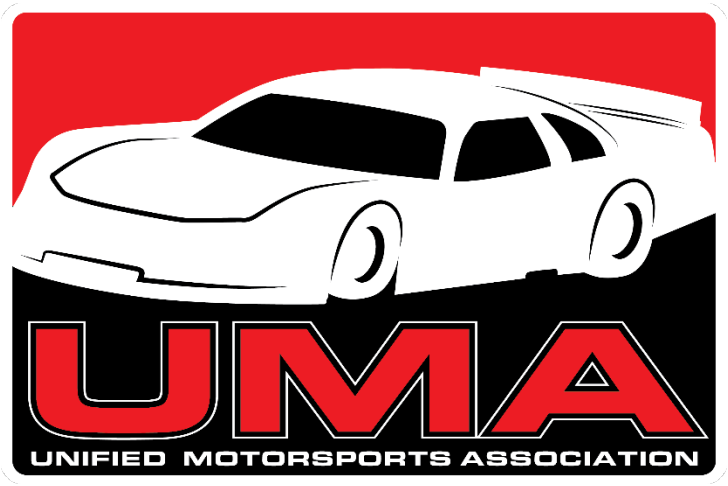


2021 Weekly Late Model Rules

Unified Motorsports Association of Asphalt Racing
UMA- Weekly Late Model 2021 Rules 5.4
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 Weekly Late Model Specifications

1. *SAFETY EQUIPMENT*

1A. 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 and head support on right are required. Full containment seats recommended. Seat may not protrude outside 4 point upright or top cage halo. All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by UMA officials. Seats may also be Carbon Fiber or Carbon Composite or others. This should not be used as a weight saving measure. We have found several new seats that are affordable and safe and meet with the rules and thoughts of the UMA. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted. Seat construction must be approved from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception – Lajoie seat where construction is such that rib supports are not required. Bolt on systems are approved for competition. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

1B. SAFETY BELTS-*Belts must be dated within 3 years of event date or newer.* All seat belt and shoulder harness systems must be SFI specification 16.1, type Y-type shoulder belts are not approved for use. 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 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 belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. 6-point belts (double crotch strap) are recommended.

1C. FIRE SUPPRESSION SYSTEM-A minimum five-pound (5) on-board fire suppression system is required. 10# fire suppression with multiple discharge points is highly recommended. Cold Fire systems recommended for cockpit usage. Must have gauge in view and must be fully charged. Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; *Recommended: Fire retardant padding*.

1D. **LEFT SIDE WINDOW NET-**Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "a" pillar end of the bar. Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member. Window nets must drop down. Must latch on top. No Fish net style window nets.

1E. DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit designed for racing along with fire retardant gloves, socks, underwear, and shoes required. Eye protection and a ***Snell SA-2015*** or newer helmet required. Snell "M" or D.O.T helmets not allowed. Use of head and neck restraint devices is highly recommended for all hot-track activity. Approved devices are the HANS device, LFT Technologies R3, Simpson and the Hutchens ii device. 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.

1F. CARBON FIBER USEAGE-Carbon fiber for safety use only in Seats, Helmets & Hans Devices. Carbon Fiber is NOT allowed for dash, panels, duct work, bolts, brake ducks, brackets, or braces made out of this material.

2. *BODY Configuration Guidelines*

2A. Five Star Next Gen, Original ABC body configuration and AR Revolution Series Body are approved and must be mounted in accordance with The Five Star Referee specifications and allowances. Original ABC body configuration rules apply, unless otherwise stated. The Five Star Referee will be the official method of body measurements including tread width. Refer to rulebook body guidelines posted at http://www.fivestarbodies.com No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. are not allowed. Five Star Bodies or flat 12 inch side vent windows only, 3 window braces front and 2 rear window braces required, and must be approved. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. No panels allowed to extend tops of doors, add to UMA/Five Star Rules MEASUREMENT "A" Must be a minimum of 11.5 inches and nose measurement must be 20 inches minimum from hood to bottom of the nose. Right side door inner panel must drop down from the door and must be official approved. Panning under car (weight trays) will be allowed, panning may start at foot box and only run to back of driver's area (cockpit) and remain inside frame rails. Door rub rails allowed, Five Star or similar Lexan or steel must have ends must be tapered and capped. Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height 47"Maximum deck height 34.5". Minimum side window clearance 15". No air scoops or holes in hood allowed. All windows must be of Lexan, Window tint of any kind will not be allowed. Body must be within 2" from outside of tires. All body dimensions will be measured with frame on 4"blocks. Carbon fiber body panels or interior components are not allowed. Titanium bolts, brackets, braces, are not allowed.

2B.SPOILER-All spoilers will have a minimum 3/16" thick clear polycarbonate blade with no lettering and a maximum width of 60" measured across back of spoiler and maximum blade height of 5". Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4"with a minimum 1/2 inch to maximum 5/8 inch split in the center to accommodate the centerline template, no tape or inserts may be used to cover this opening at any time. Minimum spoiler angle is 55 degrees, maximum spoiler height is 39" on 4" blocks. Rudders or forward mounted brackets will not be permitted. Window tint of any kind will not be allowed on spoilers.

2C. Cars will be placed on 4" blocks to confirm correct height of body components.

2D. Standard opening for the grill screen area only as approved for ABC manufacturers' production, must be maintained at all times. Only ABC approved manufacturers' mesh screen may be used for the radiator opening in the nose with a minimum of 3/16" stainless mesh.

