

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

2023 602 LATE MODEL RULES

Unified Motorsports Association of Asphalt Racing

UMA-602 Late Model 2023 Rules 7.2

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.



SAFETY EQUIPMENT



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

SAFETY BELTS - *Belts must be dated within 3 years of event date or newer.* A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth style or equivalent two inch (2") wide shoulder strap. Belts must be anchored to roll cage or frame using grade 5 bolts 1/2" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding. A securely mounted operational 2-1/2 pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster. Carbon fiber interior components will not be allowed, likewise, carbon fiber or titanium components anywhere on car are not allowed.

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.

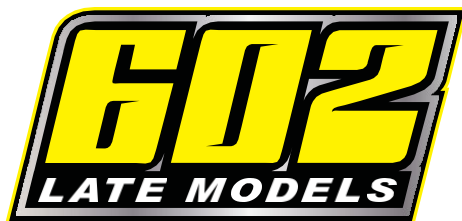


ROLL CAGE CONSTRUCTION

The following is the minimum specification requirements for roll cage construction approved for UMA competition. UMA officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch wall diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of: 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. Diagonal bar in top hoop required. Absolutely no aluminum allowed on the structure of the chassis. Floor pan under driver must be a minimum thickness of 13 gauge (.083") steel (for driver's safety).

DRIVER SIDE DOOR PLATES - Left side door bar deflector plates mandatory. All plates must be steel with a minimum .090 thickness steel plate must be welded to the space between each left-side door bar or a .090 wrap around door plate is legal. A .090 steel foot box protector plate 9" x 12" minimum is required. 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 tube. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .065-inch wall round or square steel stock. No material substitutions permitted. All support bars or plate installation is subject to approval.





CHASSIS

Fabricated or stock frame allowed.

WHEELBASE & TREAD WIDTH

103" Plus or minus 2"

Maximum Track width is 66"

TIRES

APPROVED TIRE: Hoosier D800 only. Tire bank system will be utilized; Teams will enter a maximum of 4 tires into their initial tire bank (new or used), and can add 1 new tire per week of competition thereafter. New competitors coming in after the first event of the season that only enter 2 new tires to start their tire bank and present two used with 4/32" wear on them can start where they qualify. If 4 new tires are entered into tire bank competitor will start behind the invert. All tires used in competition, (heats,dash, feature, etc.), must come from that Competitor's tire bank. Tire bank follows the driver. Used tires entered into tire bank will be counted as new tires. Tires are available for purchase at the track. (Special Events Subject to additional Tire allotment)

Chemical treatment of tires: (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by Hoosier, taking into account 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.



BASE WEIGHT

2700# 60% left side.

Post-Race No Fuel Allowance

Add 25# for Internal Clutch Transmission
Add 25# Winters Raptor #60200
Add 25# REM polished gears, shafts or bearings in transmission on Stock style, Saginaw or Richmond
Deduct 25# for UMA or Wegner Automotive Certified Engine

*Any loss of weight from any car will result in a **\$100 fine**

FRONT SUSPENSION & SPRINGS

200# minimum front spring rates with a minimum O.D. of 2 1/2": Maximum MSRP \$150 per spring No Bump-Stops, Compression/Rebound-limiting or Coil-Bind set-ups. One spring rubber allowed per corner. No pre-loading method of the springs on any corner. **All tires must extend down 1 1/2" from ride height when jacked up, you may unload stabilizer bar if needed.**

SWAY BAR

1 Piece Stabilizer bar - max 1 1/2" O.D.

Spline Stabilizer bars allowed, solid only, no tubular allowed, max OD 1 1/2"

No Rear Stabilizer Bars allowed

STEERING

Power steering allowed, pump must mount to front of engine.

REAR SUSPENSION

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



Koni Shocks			SHOCKS			QA1 Shocks		
Model #	compression	rebound	Model #	compression	rebound	Model #	compression	rebound
KON30-7325	3	2-5	6374	4	4			
KON30-7436	4	3-6	6374-6	4	6			
KON30-7499	4	9-12	6375-3	5	3			
KON30-7647	6	4-7	6375-400	5	400			
KON30-9325	3	2-5	6375-500	5	500			
KON30-9436	4	3-6	6375-650	5	650			
			6375-850	5	850			
			6394	4	4			
			6394-6	5	6			
			6395-3		3			

Only part numbers listed are approved. No changing or altering the shocks in any way. Shock cannot be painted and model # must be legible. Any drivers caught altering their shocks will receive a one year suspension. Tech shed may trade out shocks at any time to have them inspected.

