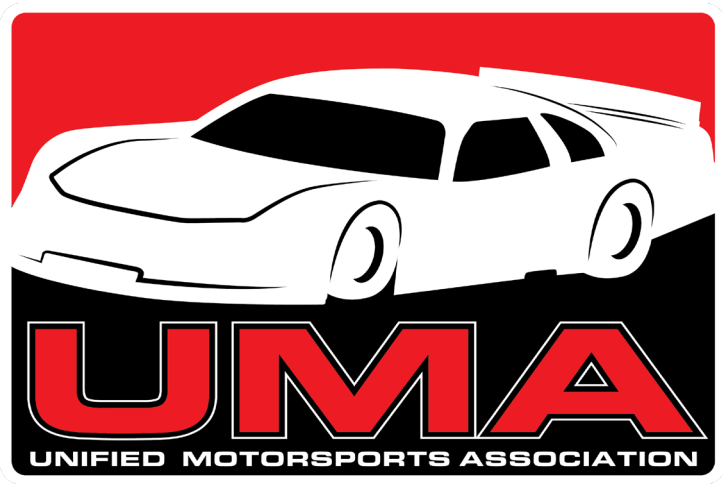


2022 Sportsman Rules

(with CWSSA & Mid-Am Provisions, see rule #42)

Unified Motorsports Association of Asphalt Racing
UMA-Sportsman 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.*

Mid-American & CWSSA Super Stock Provisions: addressed in section 42.

2022 Sportsman Division Specifications



1. 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 so the centerline of the seat is at least 15" from the driver's door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

2. SAFETY BELTS - ***Belts must be dated within 3 years of event date or newer.*** A minimum five- point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth style or equivalent two inch (2") wide shoulder strap. Belts must be anchored to roll cage or frame using grade 5 bolts ½" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

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

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

5. ELIGIBLE MODELS-Any 1957 or newer American-made non-convertible passenger car with a factory wheelbase over 108" (Ford and Chrysler over 104") allowed. El Camino, Ranchero bodies allowed.

6. WHEELBASE AND TREAD WIDTH-Wheelbase must be within 1" of stock. Maximum tread width Metric Frame 63 1/2**"** or 65” Full Frame**,** measured at center to center of tires at spindle height (front and rear). The Five Star Referee is the official device of measurement; measurement is taken at minimum frame ride height.

7. GROUND CLEARANCE-Minimum ground clearance is 4 3/4” with driver in car at any point including spoilers, scoops and mufflers, except front cross-member, which is 2 3/4”.

8. CHASSIS-GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6” behind center of rear axle. Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. DCA Front Clip has been approved for UMA Competition.

9. ROLL CAGE-All cars must have a well-constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1 3/4” x .090" wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and contain a diagonal bar. Cage must be reinforced from left to right with bars under the dash and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver’s door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required with .090 steel foot box protector plate 9” x 12” minimum is required. Left side door bar deflector plates of at least 1/8” steel required. Front hoop must connect to front roll cage uprights.

10. INTERIOR-Steel firewall and floor pan required on driver's side, (foot box style is OK). Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.

11. SPINDLES, HUBS, STEERING-Stock unaltered spindles and steering components required. No aluminum hubs allowed. Aftermarket steel hubs allowed. No lowered, dropped, or fabricated spindles allowed, except IMCA approved 3 piece 1979-up GM metric midsize spindle with 10 1/2” rotor. Heim joints allowed on outer tie rod ends only. Fabricated steering column must incorporate 2 U-joints. No electric power steering units. Power steering pump must be driven from front of motor by belts.

12. SPRINGS/SUSPENSION/SHOCKS

12a. SPRINGS-Any stock appearing magnetic steel spring with minimum dimension of 5”x8.5”. Springs must be in stock location front and rear. No trick or progressive rate springs. One conventional single coil spring rubber per spring allowed. Spring buckets may protrude through floor pan. Only one (1) spring per corner of the car is permitted. Bump-Stops or Coil-Bind set-ups are not allowed.

12b. SUSPENSION- All components must remain stock and in stock location, except where otherwise stated. One Screw type (screw jack) adjusters allowed per wheel front and rear. Rear spring perch and rear upper shock mounts may be fabricated but must remain in stock location; 1" shock extenders in front and 2" in rear allowed. Lower control arms may have bushings replaced with steel insert type but must match car frame. Tubular upper A-frames allowed, may relocate upper frame mount. No monoball, heim joints or clevis’ permitted on suspension components.