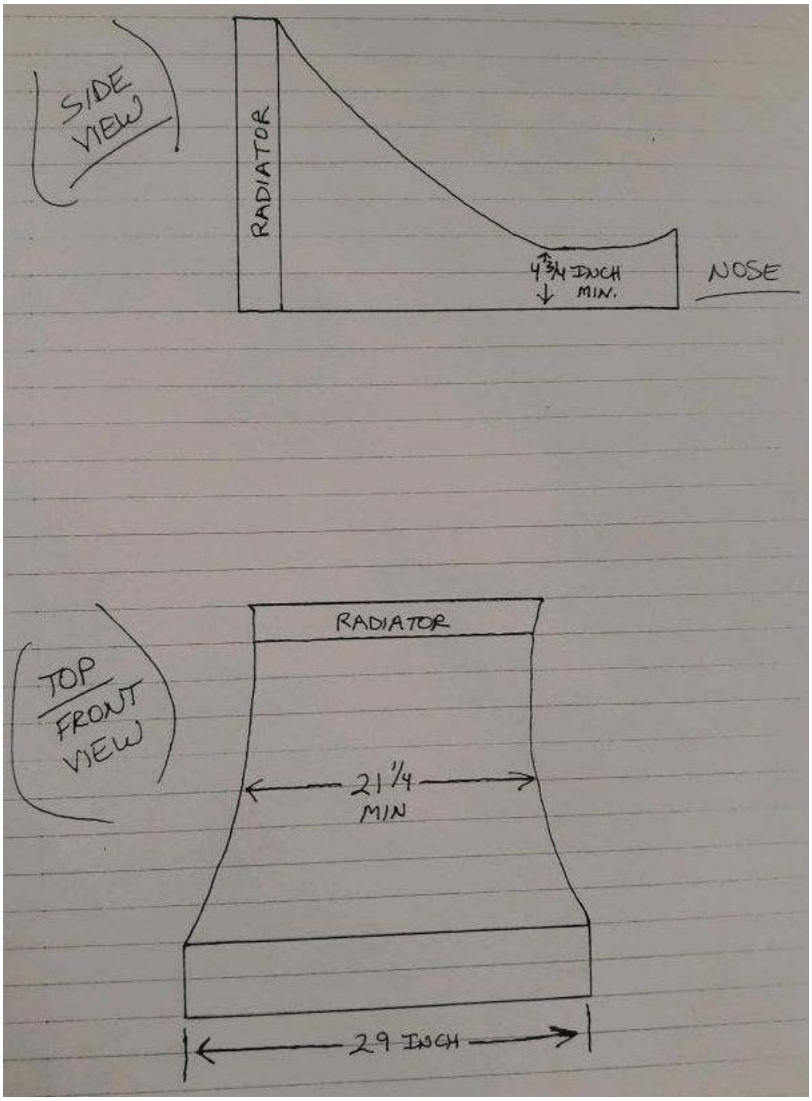
2E.*Tape may NOT be used on the radiator grill opening or brake ducts in the nose at any time nor on rear spoiler blades.* Tape is allowed on hood seams only.

2F. Air intake boxes are permitted for the carburetor with cowl inlet only. The back of the cowl induction box must be flat or must be stock Five Star or AR part. No additions to or devices for directing the flow of the air into the air cleaner or air cowl intake box are permitted. You may not grab or funnel air into air intake box in any fashion. No type of forward air intake allowed. Air cleaner is mandatory to act as a flame arrestor. No additives allowed in air filter.

2G. The duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat bottom and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 ¾" in height and the narrowest across dimension of the top panel is 21 ¼". The interior of air box between nose and radiator shall be clear of any added devises or obstructions that interrupt deflect or obstruct incoming air to the radiator. Openings for brake cooling ducts are permitted off of the sides of air box but may not extend into interior of duct work. A Five Star C-5 air flow plastic duct or Bump-N-Run bag product or AR Body EZ Max plastic duct system may be substituted in lieu of conventional aluminum duct work. No Carbon fiber allowed in this process. No types of under-body air deflectors allowed. Approval of any design of air box duct work shall be the decision of tech officials and/or competition director. No Carbon Fiber; radiator ductwork.

See Illustrations Next Page

APPROVED SIZING FOR NOSE TO RADIATOR AIR DUCT BOX



APPROVED FIVE STAR & AR AIR DUCT MANAGEMENT PRODUCTS

3. *TRACK WIDTH / WHEELBASE*
3A. Maximum tread width front and rear is 65" (zero tolerance allowed) measured center to center of tires at spindle height.
3B. Minimum 101" wheelbase required on both sides.

4. *CHASSIS*
4A.Tube or stock stub allowed.
4B. All chassis must have driver's foot protection bar (Martin bar)
4C. Tow hooks on front and rear required.

5. *ROLL CAGE CONSTRUCTION*
5A.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 (1-3/4"x.090") diameter d.o.m. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. 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. No material substitution permitted. Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.500-inch x .063- inch OD steel tube. No material substitution permitted, no aluminum allowed on the structure of the chassis.
5B. *DRIVER SIDE DOOR PLATES*
1. Left side driver support bars and plates are mandatory, no drilling for lightning allowed
2. No material substitution is permitted.
3. All support bars and plate installation is subject to approval. Solid filled from A-B post.
4. All plates must be (1/8") Steel or **add 25#'s for non-compliance**, sonic testing will be used
See options listed below Plan A or Plan B
Plan A – 0.125-inch, 1/8" solid steel plate bolted to the left side door portion of the roll cage.
Doorplate must be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is prohibited.
Plan B – 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.

