



2021 Pure/Hobby Stock Rules

Unified Motorsports Association of Asphalt Racing

UMA-Pure Stock 2021 Rules 5.1

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 Pure/Hobby Stock Specifications



1. SEATS- Approved aluminum driver's seat required.

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 are recommended, and head support on right is 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.

2. 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 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 iii-6fh; 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.

3. DRIVING COMPARTMENT-Cockpit must be completely sealed off from engine compartment and fuel cell. Only steel interior panels, floorpans, firewalls etc are allowed. - No aluminum allowed. (This will be strictly enforced and will require replacement with approved steel). 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. Bottom net mounting must be secure and approved. 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. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

4. DRIVER AND DRIVER'S ATTIRE- Complete SFI- approved fire retardant driving suit and gloves required. Eye protection required at all times, and a **Snell Helmet SA-2010 minimum required SA-2015** helmet or newer recommended. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are strongly 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. Complete SFI- approved fire retardant driving suit and gloves required.

5. ELIGIBLE MODELS--Any 1955 or newer American-made passenger car allowed. Minimum wheelbase of 108-inches (104-inches for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.

6. FRONT WHEEL DRIVE ELIGIBILITY--Front wheel drive cars produced before 1996 with V-6 EFI engines and minimum 104-inch wheelbase allowed. Full unit-body structure, including trunk floor, required. OEM electronic fuel injection system required. Fuel Cell required. Headers allowed. Minimum weight 2900#s. All other rules apply.

7. WHEELBASE AND TREAD WIDTH--Wheelbase must be within 1" of stock. Maximum tread width 65 inches, measured at center to center of tires at spindle height (front and rear).

8. GROUND CLEARANCE--Min. ground clearance 5" at any point (with driver), except front cross-member and mufflers which is 3½".

9. FRAME/ROLL CAGE--Frame must be unaltered from front to back. Rear frame section behind rear spring pockets may be replaced with square or rectangular to replace rusted or damaged framework. Repairs must be approved by tech officials. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage must be constructed of 1¾" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-up. These bars must mount to top of frame kick-up ahead of rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16 inches from the rear bumper mount. These bars may not be located within 24 inches of the main roll cage halo bar. Roll cage must include an "X" or diagonal brace behind driver. Three bars required in both the driver's and right side doors. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Deflector plates and foot protection bar required. One bar from each roll cage upright allowed through the rear firewall, bar must mount to frame at or before the top of the axle kick-up. Rubber body mounts (OEM or similar required). Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. Wedge (diagonal) bars allowed. Metric cars may modify forward firewall (moderately) for distributor clearance. Frame rails may be boxed in. An "X" brace under driver compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

10. INTERIOR--Firewalls and floor pan must be steel and of stock origination. Aluminum interior panels, firewalls, floorpans etc, of any kind or type are strictly not allowed. Front Firewall may be boxed to allow clearance for valve covers and distributor with engine setback. Rear firewall must be added to isolate from trunk area. Non-approved firewall or firewalls or floorpan will be subject to at least a minimum 50 pound weight penalty, and may also require changes to tech officials / competition director's approval.

11. SPINDLES, HUBS, STEERING--Stock unaltered spindles, hubs, and steering components required for make, model and year. Coleman steel hubs allowed. No lowered, dropped, or fabricated spindles allowed, except IMCA approved 3 piece 1979-up GM metric midsize spindle with 10 1/2" rotor. Heim joints are not allowed anywhere in front or rear suspension. Fabricated steering column must incorporate 2 U-joints. No electric power steering units. Power steering pump must be driven from front of motor by belts. Quick release steering wheel system is highly recommended.

12. SPRINGS/SUSPENSION/SHOCKS

12a. SPRINGS--Any stock appearing magnetic steel spring with minimum dimension of 5"x8.5" and a maximum MSRP of \$100. Springs must be in stock location front and rear. No trick or progressive rate springs. One conventional single coil spring rubber per spring allowed. Spring buckets may protrude through floor pan.

