. SAFETY

- 13.1. Each participant agrees and understands it is the participants' responsibility to ensure that all personal safety equipment is installed, maintained, used, or worn by each participant while on the racing surface.
- 13.2. Each participant also agrees and understands this includes, but is not ultimately limited to the USED CAR racing rules and requirements, and that it is their responsibility to comply with any/all safety related issues whether express or implied.
- 13.3. Your car may be damaged or destroyed at any time (in case we needed to tell you that!).
- 13.4. **Roll Cage:** A professionally designed and built roll-cage is mandatory. All joints must be welded the full diameter of the tubing.
 - 13.4.1. All the major weight-bearing members must be made from a single continuous tube.
 - 13.4.2. All places where the roll cage attaches to the vehicle must be reinforced with a minimum 1/8" mild steel plate, or appropriate gussets or reinforcements. **NO EXCEPTIONS.**
 - 13.4.3. If the manufacturers listed weight of your car is under 3000 pounds the minimum tubing requirements are 1.50" x .120" or 1.75" x .095".

- 13.4.4. If the manufacturers listed weight of your car is over 3000 pounds the minimum tubing requirements are 1.75" x .120".
- 13.4.5. DOM (Drawn over mandrel) tubing is highly advised- over ERW (electric resistance welded), due to its increased strength.
- 13.4.6. Visible stretching or crushing on any bends will disqualify car from competition.
- 13.4.7. The cage must have a both a full frontal (usually run along the roofline where the roof meets the windshield) and a full rearward hoop (located just behind the drivers seat). These two hoops need to be braced together along the roofline of both the drivers and passenger side. The cage **MUST** extend above the top of the helmets of **ALL** drivers on team (this will be checked at tech).
- 13.4.8. The installation must include a minimum of one (1) main-hoop backstay or support behind the drivers head area. This bar should have no bends, and be mounted as close to 45 degrees from horizontal as possible.
- 13.4.9. A second shoulder-harness bar is required to mount both the shoulder belts and the main hoop support. This bar is mounted horizontally from the drivers to passenger side behind the drivers seat. It should be mounted to allow the shoulder belts to be at or slightly below (15 degrees max) the drivers shoulders.
- 13.4.10. Installation must include two (2) drivers-side door bars. Secondary vertical supports between the bars are **HIGHLY** advised. The minimum distance between the bars should be 6 inches.
- 13.4.11. An additional bar mounted horizontally between main front supports at or slightly below the dash (but still allowing access for all drivers' legs) is required.
- 13.4.12. Two "rear down" bars are also required. These bars are to be mounted from the rear hoop (behind drivers head) to a secure area on the rear floor of the car (mounting to rear shock towers is **NOT** acceptable). Each bar is to be mounted as close to the outside edge of the car as possible, while still on the horizontal plane of the rear hoop.
- 13.4.13. All areas where the driver may contact the roll cage must be covered with high density roll bar padding. The padding must be designed **SPECIFICALLY** as roll bar padding or it will not pass tech.
- 13.5. **Steering Wheel Locks:** All OEM Steering wheel locking devices must be eliminated and/or disabled.
- 13.6. **Onboard Fire Extinguisher:** Fully charged Type A:B:C, or Type B:C, or Purple K extinguisher, 2.5 lbs or larger. Located in easy reach of driver with belts secure. Proper mounting with a purpose-made, all-metal quick-release bracket is required. Mounting shall **NOT** include sheet metal or self-tapping screws into the roll cage.
- 13.7. **Driver's Helmet:** Each driver must have a proper fitting full-face Snell SA2005 rated helmet. Other SA ratings, and motorcycle (Type M) helmets are not permitted.

