



2011 SURVEY RESULTS

1. What ULMA tracks did you compete at in 2011? (Check all that apply)		Create Chart	Download
		Response Percent	Response Count
Callaway Raceway		62.1%	18
Central Missouri Speedway		75.9%	22
Double XX Speedway		44.8%	13
Lucas Oil Speedway		75.9%	22
Memphis Speedway		13.8%	4
24 Raceway in Moberly		62.1%	18
	I also competed at...		9
	Show Responses		
	answered question		29
	skipped question		1

Responses

lake ozark speedway
 Springfield Raceway
 I did not compete this year, but am currently putting a car together for next year.
 Butler
 Lake Ozark Speedway
 Butler
 Butler speedway
 Lake Ozark Speedway
 Tri city speedway, west plains speedway

2. What track did you consider to be your "home" track in 2011? (Check only one)

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		Response Percent	Response Count
Callaway Raceway		33.3%	10
Central Missouri Speedway		36.7%	11
Double XX Speedway		0.0%	0
Lucas Oil Speedway		26.7%	8
Memphis Speedway		0.0%	0
24 Raceway in Moberly		3.3%	1
Other (please specify) Show Responses		3.3%	1
		answered question	30
		skipped question	0

Responses

Mostly inactive in 2011

3. At design time of this survey, Callaway Raceway (Friday), Lucas Oil Speedway (Saturday), and 24 Raceway in Moberly (Saturday) will return as ULMA-sanctioned tracks. What additional tracks would you like to see ULMA affiliated with either on a weekly basis or with special events? (Check all that apply)

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		Response Percent	Response Count
Butler Motor Speedway		25.0%	7
Central Missouri Speedway		46.4%	13
Double XX Speedway		28.6%	8
LA Raceway		60.7%	17
Lake Ozark Speedway		39.3%	11
Lakeside Speedway		32.1%	9
Midway Speedway		25.0%	7
Nevada Speedway		14.3%	4
Quincy Raceway		21.4%	6
Springfield Raceway		28.6%	8
Valley Speedway		42.9%	12
West Burlington		0.0%	0
34 Raceway		10.7%	3
Other tracks not listed or additional comments Show Responses		25.0%	7
		answered question	28
		skipped question	2

Responses

ULMA should have a consistent format that the sanctioned track has to adhere to rather than every track doing something different. Every competitor that joins the ULMA should have an equal chance at any sanctioned track at every race. Specials with a out of the norm format should be allowed but approved by ULMA.

winston

I would like to see at least one race at XX Speedway. Chances of LA having one race are not good, but would like to see a special there. Same for Midway Speedway. I don't see why Springfield and Nevada should not be affiliated tracks. As far as I know, Butler plans on running ULMA next year.

I would like to see ULMA at all these tracks but realistically these are the only ones I would personally be able/willing to run at on a regular basis depending on scheduling of events. Example if LA, Midway runs Fridays I would not run there unless Callaway was not running, Saturday will be running 24 Raceway but when not running there will run either Lucas, CMS, Lake Ozark. Sundays would be Double XX then Quincy. Another factor would be payouts, if pay is better at one track than another that will play a big part into choice.

I-35 Speedway

Good paying well ran Friday night track.
any track that runs late models should be under ulma

4. The primary objective of ULMA is to secure the future of late model racing by utilizing a unified set of rules, which racing venues, track owners/promoters, and special-event organizers may use for their late model race programs. How do you feel ULMA performs in living up to this objective? [Create Chart](#) [Download](#)

	Always	-	Sometimes	-	Never	Rating Average	Response Count
Frequency of meeting objective.	25.9% (7)	44.4% (12)	29.6% (8)	0.0% (0)	0.0% (0)	2.04	27
					answered question		27
					skipped question		3

5. When considering the ULMA engine rules package, I feel the association should...? [Download](#)

	Response Count
Show Responses	23
answered question	23
skipped question	7

Responses

show-me motors need rev chips or be gone

stick with one rule package

leave the engine rules as they are. If the showme cars compete weekly and they have their big spoiler should be required to run there 390cfm carb. The big spoiler is a large advantage.

consider a chip rule

Keep the engine rules as limited as possible. If people want to run higher performance engines, they should move up and run MLRA or some other open class.

allow pro 22 deg heads, they are not an advantage and cost less than 23 deg heads.

