

2022 Super Late Model Rules

Unified Motorsports Association of Asphalt Racing
UMA- Super Late Models 2022 Rules 6.1

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.

2022 Super Late Model Specifications



1. SAFETY EQUIPMENT

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

Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers 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 head / shoulder containment 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. The area behind the driver's seat and in front of left rear trailing arm mount is strongly recommended to be plated with a minimum .090" thickness steel plate, measuring a minimum 10" inch tall by 12" inch wide. Plate must be securely welded or bolted into place to frame / roll cage. This plate is strongly recommended for 2022 and will be absolutely mandatory in 2023.

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 1/2" 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 ducts, brackets, or braces made out of this material.

2. BODY

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 at all times. 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. Rub rail are discouraged and may only be used if they are polycarbonate. Window tint of any kind will not be allowed on windows or spoilers. Titanium bolts, brackets, braces, are not allowed.*

2B.BUMPERS-No Aluminum bumpers front or rear, must be minimum 1-1/4 in OD, 0.065 in Wall, Steel.

2C.RIGHT SIDE DOOR BAR-Right Side Door Bar Assembly must be minimum 1 1/4" O.D. x .065 Wall Steel only. **No Aluminum door bar allowed.**

2D.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 6.5". 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. Rear bumper cover; top

height 34-7/8" max at base of spoiler on centerline; max spoiler height is 41.5" on 4" blocks. Rudders or forward mounted brackets will not be permitted.

2E. Cars will be placed on 4" blocks to confirm correct height of body components and fuel cell height.

2F. 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.

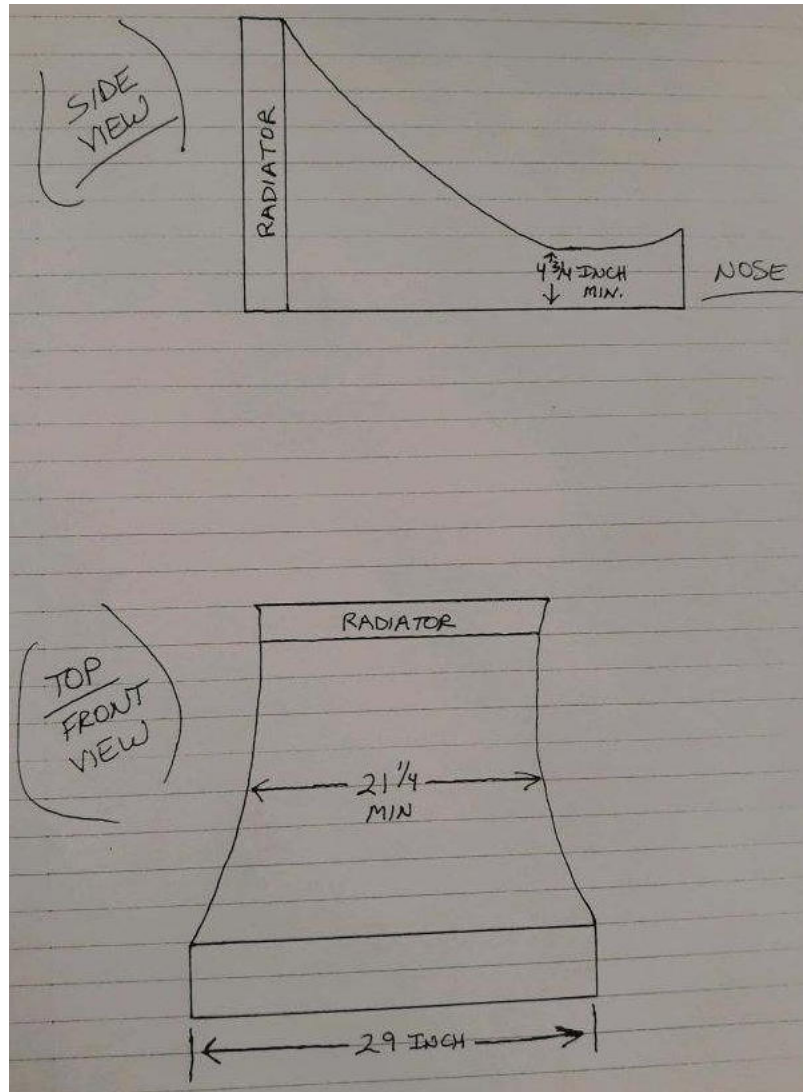
2G. ***Tape may NOT be used on the radiator grill opening or brake ducts in the nose at any time nor on rear spoiler blades.*** Tape is allowed on hood seams only.

2H. 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.

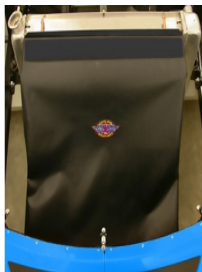
2I. The duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat or curved bottom panel and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 3/4" in height and the narrowest across dimension of the top panel is 21 1/4". The interior of air box between nose and radiator shall be clear of any added devices 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. Bottom air box panel for radiator duct work must attach to the bottom front edge of radiator area and not contain any air scooping design as to direct air into radiator bottom area. 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. Measured at spindle height 66" maximum all cars (zero tolerance).

3B. Minimum 101" wheelbase required on both sides.

3C. The Five Star Referee is the official device of measurement

4. CHASSIS

4A. Tube or stock stub allowed.

4B. All chassis must have driver's foot protection bar (Martin bar) and left side foot protection plate minimum sized of 9 inches high by 12 inches long and be no less than .090 inch thick minimum. Left side martin bar must curve into and connect to the left front sub frame upright behind left front tire area. Absolutely no straight blunt ended martin bars are allowed.