Aftermarket one-piece hollow sway bar allowed. No spline type sway bars. Frame mounted sway bar adjusters allowed. Rear suspension: bushings at control arms and rear-end must be stock style and design, full width poly or rubber (no heims or spherical bushings**)**. After market rear control arms allowed, stock fixed length only. No lift bars, rear sway bar or traction devices. Non-adjustable rear control arms with stock dimensions and approved unaltered stock style bushings allowed. Rear upper control arm mounting locations on frame, may be raised, except DCA metric frame exception below. Rear upper control arm mounting locations on rear-end must be as close as possible to stock location (Ford 9" pumpkin is taller than a stock metric rear-end, therefore we acknowledge the need to have them raised). Rear lower control arm mounting locations on frame, must be within 1" of stock location. All other components must remain stock and in stock location. No independent rear suspensions. No bump stops or suspension limiting devices allowed front or rear. Chains on rear end must allow travel of 2" past ride height rule & all front suspension must allow travel of 2" past ride heights rule. Only one (1) shock and spring per corner of the car is permitted. Bump-Stops or Coil-Bind set-ups are not allowed.

12c. SHOCKS- One steel shock per wheel that is non-adjustable; unaltered, with a welded bearing on one end of shock minimum. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. No external or internal bumpers or stops. Maximum 2.125 inch O.D. shock body. Shocks cannot be mounted in center of spring. No shock covers allowed. Shocks may not be able to be disassembled and able to be reassembled. Shocks may be impounded after any race event for dyno testing to ensure that stock valving is maintained. Stock location (inboard) front shocks may be used with lower mounts extended 1**".**
Shocks must be fully collapsible and extendable at all times.
*QA1 51 Series shocks twin tube rebuildable allowed-add 75 lbs.
*QA1 26 Series shocks mono tube rebuildable allowed-add 75 lbs.
*AFCO 2400 Series shocks allowed-add 75 lbs.
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. Koni Shocks add 75 lbs.

12d. Shock Claim Rule
12e. A claiming driver may place a claim on competitor's shocks only if claiming driver has participated in 75% of current season point shows and has finished in top five of feature event and on lead lap of current nights event. Claim must be filed by claiming driver with tech inspector immediately after feature event with all parties still present in tech area.
12f. Shock claim is $200.00 per shock, (shock only-no exchange), Cash must be presented to tech inspector within five minutes of claim. Claim may be for one or up to four shocks.
12g. A claiming driver is only eligible for one successful claim during current calendar year. Exception is any claimed driver who has had more than one shock claimed, they are eligible to claim as many shocks as they have had claimed in current calendar year.
12h. Claiming driver is allowed only one claim per event, regardless of outcome. No driver may claim the same driver more than once during current calendar year. If multiple claims are filed on same driver on the same night, highest finishing driver takes precedence for claim.
12i. Refusal to allow shocks to be claimed will result in claimed driver automatically forfeiting the win and all prize money and points for that race. Claiming driver will be refunded his/her posted claim money.
12j. No reverse shock claims, cannot claim shocks from cars that finishing behind you.

13. BRAKES-Four-wheel brakes required at all times. Only one master cylinder allowed. Floor mounted pedals allowed. The Howe stock replacement caliper is the only Non-OEM brake caliper allowed to replace full size calipers. “Metric” calipers may be replaced with similar design aftermarket steel calipers. No "made for racing" components (other than brake pads) allowed. Directional vane rotors allowed. No Drilled, vented, J-hooked, scalloped rotors. Maximum rotor diameter 11 3/4” maximum rotor width 1 ¼. One brake bias adjuster (proportioning valve) allowed. Wheel fans and electric fans allowed. Rear disk brakes (no aluminum components) allowed. Brakes may be ducted with tubing from front valance pointed at calipers.

14. MID SIZE GM METRIC CHASSIS EXCEPTION-Lower right A-frame may be extended 1” between spring pocket and ball joint. Full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed. Aftermarket axle required on right side of metric rear ends. DCA fabricated 108" Metric Perimeter Frame is the only aftermarket frame approved by UMA for use, and must follow the following rules: All suspension mounting points match GM locations, and can not be altered, except the front upper control arm mounting locations which can be placed at any location. Tubular upper control arms may be used. The rear upper control arm mounts are allowed to be raised from stock a maximum of 1", as provided from DCA. Lower right front A-frame may not be extended and must be stock length for this chassis. Full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed. Roll cage must be of full width design, and mount to perimeter frame rails. Adding this front stub to an existing stock frame may be allowed.