- 13.7.1. Any Helmet with any signs of previous impact(s) and or damage of any kind will not pass inspection.
- 13.8. **Neck Brace/Helmet Support.** Racing style neck braces are required. Foam roll-type are acceptable. Use of a Hutchens or HANS devices, or D-Cel harnesses, are highly advised.
- 13.9. **Five- or Six-Point Harnesses:** Five- or six-point harnesses required, including "anti-dive or submarine" belt. All must be SFI or FIA approved; dated less than 4 3 years prior to race date.
- 13.9.1. Harness Mounting: 3-inch or larger load washers and Grade 8 or better hardware are mandatory when mounting to sheet metal. Shoulder harnesses should be mounted from even with to within 15 degrees below horizontal from their load point.
- 13.9.2. Anti-submarine belt should be mounted on a vertical surface if possible. If alterations to the seat are needed these modifications should be made in such a manner that the belt will not come into contact with anything that may cause it to become damaged. The mounting points should follow the belt manufacturer's instructions. Grade 8 or better hardware should be used.
- 13.10. **Driver's Seat:** The height of the driver's seat must be at or above the middle of the tallest driver's helmet. SFI or FIA rated one piece racing seats are highly advisable. Seat bases must be welded or attached in such a manner as to not become separated in an incident. If using OEM or stock seats the back of the seat should be firmly attached to the base. The seat back must also be securely mounted to a cross member of the roll cage using quality hardware (better than muffler clamps) to withstand any impacts.
- 13.11. **Coolant-** Must be PLAIN Water only, no antifreeze, or any additives. Functional overflow tanks of adequate size are required.
- 13.12. **Drivers Fire-Retardant Suits:** All drivers must wear proper fitting undamaged SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits when in the car. Single layer suits (SFI 3.2/A1 or 3.2/A3) must be worn with size appropriate fire-retardant SFI- or FIA-certified long johns.
- 13.12.1. SFI 3.2/A5 or higher Multi Layer suits are highly advised, and do not require the use of fire retardant undergarments.
- 13.12.2. FIA- or SFI-rated fire retardant socks, gloves and racing shoes or boots are mandatory.
- 13.12.3. Synthetic clothing of any type is not to be worn under any suit.
- 13.12.4. Any driver with visible facial hair and/or hair long enough to extend below the bottom of the helmet must wear Balaclavas of accepted fire resistant material.

- 13.12.5. For drivers with just hair extending below the bottom of the helmet (no facial hair) a helmet skirt of accepted fire resistant material may be used as long as it adequately covers all hair.
- 13.12.6. The use of fire resistant headwear by all drivers is Highly Advised, but only mandatory for drivers in the above listed conditions.
- 13.12.7. Tucking long hair under a fire suit is not considered adequate protection, and any driver who attempts to do so will not be allowed to compete.
- 13.12.8. Sharing of safety gear (helmets, fire suits, gloves, etc) is allowed providing it is proper fitting to each driver.

13.13. Brake Lights, Taillights, Headlights, and Glass:

- 13.13.1. Brake Lights: Each car must have one (2) working running/brake light visible at all times. The light should be wired to work at the same time as the headlights. Maintaining 3 working brake lights is highly advised (2 in stock position, one mounted in the sight plane of other drivers, in an area not likely to be damaged in a rear end impact).
- 13.13.2. All cars must have sufficient headlights for night racing. Any combination of stock (OEM) and aftermarket is acceptable, as long as they are not so bright as to impede the vision of other drivers.
- 13.13.3. Properly aiming of the lights (toward track) is required for all competitors. A Friday PM practice is mandatory for all teams. Proper light aiming shall be performed, and UC will review all teams lights during this practice. UC reserves the right to require teams to make alterations/additions if needed.
- 13.13.4. Any additional headlights should be mounted forward of the hubs of the front tires. Lights shall not be higher than 6 inches above the cars fender.
- 13.13.5. A separate circuit shall be used for any additional headlights, with a separate on-off switch. Additional lighting must be turned off when drivers enter the pits. Lights must be turned back on when driver exits pit lane.
- 13.13.6. Any plastic lenses that may be damaged during the event must be covered with strong clear tape. Clear coverings must be visible to tech inspectors.
- 13.13.7. No cars will be allowed to compete without sufficient lighting. If lights are damaged during the event they must be repaired sufficiently before the car will be allowed to re-enter the race.

- 13.13.8. Lights must be installed on car prior to tech inspection.
- 13.13.9. Lighting costs do NOT count towards the \$500 car value.
- 13.13.10. Removing glass is not required. Glass may be replaced with Polycarbonate, Lexan, or Plexiglass of sufficient thickness and strength for the area it replaces.
- 13.13.11. Any/all damage to the cars windshield that can/may affect the drivers vision, or reduce it's structural integrity will not pass tech inspection.
- 13.14. **Airbags:** Airbags must be removed before competing. UC highly advises removal is done by a trained professional.
- 13.15. **Window Nets:** Window nets are required
- 13.16. **Fuel Leaks:** No Fuel leaks will be tolerated. Any leaks will result in the car being removed from the race.
- 13.17. **Noise Limit:** The noise limit is 92dB @ 50 feet. Mufflers are required on all vehicles.
- 13.18. **Exterior Structures:** No added exterior protection beyond OEM body lines is permitted.
- 13.19. **Battery:** All batteries shall be properly secured with purpose-built battery brackets, battery frames, or sealed battery boxes. Positive terminals are to be covered with OEM type hard plastic or vinyl covers. NO racers tape.
- 13.20. **Mirrors:** Each car must have a minimum of One (1) interior mirror and two exterior mirrors mounted on each side of the car (driver and passenger side).
- 13.21. **Visibility:** Each car must have sufficient and working visibility aids (wipers/glass treatments, tear-off's etc) for any weather related conditions that may occur. If race officials or UC determines a car to have inefficient or unsafe visibility aids the team will be required to make adequate adjustments and or additions before the team will be allowed to compete.
- 13.22. **Car Numbers:** Numbers must be clearly displayed on both sides of the car. An additional number must also be displayed on the roof or hood. Car numbers must be a minimum of 12 inches tall (preferably larger). Numbers must be displayed on a

