



The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials and their decisions are final.

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PREFACE

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1 GENERAL RULES

3.1 United cc Modified Series race rules shall apply to all sanctioned events.

3.2 All vehicles are subject to inspection at any time.

3.3 Approval of a vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector should not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.

3.4 Rules and Procedures for the United cc Modified Series Drivers can be found by going to the www.unitedccmodifiedseries.com Rules for Drivers.

4 MODIFIED LITE (IMCA/UMP/DIRT) SPECIFICATIONS

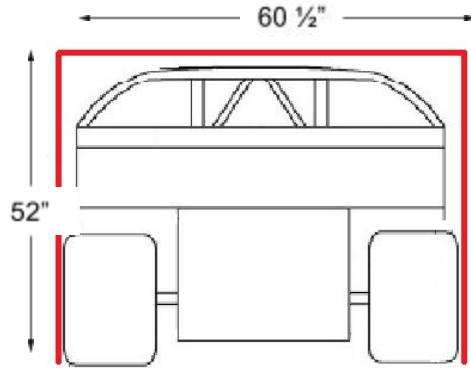
4.1 Any car specifications not covered in these body specs are subject to United cc Modified Series officials interpretation. Any significant performance advantage will be addressed on an individual basis. United cc Modified Series official's reserves the right to determine what constitutes an unfair advantage.

4.2 Modified appearing body style such as IMCA/UMP/DIRT modified. These are to be known as Modified Lite body styles.

4.3 All chassis specifications are the same for all body styles.

4.4 All measurements may be taken with or without the driver and/or with/without fuel tolerance permitted on all body dimensions is maximum of +/- (plus or minus) 1/2" -inch (One half inch). This is a tolerance, not a dimension that is intended to be added to the body dimensions.

4.5 The intent of these specifications is to follow the bodyline and design of an exciting IMCA/UMP/DIRT modified racecar. Body must be 5/8 scale, stock appearing. Maximum outside tire width 60", Cars must pass freely through a hoop 60 1/2" wide by 52" high, 73" wheelbase plus or minus 1".



- 4.6 NO car over 52" tall, top to ground. Body height maximum 46", bottom edge to top (including frame rail).
- 4.7 Maximum body width: 38" Maximum frame width 34" min 30."
- 4.8 Body contour must follow frame and roll cage. Roof hatch entrance allowed.
- 4.9 Driver's door must be operational and equipped with secure latch.
- 4.10 Fasteners on hood, trunk, or panels must be positive, locking type.
- 4.11 128" maximum total length, bumper to bumper.
- 4.12 Kick outs or side nerf bars must be mounted two or three points and run full length between tires. 1 1/4" max .125 wall thickness. Cannot stick out beyond 1" from the side of the tire.

5 MODIFIED LITE (IMCA/UMP/DIRT) BODY SPECIFICATIONS

- 6.1 86" max - Door and rear quarter length.
- 6.2 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.

7 MODIFIED LITE (IMCA/UMP/DIRT) HOOD AND NOSE SECTION

- 7.1 20" min 27" max - hood height excluding breather protectors (bottom of frame rail to top of hood).
- 7.2 Rear of hood becomes part of windshield area rules.

7.3 No part of nose section (in front of spindle centerline may be wider than a maximum of 24" Modified Lite DIRT design must resemble approved DIRT car nose.

7.4 Hood may taper out to door panels at the rear

7.5 Maximum 1.5 inch side fins allowed on aluminum nose.

7.6 IMCA/UMP Body only - approved plastic nosepieces allowed. Plastic nose must be mounted in an approved manner and can extend no further back than front of hood.

7.7 Cooling holes allowed

8 MODIFIED LITE (IMCA/UMP/DIRT) ROOF PANEL (Figure #5)

8.1 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.

8.2 No part of roof panel may have more than 14 degrees of angle rake. No deflector of any type on upper sides or rear of roof panel. Roof entrance hatch optional.

8.3 Maximum .75 inch ridge down sides of roof.

8.4 Maximum .75 inch rear roof stiffener (must face down).

8.5 Driver roof hatch allowed.

8.6 Maximum 1.5 inch rolled down rock guard allowed on roof front.

9 MODIFIED LITE REAR UPPER QUARTER PANEL (UMP/DIRT Figure #3) (IMCA Figure #7)

9.1 20" min 38" max rear upper side panel may contain plexiglass.

9.2 Side panels maybe no higher than 3" at the rear of the straight line of quarter panel top edge.

7.3 Side panel may be no higher than an imaginary line from the rear edge of roof panel to 3" above the top edge of the rear quarter panel.

7.4 Both side panels will be a mirror image.

10 MODIFIED LITE (IMCA/UMP/DIRT) SIDE WINDOW (MANDATORY NO TOLERANCE)

10.1 Driver and passenger side windows must have 18" min side opening length.

10.2 10" minimum side opening height front and rear.

11 MODIFIED LITE INTERIOR (UMP/DIRT Figure #4) (IMCA Figure #8)

11.1 46" min 50" max - width of rear shelf and body panels.

11.2 Rear shelf may have no more than a 5o max rake and may not be concave or convex in design.

12 MODIFIED LITE ADDITIONAL INTERIOR SPECIFICATIONS (DIRT Figure #4 - IMCA/UMP Figure #8)

12.1 DIRT Car only 36" min 56" max - length of right side pod area with max 30o. Left side pod may be altered for driver access. Side pods not permitted on IMCA/UMP body style.

12.2Rear quarter distance from center of rear 20" min 32" max.

12.3 Cockpit cover with a max of ½" lip will be permitted providing the on/off cutoff switch is reachable from outside the car by safety personnel.

12.4Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.

12.5DIRT Side pod may not extend rearward past the centerline of rear axle.

12.6Body must be centered on chassis.

12.7If windshield is used, it must be flat

12.8All body dimensions will be tech'd + or - ½" unless otherwise specified.

13 MODIFIED LITE REAR SPOILER (DIRT Figure #4 - IMCA/UMP Figure #8)

13.1 A one piece, aluminum/lexan spoiler with a maximum height of 4"-inches from the rear deck will be permitted.

13.2 The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted.

13.3Metal gurney and/or table and/or flanges and/or lips will not be permitted.

13.4A brake and/or bend on the top of the aluminum/lexan spoiler will be permitted for reinforcement.

13.5The maximum overall height of the spoiler when measured from the ground must not exceed 40"-inches.

13.6No vertical supports for the purpose of fastening the spoiler to the rear deck will be permitted.