CRATE MOTOR!!!!!!!!!! for cost purposes

Allow other engine option such degree heads and alum blocks just add weight to those cars.

I will never like the Crate deal. Or even the dry sump and aluminum head rules. That is moving away from the original concept.

no change

Make Show ME and IMCA cars run their 390 carbs, it is in their rules

ADD MORE WEIGHT TO THE DRY SUMP MOTORS

impose a rev chip rule like lakeside has, with having a 82-8400 rpm limit will save racers money on parts and improve longevity(several cars turned high 8's and low 9's last year, most cannot afford motors that can do this), and come up with a stamp so officials can mark front side of head after they have been approved on valve angle , this will save tech time and not having to pull valve covers at a dusty track

Limit it to wetsump, steel headed, steel block engines. With only exception to this to be crate engines. Hanging weight is not something I agree with to balance out the differences.

NOT HAVE SO MANY OPTIONS AND RETURN TO THE OLD ORIGINAL RULES. THAT WAS HOW TO KEEP A CLASS THE CHEAPEST.

Have a crate option and 1 open option. Not several different variables.

Allow valve angle changes, my 16 degree motor cost less than some 23 degree ones. It is not saving money, allow more open steel block rules, 16/18 degree type stuff with weight penalty. We lost our budget 23 degree motor so were left with our open motor only, so stopped unending ULMA. Looking at putting together a new motor the cost is almost the same, yet lower valve angle gives more value and better selection. I can spend a bunch on all-pro 23 degree heads and turn tons of power within the rules, or pick up used 18 degree for a fraction and have just as good. Make the open type motors have a weight penalty.

lighten the weight on the 602 crates, and add additional wt (50#) to dry sump cars on the front end.

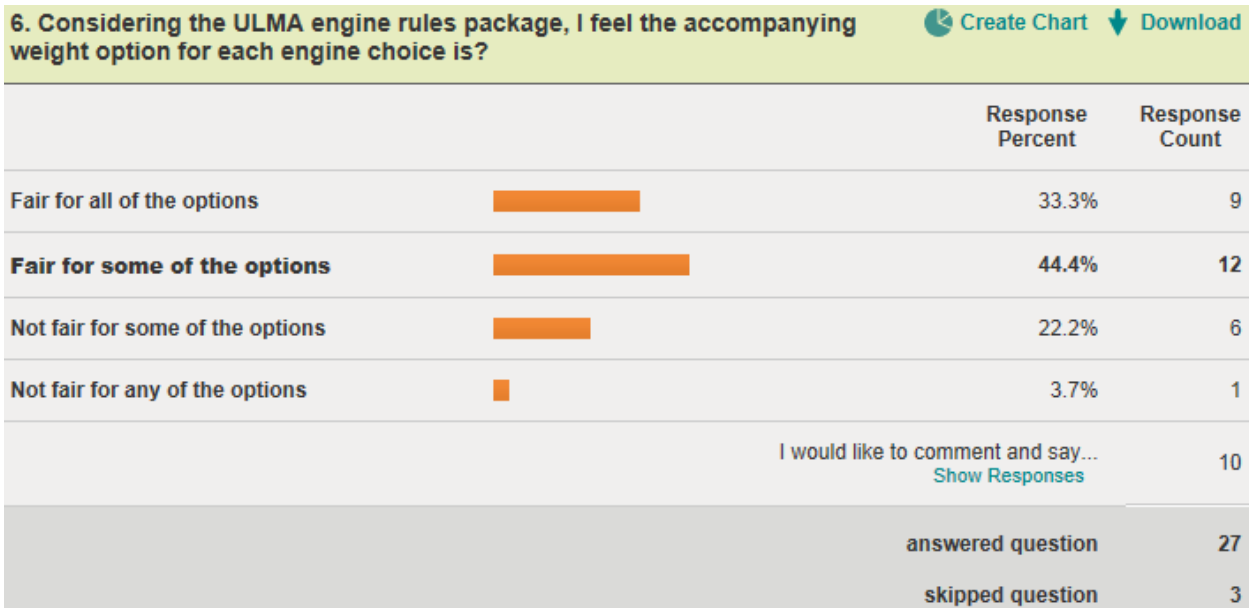
ULMA should return to the steel head rule and also invest in tools to properly tech the crate and spec motors. While not all of them cheating in the engine department some are which causes friction among drivers and the ULMA. This year I attended all races at callaway and lucas along some at xx, warrensburg, and 24 raceway and things such as valve angle, crate specs, and spec motor cubic inches were never checked. I would also be willing to chip in on the purchase of compression and cubic inch testers.

