

United Late Model Association

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2012 Rules

Association officials reserve the right to change, delete, or amend rules in the interest of competition. **Red** text reflects changes since previous edition.

All participating drivers agree to abide by and not **attempt to** manipulate the ULMA rules set forth and acknowledge that their car is subject to inspection any time by a ULMA Official(s) and or Track Official(s).

SAFETY: Helmets are required and must meet Snell Standards: **Snell-rated SA2000, SA2005 or SA2010** 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. **NO KART SUITS AND NO FLAME RETARDANT COVERALLS.** Additional safety equipment is optional. Fire extinguisher is required and must be mounted within driver reach. All drivers must comply with general track safety rules.

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. This switch must disconnect the positive line from the battery. **Recommend** all cars have a tow hook on the front.

SEAT, WINDOW NET & BELTS: Aluminum seat is mandatory by ULMA. Seat belts and shoulder harness must be at least (3) three inches wide and no older than (3) three years from manufacturer date. All cars must be equipped with approved window net. Window net must be up and secured at all times while car is on track.

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. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18"x 18" and mounted only from the upper right frame rail to the lower right frame rail. 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 the 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 the 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: ~~No offset quarter panels permitted; must be equally tapered towards the center of the car. At no point can quarter panel sides break in towards center of the car.~~ 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.

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, zero tolerance.

ENGINE OPTIONS AND CORRESPONDING WEIGHT REQUIREMENTS:

***Note: 2012 marks the final year for the allowance of Dry-Sump oiling systems. These systems will be phased out at year’s end and will not be permitted in 2013 and beyond! This notification serves as a one-year notice.**

ULMA Engine Option 1a: "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. ALL blocks must be steel blocks. ALL heads must be steel heads, NO Aluminum Heads Allowed. ALL heads must be stock valve angle (23 degree for Chevrolet), (20 degree for Ford), (18 degree 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. Car and driver must weigh 2,350 lbs after completion of race, no tolerance.

ULMA Engine Option 1b: Same as 1a except that Aluminum Heads are allowed. Stock valve angle will apply just as stated in option 1a. Car and driver must weigh 2,350 lbs after completion of race, no tolerance. Total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights will not exceed 12" in total length.

ULMA Engine Option 1c: Same as 1a and/or 1b except Dry-Sump Oiling System are allowed. **Mandatory all Dry Sump cars MUST use maximum 8,000 rpm rev limiter. Using one, non-adjustable, ignition box with one high-end rev-limiter chip or an internal setting inside box, or an approved preset ignition box. MSD #8728 rev-control or MSD #8738 additional rev control box allowed. No additional ignition accessories allowed. All components must be out of reach of driver, but accessible for inspection with rev limiter facing upward.** Car and driver must weigh 2,450 lbs after completion of race, no tolerance. If using aluminum heads, a total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights not to exceed 12" in total length.

Crate Motors Engine Option 2a: 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." CRATE cars are subject to same engine rules as listed in Engine Option 1 above plus CRATE engine rules below: 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 ^{11/16}th base plate maximum. No tolerance (measured with go/no-go gauge). Mechanical fuel pump 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.

602 Factory Sealed Engine: car and driver must weigh 2,200 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. Total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights not to exceed 12" in total length.

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.

Crate Motors Engine Option 2b: Non Factory Sealed, or Rebuilt Motors. Only the 602 and 604 CRATE motors are permitted. ULMA Engine rules 1A, 1B apply.

602 Engine: car and driver must weigh 2,350 lbs after completion of race, no tolerance.

604 Engine: car and driver must weigh 2,350 lbs after completion of race, no tolerance. Total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights not to exceed 12" in total length.

Spec Engine Option 3a: (Show Me (type) / I.M.C.A. (type) spec motors): "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. ALL blocks must be steel blocks. ALL heads must be stock valve angle (23 degree for Chevrolet), (20 degree for Ford), (18 degree 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. Car and driver must weigh 2,350 lbs after completion of race, no tolerance. Total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights not to exceed 12" in total length.

Spec Engine Option 3b: (Show Me (type) / I.M.C.A. (type) spec motors): Same as Option 3a except Dry-sump oiling systems allowed. **Mandatory all Dry Sump cars MUST use maximum 8,000 rpm rev limiter. Using one, non-adjustable, ignition box with one high-end rev-limiter chip or an internal setting inside box, or an approved preset ignition box. MSD #8728 rev-control or MSD #8738 additional rev control box allowed. No additional ignition accessories allowed. All components must be out of reach of driver, but accessible for inspection with rev limiter facing upward.** Car and driver must weigh 2,450 lbs after completion of race, no tolerance. Total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (**measured from front of engine plate to center of weight**). Weights not to exceed 12" in total length.

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. Engine setback rule is 27" Maximum; measuring from center of left upper ball joint to the face of the motor plate (engine side). CRATE/SPEC cars will follow all ULMA rules as written except where specifically described.

CHASSIS SUSPENSION: Shocks may be steel or aluminum. No "canister shocks" allowed. Maximum of one shock per wheel only is allowed with the exception of **two shocks** allowed on the left rear only. Cars must have a fabricated front stub. No full-frame chassis. Rack and Pinion steering is allowed. Coilovers are allowed. Fifth arm or torque link allowed. Rear suspension is optional per car. Roll cage minimum diameter is one and a half (1 1/2) inches outside dimension (OD). Steel tubing must not be less than .083 thick. Car must have minimum of three (3) bars (ULMA recommends at least 4) of the same material mounted horizontally at the driver's door. All welds must be complete circumferences of tubing. Square tubing is not allowed in driver compartment (cockpit) area.

WEIGHT: See weight specs as described in various engine options. **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.**

WHEELBASE: Minimum of 103 inches, measured from the center of front hub to the center of rear hub. **Measurement is taken on both sides of car.**

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

TIRES: 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 durometer a minimum of 55, no tolerance allowed. ULMA Official(s) and or Track Tech Official(s) can confiscate any tire at any track, on any night for evaluation. If tire in question is found legal it will be returned.

DRIVESHAFT: All drive shafts must be steel or aluminum and must be painted white and have car number painted or affixed on them. 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: Heavy-duty and dry-cell batteries may be used. Batteries are NOT authorized in the driver compartment area.

FUEL: Gasoline or alcohol may be used. No exotic additives such as nitro and naphtha-type products are allowed. No oxygen-bearing additives are 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 bellhousing 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.

REAR END: Floater or quick change rear ends are legal. No type of lockers and bias-sensing devices allowed.

IGNITION: HEI ignition and MSD ignition boxes are allowed, only one (1) ignition box allowed. MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car. 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.

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