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 DOM. 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 and a minimum of three (3) right side diagonal 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 and must be a minimum outside to outside width of 50 inches. 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 1.250-inch x .063- inch OD steel tube. No material substitution permitted, no aluminum allowed on the structure of the chassis. The dash bar running between the 2 front roll bar legs must be one continuous bar, 1 3/4 OD. X .090 wall thickness minimum with no bends and have a minimum height of 16 1/2 inch above frame rail tops. The roll cage halo must be made from DOM tubing 1-3/4 by .090 wall thickness minimum, must be minimum height of 38 inches off frame top, have an outside to outside minimum length of 28 inches front to rear and an outside to outside minimum width of 25 inches from side to side. Halo must remain parallel within 1 inch of main frame rails. Chassis construction violations such as not having 4 left side driver's door bars as stated above, thin wall main frame thickness etc, will be subject to a minimum **25# weight penalty** and or needed repairs before further use in competition as determined by UMA tech inspectors.



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 minimum .090 Steel or add 10#'s for non-compliance, sonic testing used**

See options listed below Plan A or Plan B

Plan A – minimum .090 solid steel plate bolted or welded securely to the left side door portion of the roll cage. Doorplate shall 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 allowed.

Plan B – minimum .090 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. Lift bar suspensions will be permitted. No 5th Coil Suspensions, No birdcage set-ups of any kind (3 or 4 link). No part of the trailing arm mounting may freely rotate around the rear end, must be welded or bolted in place. Trailing arm mounting behind the driver must have a .090 minimum thickness steel protection plate protecting driver – see rule 1 A. No cantilever, wishbone, or torsion type suspensions maybe used.
- 6J. No Aluminum Fabricated A-Frames allowed.

7. REAR END

- 7A. Rear ends may be quick-change, min 8 inch ring gears, with full-floating hubs or 9-inch Ford
- 7B. No open tube rear ends permitted.
- 7C. **Aluminum tubes allowed on quick-change, must add 5 lbs. for each tube.**
- 7D. Material used for rear end section is at the discretion of the team, hub pins must be steel.
- 7E. Max rear camber is + or - 1 degree measured w/the rear axle level.
- 7F. No titanium axle shafts
- 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. All plugs (drain, inspection, etc.), must be safety wired, a **\$25 fine** will be assessed to any car whose rear end plug is not secure while on the racing surface. Fine will double per occurrence.

8. SHOCKS/ SPRINGS/SPINDLES

- 8A. Maximum triple adjustable shocks only acceptable and **only (1) one shock, (1) steel coil spring and (1) steel bump spring per wheel.**
- 8B. No electricity to the shock, hydraulic spring perches or air shocks allowed and no shock may be adjusted by driver within driver's compartment.
- 8C. 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.
- 8D. Heating pads, cover and/or blankets will not be permitted over the shock absorbers.
- 8E. Shock bump stops will be allowed
- 8F. Spindles must be Steel. (Exception: approved Coleman Spindle)
- 8G. **Teams who utilize a "2-way only" or less adjustable shock on all four corners will receive a 25# weight break, driver must declare shock package to UMA officials before qualifying of event.**

9. STEERING

9A. Quick release steering wheel required.

9B. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.

9C. Collapsible steering shaft recommended.

9D. No electric power steering units. No titanium steering components or hardware allowed.

10. BRAKES / BRAKE COOLING

10A. All cars must be equipped with functioning four-wheel hydraulic brakes. 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.

10C. Fixed mounted or floating rotors only. No carbon fiber rotors. Only steel rotors are allowed (no titanium).

10D. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

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 may only be directed to the brake rotors. Air may not be blown or forced onto the tire or bead. Ultra-cool Fans may also be used. Carbon Fiber fans are not approved.

10F. No hoses or holes through the interior sheet metal for drawing air to the rear brakes. Fans, ducts or hoses to the rear brakes will not be permitted.

10F. One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, will be permitted. Electronic or remote-control devices will not be permitted.

10G. Electronic wheel speed sensors, power assisted braking systems or brake actuators will not be permitted.

10H. Liquid or gas cooling of the brakes will not be permitted.

10I. Titanium brake components and or brake hardware is not allowed.

11. TIRES

Hoosier 3035 Left and 3045 Right-All UMA Special Event Tires must be purchased from the track holding the event. (Alive for 5 Series-Dells Raceway Park)

UMA strictly prohibits alteration of a tire(s) and is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of tire identification numbers; labels; code numbers or serial numbers. Any violation of this nature causes the tire(s) to be deemed ineligible for competition. Tires maybe checked at any time.



12. WHEELS

- 12A.** Steel approved 5 lugs wheels only, must be 15x10. 15" diameter x 10" width
- 12B.** Wheel must be 5x5 or wide 5 pattern only.
- 12C.** Absolute Minimum wheel weight 16 lbs. Steel wheels only permitted.
- 12D.** Bleeder and/or pop-off valve devices are not permitted
- 12E.** Wheel Studs and Spacers: A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") 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. Wheel spacers, if used, must be made of steel or aluminum and a minimum 6.75 inches in diameter. Shims are not permitted when mounting wheel studs to hubs.

13. CLUTCH

- 13A.** 5.5 inch or larger will be the only clutch allowed.
- 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.** Bert or Brinn style transmissions are allowed.
- 14B.** No bottom load transmissions.
- 14C.** Must have two forward and 1 reverse working gears minimum.
- 14D.** Must be self starting
- 14E.** All plugs (drain, inspection, etc.), must be safety wired, a **\$25 fine** will be assessed to any car whose transmission plug is not safety wired while on the racing surface. Fine will double per occurrence.

