



URBAN TOURING SERIES 2023

Urban RC is pleased to release the rules that will apply to Season 7 of the Urban Touring Series (UTS) in 2023.

UTS 2023 will feature the following:-

- 🏁 7 rounds of races, of which 5 rounds will count towards the overall championship
- 🏁 For the 2023 season, we will run a single class, which is the 17.5T Blinky Touring Car Class. This change was based on feedback received where racers expressed their wish to focus solely on this class for this flagship series.
 - The FWD Touring Car Class (17.5T Blinky) will be run as part of the Urban Challenger Series.
 - We may feature exhibition classes as part of UTS from time to time.
- 🏁 The 2023 season will also see UTS dropping the bump-up finals, with qualifying to be run over 4 rounds (2 best points score to count). Details below.
- 🏁 Controlled Tyre Additive : Hudy
- 🏁 Prizes – Race Fee Vouchers, Championship Trophies and Series Finale Lucky Draw

RACE DATES

The 2023 UTS race dates* are as follows:-

- 🏁 Round 1 – 12 Mar
- 🏁 Round 2 – 9 Apr
- 🏁 Round 3 – 14 May
- 🏁 Round 4 - 9 Jul
- 🏁 Round 5 – 13 Aug
- 🏁 Round 6 – 10 Sep
- 🏁 Round 7 – 22 Oct

*Urban RC reserves the right to amend race dates where necessary.

RACE FEE

Urban RC Track Season Pass Holder - S\$25

Non-Urban RC Season Pass Holder - S\$35

SERIES FORMAT

Final series standings will be computed based on the 5 best points score of the 7 rounds contested.

1. Technical Rules and Regulations for Classes

	TC Class
Chassis	<u>Open to All brands and makes</u> of 1/10 th Scale, 4WD, touring car chassis. Maximum width without body : 190 mm
Motor	17.5T Brushless motor as listed on the current UTS Approved Motor list 2023. Kv settings to be advised in due course.
ESC	Open to all ESCs commercially available in the market. The ESC must be in the non-boost / blinky mode and as evidenced by the blinking LED on the ESC. No prototype software may be used.
Gear Ratio	Open
Batteries	Lithium Polymer 2S hard case 7.4v / 7.6v battery pack. Lipo batteries will be inspected pre-race and must not have voltage readings exceeding 8.40v.
Tyres / Inserts	Team Powers UrbanRC - SG Spec 1/10 TC Asphalt Tyres. Complusory purchase of 1 set of controlled tyres A total of 2 sets of controlled tyres may be used for the whole event (qualifying and finals). Controlled tyres are available for purchase at \$38 per touring car tyre set.
Tyre Treatment	Only the HUDY Tyre Additives may be used. No other tyre treatment will be permitted (including use of brake cleaners etc) except for re-gluing of tyres.
Body	190mm 4-door commercially available and officially approved saloon bodies. No counterfeit or copies of official shells may be used for racing. All bodies must have lights (front & rear) and grill, painted (from inside) or using decals. Only lexan rear wings are allowed and it must not extend higher than the roofline.
Minimum Weight	1320g including transponder, pre-race.

2. Sporting Rules (Race Format)

a. Race Duration

Class	Qualifying Heats	Finals
All classes	5 mins	5 mins

b. Qualifying Format¹

Class	Qualifying Format
All classes	<ul style="list-style-type: none">▪ A min of 4 rounds of qualifying. Depending on weather and other considerations, an additional round of qualifying may be run.▪ Each racer will be awarded points based on the ranking of his/her Qualifying Result for that qualifying round. Points for each qualifying round will be awarded as follows:- 1st : 155 points 2nd : 153 points 3rd : 152 points 4th : 151 points 5th : 150 points ... and so on.▪ The aggregate of the best 2 of 4 point scores awarded to each racer will be used to determine the overall ranking for the Mains.

Inclement weather - If inclement weather prevents more than 1 round of qualifying to be completed, then that round of qualifying will count. For the Touring Car class, if only 2 or 3 rounds are completed, then the final qualifying results will be based on the number of rounds completed less 1 throwaway round.

c. Mains (Finals)

i. Mains Allocation – The mains allocation based on the final results of qualifying will be based on the following:

- A-Main : Top-8 drivers from qualification
- B-Main : Next 8 drivers from qualification
- C-Main : Next 8 drivers from qualification

... and so on ...

