



2019 United Late Model Association Rule Book

Amendment:

(Amendments are noted in **BOLD red text**)

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2019 ULMA Rules

The rules and/or regulations set forth herein do not express or implied warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of ULMA and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all United Late Model Association sanctioned racing events.

ULMA officials have full authority over said sanctioned racing events. In the event of any dispute, the Director's decision will be final.

All race cars are subject to be inspected by a ULMA and or track official at any time during the event.

ULMA reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and, therefore will not be accepted by ULMA.

Please remember that we are here because of the Fans, Promoters and the Sponsors. If they don't benefit...we won't. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring ULMA into disrepute.

ULMA is a professional organization and will conduct itself so in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. ULMA therefore expects the same from its Drivers, Team Members and Team Sponsors. ULMA and officials therefore reserve the right to take disciplinary action against anyone who brings ULMA into disrepute by their actions, either on or off the track.

In the event of any Felony conviction of a Driver, Team Member or Team Sponsor, the disciplinary action shall be a minimum one-year ban from ULMA, beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of ULMA and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of ULMA and officials, may have resulted in, or may result in, harm or detriment to ULMA.

ULMA and officials also reserve the Right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the ULMA Sanctioned Races.

The decisions made, and the disciplinary actions taken, by ULMA and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/crew member/participant found by ULMA officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or ULMA will receive a penalty. This includes any aggressive action toward an ULMA official and or track official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to ULMA or an ULMA official. Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, ULMA officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions.

Any Driver entering and competing in a United Late Model Association Sanctioned event acknowledges and accepts the following: ULMA and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio airwave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by ULMA and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any ULMA sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

1.0 Series Championship

1.1. 2019 Points Fund Criteria

A.) ULMA National Points

Along with the ULMA weekly schedule. ULMA will now focus on 12-15 "National Point" races. These events will have a set payout that is required by the ULMA for each track. With these "National Point" races, the track is able to add an additional \$25 Entry Fee. This will be up to the track to take care of. Each track that holds an event will report to Missy Holman/Ernie Leftwich on the following Monday with drivers name that signed into the event. We will need Heat Race Start/Finish, Features Start/Finish as well.

Along with the "National Points" events, ULMA will award each driver that participates at each regular season weekly events being Lucas Oil Speedway, Lake Ozark Speedway 10 points per night that they sign in.

1.2. Awards Banquet

A.) The 2019 Awards Banquet will be held in (Date, Time and Place to be announced.) Any Drivers not attending will only receive half of their awards at the first event of the 2019 season.

2.1 Rookie of the Year

2.2 Prize

A.) There will be a Rookie of the Year Prize for the 2019 Season. This will be a Cash Prize to be determined.

2.3 Application Process

A.) Drivers' eligibility for the Rookie of the Year Award will be determined by ULMA Officials as follows: Drivers wishing to compete for the Rookie of the Year must register as a Rookie and possess a valid ULMA Licenses.

B.) Driver may not have participated in any Open Late Model Class in previous years.

2.4 Eligibility

- A.) Eligible drivers may compete for Rookie of the Year Honors, provided that they have not finished either First or Second in any previous ULMA Rookie of the Year Championship.
- B.) Driver may not have won a Rookie of the Year award, monies or contingency awards from any similar Late Model class and or sanctioning body or touring series.
- C.) Driver may not be a previous champion in any similar Late Model Class, touring series or sanctioning body.

2.5 Approval

- A.) Official decisions by ULMA regarding Rookie eligibility are final, binding and not subject to appeal.
- SAFETY EQUIPMENT**

3.1 Safety Equipment

3.2 Batteries

- A.) NO batteries to be located in the driver's compartment/cockpit.
- B.) The battery must be securely mounted with positive fasteners and brackets.
- C.) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- D.) One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used.

3.3 Seats

- A.) ULMA Recommends that all seats be full containment type constructed of aluminum. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- B.) Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
- C.) Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
- D.) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

3.4 Restraint Systems

- A.) The use of a 5, 6 or 7-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7-point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

3.4 Window Nets

- A.) Window Nets certified to SFI Spec 27.1 or Safety Nets certified to SFI Spec 37.1 are Strongly

Recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

3.5 Drive Line

A.) A drive line "sling" is REQUIRED.

3.6 Helmets

A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.

3.7 Driver Suits

A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

3.8 Gloves

A.) Gloves certified to SFI Spec 3.3 are REQUIRED.

3.9 Socks and Shoes/Boots

A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.

3.10 Cockpit Tubs

A.) Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

3.11 Head and Neck Restraints

A.) Head and Neck Restraint Devices/Systems are REQUIRED

B.) At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to ULMA. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

C.) It is the responsibility of the driver, not ULMA, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

3.12 Fire Suppression System - REQUIRED

A.) All race cars must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.