15. DRIVESHAFT

- 15A.** The drive shaft shall be made of steel or aluminum only. 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.

16. COOLING SYSTEM

- 16A.** Radiator mounted in front of engine, between frame horns.
- 16B.** Fan protection required and overflow tank recommended.
- 16C.** Water pump must be stock type in stock location. Electric water pumps are NOT allowed.
- 16D.** Antifreeze is strictly prohibited and carries a **\$50 fine** if found. Fine will double per occurrence.

17. WEIGHT/ENGINE PACKAGE COMBINATIONS.

17A. All cars will be allowed up to a maximum left side weight percentage up to 60.0 percent

17B. Weights include driver, race ready with fuel on board.

17C. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened with grade five ½ bolts minimum with washers and lock nuts. Any loss of weight from any car will result in a \$50 fine. Fine will double per occurrence. No Tungsten or similar weight allowed! All weight must be in solid blocks. Fuel allowance is one ½# per lap & caution lap provision if necessary of ¼#

Engine-Base Weight Chart

WEIGHT	Approved Engines	CARB ALLOWED	RPM CHIP	NOTES
2600	GM Certified 604 Crate	Holley 650cfm 4bbl 4150 HP part # 80541	All tracks w/6400 Chip	Dells Raceway Park
2700	GM Certified 604 Crate	Holley 650cfm 4bbl 4150 HP part # 80541	All tracks w/6400 Chip	State Park Speedway
2750	Non-Certified or updated 604 Crate	Holley 650cfm 4bbl 4150 HP part # 80541	All tracks w/6400 Chip	All Tracks
2700	LLM Concept/ Iron Head Only	Holley-4412 500 cfm 2bbl	-	
2700	Wegner 5.3L sealed engine	Holley-4412 500 cfm 2bbl	All tracks w/7600 Chip	
2750	Wegner 5.3L sealed engine	Holley 650cfm 4bbl 4150 HP part # 80541	All tracks w/7600 Chip	
2750	ACE Engine	Holley-4412 500 cfm 2bbl	-	
2750	9 to 1 aluminum engines	Holley-4412 500 cfm 2bbl	-	
2750	Mcgunegill sealed engine	Holley-4412 500 cfm 2bbl	All tracks w/7600 Chip	
2750	TESAR sealed engine	Holley-4412 500 cfm 2bbl	All tracks w/7600 Chip	
2750	Hamner sealed engine	Holley-4412 500 cfm 2bbl	All tracks w/7600 Chip	
2750	LST w/builder I.D.	Holley-4412 500 cfm 2bbl	All tracks w/7600 Chip	
2750	Wegner 6.0L sealed engine	Holley-4412 500 cfm 2bbl	All tracks w/8000 Chip	
2750	SSPE	Holley-4412 500 cfm 2bbl	All tracks w/8000 Chip	

(Any Engine not listed in above chart could be certified by the UMA for competition) Unlisted engine packages not in above chart will have a weight of 2800 with a 4412 2-barrel carburetor unless the certification process for competition has been completed as described above.
Unlisted engine packages will be handled on a case by case basis.

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. Block must be cast iron. (Exception: Pre-Approved spec engine) No 18 degree or SB-2 Chevrolet heads. (unless pre- approved by UMA Certification) Engine Certification thru Wegner Automotive guidelines.

18A. ENGINE LOCATION- All engines must be located so that the center of the furthest forward spark plug is no more than 4-inches behind the front axle centerline which will be determined by the Referee. All Engines allowed up to 4-inch engine set back. All engine location measurements will be made with the frame set on 4" blocks Out of tolerance engine setback cars may be subject to a weight & or points penalty & or fine.

18B.EXHAUST SYSTEM-Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car without mufflers will not race. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. All exhaust highly recommended to exit under car to meet this requirement. No one off or custom high dollar headers, lightweight, Iconel or titanium are not allowed. All headers are subject to approval by UMA tech officials. Stainless steel headers are legal but may be inspected further to ensure full legality at any time. Mild steel magnetic material headers are the preferred header type for use in all competition events. Any collector may be used without a cone style inserts. Exhaust that exits from door must be flush and must have door flange and mounted flush to door.

18C. IGNITION SYSTEMS-All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, battery must be securely mounted ahead of rear axle and outside of driver's compartment. All cars must have battery disconnect switch located within reach when standing outside the car. Only one ignition box allowed in car at any time. Car may be wired for duel boxes but must have only one box in car while on track. Box must be in clear view, mounted on right side of dash with dials to right window opening. Crane/Fast Ignition and JMS-Daytona sensors CD1 units must be kept complete with plate, coil, and box as a unit. Ignition boxes may be switched by UMA officials from car to car or swapped with UMA house ignition boxes at any time, Must be able to remove in five minutes. Ignition boxes approved: JMS-Daytona sensors CD-1 kit (#6000-6701K) Crane Cams/FAST Ignition, HI-6RC (p/n 6000-6700) PS92N Coil (p/n730-0192), and Ignition Tray (p/n 6000-6363P). Or complete ignition kit (p/n 6000-6701). Must be mounted as shown and also not within the reach of the driver .All wiring inside drivers compartment must stay out of reach from driver. Adjustment tabs may be sealed by UMA Officials. Car side harness must match all factory connections per diagram below with no modifications to allow tech officials to test system. MSD Ignition and others are allowed, provided they are wired correctly for the use of a CRANE IGNITION tester. FAST (p/n 6000-6701) or JMS-Daytona sensors (6000-6701K) mandatory for use with SSPE. MSD (p/n 6014 ct) mandatory for use with LST engine package. Teams will have 20 minutes to correct the wiring harness or face disqualification and/or fines. If you believe you have a problem please ask. Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector. Wiring of the system with a six pin weather pack approved style plug in.