¹ The number of qualifying rounds may be varied at the discretion of Urban RC, where necessary, due to weather and/or time considerations or other circumstances on raceday.

- ii. Finals Format – A-Main will be contested over 3-legs, with lower Mains contested over 2-legs. Points will be awarded to each racer based on his finishing position in each final as follows:-

- 1st: 10 points
- 2nd: 9 points
- 3rd: 8 points
- 4th: 7 points
- 5th: 6 points
- and so on

The final results of the A-Main final will be based on the aggregate of the best 2 of 3 points score, while the lower Mains will be based on the best 1 or 2 points score.

- iii. Inclement weather - If only 2 legs of the finals are completed (due to inclement weather or other reasons), the best 1 of 2 Leg Points will count. If only 1 Leg is completed, the result of that 1 leg counts. If no mains are completed, the finishing order of qualifying will be used to determine the final results of the race.
- iv. Tiebreaker - In the event of a tied position, the driver with the single highest finishing position in either of the best 2 legs that counted will be awarded the tie. In the event of a continuing tie, then the laps and times from the highest finishing position will be compared. The driver with the most laps and fastest time will be awarded the tie. If the tie still continues, then laps/times from the second best finishing position will be compared.

d. Penalties

Penalties will be imposed on racers who fail to compete fairly or who exhibit unsportsmanlike behaviour.

Penalties that may be imposed by the Race Director include, but are not limited, to the following:-

- ***Time Penalty*** will result in the penalty time being added to the time recorded for the race in which the penalty is incurred.
- ***Lap Penalty*** incurred during a race will be subtracted from the total laps recorded for the race in which the penalty was incurred.
- ***“Stop-and-Go” Penalty*** may be assessed by the Race Director, with or without delay, instead of time penalties. During a “stop and go” penalty, the vehicle must be stopped in the pit lane or other designated area, before it may resume racing.
- ***“Black Flag”*** may be given to a driver whose driving, vehicle operation, or performance constitutes a hazard to the other vehicles in the race². This includes insufficient skills to compete in the class, unsportsmanlike driving, abusive language, and intentional hitting of other vehicles, intentional short coursing, intentional corner cutting, intentional blocking when being overtaken, illegal or improper vehicle numbers and other such acts. When assessed a “Black Flag” the racer should pull his/her vehicle off the track immediately. The driver will remain on the drivers stand until that heat or race is over.

² The “Black Flag” ruling will be applied judiciously.

The following are the penalties that would typically be imposed:-

Action	During Qualifier	During Main (Final)
Jump-Start	NA	If one or more vehicles jump start, a false start will be declared, and the grid will be re-formed. The offending vehicle/s that jump-started will be moved back the length of the grid from its original starting position.
Not having sufficient control to prevent hitting another vehicle	Stop-and-Go	Stop-and-Go
Corner Cutting	10 second penalty	10 second penalty
Short Coursing (ie jumping track)	1 lap penalty for each incident	1 lap penalty for each incident
Failure to Marshal	1 lap penalty from best qualifier	1 lap penalty from best main
Failing to respond to a Race Officials request	1 lap penalty from best qualifier	1 lap penalty from best main
Failure to comply with the technical rules	Disqualification of the run during which the infraction occurred	Disqualification of the run during which the infraction occurred
Failure to comply with the rules concerning tyre treatment	Disqualification from the Round	Disqualification from the Round

e. Marshaling

Racers are required to marshal for their designated race and be in position before the start of the next race. Failure to marshal shall result in a 1-lap penalty from the best qualifier or Main.

f. Scrutineering

Upon completion of the qualifier / final, cars should be sent for post-race scrutineering.

g. Series Rankings

For each UTS class, the final series standings will be based on the best 5 of 7 points scores.

h. Prizes

Awards will be presented to all A-Main racers, 1st – 3rd placed in the B- and lower Mains (provided the Main is contested by 6 or more racers. If not, only the 1st place trophy will be awarded).