Illustration pictured below.

6. *SUSPENSION*

6A. Coil over or leaf style suspensions only.
6B. No computer or hand operated controlled suspension.
6C. No titanium**,** Inconel**,** exotic materials, parts, or components allowed anywhere on racecar,
6D. No hollowed-out bolts of any kind on suspension components.
6E. Front suspension adjustment must be done from under the car or by lifting the hood.
No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s)
6F. No suspension adjustment devices are permitted in the driver's compartment area or in reach of driver at any time in car. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited.
6G. Rear suspension must be Non-independent, live axle type only.
6H. Remote rear suspension adjusters are permitted when accessible through the rear window. A Maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area.
6I. Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 or 4 link only. No 5th Coil Suspensions, No birdcage set-ups or spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions. Senneker Type T-arm assemblies or bridge kits are not allowed. Trailing arms must mount to rear end in a solid fashion, No part of the trailing arm mounting may freely rotate around the rear end, must be welded or bolted in place. Trailing arms mounting behind the driver must have a 1/8" steel protection plate protecting driver. No cantilever, wishbone, or torsion type suspensions maybe used.

7. *REAR END*

7A. Rear ends may be stock or rear spur type quick-change units with minimum 10 inch ring & pinion
7B. No open tube rear ends permitted.
7C. No Aluminum tubes allowed. Steel tubes only.
7D. Material used for rear end section is at the discretion of the team, hub pins must be steel.
7E. Maximum camber ½ degrees and measured w/the rear axle level. One-piece straight spline drive plates only.
7F. No titanium or traction wrap up axle shafts, Left side & right side gun drilled axels must have the same I.D. and O.D. (Solid axles on both sides & with a minimum of 1.125 O.D. will receive a total weight break of 25#) Magnetic steel axles only.
7G.**Cars must be utilizing a locked rear end with a Spool. No part of the spool may move or twist.**
Ratcheting/Torque Sensing differential are **NOT** Allowed
7H. Drain plugs must be safety wired.

8. *SHOCKS/ SPRINGS/SPINDLES*

8A. Approved for competition Non-Adjustable Shocks-series; Afco 13T, R, S, 21,24 ARS 2000, Bilstein SZ, SN, Carrera 62,65,67, Genesis GSO, Integra Avenger 411, Integra 431, Pro A, AC, TA, PG, QA1 16,21,26,50,51,62,63,67series. Manufacturer's components must be used, valving optional. KONI sealed adjustable (NON-Rebuildable) shocks allowed, are as follows: A. Model # KON30-7436, KON30-7499, KON30-7325, KON30-9325, KON30-9436, KON30-7647. The bump stop that is enclosed will not be allowed, must be removed. KONI Shocks may be exchanged by UMA tech officials at any time. Conventionally mounted 5-inch springs or coil over type suspensions with only one (1) shock and (1) spring per corner of the car is permitted. Spring must be magnetic steel with maximum MSRP $100.
8B. Minimum Coil Spring diameter 2.5" x 8" in length
8C. NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, straps, etc.
8D. No electricity to the shock, and no shock may be adjusted by driver within driver's compartment.
8E. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the driver's compartment.
8F. Heating pads, cover and/or blankets will not be permitted over the shock absorbers.
8G. Spindles must be Steel. Aluminum steering-arm and ball-joint mounts allowed.

9. *STEERING*

9A. Rack and pinion or steering box with center link style
9B.Quick release steering wheel required.
9C.Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.
9D.Collapsible steering shaft recommended.
9E.No electric power steering units. No titanium steering components or hardware allowed.

10. *BRAKES/ROTORS/HUBS*

10A. All cars must have functioning brakes on each wheel. All brake lines must be fully visible for inspection at any time and must not be run thru the inside of any part of frame.

10B. Maximum 4 piston brake calipers. Steel or aluminum only Maximum retail price $200

10C. No Thermal Lock Pistons allowed.

10D. No ABS units or brake recirculation systems, or floating caliper brackets.

10E. All air for brake blowers for front wheels must be taken from nose or radiator air box only, may not pull air from under car at any time. Max 2 per each wheel. Air must only be blown on brake rotors. Ultra-cool Fans may also be used. Carbon Fiber fans are not approved.

10F. Only one Knob-type brake bias adjuster units are allowed per car.

10G. Fixed mounted Steel rotors only maximum diameter 12¼" rotors, no drilling permitted. No floating or self-centering rotors

10H. Aftermarket hubs with 5/8" wheel studs required, No gun drilled studs permitted.

10I. Wide five hubs and spindles allowed with roller bearings, maximum MSRP of $180.

10J.Oil filled (or oil filled design) or roller ball bearing hubs or hubs that do not meet price limitations Add 25#'s

11. *TIRES*

11A. Hoosier D800 only. Tire bank system will be utilized; Teams may purchase a maximum of 8-tires into their initial tire bank, and can purchase one new tire on the second week of competition, and continue with one new tire per every week of competition thereafter. If you decide not to purchase tires on any particular week, and our records show that you were here in competition, we will let you purchase them at a later date. Tires purchased that night do not have to be raced; you may bank them for a future night. 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.

11B. 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.

11C.**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.

11D.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.

12. *WHEELS*

12A.Aftermarket made for racing, steel wheels required, 15"x 8" inch maximum.

12B. Wheel must be 5x5 or wide 5 pattern only.

12C. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted.

12D. No tire pressure reliefs or bleeders of any kind allowed.