15. Fuel & Fuel Cell

15a. Fuel Cell is mandatory with a 15-gallon (U.S.) maximum capacity complete with a rubber style interior bladder recommended, full foam baffling inside required and must have a functional roll over check valve ball and or safety flap system. ***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 is prohibited.

15b. ***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)

15c. Fuel Cell Protection Plates: Cars without a 1/8” thick steel fuel cell container are 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.
Add 10#’s for non-approved 1/8” steel fuel cell container.

15d. Fuel Cell Mounting must behind rear axle and between frame rails. Fuel cell can is to be no closer than 2” to the back of the rear end. Bottom of Fuel cell, must be at least 10 inches from the ground, fuel cell height measurement based on minimum allowed ride height. 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.

15e. Fuel Lines must be Aeroquip type or equivalent; routing must be outside of cockpit and protected from damage.

15f. **Fuel Filler** must be accessed through deck lid; filler spout may be extended, but not connected to bodywork.

15g. 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.**

16. WEIGHT- All weights are minimums and will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head with **no fuel allowance.** Minimum total weight is 3100 lbs. (602 Crate deduct 100 #'s) 52% front axle min and 58% left side max. All weights must be properly anchored with **minimum of ½" grade 5 bolts with oversized washers** to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail. Ballast weight must meet 10" ground clearance behind rear axle. Ballast must be painted white and lettered with car number. Any loss of weight from any car will result in a **$50 fine**. Fine will double per occurrence. No tungsten, lead shot, ball bearing type, or liquid type allowed. No moving weight or weight moving devices allowed. All weight must be in solid blocks.

WEIGHT SUMMARY

Base Weight	3100
602 crate	deduct 100
Mid-Am Cars	deduct 100 see rule #42
QA1-51 , QA1-26	add 75
Afco 2400	add 75
Koni Shocks	add 75
Non-Crate Headers	add 100

WINNERS EQUALIZATION RULE

For each feature win 20#'s of weight will be added. Driver will carry 10# of that weight from any feature win for the remaining regular season point's nights, the other 10# can be removed after the third night of competition following the feature win. Feature winners' weight applied at the next race event they are competing in. Weight stays with the driver if a change of car is made.

17. WHEELS-Aftermarket made for racing, steel wheels required, 8" maximum width. No bleeders allowed. Wheel studs must be long enough for threads to show on outside of lug nuts. No wide five wheels. Minimum wheel weight is 19.0 lbs. 1-inch hex style steel lug nuts only showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub, aluminum lug nuts are not allowed.

18A. TIRES-Approved Sportsman Tire: Hoosier D800 only. Tire bank system will be utilized; Teams may purchase a maximum of 6 tires into their initial tire bank, and can purchase one new tire on the 3rd week of competition and continue **½ tire** per week of competition thereafter. New competitors coming in after the first event of the season may only purchase 4 tires to start their tire bank and must start behind the invert if using all 4 new tires or if you only use two new on the first night of competition and two used with 4/32" wear on them you can start where you qualify. 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 of tires from your bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. Hoosier D-800 Tires will be sold at the track. Tire bank stays with the driver if a change of car is made.

18B. Chemical Treatment of Tires: Tire softening is not permitted and if found guilty will result in the disqualification from the event. Drivers guilty of altering and/or chemical treatment of tires may also be suspended. 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 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.

18. ENGINE LOCATION-GM engines must be located so that the center of the furthest forward spark plug hole is in line with or ahead of axle centerline, all others allowed a 2" set back. Minimum crankshaft centerline height 10 1/2" (front and back). Max offset (right to left) 2". All engines: oil pan may be no lower than bottom of cross-member. Options to correct are add to bottom of cross-member with square tubing or raise motor.

19. CRATE ENGINES-GM 602 CRATE ENGINE GM 602 Certified, UMA, Wegner or IMCA Sealed 602 Crate Engine-(P/N #19258602) **must be used as produced from factory;** motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) Weight may be adjusted for fair competition. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with GM Stock 15.5lbs Flywheel and 1.625" headers. No stepped, 180 degree or Tri-Y headers. Crate engines must run stock style HEI distributor with coil in cap and maximum timing is 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.2:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. UMA Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

20. CONCEPT ENGINES-Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet following

specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B, PBM Thunder head 167270 with 170cc intake runner, or Dart Iron Eagle SS #10024266 &10024267, straight plug with 165cc intake runner. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. Minimum crankshaft weight 44lbs. A ¾"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 oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required. No electric water pumps allowed.

