

**2017 Car Rules and Specifications**  
**Effective January 1, 2017**  
**Rev: 7 (June 26, 2017)**

Association officials reserve the right to change, delete, or amend rules in the best interest of competition. **Red bolded text** reflects changes since previous edition. **All participating drivers agree to abide by and not attempt to manipulate the ULMA rules as written to their benefit and acknowledge that their car is subject to inspection at any time by a ULMA Official(s) and/or Track Official(s) or both.**

**GENERAL:** No radio communication or sound equipment allowed unless track authorized. All cars must have a kill switch located at window height behind the driver's seat. Switch must disconnect positive line from the battery.

**SAFETY:** Helmets are required and must meet Snell Standards: Snell-rated SA2005, SA2010 or SA2015 full coverage helmet required and must be worn at all times. Helmet must accompany vehicle at time of inspection. Flame retardant neck braces are mandatory. Flame retardant gloves and shoes are mandatory. Fire suits of a flame-retardant nature must be worn by all competitors. Two-piece fire suits allowed. **Fire-resistant socks are recommended.** No Kart suits, no flame retardant coveralls. Additional safety equipment is optional. **ULMA recommends that each racecar have built-in-fire extinguishing equipment; cannot be of the dry powder type (must be Halon 1211 or equivalent).** All drivers must comply with general track safety rules. **All drivers are responsible for familiarizing themselves with each ULMA-affiliated track's general race rules, "I didn't know" is not an excuse!**

**A revised ROLL CAGE rule will be announced at a future date.**

~~**ROLL CAGES: (As announced, March 27, 2017)**~~

~~**Cars must have a suitable steel roll cage in driver's compartment. Side roll bars are mandatory and must extend into the door panels. 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 (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095"). Roll cage must be welded to the frame. Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage. 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. 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.**~~

**SEAT, WINDOW NET & BELTS:** Aluminum seat is mandatory by ULMA. All cars must be equipped with approved **full size** window net. **Window Nets certified to SFI Spec 27.1 are Strongly Recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.** Window net must be up and secured at all times while car is on track. ULMA recommends the use of a 5, 6, or 7-point driver restraint system certified to SFI Spec 16.1 or 16.5. ULMA STRONGLY RECOMMENDS the use of a 7-point driver restraint system. **Driver restraint systems must be no more than two (2) years past the manufacturer's date.** All mounting points of the racing harness MUST be mounted properly and in accordance with the manufacturer's instructions and recommendations and securely mounted to

the chassis with the use of grade five (5) or better hardware.

**BODIES:** Nosepiece and roof must match body style of car. All cars must have a minimum of one inch (1") 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. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety. Front window bars are mandatory. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof. No fins or raised lips of any kind are permitted anywhere along the entire length of the car. Bodyline must be a smooth even line from front to rear. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing; no "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. All body panels must be solid. No holes, slots, or air gaps are permitted. 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. 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. 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.

**STOCK NOSEPIECES:** Nosepieces must be made of molded type material. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted. The nosepiece must be mounted so as not to alter its original shape. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight. Front fender flairs must have collapsible support. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets hood.

**ROOF AND ROOF SUPPORTS:** The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54"). The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52"). Roof must be stock appearing and mounted level. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground. The roof must be mounted parallel to body and near center of the car. 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). 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, forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, 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 remain the same size. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted. All cars must have a minimum of three inches (3") and a

maximum of four inches (4") between sail panel and spoiler side where they meet the deck. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

**FRONT FENDERS AND HOOD:** Must be level and flat from left to right side of car. Fenders are not permitted to gain height from rear to front of car. No part of fender or hood can be outside of the bodyline. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind front tires.

**DOORS:** Door to door cannot exceed seventy-six inches (76") in width at the top of the doors. Door to door cannot exceed eighty-two inches (82") in width at the bottom in the center of the car. Doors cannot exceed thirty-six inches (36") in height measured from the ground. At no point can the door sides break in towards the center of the car between the top and bottom measurements. Minimum ground clearance permitted is three inches (3").

**QUARTER PANELS:** Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1"). 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 the 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. ADDITION: Max width at rear quarter panel seventy-two (72) inches. Max width at top of quarter panel seventy-six (76) inches.

**BUMPERS: No aluminum bumpers. Bumpers must be made of steel only, no exceptions!**

**INTERIORS:** Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect." Interior must run in a straight line from behind the drivers' seat to the rear spoiler. 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. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons.