12b. SUSPENSION- Stock suspension components for make, model, year of car required. No modifications allowed, except rubber bushings may be replaced with poly or steel stock replacement parts. Stock ball joints (stock length and width) required. Full size spindles are not allowed on metric chassis. Lower control arms on metric cars may be lengthened 1". Rear stabilizer bar must be removed. Any magnetic spring over 5" in diameter allowed. Rear springs must be over 11 inches tall in non-metric cars. Rear springs must be over 8 inches tall in metric cars. No progressive springs allowed. Straight valve shocks (compression and rebound must be equal) required. Shocks must be non-rebuildable and non-adjustable. Stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No adjustable (threaded type) spring separators. Weight jacks allowed in rear only.

12c. SHOCKS- One steel shock per wheel that is non-adjustable; unaltered, with 5/8" or smaller shaft diameter. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. No external or internal bumpers or stops. Maximum 2.125 inch O.D. shock body. Shocks cannot be mounted in any other manner other than stock configuration. No shock covers allowed. All shocks must completely collapse at any time. Shocks may not be able to be disassembled and able to be reassembled. Maximum MSRP of any shock \$100 **NO Rebuildable shocks allowed.**

13. BRAKES- Four-wheel brakes required at all times. Only one master cylinder allowed. Stock brake units only for make, model, and year. No rear disc brakes allowed on drum brake style rearends. Master cylinder and pedals must remain in stock location. No "made for racing" components allowed. No brake blower motors allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

14. FUEL & FUEL PUMP- No E85 is allowed. Approved pump fuel only. No electric fuel pumps. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system.

15. FUEL & FUEL CONTAINER- Fuel cells Mandatory, 15 gallon capacity maximum. Stock fuel tank must be removed. A (1/8") 11-gauge steel fuel cell can or fuel cell protector plates are required. If 1/8" thick steel protector plates are used; plates must cover the sides and rear of the fuel cell. Fuel cell can of 1/8" thick steel shall have a one-inch lip and front, bottom and rear will be one piece. The top of the can will use current 18 or 20 gauge top and cell must be banded both ways with two steel (1" x 1/8") straps in each direction. Cell may have plastic or rubber style bladder, foam baffle and rollover valve. Fuel cell must be mounted with 1" square tubing behind rear axle, between frame rails and must be totally enclosed from the driver compartment. Fuel cell must have rear protection bar and must extend below fuel cell and be braced back to main frame; a minimum of 1 1/2" X .095" tubing required. Bottom of fuel cell must be at least 11 inches from the ground. Fuel filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork. Aeroquip or equivalent gas line recommended or Steel fuel lines, if run thru the interior of the car must run thru another steel tube complete from front to back. Routing recommended outside of cockpit and protected from damage. The use of U style cells has been prohibited. Approved mechanical fuel pump only. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system.

Starting in 2021 add 25#'s for non-approved 1/8" steel fuel cell can.

16. WEIGHT- All weights are minimums and will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head with no fuel allowance. Minimum total weight is 3400#'s 53% front axle min and 58% left side max. All weights must be properly anchored to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail. Ballast weight must meet 10" ground clearance behind rear axle. Ballast must be painted white and lettered with car number. Any loss of weight from any car can result in a cash fine. No tungsten, lead shot, ball bearing type, or liquid type allowed. No moving weight or weight moving devices allowed. **METRIC WEIGHT RULE--** Metric chassis cars, can run at 3300 lb., minimum, with a left side max of **56%** if so desired. Must be declared to tech officials before competition.

17. WHEELS-Aftermarket made for racing, steel wheels required, 8" maximum width. No bleeders allowed. One inch lug nuts required on all wheel studs. Oversized diameter studs required. Wheel studs must be long enough for threads to show on outside of lug nuts. No wide five wheels. Minimum wheel weight is 19.0 lbs. Maximum allowed wheel spacer thickness is 3/8 inch on any corner of car. Maximum wheel offset (backspacing) is 4 inches with minimum being 2 inches.

