

## Car Spec Suggestions Submitted to URC Managing Members

Below is a list of suggestions submitted to the URC Managing Members for their review back in September. URC Managing Members have discussed and researched each of these options in length, and will make a final decision on URC car specs to be announced on November 7, 2011. Any non-car spec suggestions submitted have also been reviewed and any non-car spec rule changes will be announced by the end of the year.

**Rick Weller** Remove wings...saves money on motors, reduces drive line wear, be more competitive with lesser quality motor, increase time between rebuilds, less tire wear, makes URC different.

**Scott Pursell** Wingless, less tire wear, not as hard on motors  
Same right rear tire for the heat and feature

**Mark Bitner** Wingless, save in wings, rebuilds, tires  
Flat wings, less reliant on motors, more on driver?  
Harder right rear tire, less expensive, unhooks cars

**Chris Weiss** All teams use one engine per season, no refreshing...unless it blows up  
No titanium at all

**Tim Hogue** No wickerbills on top or nose wing  
No titanium brake rotors  
Increase minimum weight to 1500 pds with driver  
No crank triggers

**Tim Higgins**

Restrict the exhaust ports, easy to make, enforce and remove

Run a smaller right rear tire or a harder compound

Run a 360 crate motor that would be built around here

**Ed Aikin**

Wingless...save on rebuild, save on wings, easier on driveline/rear, etc.

One tire per night on the right rear

Ed Aikin—cont

Harder rear tires

**Jonathan Swanson**

Make the stroke 3.48 or higher shortstroke big bore motors turn higher RPM making rebuilds more frequent. Could save \$6000 for a midseason rebuild

Same right rear tire for heat and feature. If flat tire, or have to run B Main, you may switch to a comparable used tire. Track conditions will also have to be considered.

**Jason Clauss**

Ignition Boxes with maximum 7800 RPM that URC Officials keeps from race to race.

Harder compound rear tires (example AR 55 compound)

Restrict stacks to 1.875" or 2"

**Joe Zuczek**

Weight rule 1500 pds with driver

**Gene Franckowiak**

12:1 compression rule

360 cubic inch with 2% allowance

Only one ignition system allowed on an engine