22. CAMSHAFT, VALVE LIFTERS, ROCKER ARMS & IGNITION-Hydraulic cam/lifters only. Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems allowed.

23. FORD EXCEPTION-May run aftermarket cylinder head - World Windsor Jr. cast iron with 180cc intake runner. No 351C heads allowed on 351W or 302 blocks. Intake manifolds allowed are Edelbrock Performer RPM, #7121 for 302 and 7181 for 351W.

24. MOPAR EXCEPTION-Maximum displacement 373 CID. W2 cylinder heads not allowed. Stock, shaft style rocker arms only. Intake manifold allowed is Edelbrock Performer RPM #7176.

25. CARBURETOR-Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. 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 No alterations except removal of choke "Butterfly" allowed. Double return springs and air cleaner required acting as flame arrestor. No air induction boxes or ram air units allowed. Steel or steel braided fuel lines required, metal fuel filter required.
25a. CARBURETOR GM 602 CRATE-Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications)

26. CARB SPACERS, GASKETS, MOUNTING-Carb Adaptor: 1-5/8" max thick w/gaskets. Original orientation required. No part of adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only. **Tapered spacer allowed.**
26b. <u>No adapter plate allowed on Crate Engines.</u>

27. INTAKE MANIFOLDS-Completely stock passenger car cast iron 2bbl or 4bbl or Edelbrock Performer #2101 or Performer RPM #7101 intake manifold required. No grinding, polishing or altering allowed. No Bow-Tie manifolds.
28. EXHAUST MANIFOLDS-Completely stock cast iron exhaust manifolds required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max inside diameter 2 1/8". No Corvette 2 1/2" center dumps. No cast iron header style exhaust manifolds allowed. Economy header allowed on non-crate engine with a **100# weight penalty.**

29. 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. Maximum diameter 2 -1/2" before collector and/or muffler, 4 -1/2" maximum diameter behind muffler. Exhaust may exit out right side door as follows: must exit rear of driver, must not point up, must be no more than 12" off the ground, and end must be braced and flush to body panel in a way to prevent it from becoming a tire cutting hazard. No car expelling flame, smoke or backfiring allowed. Coatings on exhaust pipes are not allowed.
30. DRIVESHAFT-Minimum diameter 2 -1/2" steel driveshaft required. Driveshaft must be painted white. Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driver's compartment.
31. REAR END-Rear end must be stock type, (GM, Ford 9" etc), "open" or locked by welding or spool only. Rear disk brakes allowed, with stock type steel brake calipers. No quick changes. Floater rear-ends allowed with NO cambered tubes and one piece straight spline drive plates only. No aluminum rear end components allowed. A 3/4" plug should be installed in rear cover above oil level, or in housing of 9" Ford, to allow for inspection. (No plug will require cover or pumpkin removal.) 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.

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

33. RADIATOR- Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required and overflow tank mounted in engine compartment required. 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. Antifreeze is strictly prohibited and carries a **$50 fine** if found. Fine will double per occurrence.

34. TRANSMISSION-Stock automatic transmission with operating 11" minimum diameter torque converter allowed. Torque converter post-race inspection may be required. Option 1; install drain plug in torque converter. Option 2; remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required. Rubber lines allowed at transmission cooler connection only. Transmission coolers are not allowed in driver's compartment. A manual stock OEM transmission will be permitted. All gears must be operable, no 5-speed transmissions, no straight cut gears or gun-drilled main shafts, no lightening of gears on main shaft. Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min. 15.5 pounds). Clutch disc must be a minimum of 10" diameter with full fiber disc. Assembly (flywheel, pressure plate, clutch disc, bolts) weight must be 31 pounds minimum. Manual transmission must run scatter shield or steel bellhousing. 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.
35. TOW HOOKS-Tow hooks required on front and rear must be painted white and easily accessible.

