



## ***2019 UMA 602 Late Model Rules***

**Affordable Late Model Racing let's put racing back in the driver seat, not the wallet.**

Unified Motorsports Association of Asphalt Racing

**UMA 602 Late Model 2019 Rules 3.19**

### **General**

These rules and regulations are designed to govern driver and crew member conduct during UMA racing events. By participating in these events, all drivers are required to comply with these rules. While UMA makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. UMA is in the entertainment business. Drivers, Owners, Crew and UMA Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. UMA may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

**Procedural Rules:** It is the goal of Unified Motorsports Association management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

**Rules Infraction Policy:** UMA Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

## 2019 UMA 602 Late Model Specifications



### 1. SAFETY EQUIPMENT

#### 1a. SEATS - Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo.

**1b. SAFETY BELTS - Belts must be dated within 3 years of event date or newer.** A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame. Grade "5" bolts ½" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

**1c. DRIVING COMPARTMENT** - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; *Recommended: Fire retardant padding.* A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

**1d. DRIVER'S ATTIRE** - Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a **Snell SA-2015** or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. UMA officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

**2. CHASSIS**-Fabricated or stock frame allowed.

**3. ROLL CAGE CONSTRUCTION**-The following is the minimum specification requirements for roll cage construction approved for UMA competition. UMA officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only round steel; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch wall(1-3/4"x.090")diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of: 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. Diagonal bar in top hoop required. Absolutely no aluminum allowed on the structure of the chassis. Floor pan under driver must be a minimum thickness of 13 gauge (.083") steel (for driver's safety)

**3a. Driver Side Door Plates**-Left side door bar deflector plates mandatory. All plates must be steel with a minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.

**4. WHEELBASE & TREAD WIDTH**-Wheelbase 103" plus or minus 2" Minimum wheelbase allowed is 101" measured on 4" blocks. Maximum Track width is 66".

**5. BASE WEIGHT-2700# 60%left side.** No moving weight, liquid or solid or weight moving devices allowed. No tungsten, lead shot, ball bearing type ballast, all ballast must be painted white and lettered with car number.

**5a. WEIGHT PENALTIES**- To enable racers to switch over to the UMA 602 Late Model for the 2019 season and use parts they already have, a weight penalty system will be used as follows.

\*Add 25# for internal clutch

\*Add 25# for 5-1/2" clutch

\*Add 25# for splined sway bar

**6. FRONT SUSPENSION/SPRINGS**- Independent front suspension with articulated upper and lower control arm(s) is mandatory. Only one (1) shock and spring per corner of the car is permitted. 200# min front spring rates; must be magnetic steel, with maximum MSRP \$100 per spring. NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, strap devices to limit or stop suspension travel allowed, no pre-loaders of any type allowed. No suspension adjustment devices are permitted in the driver's compartment area or in reach of driver at any time in car. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. One conventional (single coil) spring rubber per spring allowed and must be removed manually.

**7. SWAY BAR-1 piece Stabilizer bar, max 1 ½" OD**

7a.Spline bar allowed, max 1 ½" OD add 25#

**8. STEERING- Manual rack on fab stub** , on Stock frame power steering box may be used. No electronic power steering allowed.

**9. REAR SUSPENSION-** Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 link only. No fifth (5th) coil, spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions will be permitted. Birdcages or Sennecker T-arm assemblies are not allowed. Trailing arms must mount under the rear end tube in a solid fashion and below the axle tube at the 6 o'clock position; no part of the trailing arm mounting may freely rotate around the rear end, one piece construction with no moving parts, with one heim at each end. No open tube rear ends permitted. Non-independent, live axle type rear suspension is mandatory.

**10. SHOCKS-Koni Shocks**

**Shocks-QA1**

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

Only part numbers listed are approved

No Changing or altering shock in any way

Shock cannot be painted and model # must be legible

Shocks may be swapped at any time by tech inspectors

Anyone altering the shocks, driver will receive one year suspension

**11. SPINDLES & HUBS**

11a. Any steel spindle allowed. Aluminum steering-arm and ball-joint mounts allowed.