- a– Ignition switch 12v (small red)
- b –Points pick-up (small white) brown gm boxes
- c –Coil negative (small black)
- d –Coil positive (small orange)
- e –Green Wire to distributor
- f – Purple Wire to distributor

18D. TRACTION CONTROL AND ON-BOARD ANALYSIS OR EQUIPMENT

Any type of traction control equipment is strictly prohibited on any car or location in the pit area of any event and will subject the team(s) to Confiscation of equipment, penalties and/or monumental fine by the UMA. No computer or video analysis equipment of any kind allowed. Data Logging/digital gauges or data recording/acquisition equipment are not allowed. Cellphones, smart watches or bluetooth devices will not be allowed in racecar at any time.

19. SEALED ENGINES-All sealed engines will be within all the rules of the USRA rules package except for carb rules and spacer plates. These will be the only alterations to the USRA rules. Must be SEAL approved. Must also be run as delivered from said manufacturer. Must have all seals and proper documentation. Must also be on approved SEAL builders spec/info sheets. All sealed engines run in UMA must have inspection hole in oil pan under rod journal. All USRA spec/sealed engines must use ignition box supplied with engine package. Any engine weight may be adjusted at any time. ALL ENGINES MAY HAVE A CHIP INSTALLED OR ADJUSTED AT ANY TIME! Engines not of SEAL or UMA approved types may be run with prior approval. Weight for those engine packages will be determined at event.

20. (9 to 1) ALUMINUM HEAD ENGINES

20A. ENGINE BLOCK- Must be cast iron, No carbon composite or light weight blocks allowed. Must be stock appearing.

20B. CRANKSHAFT-Standard steel type only, minimum allowed weight of 38 lbs., stock angle crank shaft allowed.

20C. PISTONS-No part of piston may protrude above top of cylinder. 9 to 1 aluminum headed motors will have a 9.5 to 1 compression ratio (a ratio of 9.51 to 1 or higher will not be allowed). Maximum engine displacement of 362 c.i. and minimum 347 c.i. aluminum headed motors may use dished or inverted dome pistons.

20D. CONNECTING RODS-Only approved steel rods allowed. No titanium, aluminum, graphite rods or stainless steel are allowed.

20E. CAMSHAFT-Only steel push rods (titanium, aluminum or graphite are prohibited). 9 to 1 aluminum headed engines are allowed roller cams and rev kits.

20F. CYLINDER HEADS-All cylinder heads must be approved by UMA and all modifications must be submitted to the UMA before any proposed modifications will be approved. All cast in part numbers must remain unaltered. Painting and /or coating of the heads will not be permitted. No 18-degree GM heads. Heads that are already approved are on file with the UMA Officials. All other heads must be approved prior to any competition by UMA Official. For all 9.5 compression motors the cylinder heads must be acceptable to UMA officials and meet the following requirements: Only steel or titanium valves will be permitted. Only magnetic steel valve springs will be permitted and only 2 valves per cylinder will be permitted, there are no valve size restrictions. Internal polishing and porting will be permitted. Spark plug holes must remain in stock location. Valve angle must remain within 2 degrees of stock angle; valves must remain in the stock location in relation to the cylinder bore center line.

20G. INTAKE MANIFOLDS-No fabricated intakes must be made of aluminum. Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head. No spacer or wedge type gaskets allowed. May be polished and ported. Directional devices will not be permitted inside the intake manifold. Air holes will not be permitted to be opened in the intake manifold. Painting and /or coating of the intake manifold will not be permitted.

20H. No engine part may be composite. All part numbers must remain on all engine parts.

21. ACE TYPE ENGINES (New Updated Cylinder Head is NOT Approved for UMA Competition)

21A. Brodix spec ACE cylinder heads must be unmodified, stock out of box. Machining, cutting, grinding, abrasive blasting, use of chemicals, or any alterations to change or alter the cylinder head or intake manifold from its 'as cast' state is prohibited. Valves 11/32 valve stem or 5/16 valve stem may be used. No titanium valves allowed. All valve spring sizes must be 1.55 max. No shaft rocker arms allowed except on Mopar engines. The use of Mopar ACE Engines has been allowed. Steel or titanium valve spring retainers are permissible. Maximum 4 stage oil pump. May have one extra water line per head. Valve job may be blended into combustion chamber 3/8 inch from seat. Any valve bowl porting under valves is not allowed.

21B. ACE Engine Manifolds

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold -except you may match port the runners a maximum of 1".

21C. ACE Engine Pistons

Flat top pistons only - no part of piston may protrude above top of cylinder. (Maximum) compression ratio 10.5 to 1 (10.510 is illegal). Maximum engine displacement for GM and Ford is 362 ci. Dodge will be 364 ci. And minimum 350 ci. For GM, 346 ci. For Ford.

21D. ACE Engine Camshaft

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (titanium, aluminum or graphite are prohibited). No roller bearing camshaft journals. Magnetic steel lifters, no ceramic.

21E. ACE Engine Connecting Rods

Only steel rods allowed. No titanium, aluminum, graphite or stainless steel. Rods using 3/8" bolts are allowed.

