



## ***2018 Weekly Late Model Rules***



Unified Motorsports Association of Asphalt Racing

### **UMA- Weekly Late Model 2018 Rules 2.18**

#### **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.

## 2018 Weekly 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 **2014** or newer. Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware 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. 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-2010** 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. CAR ELIGIBILITY- Note: The 2018 Five Star Gen 6 ABC body is NOT ALLOWED for LLM competition.**

All competing cars will be full-sized, stock American manufactured passenger car bodies that conform to the current ABC Body rules are allowed, 2008 or newer. The ABC Referee will be the official method of body including tread width. Refer to ABC rulebook body guidelines will be posted at <http://www.abcodies.com/> No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. Five Star Bodies or flat 12 inch side vent windows only, 3 window braces front and 2 rear window braces, must be approved. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. All body measurements taken from car on 4" blocks.

## **3. WHEELBASE & TREAD WIDTH**

3a. Wheelbase 104", plus/minus 1 inch (range of 103" to 105").

3b. Maximum tread width front and rear is 65", (zero tolerance allowed) measured center to center of tires at spindle height, Measurement taken with frame height set no lower in front than 3-1/2" on left side and 4" on right side.

## **4. CHASSIS**

4a. Tube or stock stub allowed.

4b. Cars will be placed on 4" blocks to confirm correct height of body components.

4c. All chassis must have driver's foot protection bar (Martin bar).

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

### **Driver Side Door Plates**

1. Left side door bar deflector plates mandatory.

2. 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.

3. All support bars or plate installation is subject to approval.

## 6. SUSPENSION

- 6a. Coil over or leaf style suspensions only.
- 6b. No computer or hand operated controlled suspension.
- 6c. No titanium axle shafts allowed.
- 6d. No cantilever, wishbone, or torsion type suspensions allowed.

## 7. FRONT SUSPENSION

- 7a. Independent front suspension with articulated upper and lower control arm(s) is mandatory.
- 7b. One (1) shock absorber and spring per corner of the car is permitted.
- 7c. All springs must be magnetic steel, with maximum MSRP \$100 per spring.
- 7d. Front suspension adjustment must be done from under the car or by lifting the hood.  
No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted.
- 7e. 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.
- 7f. One conventional (single coil) spring rubber per spring allowed and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the car.
- 7g. NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, straps, etc.
- 7h. Manual or power steering may be used. No electronic power steering allowed.

## 8. REAR SUSPENSION

- 8a. Non-independent, live axle type rear suspension is mandatory.
- 8b. No open tube rear ends permitted.
- 8c. Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 or 4 link only.  
No fifth (5th) coil, spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions will be permitted. Birdcages or Senneker Type T-arm assemblies or bridge kits are not allowed. Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move must be welded or bolted in place.

## 9. SHOCKS/SPRINGS

Approved Non-Adjustable Shocks (**Maximum retail price of \$200**) series; Afco 13T, R, S, 21, ARS 2000, Bilstein SZ, SN, Carrera 62,65,67, Genesis GSO, Integra 431, Pro A, AC, TA, PG, QA1 21, 50, 62, 67. Manufacturer's components must be used, valving optional. KONI sealed adjustable (NON-Rebuildable) shocks allowed, are as follows: A. Model # KON30-7436, KON30-7499, KON30-7325, KON30-9325, KON30-9436, KON30-7647. The bump stop that is enclosed will not be allowed, must be removed. KONI Shocks may be exchanged by UMA tech officials at any time. Conventionally mounted 5-inch springs or coil over type suspensions. Spring must be magnetic steel with maximum MSRP \$100.

## 10. SPINDLES & HUBS

- 10a. Any steel spindle allowed. Aluminum steering-arm and ball-joint mounts allowed.
- 10b. Aftermarket hubs with 5/8" wheel studs required, No gun drilled studs permitted.
- 10c. Wide five hubs and spindles allowed, no magnesium, with MSRP of \$180.
- 10d. Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed.
- 10e. Roller bearing only, ball bearings not allowed.

## **11. STEERING**

- 11a. Rack and pinion or steering box with center link style.
- 11b. Quick release steering wheel required.
- 11c. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.
- 11d. Collapsible steering shaft recommended.
- 11e. No electric power steering units.

## **12. BRAKES**

- 12a. Four wheel brakes required at all times. Single, Dual or Four (4) piston calipers allowed.
- 12b. Steel or aluminum only Maximum retail price \$190.
- 12c. No Thermal Lock Pistons allowed.
- 12d. Rigid mounted rotors, maximum diameter 12¼" rotors, no drilling permitted.
- 12e. No floating or self-centering rotors,
- 12f. No ABS units or brake recirculation systems, or floating caliper brackets.
- 12g. Only one brake bias adjusting unit per car.