contrasting background and easily read or the car will not be allowed to compete. Numbers must be installed prior to tech inspection.

- 13.23. **Fuel Tank:** No car may have more than one fuel tank. The tank must be mounted completely separate from the drivers' compartment. Separation of the fuel area, and drivers' compartment may be accomplished by welding, riveting, or bolting in a secure and mechanically sound manner, with no gaps or openings at the seams.
- 13.23.1. If separation of Fuel tank and drivers compartment cannot be accomplished the use of a racing certified fuel cell, with all its original components (unaltered) is acceptable.
- 13.23.2. If using a non OEM fuel cell and/or tank professional installation is mandatory including (but not limited to) using the proper hoses, fittings, vents, valves and other safety features as provided by the fuel cell/tank manufacturer.
- 13.23.3. Fuel cell installation and quality of manufacture (those with internal foam, puncture bladders, and/or additional metal encasements are highly advised) will be highly scrutinized at tech inspection, so buy one of sufficient quality and install it properly and professionally.
- 13.23.4. Any non OEM fuel tanks must be mounted in a secure and mechanically sound manner and in such a way to protect it from any damage in an incident
- 13.23.5. The maximum fuel capacity for any vehicle is 25 gallons, unless the OEM equipment was larger (bring documentation to tech if this is the case).
- 13.24. **Fuel, Oil, and Coolant Lines in the Cockpit:** If any fluid lines are run in the drivers compartment they must be encased properly with metal pipe or plating in a secure and mechanically sound manner that will withstand an impact without leaking. OEM lines are not required to be encased, but it is strongly recommended.
- 13.25. **Open Sunroofs:** No open sunroofs will be permitted. The opening must be covered by an appropriate size and securely mounted panel. Dirt track mesh may also be used (openings not larger than ½”).
- 13.26. **Open T-Tops and Convertibles:** All drivers in open cockpit cars must use race approved arm restraints.
- 13.27. **Firewall:** Any opening in the firewall larger than 1/16” must be repaired with metal plating or OEM grommets in a secure and mechanically sound manner with no

gaps. Firewalls will be checked thoroughly during Tech inspection, so make sure your repairs are complete, or you will not pass tech.

13.28. **Kill Switch:** A master electrical kill switch designed for racing is required for each car. The main control for this switch should be red with the OFF position clearly identified.

13.28.1. The switch should be easily reached from outside the car and identified clearly by a three-inch or larger lightning-bolt symbol.

13.28.2. The switch must deactivate both the main battery circuit, and the ignition circuit.

13.28.3. The switch should be mounted so that it won't be damaged in an incident.

13.28.4. It is highly advised (not mandatory) to have two kill switches installed- one installed within easy reach of the driver, the other as described above.

13.29. **Interior Clearing:** Removal of un-necessary interior components required.

13.29.1. Anything loose inside the drivers compartment must be secured.

13.29.2. Any driver convenience items inside car, including cool suit lines or hydration systems shall also be mounted in a sufficient and professional manner to not allow the item to become dislodged in an incident. No leakage from these systems is permitted. The drivers connections to these systems must be of either the "quick-disconnect" or "break-away" style.

13.29.3. Any video cameras should be securely and professionally mounted using metal screws (no plastic). A tether that is both short enough and strong enough to not allow the camera to strike the driver in an incident must be installed.

13.29.4. Batteries on cameras should be taped securely to the camera body itself, so as not to become a hazard.

13.29.5. "Lipstick" lenses must be mounted securely with racers tape or cable ties- no tether is required for such lenses.

13.29.6. No helmet mounted cameras of any type are permitted.

13.30. **Ballast:** No ballast is permitted in or on any car.

13.31. **Exhaust System:** Each car shall have a professionally installed full exhaust system including a muffler that produces less than 92dba at 50 ft.

