

General event rules and information:

- These rules are for UCC Competitors
- Your buy-in guarantees you one open spot to compete. The points follow the trucks, not the driver. Teams must compete in all three events. Spot cannot be sold, given, or traded to anyone.
- All drivers must have a valid state driver's license.
- Competition trucks are required to be trailered or in and out of each event. No exceptions. Failure to do so will result in disqualification, and will not be allowed to compete.
- You are allowed to change tires between events. No studded tires or chains.
- UCC Competitors will receive a driver band plus 5 pit crew member bands and are the only people allowed to assist you with any modifications, repairs, or prep to the competition truck, during each event at starting lines or dyno.
- The UCC is not responsible for any hotel accommodations.
- Pit areas will be open to the general public and it is the responsibility of competitors and their team to create restricted areas within their pit space. The NWDC/UCC/DPI Expo will be providing General security for these areas.
- Must be a factory style pickup truck. Fiberglass bodies, and tube chassis are allowed for single trucks competing in all three events. (No semis, rails and so on...)
- Competition trucks must run on Diesel or biodiesel. No Alcohol, or methanol.
- Competition truck must have a functioning hood, grill, and bumper, and must run under its own power (No external power sources, like a battery charger.)
- Injectables are allowed in all three events.
- Only the driver will be allowed in the vehicle when it is being used for any reason during the competition.
- The NWDC/UCC/DPI Expo retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
- All drivers must wear fire suite or coat and pants (SFI 3.2A/1 or better) **IN ALL EVENTS**
- A fire extinguisher system is permitted. It must be securely mounted. A complete firewall is mandatory and does not have to be OEM.
- All trucks must have drive-line hoops
- Cross Bolts are required on/in Exhaust, Charge Pipes, between Turbos and Turbo Intake.
- Truck engines must be strapped down.
- All repairs must be done at the track for the truck. If the truck needs to leave for any reason it must be approved by UCC officials (Chris Searle or James Brendel) Failure to do so could cause disqualification.
- Teams must come to compete in all three events or are not eligible for payouts.

- Points will attach to the truck competing, not the driver.
- No one under the age of 18 will be allowed into the competition area.
- All drivers or pit crew must be over the age of 18 and have signed all waivers and/or forms required by the NWDC/UCC/DPI Expo or event host. Prior to competing.
- Any driver or pit crew member found under the influence of drugs or intoxicating agents will be disqualified from the event.
- NWDC/UCC/DPI Expo reserves the right to disqualify or ban any competitor or member from a competitor team for but not limited to, safety issues, violation of any rules, unsportsmanlike conduct, offensive or destructive behaviors prior to, during or after the event.
- Disqualification will result in the forfeit of any entry fees or prize money.
- NWDC/UCC/DPI Expo Reserves the right to make changes to any of the rules at any time.
- NWDC/UCC/DPI Expo reserves the right to have final ruling on any and all rule disputes.
- Transmission Diapers, Engine Diapers and/or Belly Pan are required for all three events.
- If you have a rear exiting exhaust, you must have a turn up tip and cross bolts.
- Your team must have someone present at each drivers meeting or your team is subject to disqualification for that event on that day.
- Must compete in all 3 events or no points or Payout will be rewarded. (Unless you Break)

Drag Racing:

- Trucks are required to have a minimum weight of 4,000 lbs.
- Drag Race Competition will be on a 1/8 mile track
- Rules for drag racing will follow the sanctioning body PDF of rules can be downloaded here.www.outlawdieselss.com
- UCC Competitors will have up to two passes on Saturday to for their time
- Points will still be scored off of the fastest time overall.

Dyno Competition:

- Rules for the Dyno will follow the Northwest Dyno Circuit rules. Rules can be found at Northwestdynocircuit.com under the info tab.
- A fire extinguisher system is permitted. It must be securely mounted. Must have a Complete firewall.

- Any injectables used deemed unsafe for drivers or by-standarders by the NWDC/UCC/DPI Expo or track officials must be disabled. Refusal will result in disqualification.
- All drivers must wear a helmet (Must have helmet meeting Snell SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A or 41.1/2005 specs
- All drivers must wear a fire suit or coat and pants (SFI 3.2A/1 or better), shoes, and head sock.
- No personnel are allowed on Dyno while the driver is spooling or running during competition.
- Highest Horse power will determinant the file score final score.
- Once your name is called, you have 5 five minutes to get onto the dyno to be strapped.
- Once the NWDC staff has your truck strapped to the dyno, you have 20 minutes to get your best number.
- Driver will decide what tires, where to position the tire on the roller and where it will be strapped down. VHT is permitted.

Sled Pulling:

- Only drivers will be allowed in the vehicle when it is being towed or driven.
- Driver must be in the driver's seat while the engine is running.
- Vehicle must be in neutral or park while hooking to or unhooking from the sled. Drivers must also raise their hands while hooking or unhooking from sled.
- Each UCC Competitor will get 1 opportunity to pull.
- Once the track is ready and the track official signals a competitor to the track, the competitor will have five (5) minutes to make a measurable distance under green flag conditions.
- Pullers may spot the sled anywhere in bounds and behind the starting line they wish. This must be done while the sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed per session.
- All pulls will start with a tight chain. No jerking of the sled is permitted. Excessive jerking of the sled will result in disqualification.
- Excessive loss of liquid may result in disqualification, if the vehicle is under green flag. Failure to stop will result in disqualification.
- Pulling will be considered over when forward motion stops. Puller must stop immediately

when flagged or be disqualified.

- All pulls will be measured to the nearest inch, unless a laser is used.
- All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at the event. The NWDC/UCC/ DPI Expo retains the right to inspect any vehicle at any time. Refusal will result in disqualification.
- While a vehicle is at the scales weighing; only one crew person is allowed in the scale-master's area.
- If on your first attempt, you let off before the 75 ft mark (may roll past it when coming to a complete stop), you will have one additional attempt to make a run that session. You will get a total of two attempts per session. There will be no option to drop to another position in run order.
- You will have one additional attempt to make a run if you do not go further than 75 ft the first attempt. You will get a total of two attempts per session. There will be no option to drop to another line up place.
- Track Official decisions are final.
- Maximum 8,000lbs weight with driver included.
- All drivers must wear a helmet (Must have helmet meeting Snell SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010 or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A or 41.1/2005 specs
- All drivers must wear a fire suit or coat and pants (SFI 3.2A/1 or better), shoes, and head sock.
- Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from the center of the front wheels to the end of weight assembly. Ballast may be added in the bed of the truck but must be securely fastened down.
- The hood must be closed and securely latched while the vehicle is hooked to the sled.
- Front brakes are mandatory, rear brakes optional.
- Hydraulic steering permitted.
- All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
- Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo.
- A fire extinguisher system is permitted. It must be securely mounted. A complete OEM firewall is mandatory.
- Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed.

No “trick” type hitch is permitted. Hitch must be stationary in all directions. Hitch must be frame mounted.

- Hitch must be mounted in the centerline of the rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the centerline of the rear axle. Pivot pin of the drawbar can be no further forward than the centerline of the rear axle.
- The only rule for tires are: No studded tires or chains
- All vehicles will be required to use a kill switch. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.
- Transmission Diapers, Engine Diapers and/or Belly Pan are required for all three events.

These rules may be updated at any time and without notice.