14 MODIFIED LITE REAR FRAME AREA (DIRT Figure #4 - IMCA/UMP Figure #8)

14.1 The rear frame area from the rear shelf downward may have an optional enclosed panel.

14.2 Louvers and holes allowed

DIRT Body Style

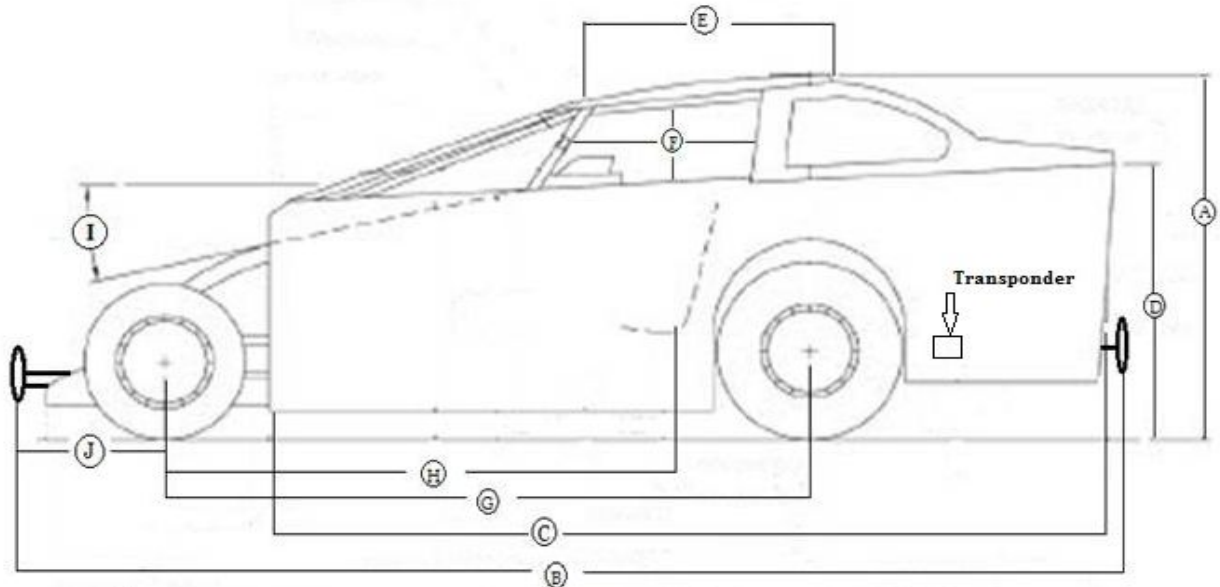


Figure 2 Body Dimensions

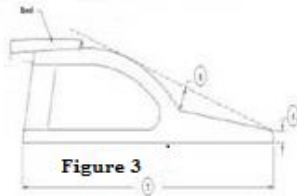


Figure 3

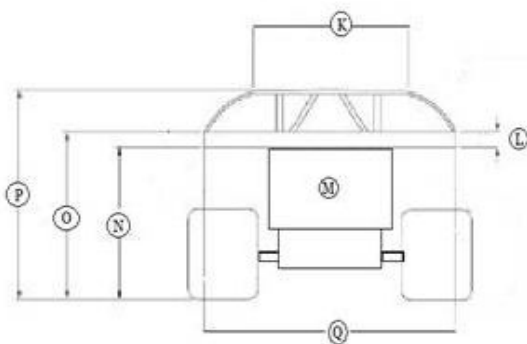


Figure 4 Body Rear View

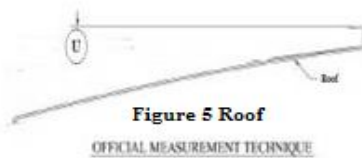


Figure 5 Roof

OFFICIAL MEASUREMENT TECHNIQUE

- A. 42" min 52" max from ground - total car height without driver.
- B. 128" maximum total length, bumper to bumper.
- C. 84" max - Door and rear quarter length.
- D. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.
- E. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.
- F. 18" min side opening length. 10" minimum side opening
- G. 73" Wheelbase plus or minus 1"
- H. Bottom of seat will not be more than 63" back measured from upper ball joint. Seat may be tilted back however; no portion of the seat may be back more than 70".
- I. 36" min 56" max - length of right side pod area with max 30°.
- J. Bumper may not extend more than 12" forward of front tires
- K. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.
- L. One piece, aluminum/flexan spoiler with a maximum height of 4"-inches from the rear deck.
- M. The rear frame area from the rear shelf downward may have an optional enclosed panel.
- N. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.
- O. The maximum overall height of the spoiler when measured from the ground must not exceed 40"-inches.
- P. 42" min 52" max from ground - total car height without driver.
- Q. 46" min 50" max - width of rear shelf and body panels.
- R. Side panel may be no higher than an imaginary line from the rear edge of roof panel.
- S. Side panels may be no higher than 3" at the rear of the straight line of quarter panel top edge.
- T. 20" min 38" max rear upper side panel may contain Plexiglas.
- U. No part of roof panel may have more than 14° of angle raked. No deflector of any type on upper sides or rear of roof panel. Roof entrance hatch optional.

15 WEIGHT

15.1 All cars following the UNITED CC MODIFIED SERIES program must weigh a minimum of 1325 lbs, with driver after race.

15.2 No weight outside of car body, i.e. on nerf bars.

15.3 Hood will be clearly marked with cc displacement and minimum weight as outlined in Engine Specification.

15.4 This weight program will be monitored for parity and competitiveness and may be changed at the discretion of UNITED CC MODIFIED SERIES.

16 BUMPER DIMENSIONS

16.1 Front maximum width 30", Bumper height 6" to 8" with 2-bar loop. Ground to top of bumper: 12" minimum, 16" maximum. Bumper may not extend more than 14" forward of front tires.

16.2 Rear maximum width 56" with 3 vertical bars. Bumper height 6" to 8" with 2-bar configuration. Ground to top of bumper: 12" minimum, 18" maximum. May not extend more than 10" behind rear body panels.

16.3 Bumpers must be hollow with max wall thickness of .125

16.4 Front bumper minimum width will be 20".

17 FIREWALL

Firewall must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.

18 WINDSHIELD

Windshield must be Lexan, wire mesh, or protection bars. Lexan highly recommended when running asphalt. No Glass. All other cockpit areas must remain open. Deflectors may be used in front of driver. May be no wider than roll bar area.

19 NERF BARS

Full length nerf bars between front and rear tires mandatory. Maximum outside diameter of 1.25" and .125 maximum thicknesses, must be hollow and may not extend out beyond tread width more than 1" at the rear only.

20 SEAT

Seat must be high-backed aluminum, racing type. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 65" back measured from upper ball joint. Seat may be tilted back for added driver head clearance; however, no portion of the seat may be back more than 74" as measured above.

18.1 All cars will have a permanent bar located behind top of seat at shoulder level

21 NUMBERS, GRAPHICS & TRANSPONDER

21.1 Car number must be minimum 12" in height and 2" stroke. Must be displayed on each door and roof or trunk. Numbers in 4" size should be on front and rear of car to help with line-ups.

21.2 See Figure #1 for decal locations.

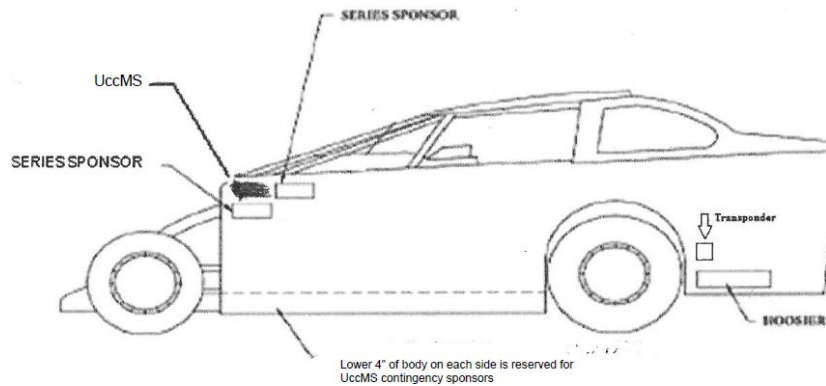


FIGURE #1

22 BATTERY, FUEL SYSTEM

22.1 Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non- rubber strap. Electric fuel pump allowed.

22.2 Fuel cell mandatory, maximum 5 gallons, located in trunk.

22.3 Reinforced or steel braided line must be used in all high-pressure areas.

22.4 A direct manual cutoff switch wired to ground circuit will be installed on the right rear shelf or rear firewall within 6" of the corner formed by the rear deck and rear firewall. Switch will be located over the right shoulder of the driver. The emergency electrical cut off switch will be clearly located and marked.

