



Putting racing back in the driver seat, not the wallet!

2021 UMA 602 LATE MODEL RULES

Unified Motorsports Association of Asphalt Racing

General

These rules and regulations are designed to govern driver and crew member conduct during UMA racing events. By participating in these events, all drivers are required to comply with these rules. While UMA makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. UMA is in the entertainment business. Drivers, Owners, Crew and UMA Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. UMA may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Procedural Rules

It is the goal of Unified Motorsports Association management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

Rules Infraction Policy

UMA Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.



2021 602 LM SPECIFICATIONS



SAFETY EQUIPMENT

SEATS - Approved aluminum driver's seat required.

We recommend the seat to be mounted as high as possible for better viewing.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required.

Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

SAFETY BELTS - *Belts must be dated within 3 years of event date or newer.* A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame.

Grade "5" bolts ½" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding. A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a **Snell SA-2015** or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. UMA officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.



2021 602 LM SPECIFICATIONS ***continued.***

ROLL CAGE CONSTRUCTION

The following is the minimum specification requirements for roll cage construction approved for UMA competition. UMA officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted.

Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75-inch x .090-inch wall (1-3/4"x.090") diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of: 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. Diagonal bar in top hoop required.

Absolutely no aluminum allowed on the structure of the chassis. Floor pan under driver must be a minimum thickness of 13 gauge (.083") steel (for driver's safety).

DRIVER SIDE DOOR PLATES - Left side door bar deflector plates mandatory.

All plates must be steel with a minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock.

No material substitutions permitted. All support bars or plate installation is subject to approval.





2021 UMA 602 LATE MODEL RULES

CHASSIS

Fabricated or stock frame allowed.

WHEELBASE & TREAD WIDTH

103" Plus or minus 2"
Maximum Track width is 66"

TIRES

APPROVED TIRE: Hoosier D800 only. Tire bank system will be utilized; Teams may purchase a maximum of 6 tires into their initial tire bank, and can purchase one new tire on the 3rd week of competition, and continue with one new tire per week of competition thereafter. You must run the new tire on the night it's purchased. New competitors coming in after the season starts must start on the rear of the field and hot lap on new tires for that evening. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination tires from your bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. Hoosier D-800 will be sold at track. Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by Hoosier, taking into account the model of the tire and tire temp. Failure of a tire to meet the minimum reading may result in seizure of the tire, fine, penalty, and/or disqualification as mentioned above. This rule applies to all divisions.

BASE WEIGHT

2700# 60% left side.

FRONT SUSPENSION & SPRINGS

200# minimum front spring rates with a minimum O.D. of 2 1/2": Maximum MSRP \$100 per spring
No Bump-Stops, Compression/Rebound-limiting or Coil-Bind set-ups.

One spring rubber allowed per corner. No pre-loading method of the springs on any corner.
Tire must extend down 1 1/2" from ride height when jacked up.



2021 UMA 602 LATE MODEL RULES

SWAY BAR

1 Piece Stabilizer bar - max 1 1/2" O.D.
Spline bar allowed - max 1 1/2" O.D. add 25#
No Rear Stab Bar - Bar to only be attached on right side

STEERING

Manual rack on fab stub - **If you choose to run power steering, you must add 50#**
front to rear with a stock stub such as Monty Carlo with power steering box - No added weight is required.

REAR SUSPENSION

Rear suspension must be solidly mounted (Heim joints only - no rubber bushings),
3 link only no Lift Bars. Trailing arms must mount under the rear end tube in a solid fashion
and below the axle tube at the 6 o'clock position.

SHOCKS

Koni Shocks

QA1 Shocks

Model #	compression	rebound	Model #	compression	rebound
KON30-7325	3	2-5	6374	4	4
KON30-7436	4	3-6	6374-6	4	6
KON30-7499	4	9-12	6375-3	5	3
KON30-7647	6	4-7	6375-400	5	400
KON30-9325	3	2-5	6375-500	5	500
KON30-9436	4	3-6	6375-650	5	650
			6375-850	5	850
			6394	4	4
			6394-6	4	6
			6395-3	5	3

Only part numbers listed are approved. No changing or altering the shocks in any way.

Shock cannot be painted and model # must be legible.

Any drivers caught altering their shocks will receive a one year suspension.

Tech shed may trade out shocks at any time to have them inspected.

SPINDLES & HUBS

Any one piece steel spindle is allowed. Aluminum steering-arm and ball-joint
mounts not allowed. Aluminum hubs allowed, no magnesium, with MSRP of \$180.
Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed.
Roller bearing only, ball bearings not allowed. No wheel bearing spacers allowed.



2021 UMA 602 LATE MODEL RULES

BRAKES & ROTORS

Single piston steel "GM" calipers with steel pistons - max MSRP \$125.

No floating or self-centering rotors, minimum 1" wide. No ABS units, brake recirculation systems or brake ducts allowed. No "wheel fans" or blower motor devices allowed.

Directional vane rotors allowed with a maximum MSRP \$140.

REAR END

Quick change only with steel tubes; spool only, min 10" ring & pinion.