## **13. REAR END**

- 13a. Stock or rear spur gear type quick change units with steel tubes, Minimum 10" ring & pinion
- 13b. Maximum camber ½ degrees.
- 13c. Magnetic steel axles only.
- 13d. Solid axles must be a minimum 1.125" O.D.
- 13e. Left side & right side gun drilled axels must have the same I.D. and O.D.
- 13f. Crowned axels not allowed. Traction (wrap up) axles not allowed.
- 13g. Torque Sensing, Detroit Locker (ratchet type), differentials are permitted with a weight penalty.
- 13h. One-piece straight spline drive plates only.
- 13i. Drain plugs must be safety wired.
- 13j. "Birdcages" or Senneker Type T-arm assemblies or bridge kits are not allowed.

## **14. DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT**

- 14a. 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.
- 14b. OEM production type transmissions approved.
- 14c. Internal clutch transmissions allowed with weight penalty.
- 14d. Aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*).
- 14e. No 5-speed or more transmissions, No 'in and 'out boxes allowed.
- 14f. Standard clutch type transmissions must have a blow proof bell housing (*steel or aluminum*).
- 14g. Automatic transmissions must have an approved scatter shield.
- 14h. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch
- 14j. No carbon fiber clutches allowed.
- 14k. Driveshaft can be steel or aluminum with a minimum diameter of 2.5"
- 14l. Carbon fiber driveshaft or components are not allowed.
- 14m. Drive shaft must be painted white.
- 14n. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft entering into driving compartment.
- 14o. All plugs must be safety wired.

**15. WHEELS**

- 15a. Aftermarket made for racing, steel wheels required, 15"x 8" inch maximum.
- 15b. Wheel must be 5x5 or wide 5 pattern only.
- 15c. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted.
- 15d. No tire pressure reliefs or bleeders of any kind allowed.
- 15e. **Wheel Studs and Spacers:** A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8")
- 15f. Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

**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. WEIGHT RULE / ENGINE PACKAGE – All Cars 58% left max 51% rear max 42% right & 49% front min**

All weights include driver in driver's position. All weights are Pre-Race with fuel allowance of 1/2# per lap for total weight. No moving weight, liquid or solid or weight moving devices allowed. Ballast must be painted white and lettered with car number.

BASE WEIGHT	ENGINE	CARB	Notes	%
2700	GM 602 Crate #19258602 W/HEI Dist	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6200 RPM Chip	58% Left Max 51% Rear Max
2750	GM Certified 604 Crate # 88958604 or 19318604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6700 RPM Chip	58% Left Max 51% Rear Max
2850	Limited Concept Engine	Holley-4412 500 cfm 2bbl	-	58% Left Max 51% Rear Max
2850	Any Crate w/updates 602 or 604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6200/6700 RPM Chip	58% Left Max 51% Rear Max
2900	Wegner 5.3L sealed engine Must have 20lb weight plates each side	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2900	Ford 302 Block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2900	Chrysler Over 362 CID	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max

Weight Options	Weight
Base Weight	See chart above
Solid Rear Axels	-25
Steel Drive Shaft	-25
Single Piston GM Calipers	-25
Stock Stub Cars	-50
Ratcheting/Torque Sensing QC	+50
Internal clutch transmission	+50
Use chart to calculate Weight	

## **18. ENGINE SECTION**

UMA Officials retain the right to adjust weight rules to promote competition among motor combinations. All part numbers must remain on all engine parts & No engine parts may be composite.

**18a. IGNITION SYSTEMS:** All Engines must be equipped with a Distributor Type Ignition System, No crank fire ignitions. 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.) Vacuum advance may be removed and the pick-up coil locked. MSD, any brand, or GM electronic boxes are allowed. No magnetos.

**18b. ENGINE LOCATION:** GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" set back. ALL Engines: Oil pan must not be lower than bottom of cross-member. Options to correct are add to bottom of cross-member or raise motor. Out of tolerance engine setback cars will be subject to a weight & points penalty & or fine.

**18c. LIMITED CONCEPT ENGINE:** Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, **LA-X** heads. Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.

**18d. EXHAUST (Non-Crate)**

Headers allowed on all engines; No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header \$450.00

**18e. GM 602 CRATE ENGINE:** (P/N #19258602) Must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 single paper gasket allowed. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with No stepped, 180 degree or Tri-Y headers. Crate engine must run stock style HEI distributor with coil in cap and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.1:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. UMA Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

**18f. GM 604 CRATE ENGINE:** (P/N# 88958604 or 19318604) Must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 single paper gasket allowed. All crate engines may not be altered from factory specs. Maximum timing is 34 degrees and must use a 6700 RPM chip; maximum compression can never be greater than 9.6:1. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. UMA Tech staff reserves the right to impound motors for inspection or dyno testing. No Ford or Chrysler crate engines allowed.

**18g. UPDATED GM CRATE ENGINE:** Crate engine with any or all of the following updates or any rebuilt crate engine will have a base weight of 2850lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer. Maximum compression can never be greater than 9.7:1. Maximum timing is 34 degrees. UMA authorized rebuilt crate engines must be done by a certified rebuilder.

**18h. CRATE HEADERS:** GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; GM 604 Crate cross over header Schoenfeld 135CM Part #: 007135CM are recommended for competition; with a maximum collector size of 3". No Try Y headers will be allowed. No merge collectors. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header \$450.00

**18i. REV LIMITING CHIP CRATE ENGINE:**

The use of a Rev Limiting Chips will be used; GM 602 Crate will be limited to 6200 RPM's and GM 604 Crate engine will be 6700 RPM's. UMA may change chips at random and may check chips at any time. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver and all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.