23 DRIVE TRAIN

UccMS RULES

- 23.1** Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
- 23.2** Quick-change rear ends allowed with steel tubes only.
- 23.3** Drive shaft tunnel must have minimum of 2 (3 recommended) 360-degree hoops between firewall and seat back. Must be fabricated of minimum .1875" X 1.5" steel bar. 1" X .095" steel tube highly recommended.
- 23.4** Rear must be locked or have a solid spool.
- 23.5** No slip spools allowed.
- 23.6** No titanium axles allowed

24 FRAME AND ROLL CAGE

- 24.1** Mainframe members will be minimum of 1" X 2" x .120" wall rectangular steel tubing or 1 ½" DOM .095 martial non-seemed only.
- 24.2** Mainframe rail consist of the length between the front lower a-arm cross member and the rear main roll bar upright.
- 24.3** No aluminum allowed in cage or frame.
- 24.4** Mainframes will have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails.
- 24.5** Alternate material may be steel angle, minimum .125" X 1.5" X 2" or 1 ½" DOM .095 martial non-seemed.
- 24.6** Cross-bracing in floor under driver strongly recommended. Rear frame rails at rear roll bar must be 34" max and 30" minimum outside dimension.
- 24.7** Rear roll bar must meet same dimension as the frame it is mounted to.
- 24.8** Frame may taper forward of driver seat area.
- 24.9** Front engine area frame width must be 24" max and 20" min outside dimension.
- 24.10** Left and right frame rails must be the same + or - ½"
- 24.11** All cars must have cage bars installed across door openings on both sides.
- 24.12** Roll cage must be DOM steel minimum 1.25" x .083" (.095 recommended)
- 24.13** Cross-brace or diagonal strongly recommended in hoop over driver's head

24.14 Bars should be welded in place as part of roll cage.

24.15 Minimum size 1" x .065". (1.25" x .095" recommended) cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal cross bars. Minimum 1" x .083".

24.16 Cars with bars mounted on doors must have 1/4" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.

24.17 It is required to have a steel bar with a minimum size of 1" X .065" from doorpost to doorpost, under the dash. Steel plate on driver's door bars recommended.

24.18 It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.

24.19 No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.

25 SUSPENSION

25.1 Front suspension must not extend rearward past the most forward panel of the firewall.

25.2 Rear trailing arm/radius rod specifications:

25.2.1 Arms may have a maximum length of 30".

25.2.2 Torque-absorbing devices are permitted.

25.2.3 Maximum 3 radius rods (trailing arms) or 3 link suspension.

25.3 Wheel offsets are allowed.

25.4 Hub offsets are NOT allowed. Hubs front and rear must be within 1/2" distance from mainframe rail on either side of car, measured from center of rotor to vertical plane of frame rail.

25.5 Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.

25.6 No driver shall have the ability to adjust suspension from inside car.

25.7 Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.

25.8 No leaf springs.

25.9 No birdcage type rear linkage.

25.10 Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.

25.11 No torsion bar suspension system of any type allowed. No lift bars.

25.12 No cant-a-lever or cant-a-lever type device will be permitted in or on any area of the race car.

25.13 Coil-over shocks are the only allowable means of supporting the chassis. One shock and one spring per wheel only. Shock and spring must remain as one unit.

25.14 Schrader Valves or any custom modified valving that is similar will not be allowed in any application within the rules of the United CC Modified Series.

26 SHOCK CLAIM POLICY

26.1 Any car that enters tech at the end of the race may have their shocks claimed for the sum of \$100 each. Only drivers that have competed in that race may purchase another competitor's shocks. The highest finishing driver within the top ten finishers of the feature may file a claim with approval from the United cc Modified Series Race Director. Temporary permit drivers are not eligible to file a claim. Claim fee must be paid in full by cash to the United cc Modified Series Race Director or his designated representative within 10 minutes after the event. Claim policy will go in affect on the last day of a mutable day shows scheduled under the UNITED CC MODIFIED SERIES banner.

26.2 Drivers that do not report to tech or refuses to allow shocks to be claimed, or damage shocks during removal will be disqualified and forfeits all purse and contingency for that event.

27 STEERING

27.1 All steering components must have safety fasteners such as cotter pins or self-locking nuts.

27.2 Manufactured quick-release steering wheel hubs mandatory.

27.3 Rack and pinion steering is mandatory.

28 BRAKES

28.1 All four wheels must have working calipers and rotors.

28.2 Rotors and calipers:

28.2.1 Steel rotors mandatory.

28.2.2 Steel OEM calipers or aluminum calipers.

28.2.3 Cutting and scalloping of rotors will be allowed. No surface cracks of any type will be allowed on the face of the rotors.

28.2.4 Drilling of rotors is permitted.

28.2.5 Adjustable brake bias and wheel shut offs allowed.

28.2.6 Competition-type master cylinders allowed.

29 SAFETY EQUIPMENT

- 29.1** Fire bottle system HIGHLY recommended must be fastened down with metal spring bands and not plastic. SFI 17.1
- 29.2** Fire resistant driving suit required. Single layer minimum SFI 3,2a1 or double layer SFI 3.2a5
- 29.3** Fireproof gloves required. SFI 3.3/1 or 3.3/5
- 29.4** Fireproof shoes required. SFI 3.3
- 29.5** Full-face helmet required. SA2010, SA 2015 SFI 38.1, FIA 8860-2004, FIA 8860-2010, Snell 2005, Snell 2010, SAH 2010, or SFI 31.1/2005.
- 29.6** Head and neck restraint systems recommended SFI 3.38.1
- 29.7** Driving racing harness & restraints required. SFI 16.1 Replacement 2 years
- 29.8** Full Containment Seat recommended. SFI 39.2
- 29.9** The following or recommended:
 - 27.9.1 Window nets SFI 27.1
 - 27.9.2 Arm restraints SFI 3.3
 - 27.9.3 Head & neck restraints SFI 3.38.1
 - 27.9.4 Neck collars SFI 3.3

30 WHEELS AND TIRES

- 30.1** Steel wheels only, minimum wall thickness .090", 13" only, Wheel width max. 8".
- 30.2** The official tire for the United cc Modified Series is the American Racer 22.5/8.0-13 SD44, SD48, SD53, compounds can be used. To be eligible for end of year points fund these tires must be ran.
- 30.3** Hoosier Racing Tires STARS and TUSA plated are acceptable to run but not eligible for end of year points fund.
- 30.4** Optional rule will read “Any tire identified by the region/club/track with a tire width max. 8” and 40-dirometer minimum before the race will be allowed”.
- 30.5** Bead lock rims are optional.

31 1000cc MOTOR PROGRAM

31.1 GENERAL MOTOR SPECIFICATIONS

- 31.1.1** The intent of the stock engine is to use engines directly from a factory supplied street legal motorcycle, without any modifications whatsoever. If there is something that has not been addressed in the

above specification, do not assume modifications can be made. You must request clarification from your governing body with any item that has not been directly addressed.

31.1.2 Four cycle, four cylinders maximum only. Must have working transmission, clutch, and starter with all parts in place. Complete Clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices.

31.1.3 Engines must be front mounted in engine compartment.

31.1.4 Engine setback:

31.1.4.1 The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle.

31.1.4.2 No part of the engine or transmission may extend rearward more than 21 inches from center of front spindle

31.1.4.3 Kawasaki Racing Exhaust-Camshaft part number 49118-0729, Kawasaki Racing Intake-Camshaft part number 49118-0728, Kawasaki Cam Sprocket part number 120460034 are not permitted

31.2 ALLOWABLE 1000CC ENGINES MODEL YEARS 2016 AND OLDER

- GSXR 1000 up to 2016
- Honda CBR 1000 RR up to the year 2016
- Yamaha YZFR1 10 up to the year 2016
- Kawasaki ZX 10 up to the year 2016

31.3 ENGINE

31.3.1 Engine parts from different year engines can be swapped between engines providing they are from the same manufacture and cc displacement.