- 13.31.1. The pipe should be made of high quality materials, with all joints properly made, bolted or welded so as to not leak.
 - 13.31.2. The system should be installed so as to not potentially heat the fuel tanks, and exhaust must not exit the system before the rear axle of the car.
 - 13.31.3. The system must include a minimum of 2 purpose built flexible exhaust hangers installed behind the header outlet.
 - 13.31.4. Teams must keep the complete and full exhaust system in operation during the entire event, failure to do so will result in removing the car from competition until it is repaired.
- 13.32. **Floor Jack and Jack stands at Tech:** Each team must bring one (1) functional floor jack and two (2) one ton rated jack stands to Tech Inspection, and be prepared to demonstrate that they can properly raise and secure car on the stands.
- 13.32.1. All drivers will be tested at Tech to ensure they are well practiced at removing all safety and communication equipment and can exit the car quickly in an emergency.
 - 13.32.2. All drivers will need to be present with helmets and gloves during Tech Inspection to demonstrate their ability to perform emergency exits.
- 13.33. **Body Panels:** All OEM body panels, or an appropriate replacement must remain on the cars,
- 13.34. **Tow Hooks:** Each car must have functional Tow hooks on the front and rear of the car. Reinforced bumpers are acceptable (as long as all reinforcing is done BEHIND the OEM bumpers).
- 13.34.1. Tow hooks should be installed BEHIND and BELOW bumpers, or in such a manner as to NOT damage another car in case of impact.
 - 13.34.2. Tow hook location must be clearly labeled with the word “TOW” and an arrow indicating the location.

14. Vehicle Value

- 14.1. The total VALUE of your car- after all race prep is not to exceed \$500. Otherwise- you would be HAPPY to get \$500 from a total stranger for the heap!

NOTE: If your car has run any other \$500 car race it WILL BE LEGAL for our event!

Parts that DON'T count towards the \$500.

Roll cage, safety belts, seats, radios, gauges, hydrations systems, Engine belts, hoses, fluid lines, wiring, fuel tanks, wheels, tires, brakes (all components), exhaust (excluding headers).

Parts that DO count towards the \$500.

High performance or race suspension add ons, for example, coil over, remote reservoir, or any high performance "race" type shock. ~~used to replace an OEM shock (NOT OK!) as compared to just going to the local parts store and purchasing high quality standard replacement shocks (That's OK!).~~

Turbochargers, Superchargers, intake manifolds, upgraded (non OEM for your vehicle) fuel induction systems computer upgrades or carburetors.

~~14.2. Since there is an infinite number of variables here the "spirit" of the \$500 VALUE means this: Your car should be prepared with parts that would have met "Show Room Stock" rules during the time it was new. Show Room Stock rules allow for virtually no performance add ons.~~

~~14.3. The "Value" of your car will be determined by ADDING the approximate RETAIL value of the performance parts you choose to put on it.~~

~~14.3.1. Otherwise if you found a great deal on 4 coil over shocks for \$200, UC will look at the "value" considering what they cost NEW. Your car will then NOT pass tech, or will be HIGHLY penalized as we view you as having \$1500 in suspension parts!~~

~~14.4. Imagine you are preparing the car to be driven by your teenage son (the one you're not really sure is mature enough to be driving yet!). You would make the car as safe, and reliable as possible, but your parts choice would definitely NOT be high performance.~~

~~14.5. USEDCAR will be reviewing each entry individually. Understanding that we are dealing with potentially dozens of manufacturer's, and decades of production and car histories. We are seeking to create a series where as many people are as competitive as possible. We want to curtail those who gain performance advantages through "creative" engineering, and reward those who play by the "spirit" of keeping the cars as close to "Show Room Stock" as possible.~~

~~14.6. USEDCAR reserves the right to penalize non-compliance with both the letter, and the "spirit" of this rule.~~

~~We are simply looking to reward those who play by the rules!~~

15. TEAMS:

- 15.1. **Definition of Team:** Each team must consist of one car and a minimum of four drivers (no Maximum # of drivers)
 - 15.2. **Driver Portability:** Any registered driver is allowed to drive any registered car at any time.
 - 15.3. No driver may drive for more than two continuous hours and must have at least a **30 minute** break between sessions. Each team will maintain a drivers log for tracking purposes. Officials will make spot checks and report any infractions to the Chief Steward for possible penalties.
16. **Pit Communication:** Each team participating in any event must have a pit board or helmet wired radio system to communicate with the drivers on track (these items are NOT counted as part of the \$500).
- 16.1. Operation of 2-way radios are permitted, except for the following frequencies, which are for event officials only: 151.625 MHz, 154.600 MHz, and 154.570 MHz. Scanners are permitted, and highly suggested, for monitoring official announcements.