21F. ACE Engine Blocks

Must be standard factory production cast iron. (Only 010 or bow-tie approved). No aluminum blocks permitted. No altering of engine block permitted. Absolutely no grinding or lightening of blocks. The use of aftermarket blocks will be allowed in Ace engines. The engine builder must be on the approved engine builder list. No big bore short stroke ace engines will be allowed. No carbon composite or light weight blocks allowed.

21G. ACE Engine Crankshaft

Standard steel type only, minimum allowed weight of 43 lbs. (or stock type for block used) stock angle crankshaft allowed. No Honda journal crankshafts. Stroke 3.400 min to 3.500 maximum. LS firing order may be used. Minimum 1.980-rod journals or any under sized journals under factory dimensions.

21H. ACE Inspection

A 1.5" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder head removal after any race may be required for inspection purposes.

21I. No engine part may be composite. All part numbers must remain on all engine parts.

22. GM 604 CRATE ENGINE-(P/N# 88958604 or 19318604) The 604 Crate must be used as produced from factory with up to 4" maximum set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 (with no modifications) and one .065 single paper gasket allowed with no adapter plate or spacer. All crate engines may not be altered from factory specs. Maximum timing is 36 degrees and must use a 6400 RPM chip; maximum compression can never be greater than 9.75 to 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. Any non-certified/approved rebuilt crate engine will weigh 2750lbs. Weight adjustments may be made to retain competitive balance.

22A. UPDATED GM CRATE ENGINE-Crate engine with any or all of the following updates or any rebuilt crate engine will have a base weight of 2750lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer. Maximum compression can never be greater than 9.75 to 1. Maximum timing is 36 degrees. UMA authorized rebuilt crate engines must be done by a certified rebuilder. Weight adjustments may be made to retain competitive balance.

22B. REV LIMITING CHIP-The use of a 6400 Rev Limiting Chip will also be used. 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. Noncompliance to any of the above statements will void you from having a UMA Certified Engine and the weight for a UMA Certified Engine

22C. CARBURETOR GM 604 CRATE-1-Holley 650 CFM 4150 HP carburetor, part number 80541-1 Carburetor must be securely fastened to the intake manifold and fully operational of all 4 barrels and include one (1) .0625-inch (1/16") or smaller flange gasket. Drop-in spacers, alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited. Following is a listing of tuning and replacement parts permitted for use on the Holley 4150 HP Carburetor. Only genuine Holley replacement parts are permitted and must match exactly parts replaced. a. Jets b. Bleeds c. Needle and Seat d. Emulsion bleeds e. Power Valves f. Accelerator pump nozzles g. Accelerator pump cam h. Floats include all offered by Holley for the HP 4150/650 CFM Carburetor i. Floats maybe modified/angel cut. The use of any type Epoxy on the Holley 650 CFM 4150 HP carburetor, part number 80541-1 is prohibited. Coating of any type or the use of coatings on the Holley 650 CFM 4150 HP carburetor, part number 80541-1 is prohibited. Double return springs required.

22D. CRATE HEADERS-Any header with MSRP of less than \$450.00 maybe used. 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. Mufflers are mandatory are not to be tampered with or hollowed. Any collector may be used without a cone style inserts. No one off custom header allowed. Exhaust that exits from door must be flush and must have door flange and mounted flush to door. **Any car without mufflers will not race.**

23. SOUTHERN SUPER PARTS ENGINE (SSPE) (May Be Claimed for \$21,000 undressed + pulling fee)
(Claim must be presented within 10 minutes of checkered flag in writing to UMA Chief Tech Inspector of Event by a Top 20 team owner, paid in cash only)

23A. SSPE Cylinder Heads-Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F STD 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 STD 227-SSPE. Must retain min. valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel. No Titanium valve springs permitted. Maximum racer cost: \$425.00 per set. Titanium retainers permitted. Lock angles not specified.

23B. SSPE Manifolds-Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 or 2892 only.

23C. SSPE Pistons-Maximum Engine displacement is 362 cubic inches. Maximum compression ratio is 11.5:1 with +.5 tolerance. Any flat top piston permitted with 927 wrist pin and .043 x .043x 3mm ring package only. Pistons must not extend out of the top of engine block.

23D. SSPE Camshaft-Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Magnetic-type push rods only. No keyway guided lifters permitted.

23E. SSPE Connecting Rods-Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. No titanium rods permitted. Minimum rod weight 560 grams.

23F. SSPE Blocks-Cast Iron engine blocks only.

23G. SSPE Crankshaft-Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250.

23H. SSPE MISC-Maximum 5 stage dry sump oil pump permitted. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Ignition System may only be FAST Ignition part # 6000-6701. Mount on right side of car dials point out the passenger side. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Mandatory 8000 RPM Rev Limiter must be installed and fully functional. Absolutely no crank trigger pickups permitted. Cylinder head removal after any race may be required for inspection purposes.