31.3.2 No modifications to the bottom of the engine will be allowed, all bottom end components must remain in stock configuration. Charging system optional. Battery powered ignition system only. Alternator cover allowed. Factory balancer and/or balancer shaft maybe removed.

31.3.3 No auxiliary starters.

31.3.4 Engine must be cooled by original intent. May use extra fan or oil cooler.

31.3.5 Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles. MUFFLER MUST MEET LOCAL TRACK REGULATIONS, (IF MANDATORY)

31.3.6 All head components must be OEM stock. After market cylinder heads and valves will not be permitted.

31.3.7 No porting, or grinding, polishing, or changing stock configuration of intake or exhaust ports allowed.

31.3.8 Engine must remain in its stock factory manufactured condition. Bore and stroke must remain unaltered from a factory manufactured specification. No increasing or decreasing of motor stroke in

any way. No engine can be modified to be less than original stock OEM configuration specifications. Freshening of stock engine must only involve the replacement of any worn or faulty parts, with factory manufactured parts intended for use on that particular engine.

31.3.9 No altering of pistons, rods, head components. Crank, rods and pistons must remain OEM.

31.3.10 Header must attach directly to head in stock exhaust port location.

31.4 CAMS

31.4.1 Cams must be as per original equipment manufacturer (OEM) and meet OEM specifications.

31.4.2 Optional cam sprockets permitted.

31.4.3 Cam shafts must remain stock lift and duration and be in their original placement. (i.e. intake on intake side, and exhaust on exhaust side).

31.5 OIL SYSTEM

31.5.1 Oiling system may not include a dry sump system.

31.5.2 One piece billet, or cut down oil pans may be used.

31.5.3 High volume oil pump gear permitted.

31.5.4 The oil pan may be magnetic steel or aluminum.

31.6 FUEL SYSTEM

31.6.1 Engines must remain with the fuel injector that was supplied with the engine from the factory. i.e. No interchanging a carburetor on an engine that came with a fuel injector. No aftermarket fuel injection and turbo chargers.

31.6.2 Fuel injection boot must fasten directly to head in the stock intake port location.

31.6.3 After market velocity stacks permitted.

31.6.4 No ram air induction.

31.6.5 Fuel injection casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations not to exceed 3/8" into intake port.

31.6.6 Only one fuel monitoring device can be used, but may not include any additional boxes, modules, or devices to alter motor function.

31.7 IGNITION SYSTEM

UccMS RULES

31.7.1 OEM stock ignition system only. Power Commanders up to 5 USB and or TFI may be used. Oxygen sensors or components added will not be permitted. Components added to allow traction control will not be allowed. Bazzaz fuel performance devices will not be allowed.

31.7.2 Wiring harnesses must be left exposed for easy inspection.

31.8 FUEL

1.2 Any type of manufactured pumped gasoline including ethanol based fuels such as E85 will be allowed.

1.2.1 No nitro or nitrous oxide.

1.3 OTHER

1.3.1 Engine must be in production for a designated time period to determine its competitive relationship with our current motor program.

1.3.2 Any major changes to the existing engine by the manufacturer must be reviewed by the UNITED CC MODIFIED SERIES Board Officials before approval.

1.3.3 All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

1.3.4 At NO time will there be any type of ping control devices, dial a chip controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.

2 ENGINE TECH PROCEDURES

2.2 Fuel Injection and all 4 spark plugs must be removed before checking compression.

2.3 After ten (10) compression revolutions of cranking:

2.4 Cylinder cranking compression- minimum 100 p.s.i.

2.5 Maximum 220 p.s.i. per cylinder average of 4 cylinders, no variance

2.6 Compression to be taken within 15-45 minutes following feature event

2.7 Measured with a Snap-On compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A or MT26J200, EEPV305A.

3 BORO & STROKE CHART

			Boro	Stroke
GSXR 1000	988 cc	2001-2002	73.0	59.0

UccMS RULES

	988 cc	2003-2004	73.0	59.0
	998.6 cc	2005-2006	73.4	59.0
	999 cc	2007-2008	73.4	59.0
	999 cc	2009-2011	74.5	57.3
	999 cc	2012-2016	74.5	57.3
Honda CBR 1000 RR	998 cc	2004-2005	75.0	56.5
	998 cc	2006-2007	75.0	56.5
	999 cc	2008-2011	76.0	55.1
	999 cc	2012-2016	76.0	55.1
Yamaha YZF-R1	998 cc	1998-1999	74.0	58.0
	998 cc	2000-2001	74.0	58.0
	998 cc	2002-2003	74.0	58.0
	998 cc	2004-2005	77.0	53.6
	998 cc	2006	77.0	53.6
	998 cc	2007-2008	77.0	53.6
	998 cc	2009-2010	78.0	52.2
	998 cc	2011-2014	78.0	52.2
	998 cc	2015-2016	79.0	50.9
Kawasaki ZX 10	998 cc	2004-2009	76.0	55.0
	998 cc	2010-2016	76.0	55.0

4 MOTORCYCLE ENGINE SERIAL NUMBERS

VIN codes reveal who manufactured the motorcycle, its model, engine size and other characteristics, where the motorcycle was manufactured (both country and plant), as well as the year it rolled off the assembly line.

5 WEIGHT

35.1 All cars following “1000cc Motor Program” must weigh a minimum of 1325 lbs, with driver after race.

35.2 No weight outside of car body, i.e. on nerf bars.

35.3 Hood will be clearly marked with cc displacement and minimum weight as outlined in Engine Specification.

35.4 This weight program will be monitored for parity and competitiveness and may be changed at the discretion of UNITED CC MODIFIED SERIES ANNUAL APPLICATION AGREEMENT.

36 NOTES

Weight allocations for all engine programs can be reviewed by the governing body, based on track performance and may be altered to suit the competitive nature of modified lite racing.

37 MISCELLANEOUS RULES

37.1 NO two-way radios or communication devices.

37.2 One-way raceceivers from officials only.

37.3 No mirrors allowed.

34.4 Wireless transponders will be mounted on the left rear axle tube on bottom side and hard wired Transponders will be mounted on the right rear of the car 9 to 12 inchs behind center of the axle tube.

38 DRIVER QUALIFICATIONS

All drivers must be minimum of fourteen (14) years of age or track policy. All drivers under 18 years of age MUST have a signed waiver by parent or guardian.

39 GENERAL REGULATIONS

39.1 The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and compiled with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of UNITED CC MODIFIED SERIES Officials and the decision is final. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.

39.2 No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.

39.3 UNITED CC MODIFIED SERIES reserves the right to reject or allow entry of any driver or car.

39.4 Abuse or confrontation of any racetrack or UNITED CC MODIFIED SERIES official and/or use of abusive language is strictly prohibited. FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.

39.5 Any disputes involving qualifying times, lap scoring, finishing position is under the jurisdiction of the hosting track officials. UNITED CC MODIFIED SERIES officials will address winnings, points, or rules interpretations. Any disputes or discussions of this nature are to be held with UNITED CC MODIFIED SERIES officials only.

39.6 Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against UNITED CC MODIFIED SERIES, any track owner,

promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crewmember to UNITED CC MODIFIED SERIES, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of him or her.

39.7 UNITED CC MODIFIED SERIES or track officials may inspect any car any time for safety, mechanical, or rules compliance may inspect any car.