11b.Aftermarket hubs with 5/8" wheel studs required, No gun drilled studs permitted.

11c.Aluminum hubs allowed, no magnesium, with MSRP of \$180.

11d.Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed.

11e.Roller bearing only, ball bearings not allowed.

**12. BRAKES/ROTORS-**Four wheel brakes required at all times. Single piston steel "GM" calipers Max MSRP \$125.00. Single or dual master cylinder after-market brake pedal is allowed. No floating or self-centering rotors minimum 1" wide. No ABS units, brake recirculation systems and no brake ducts allowed. Only one brake bias adjusting unit allowed. No "wheel fans" or blower motor devices allowed. Directional vane rotors allowed with a maximum MSRP \$130.

**13. REAR END-**Stock or quick change units with steel tubes; spool only, minimum 10" ring & pinion in quick change. No cambered tubes or bolt on snouts allowed, maximum camber tolerance is ½ degree. Solid Magnetic steel axles only and must be a minimum 1.125" O.D. with same size both sides, No gun drilled axles allowed. One-piece straight spline drive plates only. No light weight EDM ring & pinions, polished or light weight internal parts. Drain plugs must be safety wired.

**14. DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT**-Must have at least two forward gears and one reverse, plus a neutral position, with engine running and car in still position, must be able to engage car in gear and move forward, then backward. Transmissions must be stock GM or Richmond 2, 3 or 4 speed. **No** high dollar polish or REM; no lightened gears or drilled shafts. Bert. Brinn. Falcon internal transmissions allowed with add of 25# weight penalty. 7-1/4 min diameter clutch-5-1/2" clutch allowed with 25# weight penalty. Spoked flex plates not allowed. No carbon fiber clutches allowed. Steel Drive Shafts only- 3" O.D. minimum. Drive shaft must be painted white. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft by a 1/8" plate along the right side of the seat and leg. All plugs must be safety wired.

**15. WHEELS**-Aftermarket made for racing, 15"x 8" inch maximum. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted. No tire pressure reliefs or bleeders of any kind allowed.

**16. TIRES-Approved tire-Hoosier D800 only.** Tire bank system will be utilized; Teams may purchase a maximum of 8-tires into their initial tire bank, and can purchase one new tire on the second week of competition, and continue with one new tire per week of competition thereafter. If you decide not to purchase tires on any particular week, and our records show that you were here in competition, we will let you purchase them at a later date. Tires purchased that night do not have to be raced; you may bank them for a future night. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination tires from your bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. Hoosier D-800 will be sold at track. Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. Issues with tires must be discussed with Tire Marshall and His decision will be final.





**17. ENGINE SECTION-GM 602 CERTIFIED or IMCA SEALED 602 CRATE ENGINE-(P/N #19258602)**

Must be used as produced from factory; Crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for one year from all UMA tracks. Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Repairs allowed with prior management approval only. Stock 8" oil pan; No oil coolers, No remote Oil filters. Oil filter must screw onto the stock location. Starters must remain in stock location. No Ford or Chrysler crate engines allowed.

**17a. ENGINE LOCATION**-Engines must be located so that the center of the furthest forward spark plug is no more than 4-inches behind the front axle centerline. Engines allowed up to 4-inch engine set back. All engine location measurements will be made with the frame set on 4" blocks. Out of tolerance engine setback cars may be subject to a weight & or points penalty & or fine. Oil pan must not be lower than bottom of cross-member.

**17b. IGNITION SYSTEMS**-Engines must be equipped with a stock style HEI distributor with coil in cap and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. All cars must have ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible to emergency personnel.)  
No Alternators Allowed.

**17c. CRATE HEADERS**-GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; with a maximum collector size of 3". Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. Mufflers are Mandatory and are not to be tampered with or hollowed out.