12E. Wheel Studs and Spacers: A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") 15f. Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

13. *CLUTCH*

13A. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch min.

13B. Absolutely no carbon fiber or poly clutches allowed.

13C. Bell housing must have an opening at bottom (to allow a clear view of clutch).

13D. Only standard material clutches allowed. No Slipper or Centrifugal clutches allowed.

14. *TRANSMISSIONS*
14A. OEM production type transmissions, Internal clutch transmissions allowed with weight penalty.
14B. Aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*).
14C. Must have two forward and 1 reverse working gears plus a neutral position minimum.
14D. No bottom load transmissions.
14F.No 5-speed or more transmissions, No 'in and 'out boxes allowed. Must be self starting
14G.Standard clutch type transmissions must have a blow proof bell housing (*steel or aluminum*).
14H.Automatic transmissions must have an approved scatter shield.
14I.All drain plugs must be safety wired.

15. *DRIVESHAFT*
15A.The drive shaft shall be made of steel or aluminum only with a minimum diameter of 2.5". Carbon-fiber not permitted.
15B.Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and the forward hoop Must be 4-5 inches minimum behind front yoke.
15C. Steel Drive shafts must be painted white.

16. *WEIGHT/ENGINE PACKAGE COMBINATIONS*.
16A. All cars will be allowed up to a maximum left side weight percentage up to 58% & 51% rear
16B. Weights include driver, race ready with fuel on board.
16D. All weights are Pre-Race with fuel allowance of 1/2# per lap.
16E. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. Any lost weight will result in a $10 per pound fine. No Tungsten or similar weight allowed! All weight must be in solid blocks.

WEEKLY LATE MODEL

BASE WEIGHT	ENGINE	CARB	Notes	%
2700	GM 602 Crate #19258602 W/HEI Dist	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6200 RPM Chip	58% Left Max 51% Rear Max
2750	GM Certified 604 Crate # 88958604 or 19318604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6700 RPM Chip	58% Left Max 51% Rear Max
2850	Limited Concept Engine Iron Head Only	Holley-4412 500 cfm 2bbl	-	58% Left Max 51% Rear Max
2850	Non-certified or Updated Crate 602 or 604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6200/6700 RPM Chip	58% Left Max 51% Rear Max
2850	Wegner 5.3L sealed engine Must have 20lb weight plates on each side of the block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2850	Ford 302 Block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max

(Any Engine not listed in above chart could possibly be certified for competition by the UMA)
Unlisted engines not in above chart that are allowed will have a base weight of 2900#'s with a 4412 2-barrel carburetor.
Unlisted engine packages will be handled on a case by case basis by UMA Officials.

Weight Options	Weight
Base Weight	See chart above
Solid Rear Axles with minimum of 1.125 O.D	-25
Steel Drive Shaft 3" minimum in diameter	-25
UMA Certified 602 / 604 Crate Engine	-25
Stock Stub Chassis	-50
Oil filled/Ball Bearing Hubs or excess MSRP Max	+25
Internal clutch transmission	+50
Ratcheting/Torque Sensing Rear End	NOT ALLOWED

17. *COOLING SYSTEM*
17A. Radiator mounted in front of engine, between frame horns.
17B. Fan protection required and overflow tank recommended.
17C. Water pump must be stock type in stock location. Electric water pumps are NOT allowed.
17D. Antifreeze is strictly prohibited.
17E. Cooling system shall consist of any conventional system that employs the use of a standard radiator cap or caps. THE USE OF ANY MANUAL HIGH PRESSURIZED COOLING SYSTEMS, EITHER WITH OR WITHOUT EXPANSION / SURGE TANKS IS STRICTLY PROHIBITED.

18. *ENGINE SECTION*
UMA Officials retain the right to adjust weight rules to promote competition among motor combinations. All part numbers must remain on all engine parts & No engine parts may be composite.

18A. *IGNITION SYSTEMS: IGNITION-*No crank trigger ignition allowed. All ignition systems must be 12 volts. Only one 12 volt battery maybe used at any time. Ignition boxes may be switched by UMA officials from car to car or swapped with UMA house ignition boxes. Wiring will follow in this rule. Approved Ignition boxes; Crane/Fast Cams Ignition Hi-6r p/n 6000-6400, or Hi-6rc p/n 6000-6700, or Hi-6 p/n 6000-6440 MSD MSD6A, MSD 6T, MSD6AL, MSD 6ALN, MSD6 Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector. Only one ignition box allowed in car at any time. Car maybe wired for duel boxes but must have only one box in car while on track. 2. Box must be in clear view. Must be able to remove in five minutes. Non-compliance with the specifications outlined herein may subject the participants (owner/driver) to disqualification, loss of monies and points earned at the event. Owner/driver must provide tools to remove part. All cars must have ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible to emergency personnel.) Vacuum advance may be removed and the pick-up coil locked. No magnetos.

18B. *ENGINE LOCATION*: GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" set back. ALL Engines: Oil pan must not be lower than bottom of cross-member. Options to correct are add to bottom of cross-member or raise motor. Out of tolerance engine setback cars will be subject to a weight & points penalty & or fine.

18C. *LIMITED CONCEPT ENGINE*: Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, **LA-X** heads. Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. 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). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980**,** 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes

18D. *INTAKE MANIFOLD*: Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads.