39.8 ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY UNITED CC MODIFIED SERIES AND THE DECISION IS FINAL.

39.9 MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.

39.10 This year (2018) United cc Modified Series will continue a membership package for all United cc Modified Series drivers. All drivers will pay a one (1) time Season Membership fee of \$25,. This will be required for each driver to pull a pill and be part of the United cc Modified Series point's fund.

39.11 The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the United cc Modified Series officials and their decisions are final.

39.12 Points go to the driver only. No exceptions.

39.13 Pill Draw will be used to determine heat race lineups. Top 3 finishers from each heat races will draw for their starting position on the track or at the United cc Modified Series trailer. The final A-Main qualifiers will fill in the middle part of the feature lineup. B-Mains will determine the final starting positions and Alternate positions for the feature. All Alternates will be required at the starting lineup for the feature and will be added in the case that a qualified car has scratched from the feature event.

39.14 Feature events will be 15, 20, or 25 lap events. At all regular United cc Modified Series events there will be ABSOULTLY NO FUEL STOPS. Heat races will be 8 laps in length with B-Mains (10-12 laps depending on amount of cars).

39.15 All restarts will follow normal track procedures.

39.16 In cases where the finish of the race is too close to call (in real time), the track officials may use photo(s), video or electronic scoring, if available, to aid in determining the winner.

39.17 United cc Modified Series officials have final say on all official calls and rules.

40 GENERAL GUIDELINES FOR CONDUCT PERTAINING TO RULES INFRACTIONS

40.1 MOTOR INFRACTION

40.1.1 Anyone found to be out of compliance with any of the current motor rules (bore, stroke, illegal head modifications, etc. as per current 2018 UNITED CC MODIFIED SERIES rule book) will be assessed the following fines and penalties:

Competitor (driver) will be suspended for the remainder of the season, UNITED CC MODIFIED SERIES membership will be forfeited, and all points for the season will be expunged from the records. In the event that a motor is found to be out of compliance, the motor numbers will be noted and that motor will be henceforth no longer deemed legal to run at any UNITED CC MODIFIED SERIES race regardless of whether it has been reconfigured to be legal or not.

41 OTHER INFRACTIONS (Weight, Wheelbase, Parts, etc.)

41.1 Anyone found to be out of compliance with the rules of driver and car overall weight requirements, wheelbase, illegal suspension, weight, safety, etc. (as per current rule book for the UNITED CC MODIFIED SERIES 2018 racing season) will be assessed the following penalties:

41.1.1 FIRST OFFENSE: Forfeit of points and monies for the race program of record and warning to have the violation corrected before being allowed to compete at the next event.

41.1.2 SECOND OFFENSE: Driver will incur the same fines and penalties as first offense but will subsequently earn an additional race suspension.

41.1.3 THIRD and SUBSEQUENT OFFENSES: Driver will incur same fines and earn an additional 2 race suspension and forfeit all points earned to date.

42 REFUSAL TO SUBMIT TO TECH PROCEDURES

42.1 Any driver or car owner that refuses to be tech'd by the UNITED CC MODIFIED SERIES will result in a maximum suspension and loss of points to date. The length of the suspension will be solely at the discretion of the UNITED CC MODIFIED SERIES board members and will be voted upon by the entire board after a meeting is convened to discuss the matter. All decisions are binding and final; no appeals or changes may be made after the issue is settled. The meeting shall not be conducted on the night of the program in question.

42.2 Race cancellations will not be counted towards the suspension period earned by the offending driver.

43 ORDER OF EVENTS

The order of events and lineups at each individual track will be posted at the United CC Modified Series Trailer which will be located in the pit area at all tracks. It is the responsibility of each individual race team to stay abreast of changes to those lineups in the event of changing weather conditions, etc.

44 WHITE FLAG RULE

All cars will follow the White Flag rule when lining up for heats, B-Mains and features. The White Flag rule means that all cars will be in the designated line-up area before the white flag flies in the previous heat race, B-Main or Feature event, or said cars will start at the rear of the field.

45 DRIVER'S MEETING

All drivers must attend United cc Modified Series Driver's Meeting.

46 RACERS' CODE OF CONDUCT

47.1 DISCIPLINE

All drivers entering a United cc Modified Series event shall be subject to discipline for any violation of the rules and regulations; violation of the Racer's Code of Conduct; or the failure to obey the directives and decisions of the United cc Modified Series Officials.

47.2 DRIVERS RESPONSIBLE

The drivers shall be responsible, at all times, for the behavior of the owner of the car and all pit crew and discipline may be imposed upon the driver for any car owner's or pit crew member's violation of the rules and regulations; violation of the Racer's Code of Conduct; or the failure to obey the directives and decisions of the United cc Modified Series Officials. However, United cc Modified Series may also impose discipline upon the offending car owner or pit crew member; as United cc Modified Series Officials deem appropriate in their sole discretion.

47.3 GOOD CONDUCT REQUIRED

All drivers, car owners and pit crew members shall at all times conduct themselves in a manner that reflects favorably upon the sport and the United cc Modified Series Any failure to adhere to this rule may result in the imposition of discipline, in the sole discretion of the United CC Modified Series

47.4 NO DRUGS

No driver, car owner or pit crew member shall before, during, or after the event (as well as support classes) possess, use, consume or distribute any drug, narcotic or controlled substance which is illegal under federal, state or local law prevailing at the speedway. The United cc Modified Series has a zero tolerance for illegal drugs, narcotics, and controlled substances. Any violation of this policy shall be grounds for immediate disqualification from the event, expulsion from the speedway grounds, criminal prosecution and imposition of any other discipline (including a lifetime ban) deemed appropriate by the United cc Modified Series Officials. Any person suspected of possession, use, consumption, or distribution shall submit to a medical examination (which may include blood and/or urine testing) within 24 hours, with the cost of same to be paid by the person suspected and with the written results to be provided directly to United CC Modified Series. Any substance suspected to be an illegal drug, narcotic, or controlled substance shall be confiscated by United cc Modified Series Officials and/or speedway security and/or law enforcement officers and may be subject to testing with the cost of same to be paid by the person suspected and with the written results provided directed to United cc Modified Series

47.5 NO ALCOHOL

No driver, car owner or pit crew member shall possess, use, consume or distribute any alcoholic beverage on the speedway grounds before the event or while the evening's program (including all support classes) is still in progress unless the person is in a spectator area where consumption of alcoholic beverages is permitted by the speedway and the United cc Modified Series portion of the program has been completed.

47.6 PERSONS UNDER THE INFLUENCE

No driver, car owner or pit crew member shall be permitted to enter or remain in the pits or infield area while under the influence of alcohol or any illegal drug, narcotic, or controlled substance. Any person suspected of being under the influence of alcohol or any illegal drug, narcotic, or controlled substance shall submit to a medical examination (which may include blood and/or urine testing) within 24 hours, with the cost of the same to be paid by the person suspected and with the written results to be provided directed to the United cc Modified Series. Any person refusing to submit to a medical examination shall be presumed to have possessed, used, consumed, or distributed a drug, narcotic or controlled substance, or alcohol, and shall be subject to discipline, in the sole discretion of the United cc Modified Series.

47.7 MEDIA RELATIONS

The United cc Modified Series recognizes and endorses the efforts of the racing media to promote modified lite racing and other forms of motorsports. Any driver refusing to participate in an on-track interview at the end of the event, any post-race interview arranged by United cc Modified Series or in any post-race press conference shall be subject to discipline, including but not limited to imposition of a fine the shall be equal to or greater than the driver's winnings.