24. LST ENGINE-Any builder may build this engine package. This will be a strict build on many parts. Furthermore any builder caught changing, modifying, or defacing any part of these rules will lose the rights to build such engine package. No part numbers on any part maybe removed. Any part, bolt on or internal maybe inspected, removed or confiscated at any time. This package will have an electric fuel pump mounted in safe place, fuel cell mounted is recommended. It will have an oil pressure cut off switch for fuel pump installed and working at all times. No override switch for fuel pump allowed must be controlled by block pressure switch only. All other engine rules for all engines will remain in force except for crank fire ignition and specific ignition. No parts of the package maybe lightened. Any form of circumventing these rules to be an advantage will not be tolerated. Standard LS firing order is the only firing order that maybe used. This engine package will be sealed by said builder of choice and will remain his responsibility and control until seals are removed by another builder, tech official, or sanctioning body. If a change of builders is in order it must again be

registered to the UMA by the new builder and the UMA will need block numbers, builder, and owner of said engine along with complete parts list of build. All seal numbers will also need to be listed on paper work. Parts sealed Heads, Pan, and front Cover. Also the intake of this package does not carry any water and maybe removed for easy cylinder head inspection at any time.

24A. ENGINE BLOCK- Approved gm blocks only. No cutting, grinding, defacing, lightening etc. other than to cylinders and to deck block as needed. Bore 4.075 Maximum Stroke 3.622. Compression ratio 11 to 1 Maximum. Cubic Inch 375 Maximum.

24B. CRANKSHAFT-Chevrolet #12588612 or equivalent aftermarket. No cutting, bull nosing, or defacing of stock crankshaft. Balancing will be done only by holes and/or a minimum amount of grinding. Minimum weight is 49 pounds with reluctor wheel. All counter weights will remain as stock cast other than light cutting for balancing. Harmonic balancer - ATI #917000 only

24C. CONNECTING RODS-Size is 6.125 for length. Width 2.225. Minimum Weight 600 grams 1% variance in weight. Must be magnetic steel rods.

24D. PISTONS- Pin minimum weight 100 grams. Minimum weight is 450 grams. Rings 3 only allowed 2mm, 1mm, 1mm minimum.

24E. CAMSHAFT- Hydraulic Roller only. Maximum Lift .368 or .625 at valve. Maximum Duration .260 @.050

24F. OIL PAN-Kevco LS 101 or Champ LS 1155 only.

24G. COVERS-Front Cover GM part number 12600326 only. Rear Cover GM part number 12639250 only.

24H. CYLINDER HEADS- Approved heads only (must be ported from Lingenfelter) With CNC porting for LST. Jeff Meyers Ex. 1003. L92/LS3 No other grinding or port matching is allowed as from Lingenfelter. Decking allowed to get proper compression ratio. No angle milling. Must be GM castings only. No cutting below valve seat or bowl cutting. Valves -Stainless only. Any style valve job may be used. Valve springs Maximum diameter 1.328, Valve retainers/locks maybe titanium. Rocker arms intake part number 12569167 only. Exhaust 12579617 only. 1.7 ratio. Rocker arm upgrade kit maybe used.

24I. INTAKE MANIFOLD-Holley part number 300-131 or 300-131b only. As cast no machining, matching, grinding or blasting. No adding any material to floor or changing anything from the stock configuration.

24J. CARBURETOR & SPACE PLATE-Holley-2 barrel #4412 all rules apply as normal for carburetor. Spacer plate Wehrs Machine #WM 206100 only.

24K. HEADERS-Schoenfeld #136VYLS3 or equivalent.

24L. OIL PUMP-Oil pump 3 stage only. Barnes Preferred.

24M. IGNITION SYSTEM-MSD part number 6014CT only. With tech port. Maximum RPM set is 7600. Ignition timing must maintain flatline timing setting from 3000 to 7600 rpm rev limit (timing must not change between these rpms when teched at anytime). MSD coils part number 8286 or the E-3 stock replacement truck coil or stock GM truck coil part number round or square. GM harness or MSD harness to MSD box must be used. GM part number 12579355 or MSD (part number not assigned yet) No Wires maybe cut or added to the harness or in or out of brain box. All coils and wires must be accessible at any time. Tech port must remain accessible at all times.

25. CARBURETORS

25A. All cars will use **Holley 4412 style 2bbl** approved carburetor.

(Exception 604 crate & 5.3LS may use Holley 650cfm 4bbl 4150 HP carburetor, part # 80541-1

All 4 barrels of Holley 650cfm must be fully operational at all times, no secondary's disconnected

25B. The Holley Aluminum (Part#0-4412SA) 500 cfm carburetor is now approved. The HP parts may also be used.

25C. The Holley Ultra series will not be allowed.

25D. All carbs must pass all UMA gauges and specs.

25E. Boosters must be stock appearing and as cast for carbs style and no extra holes may be drilled. May not be tapered. Must also be in stock location in body. No modifications of boosters.

25F. These parts must be UMA gauge legal. Throttle bores, Boosters and Booster legs Throttle plates, Throttle shafts, and Main body. Metering blocks must be stock as cast for carb style and no extra holes may be drilled. Block may be plugged and may be machined but must remain stock appearing no aftermarket blocks.

25G. Double throttle return springs mandatory.

25H. HOLLY 650 CFM 4150 HP CARBURETOR-(allowed on 604 Crate & 5.3L LS Only) part number 80541-1

Carburetor must be securely fastened to the intake manifold and fully operational of all 4 barrels and include one (1) .0625-inch (1/16") or smaller flange gasket. Drop-in spacers, alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited. Following is a listing of tuning and replacement parts permitted for use on the Holley 4150 HP Carburetor. Only genuine Holley replacement parts are permitted and must match exactly parts replaced. a. Jets b. Bleeds c. Needle and Seat d. Emulsion bleeds e. Power Valves f. Accelerator pump nozzles g. Accelerator pump cam h. Floats include all offered by Holley for the HP 4150/650 CFM Carburetor i. Floats maybe modified/angel cut. The use of any type Epoxy on the Holley 650 CFM 4150 HP carburetor, part number 80541-1 is prohibited. Coating of any type or the use of coatings on the Holley 650 CFM 4150 HP carburetor, part number 80541-1 is prohibited. Double return springs required.