Go back to rules before 2011 season....plus I run crate and cannot afford new engine every year, you can check each engine individually to insure legality of motor regardless if they are running sealed bolts are not.

Get rid of dry sumps, adds a lot of cost ,crate motors should have no weight penalty up front

keep up the good work

change nothing



Responses

wet sump engines should not have a weight limit

I would like to see crate motors teched.

dry sump added weight? never really got that

Adding the spec. engines with Alum. heads and drysumps, ran the potential costs to be competitive way up! If someone wants to run ULMA but Have a spec motor they need to sell it to someone running IMCA/ShowMe and

get either a crate or all steel engine. Those cars that came in with the

Spec engine DIDN'T run Both series on a constant basis. Crate engines were pretty much taken out of the picture due to the disadvantage they have, unless they were tampered with. An engine package should be competitive at all stages of track condition, not just when slick or smooth.

ADDITIONAL WEIGHT NEEDS TO BE ADDED FOR DRY SUMP

Sealed crate should be allowed to weigh less

Good fair package for the ones that are allowed, would like to see a steel head open option for added lbs.

Not fair for some of the options cause allowing people to run dry sump engines are expensive and if you have the funds to pay for it good for you but the guys out to try and not run with horsepower and run off suspension and other components it aint fair.

No added weight up front for crates

fair up to the LEGAL crates, which are at a disadvantage but their weight can't be lowered without hurting the handling of their cars. wish we could lower them more but I see that engine option dropping off over next couple years as not many run them now in ULMA

7. When considering the ULMA car body specification rules, I feel the association should...? [Download](#)

	Response Count
Show Responses	22
answered question	22
skipped question	8

Responses

stay with what they have

only check spoiler width and height

Enlarge the spoiler sides to match MLRA and MARS as for that matter use the same rules

there good

Maintain existing rules

be uniformed with UMP and IMCA

Remain the same. It is mainstream.

not make any changes

Stay as strict as they have been.

KEEP THE SAME RULES

Raise deck height to 39", not 38 or 38 1/2", with fuel burn off and with guys adjusting LR bite at the track this needs to go to 39" and will help prevent dq's over nothing - and why not just have a height to top of spoiler and not to the top of deck? Then if a car is off a lil bit he can drop the spoiler angle instead of having to disrupt the whole back half of the body and drop the deck!! 46" to top of spoiler sounds simple - maybe update spoiler sides - let's not keep making these cars look old - better they look the better fan appeal

Do away with the Deck height rule. MLRA did away with it along time ago.