B.) All systems must meet or exceed SFI 17.1 specifications.

C.) Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re- labeled by the manufacturer.

E.) Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

E.) The cylinder must be connected to the nozzles with steel or steel reinforced lines.

F.) Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.

F.) An optional manual override cable may be added to the system.

3.13 RaceCeivers

A.) RaceCeiver one-way radios are required to be used in every portion/segment of an event.

B.) Race Director and Head Scorer are the only people permitted to transmit on a RaceCeiver device. Use of any other type of radio is not permitted.

4.0 Technical Inspection

A.) All cars subject to be inspected by ULMA Official and/or designated Technical Inspector(s) at any time. ULMA is a sanctioning body, therefore designated ULMA officials may make a technical inspection call at any track when attending sanctioned races in an official role. On a weekly basis, all technical inspection is the responsibility of the affiliated track. ULMA officials may and will act in an advisory role and may be called upon by track technical inspection officials for advice. The final judgment call for ULMA special events is made by designated ULMA officials. If a track does not have a designated official, ULMA reserves the right to assume this role by appointing an official to fulfill this duty on an as-needed basis.

B.) Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or ULMA shall not be held liable for any mechanical failure, nor for any loss, injuries or death resulting from the same.

6.0 Penalties

A.) The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:

B.) Under Green Flag or Caution Flag conditions, ULMA reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by ULMA Officials and or track officials. All decisions shall be final.

**Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.*

C.) Any physical confrontation, either on the Race Track or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of points. A second offense will result in suspension for the rest of the Season.

**Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.*

D.) Any incidents that occur during the last THREE Championship Events of the Season could result in Penalties being applied at the beginning of the following Season.

E.) Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification.

F.) ULMA Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

6.1 Changes / Substitutions

A.) No driver will be allowed to use a backup car or exchange a car or driver once he/she starts heat races. Once a driver has entered a car in the heat race than that car must start the feature. No exchanging of cars or drivers once heat races have been completed.

7.0 Earning Points

A.) **ULMA Championship Points will be accumulated utilizing this method:**

***Show Up Points per weekly events:** 10 points only will be added to National Points, No Additional points to be awarded for weekly races.

NATIONAL EVENTS ONLY: See below

***Show-up points:** 25 points (National Events ONLY)

***Heat Race** 1st (10 points), 2nd (8 points), 3rd (6 points), 4th (4 points), 5th (2 points)

***B-Main Feature** 15 points (if driver does not transfer to A-main event).

***A-main Feature Points:**

1st 70 pts, 2nd 68, 3rd 66, 4th 64, 5th 62, 6th 60, 7th 58, 8th 56, 9th 54, 10th 52, 11th 50, 12th 48, 13th 46, 14th 44, 15th 42, 16th 40, 17th 38, 18th 36, 19th 34, 20th 32, 21st 30, 22nd 28, 23rd 26, 24th 24

****Double points are not awarded during ULMA events.**

****If a DQ is given, there will be no points awarded that night for car or driver. (Weekly 10 points and all National Points)**

8.0 Late Model Rules

8.1 Bodies – See car illustration also

A.) Nose piece and roof must match body style of car.

B.) All cars must have a minimum of one half inch (1/2") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.

C.) Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.

D.) Driver's seat must remain on the left side of the driveline.

E.) Front window bars are mandatory.

F.) Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.

G.) No fins or raised lips of any kind are permitted anywhere along the entire length of the car.

H.) Right side body line must be straight from front to rear with a one-inch (1") tolerance up and down, left and right.

I.) No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.

J.) No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.

K.) No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top frame rail. Not to exceed below the bottom frame rail.

L.) All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted.

M.) No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

N.) Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.

O.) No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

8.2 Stock Nose Pieces

A.) ULMA Officials must approve all stock nose pieces.

B.) Nose pieces must be made of molded type material.

C.) Two (2) piece noses must be fastened together in the center. No spacers to gain width or cutting to narrow overall width of the nose is permitted.

D.) The nose must be mounted flat where filler panel and nose piece meet. **(No Carbon Fiber or Plastic Filler Panels allowed.)** Nose piece may not be altered from its original shape. Nose piece will be checked with a template. Nose will be pushed against mounting supports to gauge its profile against template.

E.) Adding to the bottom of the nose piece in the front achieving lower ground clearance is not permitted.

F.) A stock nose piece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. (1" Tolerance)

G.) Front fender flares must be made of plastic and cannot alter the original shape of the nose piece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.

H.) Front fender flares must have collapsible support.

I.) Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.

J.) Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

K.) The nose piece must have a headlight decal package attached. One warning will be permitted and then the car must run contrasting color tape in the shape of a headlight.