17. Penalties

- 17.1. In order to keep UC racing safe, competitive, and fun for everyone, penalties will be assessed using a 4 tier system (minor, double minor, major, and race misconduct).
- 17.2. Minor Penalties will result in the driver being summoned to the black flag station on pit road for a consultation with race officials who will determine when the car is allowed back on track, or if further penalties are needed.
- 17.3. Major Penalties and Race Misconducts will result in the following penalties.
 - 17.3.1. 1st Offense- Driver Change and 30 minute "Time Out"
 - 17.3.2. 2nd Offense- Driver Change and 1 Hour "Time Out"
 - 17.3.3. 3rd Offense- Driver Change and 2 Hour "Time Out"
 - 17.3.4. 4th Offense- Load it on the trailer.
- 17.4. Roll Over- Automatic DQ.
- 17.5. Time Out= Car parked in Penalty Box (to be located near Tech Shed- see additional info below).

18. Time Out

- 18.1. Don't think you will just be sitting in the penalty box doing nothing. Au Contrare misbehaving racealopagus. You (and most likely your entire team) will now be at the mercy of the High Holy Muckadee Muck (HHMM) of the USED CAR Supreme Court.....
- 18.2. The more infractions your team accumulates, the crazier the penalties the HHMM will access. We don't want you to get bored sitting in time out.
- 18.3. But don't worry about the HHMM making any alterations or additions to your car or team's personal affects- he's allergic to them.
- 18.4. Other wise, drive safe and smart- you get to keep racing.... Drive like a bunch of asylum escapees, and the HHMM may dress your team like Goldilocks and the three bears and have you act out the play!
- 18.5. Now, to give you an opportunity to have your penalty potentially lowered (no guarantees here but hey we thought we'd actually give you a slim chance at redemption). Crowd approval to your performance is CRITICAL and may be considered by the HHMM, and if the performance is awe inspiring- you MAY win a UCE- USED CAR Emmy Award.
- 18.6. Winning a USED CAR Emmy, may be a way to get the tyrannical HHMM to reduce your penalty time, then again, it may not. But hey, it's at least a chance

~~19. Lap Time Index~~

- ~~19.1. This is the primary rule we are using to level the playing field. The purpose of the plan is to make UC Racing Safe, Competitive and Fun for Everyone!~~
- ~~19.2. It's called the Lap Time Index (LTI). The LTI is the maximum allowable lap time.~~
- ~~19.3. The LTI, or fastest allowable lap time at Nelson is a 1:25.~~
- ~~19.4. We know that there is no possible way A TRUE \$500 car would be capable of running a lap time faster than a 1:25 at Nelson (BTW this is NOT a point to be discussed/disputed with UC it is what it is).~~
- ~~19.5. As other tracks are announced on our schedule a similar index will be determined for each track.~~

~~20. LTI Rules~~

- ~~20.1. Each team is allowed three (3) laps per hour (hour as defined by 12pm-1pm, etc- no variations allowed) UNDER the 1:25 index.~~

~~20.2. — These are NOT “rollover” laps. 3 laps per hour means 3 laps per hour.~~

~~20.3. — If a competitor completes more than 3 laps under 1:25 in an hour an automatic Major penalty (30 minute time out) will be issued to the team, along with a driver change (first offense),~~

~~20.4. — If a second offense occurs (more than 3 laps in an hour under 1:25) an second Major penalty (automatic 60 minute time out) will be issued.~~

~~20.5. — Third offense 3 hour time out.~~

~~20.6. — Fourth offense load it on the trailer.~~

~~20.7. — If, at ANY time a competitor completes a lap with a time UNDER 1:23.5 **the team will be automatically assessed a Race Misconduct and a 3 hour time out**, and will be turned over to the High Holy Muckadee Muck of the USED CAR Supreme Court for punishment of the severest sort.~~

~~20.8. — If that same car runs another lap time Under 1:23.5 go ahead and load it on the trailer...~~

~~20.9. — If you are unsure of the performance level capabilities of the car you plan on bringing [click here for a list of fastest lap times from another \\$500 car event at Nelson.](#)~~

~~20.10. — Be advised it is and will be your teams responsibility to keep track of your lap times. Due to the large number of participants no access to the timing and scoring area will be available to the teams.~~

~~Information about remote access to timing and scoring will be available in the pre-race supplemental rules.~~

~~UC reserves the right to eliminate any team from cash paying finish positions, or competition if they push the LTI too often.~~

~~**We are simply looking to reward those who play by the rules!**~~