18. TIRES-Approved tire: Hoosier D-800 or Am Racer AR870 only. Tire bank system will be utilized, with 8 tires to start, and 1/2 per night thereafter, (must race two nights to earn your next tire). All tires run in competition must be in your tire bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. Visiting teams will start a tire bank consisting of no more than 8 tires (new or used), on their first night of competition. Only Hoosier D-800 will be sold at track.

18a. Tire Rule Addendum: Option A: Any new competitor who does not race weekly at DRP entering a race after opening race date may purchase 4 new D-800 tires but will be required to run those tires in all the laps in all practice sessions, qualifying, and races. After qualifying, the car will line up in whatever position it falls in the qualifying order after the invert. Failure to comply will result in starting in the last position. A new competitor who does not race weekly at DRP is allowed the previous scenario twice and those 8 tires will be recorded in their tire bank.

18b. Tire Rule Addendum: Option B: In the alternative the competitor may elect to buy 2 new D-800 tires and use 2 used D-800's of their own with 4/32 tread ware (checked with UMA Tech Official approval) and will be started as qualifying dictates. Those 4 tires will be recorded as banked tires. If the competitor enters the following race event or any race there after only banked tires can be raced and will be placed on the normal tire purchase schedule.

18c. 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.

19. ENGINE LOCATION- All engines must be located so that the center of the furthest forward spark plug hole is in line with or ahead of the upper ball joint centerline. Minimum crankshaft centerline height 10 1/2" (front and back). All engines must be mounted in an approved manner.

20. CRATE ENGINES-GM 602 CRATE ENGINE: (P/N #19258602) must be used as produced from factory. Weight may be adjusted for fair competition. Crate engines must run stock style HEI distributor with coil in cap and maximum timing is 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.2 to 1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. UMA Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

21. Concept ENGINE--Engine must be stock for that make. All engines may be located so that center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 10.8 to one; 9.3 to 1 or less deduct 100#'s No domed pistons. Flat top or dished pistons only. No aluminum intakes or heads. **No vortec heads allowed.** Hydraulic cam/lifters only. Lifters must pass leak-down test. Maximum lift at valve: GM-.425-inch, Ford/Mopar-.465-inch. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. No dual feed carbs. Air cleaner and overflow tank located under hood required. Maximum intake valve diameter is 2.02". The IO52 World Product stock replacement head with 171 cc intake runners or Dart iron eagle SS straight plug head with 165 cc intake runner are the only non OEM heads allowed. Roller tip rocker arms allowed - 1.52 ratio max. **Rocker arm oil deflector plates are allowed.** A 3/4" NPT inspection plug in oil pan is recommended. Inspection hole must be located

in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). One Holley 4412 carb required. OEM mechanical fuel pump, in stock location, required. No electric water pumps.

22. CRANK SHAFT--Stock appearing crankshaft required, minimum weight #48. Crankshaft must have stock appearing counter-weights and may not be scalloped or gun drilled. Stock (un-altered) flanges required. Any suspect crank shaft can be removed and weighed.

23. IGNITION--Stock type (HEI) ignition components only. Firing order may not be altered. **No** MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems.

24. FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

25. CARBURETOR--Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Dorton 003-0 required on all cars. No alterations except removal of choke "Butterfly" allowed. Carb must pass inspections with all go/no go gauges used at tracks. Holley 4412HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged but can only have a total of 3 fuel passages per side of metering block. Aftermarket metering blocks are not allowed. Double return springs and air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. Steel or steel braided fuel lines required, metal fuel filter required.

26. CARB SPACERS, GASKETS, MOUNTING--Carb Adaptor: 1-1/4" max thick w/gaskets. No part of adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only. Aluminum and phenolic spacers are both allowed.

27. 602 Carb Spacer--1" thick Aluminum carb adapter with One .065 single paper gasket is allowed on GM 602 Crate Engine.

28. INTAKE MANIFOLDS--Completely stock passenger car 2-bbl. or 4 bbl. cast iron only. No grinding, polishing or altering allowed. No Bow-Tie manifolds.