L.) Holes for cooling purposes must be in the center area (in front of the radiator) of the nose and/or valance.

8.3 Roof and Roof Supports

A.) The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

B.) The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").

C.) **Roof must be stock appearing and mounted directly to roll cage with no spacers.**

D.) Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.

E.) A maximum one and one-half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") ninety-degree (90°) bend is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

F.) A maximum one and one-half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

G.) No odd shaped roofs permitted. **No Plastic or Carbon Fiber Roofs allowed.**

H.) All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top and forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must maintain a border frame of 2-3" at the top and sides and 3" at the bottom. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.

I.) Sail Panel Windows Openings must be a border frame of 2-3" at the top and sides and 3" at the bottom with no tolerance +/-0"

J.) Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width. Left and right sides must match in size.

K.) Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.

L.) Any sun shields, four-inch (4") maximum, must be able to hinge for easy exiting of car.

8.4 Front Fenders and Hood

A.) Hood can drop one-inch (1") with a one-inch (1") tolerance measured at the back edge of the hood and in front of the carburetor from left to right side of car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubble. Fender top must have ten inch (10") minimum width.

B.) Fenders are not permitted to gain height from rear to front of car. Will check with a string from the

top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat (1" tolerance)

C.) No part of fender or hood can be outside of the body line.

D.) The front fender can be a maximum of thirty-six inches (36") in height with a one-inch (1") tolerance. Height is measured vertically from the ground to the top of the fender behind the front tires.

E.) No Plastic or Carbon Fiber Hoods or Fenders allowed.

8.5 Doors

A.) Door to door cannot exceed seventy-seven inches (76") in width at the top of the doors. (1" tolerance)

B.) Door to door cannot exceed eighty-nine inches (89") in width at the bottom in the center of the car.

C.) At no point can the door sides break in towards the center of the car between the top and bottom measurements. One-inch (1") tolerance including plastic.

D.) The minimum ground clearance permitted is three inches (3").

E.) No Plastic or Carbon Fiber Doors allowed.

8.6 Quarter Panels

A.) Quarter panel can be a maximum of forty-nine inches (49") from center of rear hub to rear edge measured horizontally. Quarter panel can be a maximum of fifty-four inches (54") from center of hub to rear t-bar at spoiler.

B.) Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.

C.) At no point can quarter panel sides break in towards center of the car between the top and bottom. One-inch (1") tolerance including plastic.

D.) Right side quarter panel must be straight in line with the door. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be straight with a one inch (1") tolerance.

E.) Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. Measured at the front and rear of quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. Measured at the front and rear of the quarter panel. One inch (1") tolerance

F.) No Plastic or Carbon Fiber Quarter Panels.

8.7 Deck Height

LR Drupe Rule:

Chain Dimension: $\frac{3}{8}$ (Three Eighths) minimum Chain Link with $\frac{1}{2}$ (Half inch) Grade 8 Bolt.

(NO TOLERANCE)

NO "DRUPE LIMITERS" PERMITTED. CHAIN ONLY!!! Must mount vertically from the frame to a bracket on the birdcage to axle tube. Bracket on the axle tube can have a bearing or clamped solid.

PRE - RACE DECK HEIGHT MUST BE NO LOWER THAN 37" AND NO HIGHER THAN 39" (T-BAR MUST BE STRAIGHT)

MEASUREMENTS WILL BE TAKEN 6" FROM LEFT SIDE OF CAR IN LINE WITH LR BIRDCAGE. (INCLUDES RIGHT SIDE)

POST - RACE DECK HEIGHT MUST BE NO HIGHER THAN 47 " (1/2 " FOR GAGE TOLERANCE PERMITTED)

CAR WILL BE MEASURED WITH THE LR JACKED UP (BEHIND THE LR AXLE TUBE UNDER THE UNDERSLUNG) UNTIL THE LR TIRE WILL ROTATE FORWARD AND BACKWARDS WITH NO RESISTANCE. *NOTE: LR TIRE WILL BE SET AT 6LB. OF AIR FOR MEASURING*

ANY CAR THAT DOESN'T HAVE A UNDERSLUNG BAR ON THE LR MUST HAVE A BAR MOUNTED (LIKE A JACK PEG) TO THE LR FRAME RAIL THAT EXTENDS DOWN EQUAL WITH BOTTOM SHOCK MOUNT FOR JACKING PURPOSES. IF THERE'S NO MOUNT FOR THIS OUR 3RD OPTION IS TO PLACE THE JACK UNDER THE LR BOTTOM 4 LINK PLATE WHERE THE LR BOTTOM ROD IS BOLTED TO THE CHASSIS.