SPINDLES & HUBS

Any one piece steel spindle is allowed. Aluminum steering-arm and ball-joint mounts not allowed. Aluminum hubs allowed, no magnesium, with MSRP of \$250. Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed. Roller bearing only, ball bearings not allowed. No wheel bearing spacers allowed.

BRAKES & ROTORS

Single piston steel "GM" style calipers with steel pistons only- max MSRP \$150. No floating or self-centering rotors, **minimum .810 wide**. No ABS units, brake recirculation systems or blower motor devices allowed. Directional vane rotors allowed with a maximum MSRP \$160.

REAR END

Quick change only with steel tubes; spool only, min 10" ring & pinion. No cambered tubes or cambered bolt on snouts allowed, maximum tolerance is 1/2 degree. Solid Magnetic steel axles only and must be minimum 1.125" O.D. with same size and configuration on both sides, no gun drilled axles allowed. One-piece straight spline drive plates only. All plugs (drain, inspection, etc.), must be safety wired, a **\$100 fine** will be assessed to any car whose rear end plugs are not safety wired while on the racing surface. Fine will double per occurrence.



DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT

7 1/4" Min. Dia. Clutch, no Carbon Fiber. No Reverse mount starter, must bolt on the block. 1 1/2" inspection hole to see the Clutch. 3 "Min OD. Steel driveshaft. Manual Transmissions must be stock, Saginaw or Richmond 3 or 4 speed as produced from the factory. No straight cut gears, if the internals of your Saginaw or Richmond transmission has REM polished gears, shafts or bearings in transmission **add 25#**. No lightening of any internal parts, all gears must be operational as manufactured, may run a Winters Raptor #60200 external clutch, but **add 25#** because of its internal parts.

Internal Clutch may be used, **add 25#**. No Magnesium Housings.

These are the only ones allowed:

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

All plugs (drain, inspection, etc.), must be safety wired, a **\$100 fine** will be assessed to any car whose transmission plug that is not safety wired while on the racing surface.

Fine will double per occurrence.

WHEELS

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

Steel Lug Nuts only-1" hex diameter

ENGINE SECTION

GM 602 Certified, UMA, Wegner or IMCA Sealed 602 Crate Engine - (P/N #19258602) Must be used as produced from factory; Crate engines may not be altered from factory specs or overhauled. Any driver caught altering their engine internally, will be subject to fine & suspension. Stock 8" oil pan; No oil coolers, No remote oil filters. Oil filter must screw onto the stock location. Engine may be pulled at any time for Dyno Test.

ENGINE LOCATION

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

IGNITION SYSTEMS

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



EXHAUST SYSTEM

GM-602 Crate cross over header Schoenfeld 135CM2 only. 1 5/8" tube with a maximum collector size of 3". No Tri-Y, Stinger, or Merge collectors allowed. No hidden merge collectors inside collectors - Max size of Y or X pipe is 3" inlet and outlet and 4" exhaust pipe maximum must exit behind driver. No coating, heat tape, shields, or blankets allowed to the headers. **Mufflers are Mandatory** and are not to be tampered with or hollowed out. Any car without mufflers or not under 100 decibels will **add 25#s** for the night & must remedy the issue before next event or will not race, one warning only.

CARBURETOR

650 CFM

Holley 4 bbl 650 cfm carburetor #80541-1 or #80541-2 (with no modifications) 1" open plenum aluminum carb spacer with one .065 single paper gasket is allowed on each side of spacer. Carb must pass all dimension tools and spec gauges. Metering blocks may be drilled / plugged but can only have a total of three passages open per block. Butterflies may not be thinned or tapered. Screw ends may not be cut off. Any attempt to pull outside air other than thru the venturi is not permitted. Double springs are required.

AIR FILTER

No cowl induction. Must have Aluminum or Steel Top and Bottom lids. Maximum air filter 14"x4" tall. A round hole may be cut in the hood allowing air cleaner to protrude thru the hood. No Carb Hats or devices that direct more air into the Carburetor. It must be open 360 Degrees. Air cleaner element may not be sprayed or soaked at any time.