**18. CARBURETOR**-Holley 650-HP P/N 80541-1 required. No modifications or epoxy on boosters, 1" open plenum Aluminum carb spacer with One .065 single paper gasket is allowed. Double return springs required.

**19. AIR FILTER**-No cowl induction. Must have Aluminum or Steel top and bottom lids only; Max 14" x 4" tall. A round hole may be cut in the hood allowing air cleaner to protrude thru the hood.

**20. RADIATOR/COOLING**- 2 row 19" x 26" radiator minimum. No pressurized systems. No braided radiator hoses, 2 hose clamps required on each end of the hoses. No electric fans, No expansion tank. No taping off of nose at any time. Must have nose cut out for air 6" tall x 26" x 3/16" nose screen is required. No Air directed under the nose, No Aero dynamic channeling of the air in the ductwork. No panning under nose or chassis. Air ducting no wider than 30" air box bottom, sides & top must be in straight lines, no curving of ducting.

**21. FUEL & FUEL CELL**-Maximum 15 gallon fuel cell capacity (1/8") 11-gauge steel fuel cell can required. Fuel cell can of 1/8" thick steel shall have a one-inch lip and front, bottom and rear will be one piece. The top of the can will use current 18 or 20 gauge top and must be banded both ways with two steel (1" x 1/8") straps in each direction. Cell may have plastic or rubber style bladder, foam baffle and rollover valve. Fuel cell must be mounted with 1" square tubing behind rear axle, between frame rails and must be totally enclosed from the driver compartment. Fuel cell must have rear protection bar and must extend below fuel cell and be braced back to main frame with a minimum of 1 1/2" X .095" tubing. Bottom of fuel cell must be at least 10 inches from the ground on 4" blocks. Fuel filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork. No Aluminum gas line and routing must be outside of cockpit and protected from damage. The use of U style cells has been prohibited. Approved pump fuel only. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. **E-85 is not allowed. Pump Gas Only, No race fuel.**

**22. BATTERY**-12-volt systems only. Heavy duty 24 series highly recommended, No alternators allowed. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch mandatory & must be located in center of driver compartment accessible to the safety team from the passenger side window.

### **23. BODY GUIDELINES UMA 602 LATE MODEL** *(see drawing next page for dimensions)*

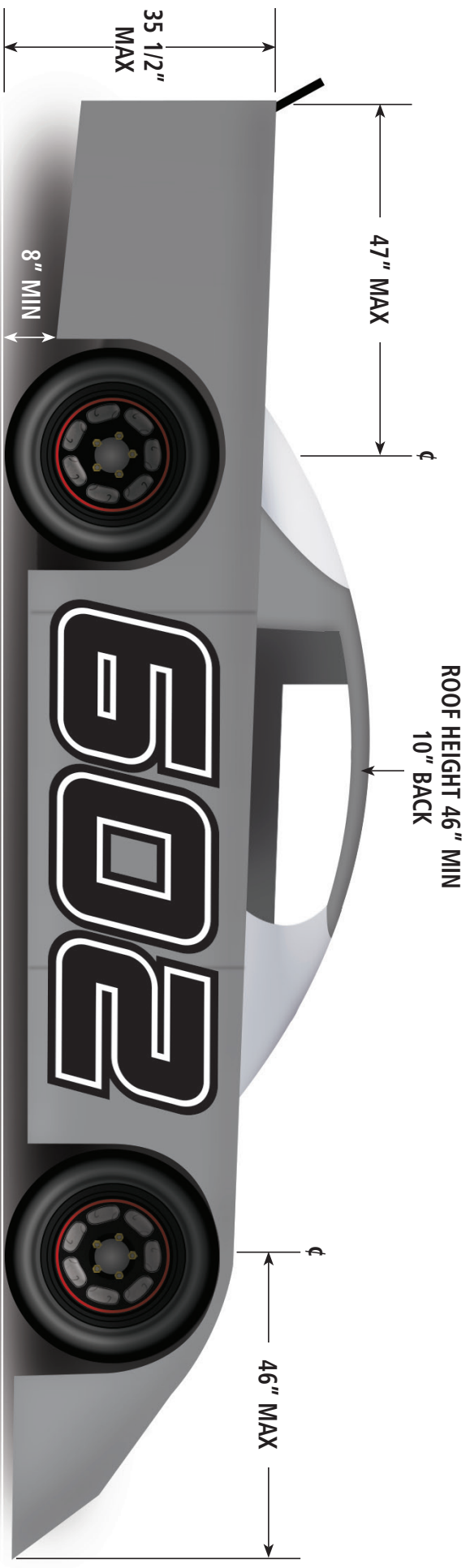
**23a. APPEARANCE**-A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18-inches on both doors, and roof, readable from the right side. Door rub rails allowed, Lexan or steel must have ends tapered and capped. Stock appearing plastic, fiberglass, or metal bodies allowed. Bodies must be symmetrical in design, clean and professional appearing. ABC style bodies or Michigan Style Outlaw bodies allowed. Outlaw bodies do not require rear filler panel, may fabricate your own doors quarters fenders and hood. Aluminum hood is not penalized as light weight. There is no frame height rule but, all body heights will be checked with frame on 4" blocks. All windows must be of Lexan. Body must be within 2" from outside of tires. Carbon fiber body panels or interior components are not allowed.