CHAIN MUST BE TIGHT DURING THE MEASURING PROCESS FOR INSPECTION. (EVEN IF IT'S CATCHING ON THE UNDERSLUNG BAR)

IF THE REAR "T" BAR IS BENT AFTER THE RACE A STRAIGHT EDGE WILL BE USED ACROSS THE BACK OF THE CAR TO ESTABLISH A PLACE TO MEASURE THE DECK FROM THE GROUND TO THE TOP OF THE STRAIGHT EDGE.

8.8 Frames

A.) No aluminum frames or bumpers permitted in construction of

car.

B.) Minimum 103" - Maximum 105" wheelbase.

C.) Rectangle or Square Tubing:

1.) The frame of all cars must be constructed of two-inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight-inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.

D.) Round Tube Frame:

1.) The frame of all cars must be constructed of a minimum of one and three-quarter inch (1 $\frac{3}{4}$ ") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.

E.) If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.

F.) It is recommended that all cars be equipped with a tow hook or strap.

G.) All battery supports must be braced in two axis - two horizontal and one vertical.

H.) All frame and chassis components must be welded or bolted together. No sleeves, slip coupling, etc.

8.9 Roll Cages

A.) Cars must have a suitable steel roll cage in driver's compartment.

B.) Side roll bars are mandatory and must extend into the door panels

C.) A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1 $\frac{1}{2}$ ") in diameter with a minimum thickness of ninety-five thousandths inch (.095").

D.) Roll cage must be welded to the frame.

E.) Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage

F.) No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.

G.) Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

8.10 Interiors

A.) Interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.

B.) Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car. Maximum of seventy-degree (70°) angle from the deck.

C.) Interior must run in a straight line from behind the driver's seat to the rear spoiler.

D.) Interior (deck) must run in a straight line (vertical and horizontal) across the back of car at the spoiler.

E.) All interiors must be made of aluminum.

F.) If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.

G.) Cowl (driver protection) panels in front of the driver may have a maximum of three inches (3") in height. The cowl panel must taper to the deck or end in line with the steering wheel.

H.) If interior is dropped at firewall/back of hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2") from the top of the hood.

8.11 Spoiler

A.) Rear spoiler must be manufactured of material of adequate strength, such as Lexan, Aluminum, or Carbon Fiber.

B.) Rear spoiler material **Minimum and Maximum eight-inch (8")** height measured from deck to tip of material. Maximum seventy-two-inch (72") width between outer edges of spoiler sides.

C.) Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."

D.) Rear spoiler must begin where quarter panels end. No extended decks permitted.

E.) Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.

F.) Spoiler supports cannot be mounted wider than the top of the quarter panel.

G.) Spoiler must be straight where it mounts to interior (deck) panels.

9.0 Ignition

A.) Only MSD 6AL Part # 6425, 6ALN Part # 6430 or 6CT Part #6427 ignition boxes only are allowed, GM CT525 crate engine must run the MSD Circle Track LS Ignition Control Part # 6014CT. Only one (1) ignition box allowed.

- B.) Only one set of ignition box wiring is allowed. No Crane or other brand ignition boxes are allowed.
- C.) Dual Pickup Distributors are allowed. Only one connection is allowed, the second has to be taped up.
- D.) MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car.
- E.) Ignition box power supply wire must be hooked solely with an independent connection. Ignition box ground wire must be grounded by itself to battery or chassis where tech inspector can view it.
- F.) Only one (1) RPM rev-limit module chip is permitted. Only one (1) electronic firing module is permitted. Only one (1) ignition coil is permitted.
- G.) Magnetos are not allowed. Crank-censored ignitions are not allowed.
- H.) GM CT525 crate engine must utilize MSD LS Series #PN6014CT set to the GM recommended preset.
- I.) Following rev limits are mandatory on all engines. (All Rev-limit subject to change if ULMA deems necessary.)
 - 8,000 or less RPM rev-limit if using ULMA Brodix Spec Head Engine.
 - 8,200 or less RPM rev-limit if using a ULMA engine 399 cubic inch displacement or smaller.
 - 7,800 or less RPM rev-limit if using ULMA engine 400 cubic inch displacement or larger.
 - 7,300 or less rpm rev limit if utilizing a GM CT525 crate engine.
 - 7,200 or less RPM rev-limit if utilizing a 602 or 604 crate engine.
- J.) Chips and/or ignition boxes are subject to inspection at any time by ULMA or Track Officials; Chips and or ignition boxes are subject to swap out by a ULMA or Track Official at any time. Any driver caught altering the rev-limiter or ignition system in any way so as to defeat the rev-limiter rule will be disqualified and shall receive a suspension set by a ULMA Official and or Track Official, loss of all track and ULMA points for the night and a \$1,000 fine for the first offense. Any chip and or ignition box that fails tech inspection will be confiscated.