36. BODY AND APPEARANCE--Body, engine, and frame manufacturers do not have to match. All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. Body must resemble any American made passenger car that came with a factory wheelbase over 108" (Ford and Mopar over 104"). El Camino, Ranchero, and station wagon bodies allowed. **Also allowed: 2009 and up Dodge Challenger, 2010 & up Chevy Camaro, 2005 and up Ford Mustang, and 1982 to 1992 IROC Camaro.**
No fiberglass nosepieces, doors, fenders, quarter panels, or tailpieces allowed. **Aftermarket muscle car bodies that utilize plastic fenders, aluminum doors, and plastic rear quarter panels are allowed.** Ground clearance at nosepiece and rocker panels will be 4 3/4 " minimum, (with driver in car). All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body. Stock hood must have reinforcements removed. Fiberglass hood allowed (no light weight). No multi-plane spoilers. Maximum spoiler height is 5"; Maximum spoiler width 60". Spoiler must be centered on rear tail section. No wings or skirts allowed. Rear deck height will be 36½" measured at center of spoiler base on tail section with a 1/2" tolerance; with a maximum spoiler height of 41.5"with driver in car. No forward facing air scoops or holes (except for pins) in hood allowed. Filler panels painted with reflective colors required. Bumper ends must be capped and not extend past body. Stock or Lexan windshields, (1/8" minimum thickness) required, all other windows (if used) must be of Lexan. 12" maximum vent windows. Sunroofs must be closed in with sheet metal. Body must be within 2" of outside of tires. Numbers 18" high required on both sides and roof (readable from right side). 1" square rub rails allowed; mounted within 3" of ends. Ends must be tapered, capped, and ground smooth.
37. VINTAGE BODIES-Management reserves right to grant additional latitude to cars using vintage or retro body styles.
38. RADIOS/ELECTRONICS/TRANSPONDERS
38a. TRANSPONDER: Mandatory, Location of Transponder is 165" behind front edge of nosepiece.
38b. **RACEceivers** are mandatory for Race Director Communications frequency is 454.000
38c. RADIOS: Radios are optional but allowed for communications between one spotter only and driver. Spotter must be in designated spotters stand during race.
38d. CAMERA: Two cameras max allowed must point out front or rear window.
38e. **ELECTRONICS:** No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.
39. **TEAM DRIVING:** Not Allowed
40. CHAMPIONSHIP POINTS - will be awarded per your finishing position. If drivers are disqualified, points do not advance, only winner's purse is past onward.
41. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars can 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.

42. Mid-American Series Cars & CWSSA Super Stock Provisions Chart

Quick Reference Chart	CWSSA	Mid-Am	Mid-Am Option B
Engine Compression	10.5 to 1	10.8 to 1	10.8 to 1
Carburetor	Holley 4412 2-bbl	Holley 4412 2-bbl	Holley 750-CFM
Carb Spacer	CWSSA Taper Spacer	Straight bore 1-5/8" max	Straight bore 1-1/4"max
Cast Iron Intake Manifold	OEM cast unmodified	Slinger Rule 8.5B.7	Slinger Rule 8.5B.7
Restrictor Plate	-	-	Allstar#26060 w/inserts
Cam Lift Rule	-	.500 Lift Max	.950 id insert #3000
Headers	Allowed	Allowed	1.100 id insert #3050
Shocks: QA1/AFCO	-	-	-
Shocks : KONI	Add 75 lbs.	Add 75 lbs.	Add 75 lbs.
Rear Disc Brakes	Add 75 lbs.	Allowed	Allowed
Clutch	10" Min	7.25" Min	7.25" Min
Tires Hoosier D-800	D-800	D-800	D-800
Wheel Base	108" Min	108" Min	108" Min
Track Width	63-1/2" Max	62-1/2" Max	62-1/2" Max
Base Weight	3100 lbs.	3000 lbs.	3000 / 3050
Front Percentage Minimum	52%	52%	52%
Left Side Maximum	58%	58%	58%

43. Mid-AM Slinger Rule 8.5B.7 Intake Manifold: Aluminum intakes unmodified in any way include GM; Edelbrock (non-Vortec) 2101 & 2975. Vortec must use 7116 dual plane. Wieland 7546 or 7547. Ford (N351 or OE Windsor head) M-9424-C358, M-9424- Z351; Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieland 8015. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is illegal.

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

45. PENALTIES-See Below

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 58.0%	*ANY OFFENCE*	*DQ*	*DQ*
TRACK WIDTH			
OVER 1/8" WIDE	*ANY OFFENCE*	*DQ*	*DQ*