47.8 FIGHTING OR OTHER MISCONDUCT

Any person taking part in discourteous conduct or causing a disturbance is subject to discipline. Persons leaving their pit area to go to another pit area or to any other location to cause a disturbance are subject to discipline. If any physical contact occurs, including but not limited to fighting, pushing or shoving, the offender is subject to discipline which shall include the loss of accumulated points and a fine and suspension, the amount and duration of which shall be determined by United cc Modified Series Officials in their sole discretion. Repeat offenders shall be subject to progressive discipline (which may include a lifetime ban). The United cc Modified Series disapproves of this sort of behavior because it is detrimental to the sport and the presentation of a professionally staged entertainment program suitable for the entire family.

47.9 ROUGH DRIVING

It is the policy of United cc Modified Series to provide good, clean, competitive racing. Any driver, in the opinion of United cc Modified Series Officials, charged with rough driving (overly aggressive driving) will be subject to discipline, which shall include a fine, forfeiture of points, and suspension. Repeat offenders shall be subject to progressive discipline (which may include a lifetime ban). This rule against rough driving applies to both on-track incidents and those which occur in the pits. The United cc Modified Series strongly disapproves of rough driving because it presents a safety hazard for drivers, spectators, and others; because it is detrimental to the sport; and because it interferes with the presentation of a professionally staged entertainment program suitable for the entire family.

47.10 NO ABUSIVE LANGUAGE

No driver or other person affiliated with the car (i.e., owner, pit crew member) shall subject the United cc Modified Series Officials, scorers, or speedway officials to verbal (improper/obscene/profane language) or physical abuse at any time. Offenders shall be subject to discipline, which shall include a fine, forfeiture of points, and suspension, and repeat offenders shall be subject to progressive discipline. The United cc Modified Series disapproves of this sort of behavior because it is detrimental to the sport and the presentation of a professionally staged entertainment program for the entire family.

47.11 NO UNSPORTSMANLIKE CONDUCT

No driver shall engage in any unsportsmanlike conduct. United cc Modified Series Officials have the sole discretion to determine what constitutes unsportsmanlike conduct.

48 TECHNICAL INSPECTIONS

48.1 RIGHT TO INSPECT

United cc Modified Series Officials may inspect any car at any time before, during or after the race. The speedway may inspect any car for safety purposes before or during the race.

48.2 PRIOR INSPECTIONS

The fact that a car was inspected and determined to be legal or safe on any prior occasion shall not govern. Cars must be legal and safe at all times. Cars deemed to be illegal or unsafe shall not be allowed to compete in the event and the driver may be subject to discipline. The United cc Modified Series Officials make no warranty or representation of the legality or safety of cars allowed to compete in the event.

48.3 POST-RACE INSPECTIONS

If any illegality is detected in any post-race inspection, the car will be disqualified, relegated to last place in the official order of finish for the race in which the disqualification occurred and the driver may be subject to discipline, which may include but is not limited to forfeiture of purse and/or points.

49 SCALES

All drivers must cross the scales after heats, B-Mains, and feature events, if scales are available, regardless of what you are told over the one-way radios. Any car that goes to its' pit area before going to the scales will be presumed to be too light and will be disqualified from that race without right of protest or appeal.

49.1 WEIGH-IN PROCEDURE

The car must approach the scales at a safe speed, ease onto the scales, come to a complete stop, and let the engine idle. If the car is not positioned properly, it shall ease off the scales and repeat the procedure. The driver shall refrain from excessive motion while the car is on the scales and shall not rock or bounce the car. The driver shall not rev the motor. When instructed, the car shall ease off the scales. Failure to comply with any portion of this procedure shall be deemed to be unsportsmanlike conduct and the driver may be subject to discipline which may include disqualification without right of protest or appeal.

49.2 CAR DETERMINED LIGHT

If a car is determined to be too light after the race is over the car shall be reweighed. The United cc Modified Series Officials, in their sole discretion, shall determine the best course of action for reweighing. Locations of the scales, proximity of the line of cars, are but two factors in that determination. The United cc Modified Series Officials may simply back the car back up onto the scales and reweigh. The car shall repeat the weigh-in procedure. If the car is determined to be too light again, it will be disqualified from that race and relegated to last place in the official order of finish, all without right of protest or appeal. If the car makes the minimum weight the second time it is weighed, it will be deemed to be legal. No car will be weighed more than two (2) times. If the driver goes to his pit area or onto the track, it will be presumed that the car is too light and it will be disqualified from that race and relegated to last place in the official order of finish, all without right of protest or appeal, and the driver may be subject to discipline.

49.3 DRIVER'S RESPONSIBILITY

It is the driver's responsibility to be sure that the car meets the minimum weight at all times. The driver may request that the car be weighed at any time before or during the program, so long as the request does not interfere with the orderly presentation of the program.

49.4 EARLIER WEIGHT CHECKS

Cars may be weighed several times over the course of the racing program. Just because the car made minimum weight earlier in the program will not be controlling any other time the car is weighed.

49.5 NO TOLERANCE

The United cc Modified Series does not allow for any tolerances for fuel burn-off or any other reason.

49.6 SCALES ARE OFFICIAL

All scales used by United cc Modified Series are considered to be the official scales for that racing event only. The scales might not be calibrated or certified to be considered official.

50 ALL DECISIONS FINAL

The decisions of the United cc Modified Series Officials concerning compliance with the weight requirements and procedures shall be final and shall not be subject to protest or litigation.

51 DISCIPLINE

51.1 RIGHT TO DISCIPLINE

United cc Modified Series Officials shall have the sole right to determine whether a driver or other person shall be subject to discipline.

51.2 WHEATHER TO IMPOSE DISCIPLINE

Whether a person is subject to discipline shall be a matter entrusted to the discretion of the United cc Modified Series Officials.

51.3 AMOUNT OF DISCIPLINE

Unless rules of the United cc Modified Series establish a specific penalty for any transgression, the nature and amount of the discipline imposed shall be within the sole discretion of the United cc Modified Series Officials.

51.4 FORMS OF DISCIPLINE

United cc Modified Series Officials may impose any of the following forms of discipline, singly or cumulatively:

- 51.4.1 Disqualification from the event
- 51.4.2 Forfeiture of points for the event or the season to date
- 51.4.3 Forfeiture of purse money or contingency money
- 51.4.4 Forfeiture of point money, if any
- 51.4.5 Imposition of a fine
- 51.4.6 Suspension from one or more future events
- 51.4.7 Lifetime ban from all United cc Modified Series events.

51.5 PROGRESSIVE DISCIPLINE

The United cc Modified Series shall keep a record of all discipline imposed. Persons subject to progressive discipline shall suffer a greater penalty for the second and each subsequent offense. For example, if a driver is fined \$100 for the first offense, the second offense may result in a fine of \$200 and the third offense may result in a fine of \$300. Progressive discipline; however, shall not carry over to the following season.

52 FINES

All fines imposed by the United cc Modified Series before the pay-off is made shall be withheld from the purse or contingency monies the driver is eligible to receive for the event. If the purse or contingency monies due the driver are not sufficient to satisfy the fine, the fine will carry forward to subsequent United cc Modified Series events. If the fine is imposed after the pay-off is completed for that event, it will carry forward to subsequent United cc Modified Series events. A driver must pay all outstanding fines to be allowed to enter any subsequent United cc Modified Series events. If an owner/driver does not pay a fine imposed, the owner/driver's car cannot compete in a subsequent United cc Modified Series event with another driver until the fine is paid. A car owner must pay all fines before the car may be driven in any subsequent United cc Modified Series event. Any fines remaining unpaid at the end of the season shall be withheld from the driver's point money, if any is due the owner/driver. If the point money is insufficient to pay the outstanding fine or if the driver is not eligible for any point money, the fine shall carry over from season to season until it is fully paid.