**18j. LS 5.3L SPEC ENGINE-** All LS 5.3 engines must add 40lbs of weight to engine block area; 20lbs of weight on each side of the block either bolted to the block or the inside or outside of the front stub in line with the center of the block. All LS 5.3 spec engines must be rev-limited to 7600rpm with a MSD/Crane type ignition box. Engine is subject to same inspection procedures as other engines. LS Spec Engines must use Holley 4412 500 cfm 2 bbl carb with 1" spec carb adapter plate manufactured by Wegner Automotive P/N#WA0349. Base Weight for LS 5.3L engine package is 2900lbs less any weight breaks allowed on the options chart.

**19. CARBURETOR: The Holley Ultra HP Carburetor is NOT ALLOWED.** Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Metering block may be plugged, no additional holes allowed, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body only. Crate Holley 650-HP P/N 80541-1 required. No modifications or epoxy on boosters. Double return springs required. **(No fuel injection)**

**20. CARB ADAPTOR (SPACER) RULE:** 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold by a Maximum of 1/4". Adaptors are one piece only. Tapered or Beveled Adapters Allowed. **(THIS DOES NOT APPLY TO CRATE ENGINE PACKAGES)** **(LS Spec Engines must use 1" spec adapter plate by Wegner #WA0349)**

**21. INTAKE MANIFOLD:** Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads.

**22. RETURN SPRINGS & AIR CLEANER:**

22a. Double return springs required.

22b. Air boxes allowed with cowl inlet only.

22c. Air cleaner is mandatory to act as a flame arrestor.

**23. AIR INTAKE/AIR BOX/RADIATOR/COOLING**

23a. Radiator mounted in front of engine, between frame horns.

23b. Fan protection and overflow tank required.

23c. Water pump must be stock type in stock location.

23d. Antifreeze is not allowed.

23e. The air box between the nose and radiator may have no pieces wider than the radiator.

23f. No types of under-body air deflectors are allowed. Forward intakes are not allowed.

23g. Air boxes are permitted. The back of the air box must be flat or must be stock Five Star part or AR part. No additions to air box what so ever. No devices for directing the flow of the air into the air cleaner or air box are permitted.

23h. No additives allowed in air filter.

23i. You may not grab or funnel air into air box.

23j. The standard opening for the grill screen area, as approved for manufacturers' production, must be maintained at all times. Only ABC manufacturers' standard mesh screen may be used for the radiator opening in the nose.

23k. Maximum width on radiator ducting is 29".

**24. FUEL & FUEL CELL:** Maximum 15 gallon fuel cell capacity (25"x18"x10") A (1/8") 11-gauge steel fuel cell can or fuel cell protector plates are required. If 1/8" thick steel protector plates are used; plates must cover the sides and rear of the fuel cell. 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 cell 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. Fuel filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork. Aeroquip or equivalent gas line required; 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.**

**25. BATTERY:** 12-volt systems max. 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 highly recommended & must be located in center of driver compartment accessible to the safety team from the passenger side window.

## **26. BODY CONFIGURATION GUIDELINES WEEKLY LATE MODEL**

**Note: The 2018 Five Star Gen 6 ABC body is NOT ALLOWED for LLM competition.**

**26a. 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, Five Star or similar Lexan or steel must have ends must be tapered and capped. Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height 47" Maximum deck height 34.5". Minimum side window clearance 15". No air scoops or holes in hood allowed. Front and rear bumpers covers must appear stock and enhance the appearance of the car. All windows must be of Lexan. Body must be within 2" from outside of tires. All body dimensions will be measured with frame height set at 4". Carbon fiber body panels or interior components are not allowed.

**26b. Spoiler:** Mandatory, clear see thru Lexan spoiler with NO lettering and a maximum width of 60" measured across back of spoiler and maximum blade height of 5". Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4" with a minimum 1/2 inch to maximum 5/8 inch split in the center to accommodate the centerline template. Maximum spoiler height is 39" measured from car on 4" blocks. No wings, side skirts or wicker bills allowed. Rudders or forward mounted brackets will not be permitted.

**27. TOW HOOKS:** Tow hooks on front and rear required painted white.

**28. ILLEGAL EQUIPMENT:** Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; oil filled hubs; external oil pumps ; multi-coil or crank fired ignition; 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.

**29. RADIOS/ELECTRONICS/TRANSPONDERS**

**29a. TRANSPONDER:** Mandatory, and located 8" forward from center of rear axle.

**29b. RACEceivers** are mandatory for Race Director Communications frequency is 454.000

**29c. RADIOS:** 2-way-radios are allowed with a spotter in the designated spotter area during all racing events, with a label of car number and/or name on back of shirt.

**29d. CAMERA:** Only one camera pointing out front windshield allowed multiple cameras not allowed.

**29e. ELECTRONICS:** No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

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

**31. TEAM DRIVING:** Not Allowed

**32. 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 2018 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.

**33. 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 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.

**34. 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