26. CARB ADAPTER (SPACER) RULE: 1-1/8" max thickness w/gaskets. Original orientation required. Adaptors are one piece only. Tapered or Beveled Adapters Allowed. All Sealed Engine Packages must use builder certified adapter specific to approved engine package. Ford Ace with 2934 intake max 5/8" spacer. LS Spec Engines 5.3L must use Wegner #WA0349 adapter only for the Holley 4412 2bbl. (This Does Not Apply to Crate Engine Packages)

27. FUEL CELL, FUEL PUMP, FUEL

27A. FUEL CELL: A Fuel Cell is mandatory with a 22-gallon (U.S.) maximum capacity complete with a rubber style interior bladder, full foam baffling inside and must have a functional roll over check valve ball and or safety flap system. Teams are responsible to verify that fuel cells and bladders are up to date and in good condition, **An in-line fuel safety shut off valve (OBERG #SV0828 or SRI #FPF-FSV)** at the point the fuel exits the cell and after fuel filter are highly recommended. The use of "U" style fuel cells or non-standard-shaped fuel cells are prohibited.

27B. FUEL CELL MOUNTING: Fuel cell must be behind rear axle and between frame rails with 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 but with a minimum of 8" ground clearance will **add 10#'s** for the infraction and will be required to meet 10 inch minimum at any further competition events. If fuel cell height is below 8" you will not race. Fuel cell can is to be no closer than 2" to the back of the rear end. Fuel cell must be mounted utilizing a front and rear cross member configuration with a minimum 1" x 1" 0.095 wall thickness square steel tubing. Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross member mounting bolts must be 7/16 inch grade 5 minimum with support washers. Strongly recommend 1/2 inch grade 5 minimum mounting bolts for fuel cell cross members to frame and or mounting tabs. All fuel cells must be protected with top and bottom frame support bars and the lower rear protection bar extending below fuel cell.

27C. Fuel Cell Can Containers made of 1/8 inch sheet steel are strongly recommended. All fuel cell cans must be magnetic steel with one-inch lip being a one piece design. Top cover must be made of magnetic sheet steel not less than 22 gauge (0.031" thick) and bolted to the bottom container with a minimum quantity of 14, grade 5, 1/4 inch bolts, with flat washers on top and lock nuts or lock washers and nuts on the bottom, cell must be banded on top both ways with two steel (1" x 1/8") straps in each direction. (No aluminum fuel cell top covers allowed period)

27D. Fuel Cell Protection Plates: Cars without a 1/8" thick steel fuel cell container are to be incased in a container not less than 22 gauge .031 thickness magnetic sheet steel and required to have full steel protection plates no less than 13 gauge (0.090 thick) mounted securely thru welding or bolting to the outside of frame rails on sides and rear in an approved manner to cover the entire height and width of fuel cell container used. Also required is a front protection plate between the fuel cell container front side and the rear end cover. This said plate must be full width and height of fuel cell container, no less than 0.090" thick magnetic steel or 0.125" thick aluminum and securely fastened in an approved manner to the front fuel cell container mounting cross member, cell must be fully banded the entire height and width of container and attached to the mounting plate. All fuel cell mounting and banding subject to UMA Tech Inspector approval. (No aluminum fuel cell top covers allowed period)

Add 10#'s for non-approved 1/8" steel fuel cell container.

27E. Fuel Pump-Mechanical fuel pumps only on conventional engine package, exception is LST engine package

27F. Fuel Lines must be Aeroquip type or equivalent; routing must be outside of cockpit and protected from damage.

27G. Fuel: Pump gas only in crate engines or built engines may use racing fuel; 110 Octane maximum allowable race fuel, Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or 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.**

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

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

30. TRANSPONDERS

30A. 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 for rent.

31. CHAMPIONSHIP POINTS - will be awarded per your finishing position. If drivers are disqualified, points do not advance, only winner's purse is past onward.

32. 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 may be granted temporary eligibility status for one week at the discretion of UMA officials on a case-by-case basis for eligibility and rule book conformity.

33. 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.