53 SUSPENSIONS

All suspensions must be fully served. Cancelled events do not count against the suspension. For example, if a driver is suspended for two (2) events and the next event is cancelled due to inclement weather, the suspension continues in effect until fully served. Any suspension imposed shall carry over to the following season until fully served. For example, if a driver is given a three race suspension but only two events remain on the schedule, the suspension will still be in effect at the first event of the following season.

54 FINALITY OF DECISION

The decisions of the United cc Modified Series Officials regarding discipline shall not be subject to protest or litigation.

55 NOT LAW ENFORCEMENT

While the United cc Modified Series has the right to impose discipline for any misconduct that is in violation of any law (such as assault, terroristic threats, public intoxication or illegal drug use), the United cc Modified Series Officials are not responsible for law enforcement or investigation. Rather, investigation and prosecution shall be the responsibility of law enforcement officials and/or speedway security. United cc Modified Series Officials shall cooperate whenever practicable, but are not bound by any decision of law enforcement and/or security to the undertake or to decline an investigation or prosecution.

56 PROTESTS

56.1 SPOKESMAN

The driver shall be the sole spokesman for the team and the car owner.

56.2 WRITEN PROTESTS ONLY

All protest must be submitted in writing to the United cc Modified Series Race Director within ten (10) minutes of the official announcement of the order of finish. The protest must specifically state the basis for the protest. Verbal protests will not be considered. The failure to file a timely, written, specific protest shall be deemed to be a waiver of the right to protest and shall preclude any subsequent appeal or litigation.

56.3 RIGHT TO PROTEST

Any affected driver may protest any violation of the rules (including car specifications and weight requirements) unless the rules expressly preclude the filing of a protest or appeal.

56.4 "A" MAIN FEATURE ONLY

Protest may be lodged with respect to the "A" Main Feature only. Protests may not be lodged with respect to any qualifying event.

56.5 VISIBLE PROTESTS

Protests may be made concerning visible violations of rules or specifications. A visible protest situation is any time a tool or mechanical device is not needed by a United cc Modified Series Official to determine the car's compliance with the rule.

56.6 TECHNICAL PROTESTS

Technical protests must be filed with the United cc Modified Series Race Director and must be accompanied by a \$250.00 fee, paid in cash before investigation. Failure to pay the protest fee, in cash, shall be deemed a waiver of the right to protest and shall preclude any subsequent appeal or litigation. A technical protest situation is any protest which requires any tool or mechanical device (including scales) for a United cc Modified Series Officials to determine a car's rule compliance. For the purpose of a subsequent appeal, all measurements by United cc Modified Series Officials are presumed to be correct, absent a showing by the driver of a mistake or prejudice. If the protested car is found to be illegal, it shall be the burden of the driver to establish legality in any subsequent appeal or litigation. If the protested car is found to be illegal, the protest fee is refunded to the protester, less an administrative fee of \$125.00, which shall be retained by the United CC Modified Series. If the car is found to be legal, the fee is retained by the United CC Modified Series, with \$125.00 going to the United cc Modified Series and \$125.00 going to the protested car. Cars that are found to be illegal will forfeit all points earned for the race in questions and the driver will also forfeit any earnings due for that race. The United cc Modified Series shall not be responsible for any damage caused by the inspection.

56.7 RACE RESULTS PROTESTS

Any affected driver may protest race results within 10 minutes after the race. A recheck of scoring will then be made, if necessary, and, thereafter, the results will be considered final.

56.8 HOLDING THE PURSE

In the event of a protest, the speedway may, with the advice and consent of the United CC Modified Series, delay purse distribution until the matter is ultimately decided by the appeal board. The speedway can, at its discretion and with the advice and consent of the United CC Modified Series, distribute that portion of the purse to drivers whose finishing positions will not be affected by the protest or any subsequent appeal.

56.9 RIGHT TO REFUSE PROTEST

The United cc Modified Series reserves the right to refuse any protest if the protest is deemed unnecessary and/or is deemed to have been used for purposes of harassment.

56.10 RECORDS OF PROTEST

The United cc Modified Series will retain all written protests for seven (7) days after the event giving rise to the protest.

57 APPEALS

57.1 EXCLUSIVE REMEDY

The United cc Modified Series has established a grievance board of appeals to rule on appeals. The appeal process contained in these rules shall be binding on all parties and shall not be subject to judicial review or litigation. The appeal process is the exclusive means for any aggrieved party to seek review of any reviewable decision of a United cc Modified Series Official.

57.2 SUBMITTING APPEAL

The appeal must be submitted, in writing, to the United cc Modified Series Office or to a United cc Modified Series Official, with a copy to the Chairman of the Appeal Board, Todd Padgett, by email to uunitedccmodifiedseries@gmail.com, within 48 hours of the event or decision giving rise to the appeal. The appeal will be deemed submitted on the date of actual receipt by the United cc Modified Series Office or United cc Modified Series Official; but if the appeal is submitted by mail, then the date of the postmark shall govern. The appeal must state the following: the decision to be reviewed; the date of the event or decision giving rise to the appeal; the name of the United cc Modified Series Official, if any, involved in the matter; the substance of the decision to be reviewed; and specific grounds for which an appeal is sought. The failure to submit a timely, written and specific appeal shall be deemed to be a waiver of the right to appeal and shall not be subject to judicial review or litigation.

57.3 APPEAL BOARD

Members of the appeal board shall be determined as follows: Two (2) members of the board shall be selected by the United cc Modified Series ; one (1) member of the board shall be selected by the driver lodging the appeal, with the following provision: the driver representative shall not have any interest whatsoever in the outcome of the appeal. The Chairman of the Appeal Board, Todd Padgett, or the chairman's designee, shall be an administrative member, but the chairman or the designee shall have no vote, except to break ties.

57.4 CONVENING THE BOARD

The appeal board will meet whenever and wherever necessary for the efficient and speedy disposition of its business. The appealing party will be given written notice of the date, time and place for the meeting. The meeting may take place in person or by telephone. A quorum of the board shall consist of any two voting members of the appeal board and the chairman or the chairman's designee.

57.5 DECISION

A majority of the members of the board voting must concur to modify any penalty or determine any appeal. A decision of the majority of the board shall be considered final and shall not be subject to any judicial review or litigation. If the board fails to agree on action to be taken on an appeal, the appeal shall be referred to the United cc Modified Series president for decision and the president's decision shall be final and shall not be subject to judicial review or litigation.

57.6 PARTS

When an appeal involved the legality of any parts, the affected driver or car owner must surrender the part or parts in question. The United cc Modified Series will issue a receipt upon surrender of the parts, but the parts will not be returned until after the appeal hearing is concluded.

57.7 APPEAL PROCEDURE

- a. The decision of the United cc Modified Series Official or Officials shall be put into the record.
- b. The contents of the written appeal shall be put into the record.
- c. The aggrieved party will state his case and will call any witnesses or introduce any evidence to support that case. Hearsay evidence is admissible.
- d. The United cc Modified Series Official(s) will state the case in support of the decision from which an appeal is being made, and may call any witnesses or introduce any evidence to support that case. Hearsay evidence is admissible.
- e. The aggrieved driver will make any desired rebuttals, additions to the record or summations.
- f. The United cc Modified Series Official(s) will make any desired rebuttals, additions to the record or summations.
- g. At any time during the hearing, members of the appellate board will be given the opportunity to ask any questions of any person present in person or by telephone at the time of the hearing.
- h. In the interest of justice, the appeal board may continue any hearing to receive additional evidence.
- i. After the record is closed, the members of the appeal board will deliberate in private and will make its determination, decision or recommendation by majority vote.
- j. All interested parties will be notified in writing of the appeal board's decision.
- k. The United cc Modified Series shall retain copies of all decisions by the appeal board.