No cambered tubes or cambered bolt on snouts allowed, maximum tolerance is ½ degree. Solid Magnetic steel axles only and must be minimum 1.125" O.D. with same size both sides, no gun drilled axles allowed. One-piece straight spline drive plates only.

DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT

7 ¼" Min. Dia. Clutch, no Carbon Fiber. No Reverse mount starter, must bolt on the block.

1 ½" inspection hole to see the Clutch. 3 " Min OD. steel driveshaft. Manual Transmissions must be stock Cast Iron Saginaw or Richmond 3 or 4 speed as produced from the factory. No straight cut gears,

No lightening of any internal parts, all gears must be operationable as manufactured,

You may run a Winters Rapter #60200 external clutch, but add 25# because of it's internal parts.

Internal Clutch may be used, add 25#. No Mag Housing. These are the only ones allowed:

Bert #SG-1400 Brinn #170001 Winter Falcon #60100

WHEELS

15"X8" inch maximum. Minimum Wheel Weight 14 lbs.

ENGINE SECTION

GM 602 Certified or IMCA Sealed 602 Crate Engine - (P/N #19258602)

Must be used as produced from factory; Crate engines may not be altered from factory specs or overhauled. Any driver caught altering their engine internally, the engine will be confiscated.

Stock 8" oil pan; No oil coolers, No remote oil filters. Oil filter must screw onto the stock location.

ENGINE LOCATION

Engines must be located so that the center of the furthest forward spark plug hole is no more than 4-inches behind the front axle centerline. Oil pan must not be lower than bottom of cross-member.



2021 UMA 602 LATE MODEL RULES

IGNITION SYSTEMS

Engines must use the GM distributor and coil that comes with the engine - Dist Part # 93440806 & Coil Part # 12498335 and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. No alternators allowed.
12 volt battery only - 24 series recommended.

CRATE HEADERS

GM-602 Crate cross over header Schoenfeld 135CM2 only.

1 5/8" tube with a maximum collector size of 3". No Tri-Y, Stinger, or Merge collectors allowed.

No hidden merge collectors inside collectors - Max size of Y pipe and exhaust 4".

Exhaust must exit behind driver. No coating, heat tape, shields, or blankets allowed to the headers.

Mufflers are **Mandatory** and are not to be tampered with or hollowed out.

CARBURETOR

650 CFM

1" open plenum aluminum carb spacer with one .065 single paper gasket is allowed on each side of spacer. Carb must pass all dimension tools and spec gauges. Metering blocks may be drilled / plugged but can only have a total of three passages open per block.

Butterfly's may not be thinned or tapered. Screw ends may not be cut off.

Any attempt to pull outside air other than thru the venturi is not permitted.

Double springs are strictly required.



2021 UMA 602 LATE MODEL RULES

AIR FILTER

No cowl induction. **Must have Aluminum or Steel Top and Bottom lids; Max retail \$30 ea.**

Max air filter 14"x4" tall. A round hole may be cut in the hood allowing air cleaner to protrude thru the hood.

No Carb Hats or devices that direct more air into the Carburetor. It must be open 360 Degrees.

Air cleaner element may not be sprayed or soaked at any time.

Note: If you are having issues seeing out over the hood of your race car, use a dropped air cleaner base with no carb spacer and a 3 1/2" tall filter. This way, only the lid protrudes thru the hood providing a better view.

RADIATOR/COOLING

2 row 19"x26" radiator minimum. No pressurized systems. No braided radiator hoses, 2 hose clamps required on each end of the hoses. No electric fans, No expansion tank. No taping off of nose at any time. Must have nose cut out for air to fit a 6" tall x 26" x 3/16" nose screen which is required. No Air directed under the nose, No Aero dynamic channeling of the air in the ductwork. No panning under nose or chassis. Air ducting no wider than 30".

Air box bottom, sides & top must be in straight lines, no curving of ducting.

FUEL & FUEL CELL

Maximum 18 gallon fuel cell capacity will be legal. **(1/8") 11-gauge steel fuel cell can or protector plates on all 4 sides.** Absolutely no 22 gal for safety reasons. Bottom of fuel cell must be at least 10 inches from the ground on 4" blocks. No Aluminum gas line, and routing must be outside of cockpit and protected from damage. The use of U style cells has been prohibited. No oxygen bearing or performance enhancing additives. **We strictly mandate pump gas only, 91 Octane recommended, No alcohol added gas, there are several gas stations that sell non-alcohol gas such as Quick Trip, BP, Phillips 66, Citgo, plus others. No Oxygenated additives, we want Mid 2.00 range gas. E-85 is not allowed. Pump Gas Only that contains No Alcohol, No Race Fuel.**

RADIO/ELECTRONICS/TRANSPONDERS

RACECEIVERS are mandatory for Race Director Communications. Frequency is 454.000.