34. PENALTIES: The chart below will be applied for violations as shown.

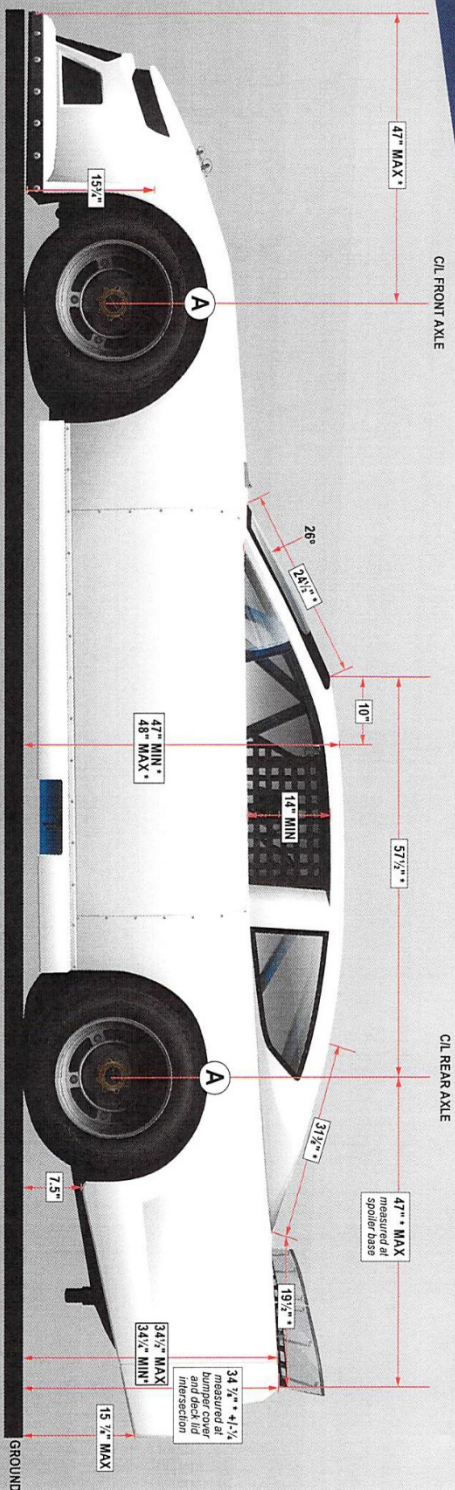
Super Late Models

WEIGHT	OFFENCE	POINTS	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	-\$0
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	-\$50
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ
LEFT SIDE %			
OVER 60.0%	ANY OFFENCE	DQ	DQ
TRACK WIDTH			
OVER 1/8" WIDE	ANY OFFENCE	DQ	DQ



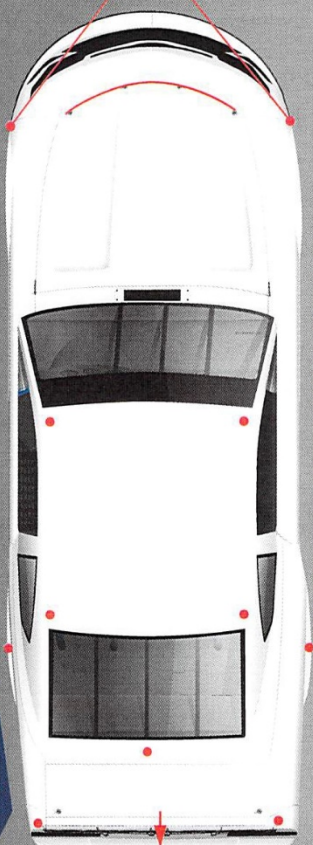


NEW LATE MODEL BODY DIMENSION GUIDELINE CHART



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

AERO CRITICAL AREAS



- 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.



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

WIDTHS

A 79¹/₂" 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

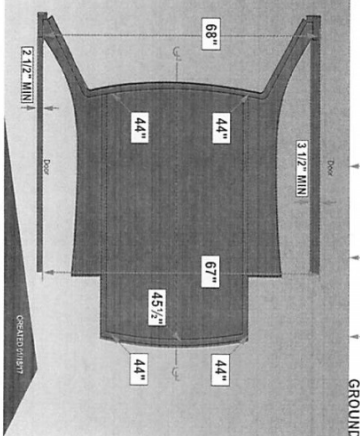
67" MAX

DOOR TO DOOR WIDTH.
Measured at B-posts and
inside edged of doors,
measured through car

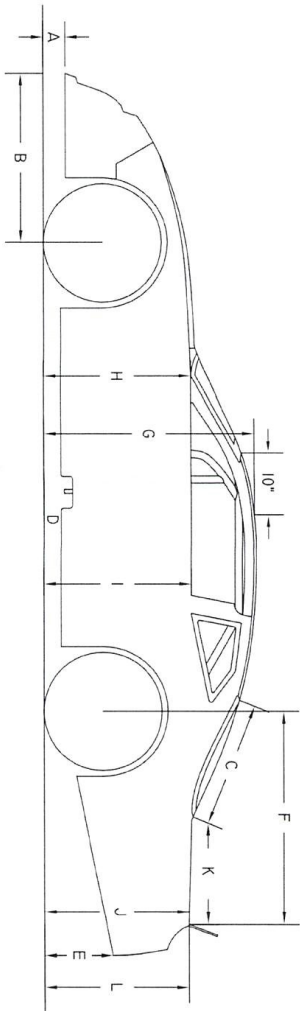
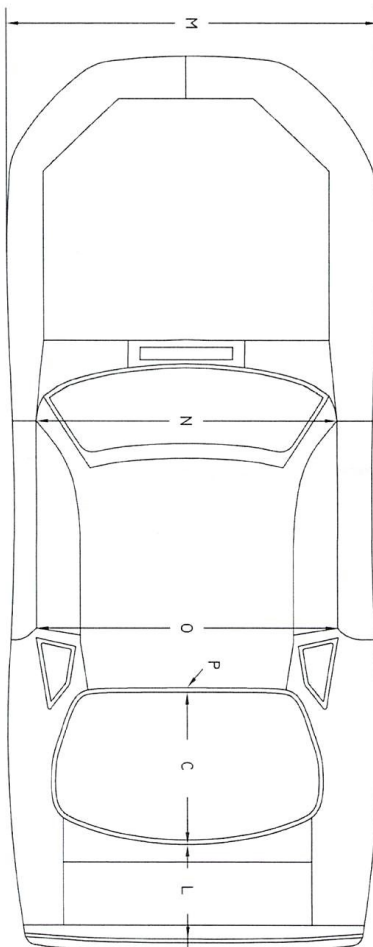
NOTES:

1. If the Rod 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 7" post and inside edges of the doors	67"
O	DOOR TO DOOR WIDTH (measured through car): at 9" 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