RADIATOR/COOLING

A two row 19"x26" radiator minimum. No pressurized systems, braided radiator hose may be used on top only, two hose clamps required on each end of rubber hoses. No electric fans, **expansion tanks are permitted**. No taping off of nose at any time. Must have nose cut out for air to fit a 6" tall x 26" x 3/16" nose screen which is required. No Air directed under the nose. **A 3"x 28" long maximum lip is allowed on the top side of the nose inlet to enable air to get into the radiator on slanted nose piece**. No panning under nose or chassis. Air ducting no wider than 30". Air box bottom, sides & top must be in straight lines, no curving of ducting. Antifreeze is strictly prohibited and carries a **\$100 fine** if found. Fine will double per occurrence.



FUEL & FUEL CELL

Fuel Cell is mandatory with a 15-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, All fuel cells must be SFI or FIA rated and within 7 years of build date. **An in-line fuel safety shut off valve (SRI #FPF-FSV or OBERG #SV0828) at the point the fuel line exits the cell and before fuel filter are mandatory.** The use of "U" style fuel cells or non-standard-shaped fuel cells are prohibited.

Fuel Cell Can Containers made of 1/8 inch (0.125 thick) 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)

Fuel Cell Protection Plates: Cars without a .125 " (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.

Fuel Cell Mounting must be 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 with chassis up on UMA certified 4" blocks front & rear. 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.

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

Fuel: Pump gas only that contains No Alcohol, No Race Fuel. No Additives of any kind are allowed. No Coloring additives may be added. E-85 is not allowed.

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

RADIO/ELECTRONICS/TRANSPONDERS/MISC

RACECEIVERS: Raceceivers are mandatory for Race Director Communications; Frequency is 454.000.

TRANSPONDERS: Transponders are mandatory and are 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.

RADIOS: Radios are optional but allowed for communications between one spotter only and driver. Spotter must be in designated spotters stand during race.

TEAM DRIVING: Not Allowed **CAMERA:** Two cameras max allowed must point out front or rear window.

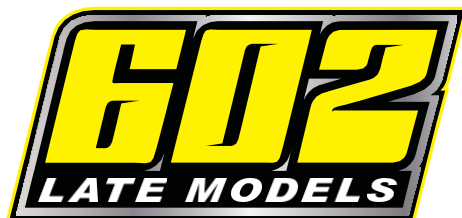
WINNERS EQUALIZATION RULE

For each feature win 10#'s of weight will be added. Driver will carry extra weight for the remaining regular season point's nights, Feature winners' weight applied at the next race event they are competing in.

Point & Fine Penalties

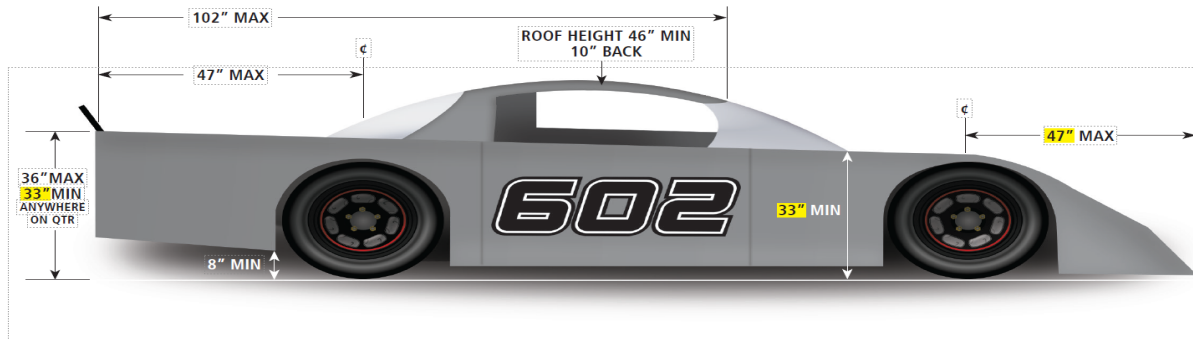
CHAMPIONSHIP POINTS - will be awarded per your finishing position. If drivers are disqualified, points do not advance, only winner's purse is past onward.