18E. ***EXHAUST (Non-Crate)***
Headers allowed on all engines; No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header $499.00

18F. ***GM 602 CRATE ENGINE*****:** (P/N #19258602) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 single paper gasket allowed. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with No stepped, 180 degree or Tri-Y headers. Crate engine must run stock style HEI distributor with coil in cap and a **maximum timing of 34 degrees**. MSD Soft Touch Rev Control Part #018-8728 or 8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.2:1. 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. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

18G. ***GM 604 CRATE ENGINE*****:** (P/N# 88958604 or 19318604) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 single paper gasket allowed. All crate engines may not be altered from factory specs. **Maximum timing is 36 degrees** and must use a 6700 RPM chip; maximum compression can never be greater than 9.75:1. 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. No Ford or Chrysler crate engines allowed.

18H.***UPDATED GM CRATE ENGINE*****:** Crate engine with any or all of the following updates or any non certified/approved rebuilt crate engine will have a base weight of 2850lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer. Maximum compression can never be greater than 9.75:1. Maximum timing is 36 degrees, and must use a 6700 rpm chip. UMA authorized rebuilt crate engines must be done by a certified rebuilder.

18I.***CRATE HEADERS*****:** GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; GM 604 Crate cross over header Schoenfeld 135CM Part #: 007135CM are recommended for competition; with a maximum collector size of 3". No Try Y headers will be allowed. No merge collectors. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header $499.00

18J. ***REV LIMITING CHIP CRATE ENGINE*****:**
The use of a Rev Limiting Chips will be used; GM 602 Crate will be limited to 6200 RPM's and GM 604 Crate engine will be 6700 RPM's. UMA may change chips at random and may check chips at any time. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver and all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.

18K. ***LS 5.3L SPEC ENGINE***- All LS 5.3 engines must add 40lbs of weight to engine block area; 20lbs of weight on each side of the block either bolted to the block or the inside or outside of the front stub in line with the center of the block. All LS 5.3 spec engines must be rev-limited to 7600rpm with a MSD/Crane type ignition box. Engine is subject to same inspection procedures as other engines. LS Spec Engines must use Holley 4412 500 cfm 2 bbl carb with 1" spec carb adapter plate manufactured by Wegner Automotive P/N#WA0349.

19. *CARBURETOR*: The Holley Ultra Series & Holley Aluminum (Part #0-4412SA) 500 cfm carburetor is **NOT allowed**.
19A. All Non-GM Crate Motors will use **Holley 4412 style 2bbl** approved carburetor.
19B. All GM 602/604 Crate Motors use Holley 650cfm 4bbl 4150 HP carburetor, part # 80541-1, All 4 barrels of Holly 650cfm must be fully operational at all times, no secondary's disconnected.
19C. All carbs must pass all UMA gauges and specs.
19D. Double throttle return springs mandatory.
19E.Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP 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 block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body only. GM 602/604 Crates Motors use Holley 650-HP P/N 80541-1 No modifications or epoxy on boosters and no adaptor plate allowed.
19F. ***No fuel injection systems of any kind allowed.***

20. *CARB ADAPTOR (SPACER) RULE*: *(THIS DOES NOT APPLY TO GM 602/604 CRATE ENGINE PACKAGES)*
20A. 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold by a Maximum of 1/4". Adaptors are one piece only. Tapered or Beveled Adapters Allowed.
20B. LS Spec Engines must use 1" spec adapter plate by Wegner #WA0349 (no stacking of gaskets)

21. *AIR FILTER*
21A. Air filter is mandatory to act as a flame arrestor.
21B. No additives allowed in air filter.

22. *FUEL/ FUEL PUMP/FUEL CELL*
22A.FUEL: Racing pump fuel only; 110 Octane maximum allowed, Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. Use of such substances or additives will result in immediate disqualification. **A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from VP or Sunoco baseline 110 will be Illegal.** No icing or cooling of fuel system. **Ethanol (E-85) is not allowed.**
22B.**Fuel Pump:** Mechanical fuel pumps only on conventional engine package.
22C.Fuel Cell: A fuel cell is mandatory with a 22-gallon (U.S.) maximum and a minimum of ten inches (10") ground clearance, fuel cell height measurement based with chassis up on UMA certified 4" blocks front & rear, cars not meeting 10" ground clearance with a minimum of 8" ground clearance will **add 25#'s** for the infraction. If fuel cell height is below 8" you will not race. Fuel cells must have rubber style bladder, foam baffle & check balls in place. Teams are responsible to verify that fuel cells and bladders are up to date and in good condition. Fuel cell must be mounted behind rear axle and between frame rails. Fuel cell can is to be no closer than 2" to the back of the rear end. **All fuel cell cans must be magnetic steel 1/8" thick**, with one-inch lip and front, bottom and rear being a one piece design. 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. The cell must be bolted in with a minimum of 14-3/8 bolts with flat washers on top and lock washers on bottom. The use of "U" style fuel cells or non-standard-shaped fuel cells is prohibited. Aeroquip or equivalent gas line required; routing must be outside of cockpit and protected from damage. All cars must have a rear protection bar extending below fuel cell.
22D. Fuel Cell Protection Plates: Cars without a 1/8" steel fuel cell can are required to have 1/8" thick steel fuel cell protection plates mounted on outside of frame rails. The plates must cover the sides and rear of the fuel cell as well as minimum 1/8" steel plate between fuel cell and rear end.
Starting in 2021 add 25#'s for non-approved 1/8" steel fuel cell can.

23. *BATTERY:* 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch highly recommended & must be located in center of driver compartment accessible to the safety team from the passenger side window.