**SPOILER:** (See Diagram below for proper side spoiler support measurements). Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two-inch (72") width. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect." Rear spoiler must begin where quarter panels end. No extended decks permitted. A maximum of three (3) rear spoiler supports allowed; option of two (2) additional one-inch (1") aluminum braces. Spoiler supports cannot be mounted wider than the top of the quarter panel. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is thirty-eight (38) inches, 1-inch tolerance.

**ENGINE OPTIONS AND CORRESPONDING WEIGHT REQUIREMENTS:**

**ULMA is exploring options for a spec engine/spec head/etc., for 2018 and beyond.**

**ENGINE SET BACK:** 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.

**ULMA Engine:** "Wet Sump Systems Only," NO dry-sump oiling systems. Oil pump must be stock- type pump and in stock location. No external oil pumps allowed. No external oil tanks allowed. Oil accumulator okay but must have only one line. Engine oil cooler okay but must have lines running to the block only. No oil lines in or out of the oil pan. An oil return line from front of head to oil pan will be permitted (1 line per each side). ALL blocks must be steel blocks.

**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 (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!**

Steel or aluminum heads allowed. **Raised Runner Heads will not be legal in 2018.** 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.

**Crate Motor Engines: "Must Be Factory Sealed."** Only the 602 and 604 CRATE motors are permitted. 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.

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.

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.

**BALLAST: No un-sprung weight allowed. Weights must be securely mounted, painted white and clearly marked with car number. May not be mounted in cockpit, outside of body, hood area or rear bumper. Must be attached with at least two (2) one-half (0.5) inch grade 8 bolts.**

**WEIGHT:** 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.

**ULMA Engine:** Car and driver must weigh 2,350 lbs after completion of race, no tolerance.

**604 Factory Sealed Engine:** car and driver must weigh 2,250 lbs after completion of race, no tolerance.

**602 Factory Sealed Engine:** car and driver must weigh 2,200 lbs after completion of race, no tolerance.

**CHASSIS SUSPENSION AND SHOCKS:** In-cockpit driver-controlled suspension devices are NOT permitted. Weight jacks of any kind are NOT permitted, including fifth (5th) coils, etc. A driver using "in-cockpit driver controlled" suspension devices or weight jacks will be disqualified from competition, no exceptions!

**A.** Shocks must be constructed of aluminum or steel. Canister shocks are permitted.

1) 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.

2) Compression adjuster and/or canister cannot be mounted within reach of driver.

**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 reach of 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 Inverters 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 race car including and not limited to: shocks and spring components or chassis components may not 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 United Late Model Association (ULMA) for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required by **any authorized or designated ULMA official** 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.** 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 Fifth (5th) Coil Shock permitted.
- 4) 90/10 is not mandatory, but if used, 90/10 must 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 three (3) inches of the centerline of the rear end center section.

**J.** Bump stops and/or bump springs are permitted.

**K.** 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.

**L.** 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.

### **SUSPENSION COMPONENTS:**

**A.** Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to the United Late Model Association (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. i.e., 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 minimum of 40-foot pounds per inch.

**E.** Rear Suspension Mounts.

- 1) Single sheer mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
- 2) Double sheer 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 sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.

**F.** 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) Sixth (6th) coil or braking spring assemblies are permitted, but 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) Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped **and must be** a minimum of .095 steel or .120 aluminum in tubing thickness.
- 3) Heim joints must be a min 5/8, and a max 3/4" steel heim. No rubber bushings.
- 4) 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 maximum of 12"
  - C) Measurements will be made from center of each radius rod bolt.

## I. Birdcages.

- 1) Birdcages may consist of multiple barrels but must bolt or weld together to work as single-barrel birdcage.
- 2) Limited to one birdcage (1) per side.
- 3) Shock(s) and radius rods must mount to the birdcage.
- 4) Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets/mounts attached to birdcage must be bolted or welded solid.

## **SHOCK, SPRING, AND SUSPENSION PENALTIES AND INFRACTIONS:**

If violations are found during pre-race technical inspection: The driver and or team 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 ULMA points will be awarded and ULMA will recommend to the track officials that no winnings be distributed to driver/team. Violators may be subject to fines, disciplinary action, and/or suspensions as handed down from ULMA.

## **REMOTE-CONTROL SUSPENSION DEVICES:**

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.**

**WHEELBASE:** Minimum of 103 inches, measured from the center of front hub to the center of rear hub. Measurement will be taken on both sides of car. **Centerline of rear axle tube to rear of engine block must measure a minimum of 77 ½ (77.5) inches.**

**WHEELS:** Wheels may be steel or aluminum. Maximum wheel width is fourteen (14) inches. Bead locks are allowed. Foam wheel plugs are allowed. Wheel discs (Mud Plugs) are allowed and must be bolted behind bead lock.