1. If the payment of the purse or any portion thereof was withheld due to the appeal, the promoter shall be notified, in writing, by the United cc Modified Series of the decision and its impact upon the payment of the purse and the promoter shall distribute all withheld sums forthwith.

58 UNITED CC MODIFIED SERIES ANNUAL APPLICATION AGREEMENT

58.1 NATIONAL POINTS

1 – 75	11 – 40	21 – 30
2 – 70	12 – 39	22 – 29
3 – 65	13 – 38	23 – 28
4 – 60	14 – 37	24 – 27
5 – 55	15 – 36	
6 – 50	16 – 35	
7 – 48	17 – 34	Event Bonus - 25
8 – 46	18 – 33	Non-Qual – 50
9 – 44	19 – 32	
10 – 42	20 – 31	

58.2 United cc Modified Series Championship race rules shall apply to all sanctioned events.

58.3 In order to compete in the United cc Modified Series sanctioned event, and be eligible to receive payout and contingency awards, registered drivers must be a member of the United cc Modified Series. Memberships are \$25.00 per year.

58.4 All United cc Modified Series vehicles are subject to inspection at any time.

58.5 Approval of a United cc Modified Series Championship vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected United cc Modified Series vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.

58.6 Must run American Racer tires and hold an Annual UNITED CC MODIFIED SERIES membership to be entitled to the point’s fund.

59 RAIN OUTS/CANCELLATIONS/UNCOMPLETED EVENTS

59.1 Track officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident, weather or any other unforeseen situation, the payoff will be based on the last completed green flag lap. All cars involved in the final caution, stop on the track, and pit will be scored at the end of the last completed lap. For the race to be considered official, 50% or more of the scheduled number of laps must be completed.

59.2 If all of the preliminary races or parts of the features have been completed and the weather or any other type of situation forces the program to be cancelled, there will be no “rain out”. Make-up features will be run in the subsequent nights, if possible, and no new cars will be added to the field. Rain checks will be void.

59.3 If the races are cancelled prior to the completion of all of the preliminary events, a “rain out” will be declared. No points will be awarded. The possibility of a rainout or circumstances beyond our control that force the postponement of an event is a risk you assume every time you enter the grounds. Speedway host

UccMS RULES

management will specify which event(s) your rain check will be good for. Rain check will be redeemable at event's face value. No refunds will be given. The United cc Modified Series officials will secure a chassis seal on all registered car's documenting the seal number for the future rain check date. Any driver returning to the identified rain check date without the proper serial number will be permitted to start the on the tail of the preliminary or feature event.

59.4 *Exception:* If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers, if 50% or more of the feature has not been completed. Management reserves the right to choose a scenario that best fits the interest of the host speedway, which may or may not include a make-up night or refunding of all gate receipts.

60 Any rules or regulations not covered in this document will be determined on a timely basis and voted on by United cc Modified Series Board Members and by United cc Modified Series Officials and those decisions will be final.

2018

Annual Membership \$25



UNITED CC MODIFIED SERIES ANNUAL APPLICATION AGREEMENT

THIS INCLUDES A RELEASE AND INDEMNITY AGREEMENT-READ BEFORE SIGNING.

IN CONSIDERATION of the acceptance by United cc Modified Series United cc Modified Series , and United CC Modified Series (hereinafter United cc Modified Series), of this application and agreement, the payment of the required fee, the issuance of a United cc Modified Series Annual Permit or by being permitted on the speedway or raceway premises of any United cc Modified Series sanctioned event, or any of the foregoing, I, for myself, my heirs, next of kin, personal representatives, and assigns, hereby agree (in accordance with Indiana law) as follows:

To comply with the United cc Modified Series United cc Modified Series Official Rules and Regulations (as amended);

To abide by the decisions of the United cc Modified Series Officials;

To be bound by the procedures for and results of protests and appeals, which shall be the exclusive remedy for any aggrieved driver;

To waive any right to litigate and decision of the United cc Modified Series United cc Modified Series Officials or the results of any United cc Modified Series United cc Modified Series event;

To release, waive, discharge, give up all my rights to sue or make claim against, and covenant not to sue United cc Modified Series organization, United cc Modified Series United cc Modified Series Officials or and other United cc Modified Series United cc Modified Series driver and each of them from all liability to the licensed or permitted driver, his personal representatives, assigns, heirs or next to kin for any and all loss or damage and any claim or demands therefore on account of or resulting from injury to person or property or resulting in death of the licensed or permitted driver, whether caused in whole or in part by the negligence or any other wrongdoing of United cc Modified Series , United cc Modified Series Officials, or any other United cc Modified Series driver while the licensed or permitted driver is in or upon the speedway grounds and/or competing, observing, or for any purpose participating in the event;

To indemnify, save and hold harmless United cc Modified Series , United cc Modified Series Officials and other United cc Modified Series drivers and each of them from any loss, liability, damage or cost they may incur due to the presence of the licensed or permitted driver in or upon the speedway grounds or in any way competing, observing or for any purpose participating in the event and whether caused in whole or part by the negligence or any other wrongdoing of United cc Modified Series , United cc Modified Series Officials, or United cc Modified Series drivers or otherwise;

To assume full responsibility for and risk off bodily injury, death or property damage due in whole or in part to the negligence or any other wrongdoing of United cc Modified Series . United cc Modified Series Officials, and other United cc Modified Series drivers while in or upon the speedway grounds and/or while competing, observing, or any purpose participating in the event;

To reimburse the attorney’s fees, expert witness fees, court costs, and all other expenses incurred by United cc Modified Series , and United cc Modified Series Officials in any litigation commenced by or on behalf of the licensed or permitted driver, his personal representatives, assigns, or next of kin, regardless of the outcome of any such litigation;

To waive any right to jury trial;

To the exclusive jurisdiction and venue of the Court of Common Pleas of Indiana;

I HEREBY CERTIFY that any license or permit granted hereunder is granted for the sole purpose of enabling me to participate in the furtherance of an enterprise, a race, or other motorsports-release activity. My presence in, about, or en-route into or out of any premises where United cc Modified Series sanctioned events are presented in furtherance of that United cc Modified Series event.

BY MY SIGNATURE BELOW, I hereby release and assign to United cc Modified Series the right to use my name, my nickname, my car number, my image, the image of my race car, and the names of my sponsors in press releases, announcements or advertisement is in the print or electronic media, in still or motion pictures, drawings or other artistic renderings, related to or depicting my participation n any United cc Modified Series sanctioned event. **Under the age of 18 requires legal guardian signature.**

I HAVE READ AND UNDERSTAND THE FOREGOING AND INTED TO BE LEGALLY BOUND THEREBY.

PRINT NAME	TODAY’s DATE	SIGNATURE <small>(Under the age of 18 requires legal guardian signature)</small>
STREET ADDRESS	STATE	CITY ZIP CODE
E-mail TELEPHONE #	CAR #	BIRTH DATE CLUB
BODY STYLE (DIRT or IMCA) HOME TRACK	ENGINE MANUFACTURER / YEAR	DISPLACEMENT

CAR OWNER / LEGAL GUARDIAN

UccMS RULES

PRINT NAME

TODAY'S DATE

SIGNATURE

STREET ADDRESS

STATE

CITY
ZIP CODE

E-mail

TELEPHONE #

SPONSORS