10.0 Engine Set Back

- A.) The engine may be set back a maximum of 25 ½ (25.5) inches from the center of ball joint to the back of the block. With the exceptions of Crate Engines, Crate Engines will be allowed 27 ½ (27.5) inches of set back.

Cold Air Box

- A.) Cold Air Box will be allowed for 2019. NO Ducting, NO Vented, must remain solid.

11.0 Engines

11.1 ULMA Brodix 23-degree Head Spec Engine. (Mandated ULMA engine package by year 2020)

"Wet Sump or Dry Sump Systems allowed." ALL blocks must be steel blocks.

- A.) Approved product numbers for the Brodix Aluminum spec head are SPCH (Chevy), SPFO (Ford) and SPMO (Mopar) for ULMA. USMTS/USRA Brodix Spec head will be allowed. Removing, relocating, grinding, polishing or defacing of any cast letters and/or numbers is strictly forbidden. Valve guides must retain original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened whatsoever. Minimum valve stem diameter must be five-sixteenths (.310) inch. Absolutely no welding or adding material of any kind. Absolutely no enlarging, relocating or other altering of any bolt hole, dowel hole or threaded hole,

except to spot face bolt holes after angle milling.

Heli coils are permitted for repairs.

Absolutely no grinding or polishing of any kind anywhere on the casting, except for pushrod clearance.

Factory CNC chamber may not be altered in any way.

Internally-repaired BRODIX aluminum spec head must be recertified by BRODIX.

BRODIX aluminum spec head checking fixtures may be used by tech officials to check specifications and dimensions.

Valve angle can and will be checked on any of the 16 valves, any one valve angle found not within tolerance will result in disqualification! Any car checking outside the tolerance will be disqualified. Any car found with this rule infraction must go thru a pre-tech inspection before racing another event. Roller cams allowed.

B.) No wide bore blocks allowed, Oil coolers and remote filters are permitted.. Oil accumulator okay but must have only one line. Oil return line from front of head to oil pan will be permitted (2 lines allowed on right side, 1 line allowed on left side). ALL blocks must be steel blocks.

C.) Modifications to the block to alter valve angle are not allowed. A one (1) inch inspection hole in oil pan is recommended for oil-pump inspection. If pan has no inspection hole, driver may be asked to remove or drain pan for oil-pump inspection. Castings (includes block, heads, and intake) and fittings may not be altered. Machine work on outside of engine, or on front or rear of camshaft, is not allowed. If utilizing lightened blocks, (removal of material from inside and/or outside) an additional thirty (30) pounds of weight must be added 12" on center in front of the engine plate; 15 lbs on each upper frame tube (measured from front of engine plate to center of weight). Weights will not exceed 12" in total length. **NO EXCEPTIONS!**

11.2 ULMA 23 Degree Open Head Engine

A.) **ULMA 23 Degree Open Head Engine:** No wide bore blocks allowed, "**Wet Sump or Dry Sump Systems allowed.**" **ALL blocks must be steel blocks.**

B.) Modifications to the block to alter valve angle are not allowed. Castings (includes block, heads, and intake) and fittings may not be altered (porting and polishing is allowed). Machine work on outside of engine, or on front or rear of camshaft, is not allowed. If utilizing lightened blocks, heads, or intake (removal of material from inside and/or outside) an additional thirty (30) pounds of weight must be added 12" on center in front of the engine plate; 15 lbs on each upper frame tube (measured from front of engine plate to center of weight). Weights will not exceed 12" in total length. **NO EXCEPTIONS!**

C.) **Standard 23 Degree Steel or aluminum heads allowed. No Raised Runner Heads allowed. Standard 23 degree heads only. All standard 23 degree heads must use ULMA Spec Intake Gaskets. The ULMA Spec Intake Gaskets "MUST" only be purchased thru ULMA. The cost of the ULMA Spec Intake Gaskets are \$40 (price includes shipping). No tampering with the intake gasket will be allowed and refusal to remove intake for further inspection will result in the following penalties as follows: 1st offense \$500 fine, 4 weeks suspension from any ULMA Sanctioned race, loss of all points and pay for that night. 2nd offense \$1,000 fine, one-year suspension from ULMA, loss of all points and pay for that night and loss of all ULMA National points. All heads must be **manufactured part number** stock valve angle (23 degrees for Chevrolet), (20 degrees for Ford), (18 degrees for Dodge). One half (1/2) degree valve angle tolerance (for gauge accuracy only), angle milling not allowed. Valve angle can and will be checked on any of the 16 valves, any one valve angle found not within tolerance will result in disqualification! Any car checking outside the tolerance will be disqualified. Any car found with this rule infraction must go thru a pre-tech inspection before racing another event. Roller cams allowed.**