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



BODY GUIDELINES UMA 602 LATE MODEL

(see drawing below for dimensions)



- MAX WIDTH OF BODY 76"
- NO PANNING UNDER THE SIDES OR REAR OF THE CAR, NO LOUVERS OR VENTS IN THE FENDERS, DOORS, OR QUARTER PANELS. NO FINS, VORTEX GENERATORS, VERTICAL LIPS, WICKER BILLS, OR WINGS, ANYWHERE ON THE BODY.
- SIDE WINDOW OPENINGS. SIDE WINDOW OPENINGS ARE A MINIMUM OF 12" X 22" WIDE. SIZE WILL BE CHECKED. ANY OPENINGS THAT ARE TOO SMALL WILL NEED TO BE ADJUSTED.
- REAR SPOILER. A MAXIMUM OF 8" HIGH BY 72" WIDE MADE OF CLEAR LEXAN MATERIAL. BRACING MAY BE FROM FRONT OR REAR. FOR THE FRONT BRACING, THERE IS A MAXIMUM OF 3 SUPPORTS WITH A MAXIMUM OF 3/4" ROUND TUBING ONLY. REAR BRACING MUST BE INSET FROM THE SIDES OF THE QUARTER PANEL A MINIMUM OF 3" ON BOTH SIDES. MAXIMUM OF 1" REAR FACING LIP ONLY ON REAR SPOILER. MAXIMUM HEIGHT OF REAR SPOILER IS 42" FROM THE GROUND TO THE TOP OF THE SPOILER.
- REAR EDGE OF QUARTERS AND SPOILER MUST BE CENTERED RIGHT TO LEFT OVER REAR TIRES
- BODY MUST BE WITHIN 2" FROM OUTSIDE OF TIRES
- ALL MEASUREMENTS BASED ON 4" FRAME HEIGHT
- MAX DISTANCE OUTSIDE OF TOP OF RS DOOR TO A-POST, B-POST & WINDOWS = 8"
- MINIMUM ROOF MEASUREMENT 38"L X 43.5"W — NO MORE THAN 2" DROP ON THE ROOF
- NO FENDER OR WHEEL FLAIR CAN EXTEND 2" PAST THE OUTER FACE OF THE TIRES AND WHEEL FLAIR CANNOT EXTEND BEYOND THE REAR OF THE TIRE.
- REAR FILLER PANEL IS REQUIRED MUST EXTEND FROM THE BASE OF THE SPOILER DOWN A MINIMUM OF 14" AND MOUNTED INSIDE THE REAR QUARTER PANELS AND EXTEND THE DISTANCE BETWEEN BOTH QUARTER PANELS FROM SIDE TO SIDE IN A PERPENDICULAR MANNER TO THE GROUND. A 1" LIP OR TUBING AT THE BOTTOM TO SUPPORT IT. PANEL MUST BE SOLID ALUMINIUM WITHOUT ANY HOLES OR ANY FORM OF AIR PASSAGES. THE PURPOSE OF THIS IS TO CREATE MORE DOWNFORCE AND CAR STABILITY.
- ANY NOSE YOU DESIRE IS LEGAL, NO VERTICAL LIPS ON NOSE OR ANYWHERE ON BODY.
- THE MAXIMUM WIDTH OF THE NOSE SPLITTER IS 4"
- THE SIDE NOSE FLAIRS MAY NOT STICK OUT PAST OUTSIDE OF TIRES MORE THAN 2"
- MAXIMUM HEIGHT OF REAR BUMPER IS 12" AND MUST BE STEEL. NO ALUMINUM BUMPERS OR RIGHT SIDE DOOR BARS. THE REAR BUMPER BAR CAN NO LONGER BE STRAIGHT ON THE ENDS, IT MUST HAVE 90 DEGREE BENDS GOING FORWARD, THEY MUST BE AT LEAST 6" NARROWER THAN THE QP ON EACH SIDE. WE WANT FLEXIBLE QP BRACES USED, NOT SOLID. THIS WAY, IF SOMEONE GETS INTO THE SIDE OF YOUR QUARTER PANEL IT WILL FLEX IN WITHOUT SPINNING YOU OUT.

- TOW HOOKS - ON FRONT REAR - PAINTED WHITE
- NUMBERS AT LEAST 18-INCHES HIGH REQUIRED ON BOTH SIDES AND ROOF. SIX INCH NUMBERS IN TOP RIGHT HAND CORNER OF WINDSHIELD REQUIRED.