24. *ILLEGAL EQUIPMENT*: No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed. No Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; dry-sump systems; external oil pumps ; multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, traction control devices, of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing on transmitting information except memory recall analog tach. All wiring must be visible for inspection. All illegal parts are subject to confiscation.

25. *RADIOS*: All drivers must have a spotter in the designated spotter area during all racing events if utilizing radios. Spotter required identification of car number on back of his/her shirt. RACEceivers are mandatory for Race Director Communications frequency is 454.000.

26. *TRANSPONDERS:* Transponders are Mandatory, and **located 8" forward from center of rear axle**. All competitors must have timing transponders on their car for the entire program including practice. Available at event.

27. *CAMERAS:* Two cameras max allowed must point out front or rear window.

28. *TEAM DRIVING*: Not Allowed

29. *CHAMPIONSHIP POINTS & MONEY:* Championship points will be awarded per your finishing position. If driver is disqualified, drivers behind them do not advance.

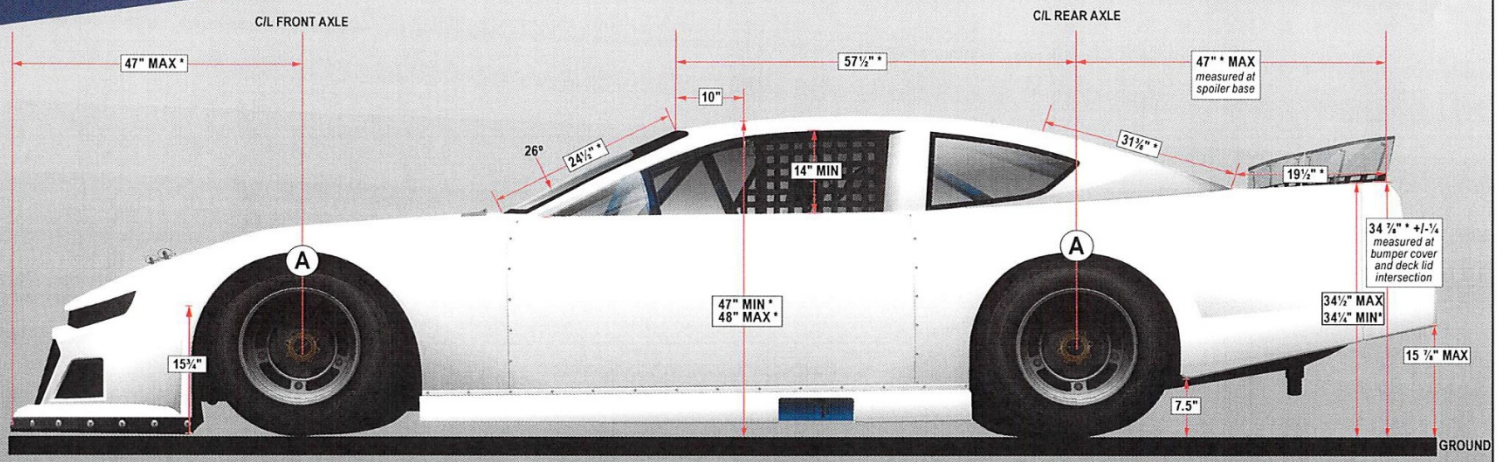
30. *LOCAL TRACK VISITING EXCEPTION:* Cars from local neighboring tracks/series that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars will be granted temporary eligibility status for two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

31. *TECH INSPECTION:* All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, or impound illegal parts until Nov 1st of that race season. 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 for inspection.

32. PENALITIES: See Below Late Models

WEIGHT	***OFFENCE***	***POINTS***	***FINE***
1-5 LBS LITE	*ANY OFFENCE*	*-10 POINTS*	*-$100*
6-10 LBS LITE	*ANY OFFENCE*	*-25 POINTS*	*-$200*
11 LBS & OVER LITE	*ANY OFFENCE*	*DQ*	*DQ*
LEFT OR REAR %			
UP TO 0.2% HIGH	*ANY OFFENCE*	*-10 POINTS*	*-$100*
0.3 TO 0.5% HIGH	*ANY OFFENCE*	*-25 POINTS*	*-$200*
OVER 0.5% HIGH	*ANY OFFENCE*	*DQ*	*DQ*
TRACK WIDTH			
UP TO 1/8" WIDE	*ANY OFFENCE*	*-10 POINTS*	*-$100*
1/8" TO 1/2" WIDE	*ANY OFFENCE*	*-25 POINTS*	*-$200*
OVER 1/2" WIDE	*ANY OFFENCE*	*DQ*	*DQ*

NEW LATE MODEL BODY DIMENSION GUIDELINE CHART



ROOF HEIGHT	TREAD WIDTH	WHEELBASE
47"	66" MAX	101" - 106"

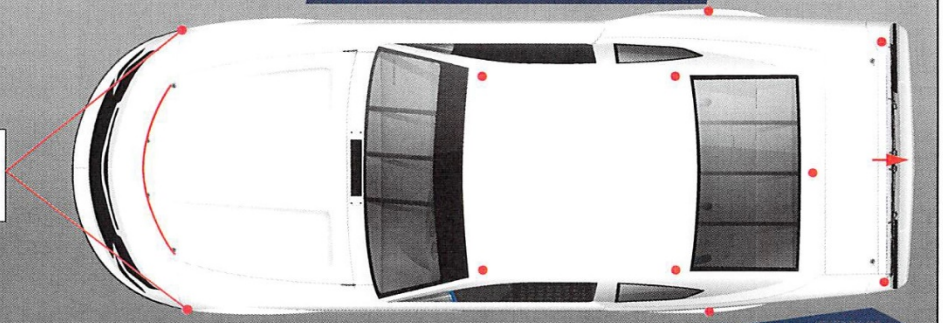
NOTES:

1. *If the Roof Height (10" back from windshield), Fender Height (rear), Door Height (rear), Quarter Panel and Bumper Cover Height dimensions are higher than the stated dimensions, all five must increase by the same amount.*
2. *Must fit centerline template within allowable tolerance.*

* *Measured at the centerline.*

Ⓐ 79½" MAX
BODY WIDTH:
Measured at wheel wells

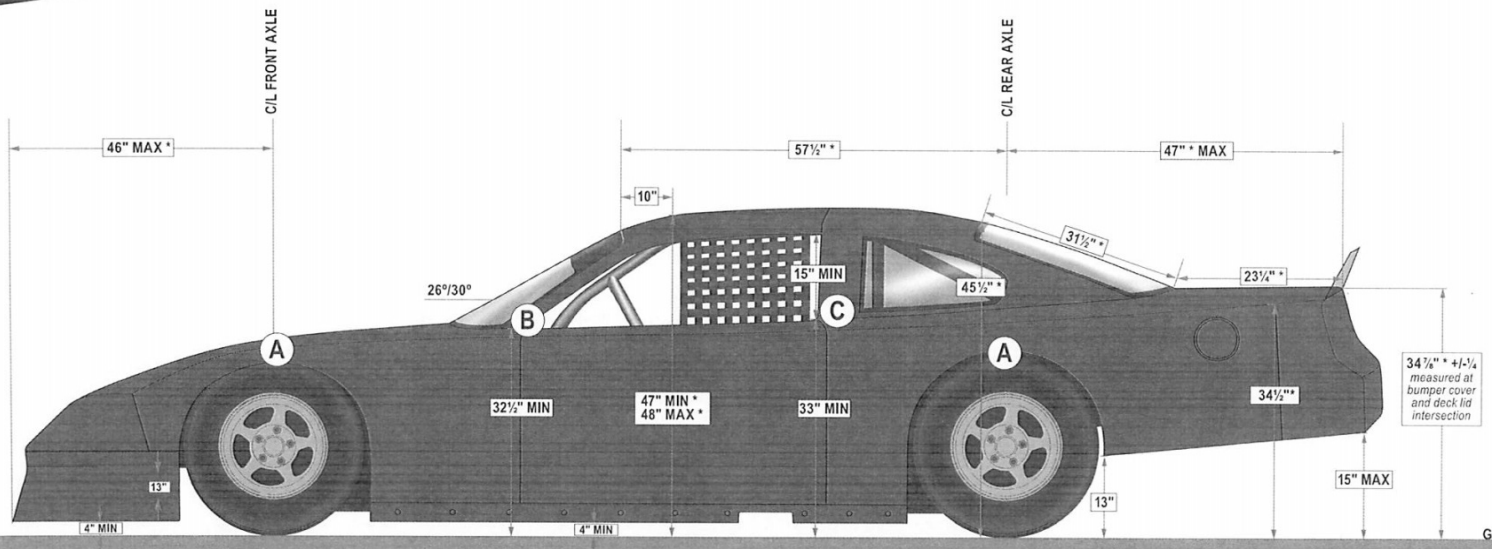
AERO CRITICAL AREAS



ABC BODY DIMENSION GUIDELINE CHART

FIVE STAR RaceCar Bodies

abc APPROVED BODY CONFIGURATION



CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset / Straight Rail	47"	66" MAX	101" - 108"

WIDTHS

A 79½" MAX
BODY WIDTH: Measured at wheel wells

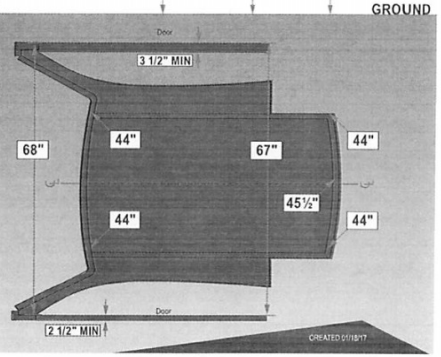
B 68"
DOOR TO DOOR WIDTH: Measured at A-posts and inside edged of doors, measured through car

C 67" MAX
DOOR TO DOOR WIDTH: Measured at B-posts and inside edged of doors, measured through car

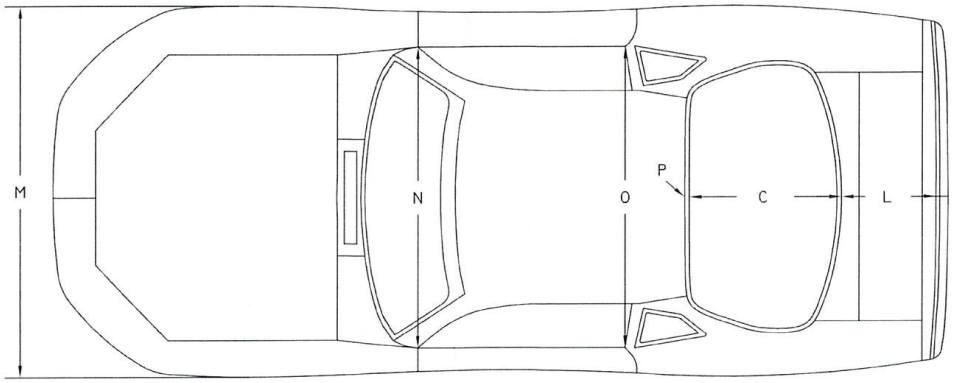
NOTES:

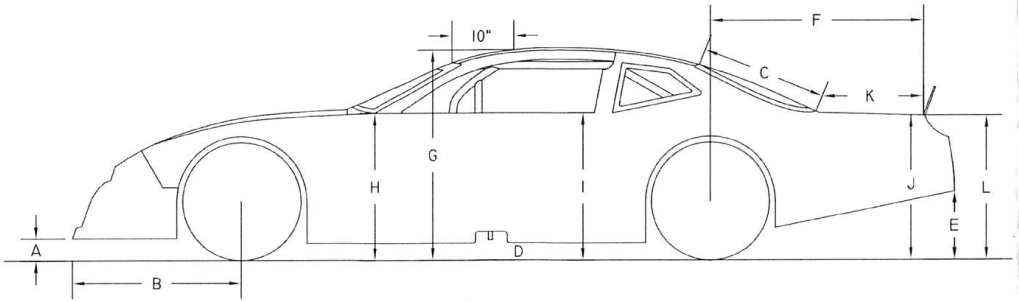
1. *If the Roof Height (10" back from windshield), Fender Height (rear), Door Height (rear), Quarter Panel and Bumper Cover Height dimensions are higher than the stated dimensions, all five must increase by the same amount.*
2. *Must fit centerline template within allowable tolerance.*

**Measured at the centerline.*



2020 Super Late Model Revolution Series
Body Dimension Guideline





A.	NOSE HEIGHT (MIN): from ground to bottom of nose	4"
B.	FRONT OVERHANG (MAX): on centerline	48"
C.	REAR WINDOW LENGTH: on centerline	31 1/4"
D.	SIDE PANEL CLEARANCE (MIN): from ground	4
E.	BUMPER COVER HEIGHT (MAX): from ground	16"
F.	REAR OVERHANG (MAX): from base of spoiler at centerline to axle center	47"
G.	ROOF HEIGHT MIN): 10" back from windshield, on centerline	47"
H.	FENDER HEIGHT: at rear	33" MAX
I.	DOOR HEIGHT: at rear	33"
J.	QUARTER PANEL HEIGHT: at bumper cover/decklid intersection (34 1/4" MIN)	34 1/2"
K.	REAR DECK: at center, from base of spoiler to rear window	23 1/4"
L.	BUMPER COVER HEIGHT:	34 7/8"
M.	BODY WIDTH (MAX): at wheel wells	79"
N.	DOOR TO DOOR WIDTH (measured through car): at "A" post and inside edges of the doors	67"
O.	DOOR TO DOOR WIDTH (measured through car): at "B" post and inside edges of the doors	66"
P.	ROOF HEIGHT, REAR at centerline	45 1/2"

2308 Industrial Drive P.O. Box 540 Greenbrier, TN 37073 1-888-245-1468

U.M.A Driver/Competitor Agreement

I _____ by signing below certify and acknowledge that:

1. I have read and agree to comply with the rules as set forth in the UMA Official Rule Book for the class I am competing in.
2. Upon entering the race facility, I will submit my racecar to be inspected by UMA Tech Officials at their discretion.
3. I will follow all instructions and directives made to me by Track/Tech Officials.
4. When instructed I will make all corrections to my racecar to bring it in compliance with any rule specified at the Tech Officials discretion.
5. I also agree to comply with any specific instruction required by Tech Officials, as it pertains to modifications, handicaps, or adjustments for any particular event. Any questionable part needs prior approval from Chief UMA Tech Official.
6. I further acknowledge that any part or component of my racecar found not in compliance with the rules is subject to impound, penalties or disqualification at the discretion of the Chief UMA Tech Official.

Chief UMA Tech Official: Jeff Burrows 608-343-6929

Driver Signature: _____ Date: _____

Tech Official Signature: _____ Date: _____
*Must be signed to receive payout

UMA 602 & 604 Crate Engine Certification Program

The purpose of UMA Certification is to set a standard for the 602 & 604 crate engine parameters, on the UMA certified dyno. Extensive research has been done by GM, UMA, and a 602/604 Advisory Group to determine and set parameters used.

Driver/Owner Certification Agreement

I _____ (Driver/Owner) agree,

- To be eligible for the 25lb weight reduction
- Engine must pass/meet UMA certification
- Engines not meeting the UMA specs will be weighted accordingly
- UMA Tech Official may **re-check** engines at any time after a race event

Note: UMA or Performance Machine is not responsible for engine failure while dyno testing. Testing Information: Drain Oil before dropping off at Location, all engines will be tested with Mobil 1 (15W50), UMA Spec Carb & Headers

- Oil is not included (approx. $40 oil and filter using 15w50 Mobil 1)
- Cost: $300
- Contact: UMA Head Tech Jeff Burrows at 608-343-6929 or Jerry Auby 608-212-8571
- Performance Machine 1115 Townline Rd, Tomah, WI 54660 608-374-7770
- SuperStar Motorsports 1017 Pinecrest Ave, Wisconsin Dells, WI 53965
- Pathfinder Chassis 3372 Burke Rd, Sun Prairie, WI 53590 608-837-8339
- ($50 transport fee applies if dropped at Pathfinder Chassis in Sun Prairie)
-

Signature:_____ Date:_____

Head Tech Signature:_____ Date:_____