11.3 GM CT525 Crate Engine

D.) **GM CT525 Crate Engine Rule: "Must Be Factory Sealed"** Engines are to remain sealed. The original factory seals must remain unaltered. GM Certified bolts only, **NO REBUILT ENGINES!** Modifications of any type and/or broken factory seals will not be permitted. **NO upgrades** are allowed to any engine that may produce power via "performance-enhancing methods." (exception: Engines with

USRA/USMTS seals will be allowed). Fifty (50) pounds of weight must be added 12" on center in front of the engine plate; (25 lbs on each upper frame tube measured from front of engine plate to center of weight). Weights will not exceed 12" in total length. **NO EXCEPTIONS!** Must say "crate" on left and right front roof post. Mandatory ignition controller MSD p/n 6014CT Maximum RPM/chip 7300 May use any 4-barrel carburetor and fuel may be gas or alcohol. May use any headers. Minimum weight with driver, after race, is 2300 pounds 8" Minimum and Maximum spoiler allowed. Maximum of 8 inch set back. From center of bottom ball joint to the front of engine plate/engine bell housing flange. Rule options are subject to review/change as deemed necessary at any time.

11.4 GM 602 and 604 Crate Engine Rules

E.) **GM 602 and 604 Crate Engine Rules: "Must Be Factory Sealed."** Engines are to remain sealed. The original factory seals must remain unaltered. GM Certified bolts only, NO REBUILT ENGINES! Modifications of any type and/or broken factory seals will not be permitted. NO upgrades are allowed to any engine that may produce power via "performance-enhancing methods." 602 CRATE motor compression ratio: 9.1:1 (no tolerance) subject to whistle and compression pump. 604 CRATE motor compression ratio: 9.6:1 (no tolerance) subject to whistle and compression pump. All engines, parts, and components must be as from factory. This includes, but is not limited to, harmonic balancers, valve springs, push rods, rocker arms, and after-market valve covers. Any changes will result in disqualification and no points awarded. Gas carburetor only, 750 CFM Carb or smaller. Aerosol carburetors are not legal. Must have 1 11/16th base plate maximum. No tolerance (measured with go/no-go gauge). Mechanical fuel pumps only. Billet base plates may be used (.780 maximum). One gasket per surface, .070 maximum. 604 1" carb spacer maximum, no tolerance. 602 2" carb spacer maximum, no tolerance. Spacer must not protrude into carb or intake at any point.

F.) **602 and 604 crate engines only** will be allowed to run an 8" engine set back. (Measured from Center of ball joint to #1 spark plug). **602 and 604 Crate Engine cars only** will be allowed to run a 8 inch Minimum and Maximum Spoiler.

G.) Factory Sealed Crate motor engine inspection and/or exchange: ULMA and/or Track Officials reserve the right to exchange or impound any engine at any time for competitive analysis and for inspection. ULMA will offer an exchange engine to replace the engine in question. Any driver who declines or refuses the exchange or impound will be disqualified and banned from any ULMA race, event, and track for the rest of the current season.

H.) All engine options may run one 2-barrel or one 4-barrel carburetor. ALL cars must run track-approved muffler if track calls for one. No ZOOMIES. CRATE cars will follow all ULMA rules as written except where specifically described.

12.0 Weight Limit

All cars will be issued decals to identify motor and weight. Decals must be displayed on each side of the car on front lower corner of window side panel. Motor must match decal on car. If the decal and motor do not match, a disqualification will be rendered. No tolerance.

A.) ULMA Spec Engine: Car and Driver must weigh 2,350 lbs. (Wet Sump)

B.) ULMA Spec Engine: Car and Driver must weigh 2,400 lbs. (Dry Sump)

C.) ULMA Standard 23* Engine: Car and Driver must weigh 2,350 lbs (Wet Sump)

D.) ULMA Standard 23* Engine: Car and Driver must weigh 2,400 lbs (Dry Sump)

C.) GM CT525 Sealed Crate Engine: Car and driver must weight 2,300 lbs.

D.) 604 Factory Sealed Engine: car and driver must weigh 2,250 lbs.

E.) 602 Factory Sealed Engine: car and driver must weigh 2,200 lbs.

F.) After each race, whether Heat, Last Chance or Feature, an additional weight allowance will be given at the rate of 1 lb. per lap for fuel burn off, 10 laps = 10 lb.; 50 laps = 50 lb.; 100 laps = 100

lb. etc.

G.) No un-sprung weight allowed.

H.) Any attached weights must be securely attached to the frame, painted white and have the car number clearly displayed on them. Weights of up to fifty (50) pounds must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps per each piece. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high-risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.

I.) All added weight(s) must be securely attached to the frame below the body decking.

H.) Frame is defined as the steel welded structure only.

I.) Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.