RADIOS

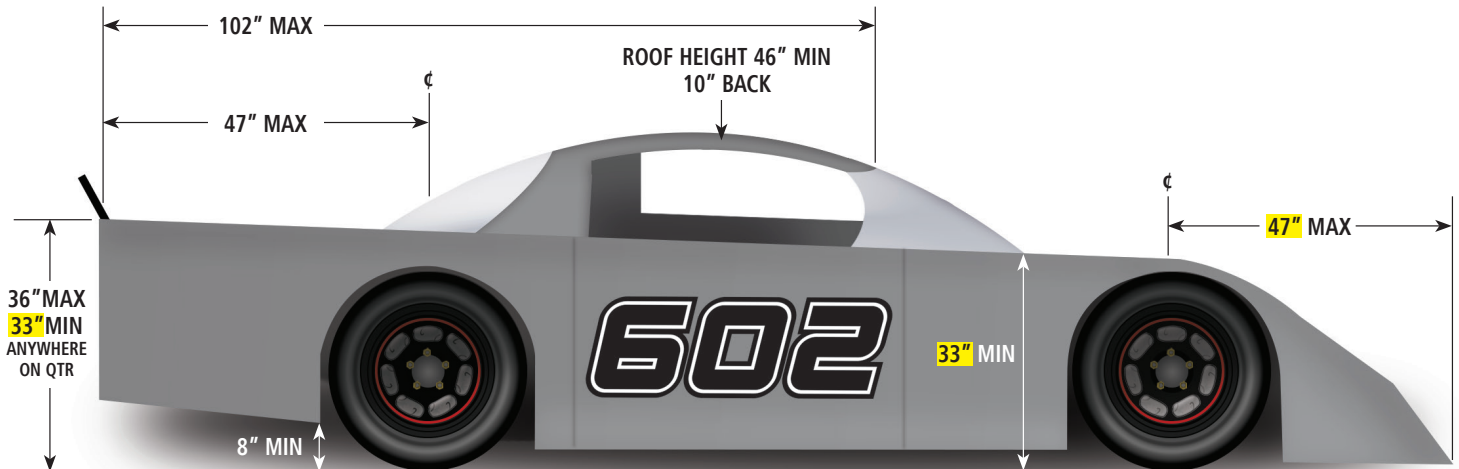
Radios Allowed. One radio only with a spotter using it. Must be in the spotter stand.

EQUALIZATION RULE

LaCrosse Speedway has done this with great success. Each time a team wins a feature, 25# must be added to the race car. After the third race, 25# may be removed.

BODY GUIDELINES UMA 602 LATE MODEL

(see drawing below for dimensions)



- MAX WIDTH OF QUARTER PANELS 76"
- **THERE WILL BE ONLY ONE SIZE SPOILER 5.5"x72". REAR SPOILER MUST BE ONE PIECE CLEAR LEXAN, SAME ANGLE RIGHT & LEFT. YOU MAY INSTALL A 1" ALUMINUM ANGLE ACROSS THE TOP OF IT TO ATTACH YOUR SPOILER BRACES. DECK LID TO THE TOP OF ANGLE IS 5.5". SPOILER BRACES ARE TO BE ROUND TUBING. NO FORWARD SIDE PODS ALLOWED. WE RECOMMEND YOU TO PUT RUB RAILS ON THE SIDE OF YOUR CAR.**
- REAR EDGE OF QUARTERS AND SPOILER MUST BE CENTERED RIGHT TO LEFT OVER REAR TIRES
- BODY MUST BE WITHIN 2" FROM OUTSIDE OF TIRES
- ALL MEASUREMENTS BASED ON 4" FRAME HEIGHT
- MAX DISTANCE OUTSIDE OF TOP OF RS DOOR TO A-POST, B-POST & WINDOWS = 8"
- MINIMUM ROOF MEASUREMENT 38"L X 45"W— NO MORE THAN 2" DROP ON THE ROOF
- NO FENDER OR WHEEL FLAIR CAN EXTEND 2" PAST THE OUTER FACE OF THE TIRES AND WHEEL FLAIR CANNOT EXTEND BEYOND THE REAR OF THE TIRE.
- REAR FILLER PANEL NOT ALLOWED
- ANY NOSE YOU DESIRE IS LEGAL
- THE MAXIMUM WIDTH OF THE NOSE SPLITTER IS 4"
- THE SIDE NOSE FLAIRS MAY NOT STICK OUT PAST OUTSIDE OF TIRES MORE THAN 2"
- MAXIMUM HEIGHT OF REAR BUMPER IS 12". **THE REAR BUMPER BAR CAN NO LONGER BE STRAIGHT ON THE ENDS, IT MUST HAVE 90 DEGREE BENDS GOING FORWARD, THEY MUST BE 6" NARROWER THAN THE QP ON EACH SIDE. WE WANT FLEXIBLE QP BRACES USED, NOT SOLID. THIS WAY, IF SOMEONE GETS INTO THE SIDE OF YOUR QUARTER PANEL IT WILL FLEX IN WITHOUT SPINNING YOU OUT.**
- TOW HOOKS - ON FRONT REAR - PAINTED WHITE
- IF YOU'RE GOING TO GET CREATIVE OR HAVE THOUGHTS REGARDING THE 602 CLASS PLEASE EMAIL ME FIRST AT WAYNE@LEFTHANDERCHASSIS.COM.