Allow Canister shocks, and Carbon Driveshafts. The shocks prices are not out of sight when you consider what some spend on having several custom built shocks made. Which most have done. Actually saves a team to be able to buy a nice set of shocks off the shelf or used, and be able to have something that is close to what someone had custom built. Driveshaft is a safety issue, this one shouldn't even be a question. I been hit by one and had several others do more damage than the cost of one. As a performance advantage it does make a difference to some extent but not as much as some may think. Actually hurts in dry track situations unless your just that good.

POINTS SYSTEM ON LOW CAR COUNT TRACKS THAT ARE NOT SUPPORTED AND QUIT SANCTIONING RACES THERE. NOT GET TO MANY TRACKS ON THE SAME NIGHT, TO MANY TRACKS MEANS TOO MANY OPTIONS AND LOWER CAR COUNT AT ALL.

Points system needs to change. If not over 10 cars at a track then that nights points should only be worth half the value. Check the IMCA point system and use something similar.

Possibly allow the Im40 tire, seems many series are going to using the Im40 and d55 interchangeably, many swmo guys run Im40, and many Stl guys have them so may open up to more cars.

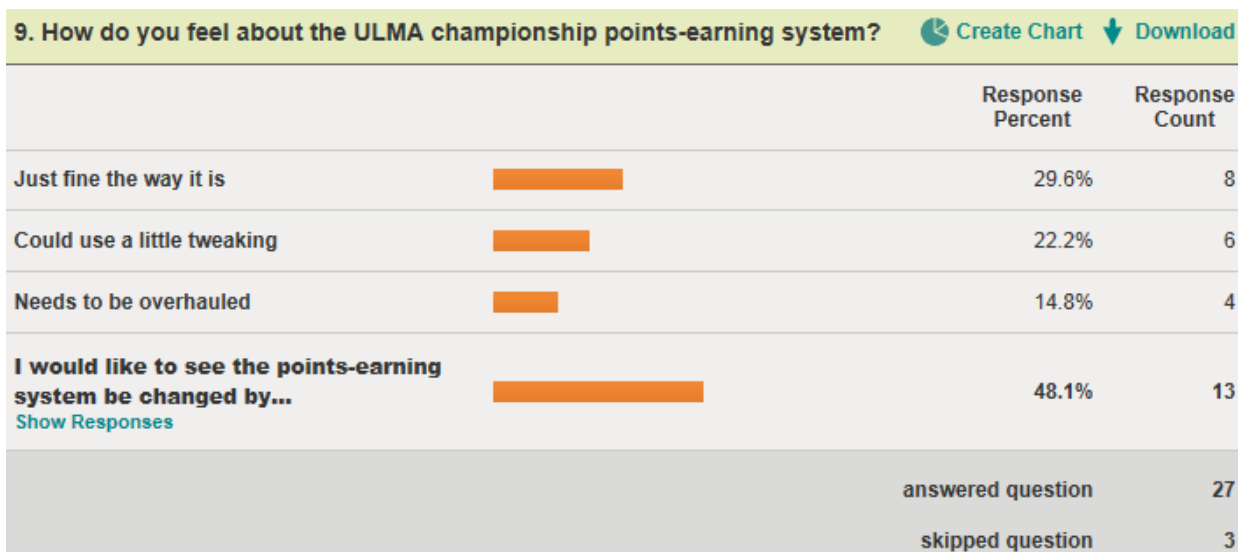
window nets on all cars, head/neck restraints mandatory,

I think they need to regard changing carbon fiber drive shafts cause they are a much safer option and aint that big of advantage. Also need to look into adding Im-40 as a new tire option you can find them used a lot cheaper and you might draw some crate cars form st.Louis direction to come run.

The points system was almost a complete failure this year because points being awarded to drivers racing at a track with only 4 or 5 cars while the rest of us were racing with 15 to 20 or more. Pretty easy for a driver to receive 5th place or better average points with only five cars!