J.) No weights may be attached to rear bumper.

K.) No driver-operated weight adjustment devices are permitted.

13.0 Fuel Systems

A.) An approved fuel cell (32-gallon maximum) must be used at all times.

B.) The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications.

C.) Fuel cells must be used in accordance with the FIA / FT3 or SFI 28.3 specifications. Alterations of any kind will not be permitted. (Example: alterations to top plate, alterations or removal of foam, etc.)

D.) Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.

E.) Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.

F.) A firewall must be installed between the fuel tank and driver's compartment.

G.) Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted H.) Willy's Carburetor roll over plate part # WCD4000 is approved for competition.

14.0 Chassis

A.) No titanium chassis or suspension components

B.) No titanium fasteners

15.0 Transmission, Clutch, and Axle Housing (Rear End)

A.) Any transmission with working reverse and working forward gears is permitted.

- B.) Manual transmission must be equipped with an operational clutch.
- C.) Automatic transmissions are permitted.
- D.) The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E.) No "live-axle" rear-ends are permitted.
- F.) No independent rear suspensions are permitted.
- G.) All axle housings using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.
- H.) The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
- I.) The center section of the axle housing must be manufactured of either aluminum or magnesium.
- J.) Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic heavy materials (ex: tungsten) will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

16.0 Drive Shafts

- A.) All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be painted silver or white.
- B.) Only one drive shaft is permitted.
- C.) The drive shaft must be protected with a secure drive shaft hoop or sling.

17.0 Tires

- A.) Hoosier D-55 WRS-2 Spec Tire, or Hoosier D-55 WRS. **90's or 92's only. No 88's allowed.**
- B.) Grooving and siping of tires is allowed. No softening agents or chemical agents may be added to tires at any time.
- C.) All tires must "Cold" durometer a minimum of 55 prior to pre-race inspection, NO TOLERANCE ALLOWED. After any race, the tires must "Hot" durometer 50 or above. Any tire reading below 48 will result in a disqualification for that race and will be subject to tire testing. Any tire "Hot" that durometers higher than 60 will be subject to tire testing.
- D.) ULMA Official(s) and or Track Tech Official(s) may question any tire at any track, on any night for evaluation. (Evaluation meaning samples will be taken from the tire and sent to a test facility for testing to verify that the tire "Conforms to Bench Mark Policy").
- E.) Any tire on the car or in the trailer is subject to inspection.
- F.) This procedure (samples taken from tire) will be done at the track with driver, ULMA Official, and/or Track Official present. Samples will be sealed and sent to lab for testing by ULMA Official or Track Official. All lab fees will be paid by driver if results reveal that the tire does not meet benchmark standards.
- G.) Drivers pay for that event will be held until test results are confirmed. Any tire not meeting benchmark standards will result in the following penalties: loss of all points and pay from that race, loss of all ULMA championship points and track points, and a ULMA fine of \$2,000 plus track fines.

- H.) Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15").
- I.) Maximum circumference permitted is ninety-three inches (93").
- J.) Maximum cross section width permitted is sixteen and three-quarters inches (16 ¾").
- K.) During technical inspection the hoop must pass over the tires freely.
- L.) No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.
- M.) All sidewall markings must visible at all times. No buffing or removing of the compound designations.

18.0 Wheels

- A.) Only aluminum wheels will be permitted.
- B.) Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.
- C.) Maximum wheel width is fourteen inches (14").
- D.) Maximum width outside of front tires is ninety inches (90").
- E.) Maximum width outside of rear tires is eighty-eight inches (88").
- F.) Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16-inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
- G.) Only aluminum wheel spacers will be permitted.
- H.) The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.
- I.) **Bleeder valves of any kind are not permitted.**

19.0 Brakes, Brake Components, Wheel Hub

- A.) Must be equipped with sufficient four (4) wheel braking system.
- B.) On track three-wheel braking is allowed.
- C.) Brake rotors must be manufactured of magnetic or stainless steel. No titanium or carbon fiber brake rotors are permitted.
- D.) Brake rotors must be used as produced by the brake rotor manufacturer.
- E.) Brake calipers must be manufactured of aluminum.
- F.) The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- G.) Wheel hubs must be manufactured of aluminum or magnesium.
- H.) Wheel hubs must be used as produced by the wheel hub manufacturer.
- I.) The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake

rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

20.0 Shocks and Springs

1. No air dump or no air springs allowed, No spring bars allowed, No internal bump stops allowed.
 2. External bump stops will be allowed with exception of no external air bump stop.
 3. All Shocks must hand compress full length of shaft with springs and bump stops removed.
 4. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
 5. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 6. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
 7. Maximum shock body outside diameter is two (2), half-inch inches (0.50”).
 8. Maximum front shocks length is twenty-one inches (21”). Measured center to center of the shock eyes.
 9. Maximum rear shocks length is twenty-seven inches (27”). Measured center to center of the shock eyes.
- B.)** No cross connected shocks are allowed.
1. The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- C.)** No “Rod-Through” designs are allowed.
1. “Rod-Through” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- D.)** No Inerters are allowed
1. No rotating parts inside the damper.
 2. No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- E.)** No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.
- F.)** Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to the ULMA Officials for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before in-statement of new part is permitted.
- G.)** Springs must be made of steel. Torsion bars are not allowed in rear.
- H.)** Coil springs must be steel. Leaf springs may be composite or steel.