**23b.SPOILER**- Mandatory, clear see thru Lexan spoiler with no lettering with maximum 1 inch rear-facing lip. Spoiler will have a maximum height of 6.5" x 61" wide. Maximum height to top of the spoiler is 42" from ground. Rear quarter panel height 35 1/2 inches maximum, measured at the base of the rear spoiler. Spoiler support braces are to be round tubing. No forward side pods allowed.

**23c. TOW HOOKS**-Tow hooks required on front and rear must be painted white and easily accessible.



# 2019 UMA 602 LATE MODEL



- MAX WIDTH REAR QUARTER PANELS 76"
- REAR SPOILER CHOICES  $5\frac{1}{2}$ " X 72" MAX OR  $6\frac{1}{2}$ " X 61" MAX
- REAR EDGE OF QUARTERS AND SPOILER MUST BE CENTERED RIGHT TO LEFT OVER REAR TIRES
- ALL MEASUREMENTS BASED ON 4" FRAME HEIGHT



**24. ILLEGAL EQUIPMENT**-Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes or brake re-circulators; oil filled hubs; external oil pumps ; on board data gathering or timing devices, ABS units, traction control devices, of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. All wiring must be visible for inspection. All illegal parts are subject to confiscation.

**25. RADIOS/ELECTRONICS/TRANSPONDERS**

**25a. TRANSPONDER:** Mandatory, and located 8" forward from center of rear axle.

**25b. RACEceivers** are mandatory for Race Director Communications frequency is 454.000

**25c. RADIOS**-No Radios Allowed

**25d. CAMERA**-Only one camera pointing out front windshield allowed.

**25e. ELECTRONICS:** No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

**26. CHAMPIONSHIP POINTS & MONEY**-Championship points will be awarded per your finishing position. If driver is disqualified, drivers behind them do not advance.

**27. TEAM DRIVING**-Not Allowed

**28. LOCAL TRACK VISITING EXCEPTION**-Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars will be granted temporary eligibility status for two weeks at the discretion of UMA officials on a case-by-case basis for eligibility and rule book conformity.

**29. TECH INSPECTION**-All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, and impound illegal parts until Nov 1<sup>st</sup> of the race season. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools for inspection. Any major rule violation infraction equals 1 year suspension from date of penalty. We discourage cheating A Onetime buy back in allowance will cost you \$2,000 Violation fees will be applied to Points Fund.

**30. PENALTIES: See Below**

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