Shocks, ulma allows integra ida shocks at \$825 a piece(no canister),does not allow afco siver series at \$1800 a set(canister)

none



Responses

following the USRA mod format where the race pays so many points to win and 1 point less for 2nd thru 24th and then bonus the field the total number of cars that start the A main that would equalize the differences in car counts and make things more fair overall.

when drivers only race at a track that only have 3 or 4 cars that show up weekly! no cherry picking 1

average car count at each track. Say a track is only getting ten cars a regular night, and another has a full field its not fair to run last at track a and get 10th place points, then at track b run last and get 22 place points.

It has provided some excitement all the way to the end for the fans, but I believe there needs to be some tweaking to provide extra points for a guy winning at a track that is not considered a 'home' track. Or some other considerations. I also think for specials that have not been well attended, there should be some mandatory participation, or some demerit system. ???

for sure based or adjusted due to car count - and drop the double points races - is this for the promoter or the racers?? isn't this a racers association? utilize a system similar to MLRA's maybe where you get some scale of show points(very minimal though)- up the count from 15 only if ENOUGH tracks include ULMA - maybe look at having a different drop from position to position instead of 2 points for EVERY position

The points system needs to be changed. It's not fair that a car competing against 3 cars get the same points as one competing against 10 to 20 cars. I think if you have 10 or more you get 100 points for winning if you have 5 to 10 you get 90 points for winning. If you have 1 to 5 you get 80 points for winning. The way the system is know does not work for me.

More races count toward champion, like 20. Also should vary by car count. Maybe even Heat finishes. Example 20 cars 20 points to winner down to a single point for last, and in heats winner should get a point or two. Lots of different possibilities?

LOW CAR COUNT TRACKS NOT GETTING FULL POINTS KINDA SIMILAR TO IMCA GUIDELINES WOULD WORK SINCE IT IS ALREADY ESTABLISHED WITH NO GREY AREAS TO ARGUE ABOUT. AND RAISE THE STARTS TO 20 TO MAKE THE CONTENDERS HAVE TO RACE MORE THAN ONE TRACK TO KEEP IT INTERESTING. IT WOULD BE HARD TO GET 20 AT ONE TRACK ON NORMAL CIRCUMSTANCES WITH RAIN OUTS AND ETC. MAYBE THERE NEEDS TO BE A STIPULATION THAT U MUST COMPETE AT A FRIDAY AND SATURDAY NIGHT TRACK SOME POINT IN THE SEASON?

Car count should be a factor. 3-4 cars should not count as full points.






car counts should be considered for winning points allowed.

Average of 20 to 25 finishes not 15

going with car count bonus system

10. For end of year trophies, contingencies, and prize money, ULMA should?

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		Response Percent	Response Count
Have an end of year banquet		59.3%	16
Present awards at a post-season race		18.5%	5
Mail out mailable awards, distribute trophies to drivers		3.7%	1
Only present awards, trophies, and contingencies to drivers who compete in a certain percentage of races		25.9%	7
Regarding this question, I feel... Show Responses		29.6%	8
		answered question	27
		skipped question	3

Responses

tuff one ! depends on the money , availability! banquets cost money!

Still have not received are check from this year after over a month. Should have received it at last race.

It doesn't need to be a full blown banquet. A wiener roast would be fine. It would be nice to have some sort of gathering, with maybe some voting for car owner/ pit man/ mechanic of the year. Special recognition for an associate member of that group could be special.

I have always believed banquets work well - a chance for ULMA to make a lil \$\$ and looks much better to advertisers and promoters

It needs to be more than just a race, needs to be a BBQ too. Something that will bring someone out that might not be able to bring a car, but be willing to come and support ULMA and hang out, while the top 10 are presented trophies.

DON'T REALLY THINK A BANQUET IS NECESSARY FOR TEN GUYS, BUT A LITTLE RECOGNITION WOULD BE NICE IN FRONT OF RACE FANS SOMEHOW

CARB banquet is fine with me.

What do you mean % of races, that is the top 15, some guys can only do one track consistently, this will only hurt membership count.