29. EXHAUST SYSTEM--Mufflers are Mandatory; Stock cast iron exhaust manifolds required. Exhaust manifolds may not be ported. No headers allowed. No corvette center dump manifolds allowed. Maximum exhaust pipe diameter 2 1/2" before collector and/or muffler, 3 1/2" maximum diameter behind collector/muffler. Exhaust must exit left or rear (not right side) and behind driver. Maximum 100 decibels at 100 feet, any car not meeting 100 decibels will add 25#'s for the night and must be remedied by next event.

30. DRIVESHAFT--Minimum diameter 2 -1/2" steel driveshaft required. Driveshaft must be painted white. Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driver's compartment.

31. REAR END--Rear end must be stock type, "open" or locked by welding or spool only. No quick changes. No Floater rear-ends or cambered tubes allowed. All plugs (drain, inspection, etc.), must be safety wired.

32. BATTERY--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

33. RADIATOR--Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required. **No anti-freeze allowed.**

34. TRANSMISSION--Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. Powerglide transmissions allowed. No rubber transmission lines allowed. Transmission cooler not allowed in driver compartment. Aftermarket or S-10 right side axle required on metric cars. All plugs (drain, inspection, etc.), must be safety wired.

35. TOW HOOKS--Tow hooks required on front and rear of car.

36. BODY AND APPEARANCE-Body must match frame used. Complete stock appearing steel bodies with Stock, unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Fenders may not be inclined downward more than two inches from stock. Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace hood and trunk latches. Hood X reinforcement must be removed. Aftermarket nose pieces allowed. Full rocker panels required. Stock steel bumpers, front and rear, may be reinforced, and bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator protection bars allowed. Modest use of bars on top of bumper and outside of nose piece allowed. Plastic nose and rear bumper covers allowed provided they are stock appearing for that make & model car. No multi-plane spoilers. Maximum spoiler height is 5"; Maximum spoiler width 60". Spoiler must be centered on rear tail section. No wings or skirts allowed. No forward facing air scoops or holes (except for pins) in hood allowed. Bumper ends must be capped and not extend past body. Stock or Lexan windshields, (1/8" minimum thickness) required, all other windows (if used) must be of Lexan. 12" maximum vent windows. Sunroofs must be closed in with sheet metal. Body must be within 2" of outside of tires. Numbers 18" high required on both sides and roof (readable from right side). 1" square rub rails allowed; mounted within 3" of ends. Ends must be tapered, capped, and ground smooth. All body modifications are subject to tech official approval.

38. RADIOS/ELECTRONICS/TRANSPONDERS

38a. TRANSPONDER: Mandatory, Location of Transponder is 165" behind front edge of nosepiece.

38b. RACEceivers are mandatory for Race Director Communications frequency is 454.000

38c. RADIOS: No 2-way communication Radios Allowed

38d. CAMERA: Two cameras max allowed must point out front or rear window.

38e. ELECTRONICS: No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

39. TEAM DRIVING: Not Allowed

40. CHAMPIONSHIP POINTS -will be awarded per your finishing position. If drivers are disqualified, drivers behind them do not advance.

41. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars will be granted temporary eligibility status for two weeks at the discretion of UMA officials on a case-by-case basis for eligibility and rule book conformity

42. TECH INSPECTION-All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools.

WEIGHT	OFFENCE	POINTS	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	-\$50
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	-\$100
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ
LEFT OR REAR %			
UP TO 0.2% HIGH	ANY OFFENCE	-10 POINTS	-\$50
0.3 TO 0.5% HIGH	ANY OFFENCE	-25 POINTS	-\$100
OVER 0.5% HIGH	ANY OFFENCE	DQ	DQ
TRACK WIDTH			
UP TO 1/8" WIDE	ANY OFFENCE	-10 POINTS	-\$50
1/8" TO 1/2" WIDE	ANY OFFENCE	-25 POINTS	-\$100
OVER 1/2" WIDE	ANY OFFENCE	DQ	DQ