- I.) Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
- J.) Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
- K.) Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.
- L.) Shock Locations
1. Only one shock per wheel permitted at the left front, right front, and right-rear corners.
 2. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
 3. One 5th Coil Shock permitted.
 4. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.
- N.) External Bump stops and/or bump springs are permitted with exception of no external air pump stops. **All bump stops and/or springs must be mounted on a shock, 6th coil assembly and/or lift arm assembly. No bump sticks are permitted.**
- O.) **Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.**
- P.) A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on heims and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

21.0 Suspension Components

- A.) Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to ULMA for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
- B.) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
- C.) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie- Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- D.) Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2-inch hole will be deemed illegal) and be torqued to a min of 40-foot pounds per inch
- E.) Rear Suspension Mounts
1. All mounts must be double shear.
 2. Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
 3. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.

4. Double shear mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only. The bolt must be bolted through both shear mounts.

E.) Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.

G.) Lift Arm & Pull Bar

1. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
2. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coil- over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
3. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
4. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

H.) Radius Rods

1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
2. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
3. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875)
4. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
5. Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
6. ONLY - Two (2) radius rods per side.
 - a. Radius rods must be spaced on the frame a minimum of 6"
 - b. Radius rods must be spaced on the birdcage a minimum of 6" and a max of 12"
 - c. Measurements will be made from center of each radius rod bolt.
7. All radius rods must be straight with the exception of the left lower that can have a bend for axle housing mount clearance.

I.) Axle Housing Mounts (Birdcages)

1. Axle Housing Mounts (Birdcages) may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
2. Limited one (1) Axle Housing Mount (birdcage) per side.
3. Shock(s) and radius rods must mount to the Axle Housing Mount (birdcage).

4. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the Axle Housing Mount (birdcage) must be bolted or welded solid.
5. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
6. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

J.) Jack Bolts are permitted.

22.0 Shock, Spring, and Suspension Penalties and Infractions

A.) If violations are found during pre-race technical inspection: The driver will receive a warning and must meet full compliance before being allowed to compete. If a violation is found after pre-race technical inspection: No Winnings, Points, Winners Circle Pay will be paid and a fine may be assessed to the violating driver.

23.0 Remote Control Suspension Devices

A.) NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

24.0 Traction Control Devices

A.) All Traction Control Devices are strictly prohibited during any form or portion of a ULMA sanctioned event, race or practice/test session.

B.) All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.

C.) At NO time will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.

D.) A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

J.) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

25.0 Other

A.) NO two-way radios. No crew to and from driver radio or transmitted communications of any kind.

- B.) NO "in-cockpit driver controlled" electronic devices of any kind permitted.
- C.) NO computer controlled devices of any kind permitted.
- D.) NO rear-view mirrors of any kind permitted.
- E.) NO cellular devices in cockpits
- F.) No cameras of any type permitted below the interior (deck) of the car.
- G.) No data systems or harnesses of any kind permitted.
- H.) ULMA officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

26.0 Decals

- A.) There are certain decals that must be carried on the car, in order to earn both points towards the Season Ending Championship Payout and Prize Money. ULMA is aware of and has no wish to cause conflicts between drivers, teams and your sponsors. However, it must be realized that the Team Lucas companies are Major Contributors of the Season Ending Points Fund. These Decals must be present on the car for consideration for Season Ending Championship Points Fund. These decals must be positioned on the car sides.
- B.) These Decals must be on both sides of the car at every sanctioned race in which the car competes.

27.0 Contingencies

- A.) Certain other Product Manufacturers will be awarding Contingency Money to Drivers finishing the Feature. These Awards are dependent upon the Manufacturer's Decal being carried on the race car. If you wish to be eligible to receive an Award from the Manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your race car. Also, please be aware that the Series' responsibility is ONLY to provide the Manufacturer with your Name and Address, and not to pay the award. All cars finishing the Feature Race will be checked by Series Personnel for the appropriate Decals.
- B.) Any other ULMA Sponsor Decal that is carried on the car must be affixed prominently. There is no compulsion to carry any other Sponsor's Decals, however, it is worth bearing in mind that Sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for Races and Championships.