**TIRES: Technical Rules Bulletin...Due to driver concerns and other Sanctioning bodies and Series going back to allowing grooving and siping, ULMA will NOT proceed with the new tire rule and will maintain the current tire rule as follows: Hoosier D-55 WRS-2 Spec Tire, or Hoosier D-55 WRS. Grooving and siping of tires is allowed. No softening agents or chemical agents may be added to tires at any time. 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 50 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.**

Hoosier D-55 WRS-2 Spec Tire, or Hoosier D-55 WRS. ~~Drivers are allowed to run grooved and~~

~~siped tires until May 31st, after this date the new tire rule goes into effect.~~

**NEW TIRE RULE (Effective July 1, 2017)**

~~No grooving, siping or needling allowed. Tires may be ground within confines of tread (not past factory straight line). Cannot use the spike or other aggressive type grinders as no slices or cuts will be allowed in tires from grinding. 80 grit sand grinding is recommended.~~

No softening agents or chemical agents may be added to tires at any time. **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 50 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.**

**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”). Any tire on the car or in the trailer is subject to inspection.**

**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. 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.**

**Note: Beware of buying used tires ... “I didn’t know” is not an excuse!**

**DRIVESHAFT:** All drive shafts must be steel or aluminum and must be painted white and have car number painted or affixed on them. Carbon-fiber drive shafts are legal. All cars must be equipped with a 360-degree drive shaft loop installed at the front of the shaft in case of breakage. If using a Bert Ball Spline Transmission, an additional drive shaft loop at rear of drive shaft or an installed deflection bar at rear of cockpit is highly recommended, but optional.

**BATTERIES:** One (1) 12-volt or 16-volt battery is permitted. Voltage converters are not allowed. Must be securely mounted inside frame rails and covered. All battery posts must be securely covered.

**FUEL:** Only automotive gasoline or alcohol allowed. No additives of any kind allowed. E85 ethanol or racing fuel is permitted. Failure to comply with aforementioned fuel rules will lead to loss of points, monies, and awards as determined by ULMA Officials.

Fuel may not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds, or other nitro-containing compounds. Oxygenated fuel is not allowed. Electric fuel pumps are not allowed.

**FUEL TANKS:** Fuel cells are mandatory. Maximum 32-gallon fuel cell may be used. Fuel cell must be encased in steel can. All fuel cells must be secured by at least two (2) straps. The straps will be a minimum of (2) two inches wide and (1/8) one-eighth inch thick. Fuel cell flapper valve (rollover valve) is mandatory. Fuel vent check-ball valve is mandatory



**TRANSMISSION:** Bert and Brinn and Falcon-type transmissions are legal. Transmission must have at least 2 forward and 1 reverse working gears. Explosion-proof bell housing required if running external clutch. Safety shield is mandatory for automatics. Car must be able to move forward and backwards on its own from a complete stop when ordered to do so. Approved aftermarket transmissions are Bert, Brinn, Falcon, RaceGator, and **Mitchell Machine Bullet Tranny with internal clutch.**

**REAR END:** Floater or quick change rear ends are legal. No type of lockers and bias-sensing devices allowed. (Includes Gold Track, True Track, or similar type components).

**The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts. The center section of the axle housing must be manufactured of either aluminum or magnesium.**

**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.**

**IGNITION:** MSD **6AL or 6ALN** ignition boxes **only** are allowed, only one (1) ignition box allowed. **Only one set of ignition box wiring is allowed. No Crane or other brand ignition boxes are allowed. Note: Beware of previously owned ... “I didn’t know” is not an excuse!** MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car. **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.** 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. Magnetos are not allowed. Crank-censored ignitions are not allowed. **8,000** or less RPM rev-limiting chip is mandatory (7,200 or less RPM rev-limiting chip if utilizing a CRATE engine).

**In 2018, chip rule WILL BE changed to 7,800 or less RPM rev-limiting chip.**

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.**

**TRACTION CONTROL:** No type of Traction Control devices are allowed, no tolerance. This includes any type of electronic or mechanical devices. Any electronic or mechanical device that senses wheel spin or RPM spike will be considered traction control. Any driver found with traction control will be banned from ULMA.

Side Spoiler Template Diagram:

3 Spoiler Supports (Max.) May Be Used

