



2016 ULMS Rules

Preface Revised 1/16/2016

The ULMS 2016 Official Rules and Regulations supersede those contained in the 2016 official Rules and Regulations book and shall remain in affect until they are superseded by the rules contained in the next annual ULMS rule book ULMS Officials reserve the right to amend or suspend these rules in the interest of the sport to provide fairness, safety, and parity for all ULMS events. Special rulings may be put into affect by ULMS, as they deem necessary in their sole discretion. Amendments and special rulings deemed to be continuing by ULMS Officials will be reduced to writing and added to these rules and can be obtained from the ULMS office.

These rules shall apply at all ULMS events : The rules and regulations set forth in this rulebook are designed for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules (as amended shall give govern to all ULMS events and by participating in these events, all participants are deemed to have submitted to ULMS rules and to agree to abide by the ULMS rules and the decisions of ULMS Officials. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations or any Official's decision. They are intended as a guide for the conduct of the sport and are not a guarantee against injury or death to participants, spectators or others or against damage to or destruction of their property. ULMS Officials reserve the right to reject any entrant for any reason they deem necessary and applicable.

All participants shall conduct themselves in a manner that reflects favorable upon the sport. In furtherance of that objective, ULMS has adopted a Racer's Code of Conduct. ULMS Officials reserve the right to impose discipline upon all participants for violations of these rules and regulations.

ULMS Officials, in their sole discretion shall determine the interpretation and application of the rules and regulations and the imposition of any discipline.

The decisions of ULMS Officials shall be final and are subject only to the provisions for protest and/or appeal set forth in these rules and regulations. There is no right to litigate any decision of the ULMS Officials.

ULMS Officials have the right to inspect or weigh any car entered in the event at any time before, during or after the event. Speedway officials may also inspect cars for safety purposes at any time before, during or after the event, Cars deemed to be illegal or unsafe will not be participating in the event and the driver

may be subject to discipline. If any illegality is determined in a post-race inspection or weight check, the driver is subject to discipline, which may include but is not limited to disqualification and forfeiture of the purse and/or points.

Any variance or deviation from car rules or specifications, car weighs and engine parts shall be subject to prior written approval by ULMS Technical Director. The driver shall be responsible to maintain the written approval and shall present it to the ULMS Officials when making the pill draw and at such other times the ULMS Officials may request. However, should any such approval prove to be an unfair advantage, the ULMS Officials reserve the right to rescind any such approval by giving one week's notice. The driver shall immediately surrender the written approval upon receipt of notice and, thereafter, the car must comply with these rules and regulations.

No driver, car owner or pit crew member will have any claim to damages or expenses against ULMS or its Officials or other participant in the event as a result of damage to the car and/or injury or death to the driver, car owner or pit crew member.

By taking part in the ULMS event, the participants agree that the track and grounds are considered safe for the purpose of conducting an automobile-racing event.

#### RULES AND REGULATIONS

1. To comply with the ULMS Official Rules and Regulations ( as amended )
2. To abide by the decisions of ULMS Officials.
3. To be bound by the procedures for and results of protests and appeals, which shall be the exclusive remedy for any aggrieved driver.
4. To waive any right to litigate any decision of the ULMS Officials or the result of any ULMS event
5. To release, waive, discharge and covenant not to sue ULMS, ULMS Officials or and other ULMS drivers and each of them for all liability to the licensed or permitted driver, his personal representatives, assigns, heirs or next of kin for any and all loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of licensed or permitted driver, whether caused by the negligence or any wrongdoing of ULMS, ULMS Official or any other ULMS driver while the licensed or permitted driver is in or upon speedway grounds and or for any purpose participating in the event.
6. To indemnify, save and hold harmless ULMS, ULMS Officials and other ULMS drivers and each of them from any loss, liability, damage or cost they may incur due to presence of the licensed or permitted driver in or upon the speedway grounds or in any way competing, observing or for any purpose participating in the event and whether caused by the negligence or any other wrongdoing of ULMS, ULMS drivers or otherwise and;
7. To assume full responsibility for and risk of bodily injury, death or property damage due to the negligence or any other wrongdoing of ULMS, ULMS Officials and other ULMS drivers while in or upon the speedway grounds and/or while competing, observing or for any purpose participating in the event.

#### II Racer's Code Of Conduct

- A. All drivers entering a ULMS event shall be subject to discipline for any violation of the ULMS Official Rules and Regulations ( as amended ) violation of the Racer's Code of Conduct; or failure to obey the directives and decisions of the ULMS Officials.
- B. The driver shall be responsible, at all times, for the behavior of the owner of the car and all pit crew and discipline may imposed upon the driver for any car owner's or pit crew member's violation of the ULMS Official Rules and Regulations (as amended); violation of the Racers Code of Conduct; or the failure to obey the directive and decisions of the ULMS Officials. However, ULMS may also impose discipline upon the offending car owner or pit crewmembers, as ULMS as deemed appropriate on their sole discretion.
- C. All drivers, car owners and pit crew members shall at all times conduct themselves in a manner that reflects favorably upon the sport.
- D. No driver, or car owners and pit crew and pit crew member shall before during or after the ULMS event (as well as support classes) posses, use, consume or distribute any drug, narcotic or controlled substance which is illegal under federal, state or local law prevailing at the speedway, ULMS has zero tolerance for illegal narcotics and control substances. Any violation of this policy should be grounds for immediate disqualification from the event, expulsion from the speedway grounds, criminal prosecution and imposition of any other disposition (including a lifetime ban) deemed appropriate by the ULMS Officials. Any person suspected of possession, use consumption or distribution shall submit to a medical examination (which may blood and/or urine testing) within 24 hours, with the cost of it to be paid by the person suspected and written result to be provided directly to ULMS. Any substance suspected to be an illegal drug, narcotic or controlled substance shall be confiscated by ULMS Officials and/or speedway security and/or law enforcement officers and may be subject to testing with the cost of same to be paid by the person suspected and with the written results provided directly to ULMS.
- E. No driver, car owner or pit crew member shall posses, use consume or distribute any alcoholic beverage on the speedway grounds before the event or while the event's program (including all support classes) is still in progress unless the person is in a spectator area where consumption of alcoholic beverages is permitted by the speedway and the ULMS portion of the program has been completed.

6. No driver, car owner or pit crew member shall be permitted to enter or remain in the pit or infield area while under the influence of alcohol or any illegal drug, narcotic or control substance shall submit to a medical examination which (may include blood and/or urine testing) within 24 hours, with the cost of same to be paid by the person suspected and with written results to be provided directly to ULMS.

7. ULMS recognizes and endorses the efforts of the racing media to promote dirt late model racing and other forms of motorsports. Any driver refusing to participate in an on-track interview at the end or in any post-race press conference shall be subject to discipline, including but not limited to imposition of a fine.

8. Derogatory or distasteful statements on any racecar or hauler are not permitted at any ULMS Racing Series Event. ULMS Racing Series officials have discretion and the final decision on all lettering on all racecars and haulers. Failure to remove offensive lettering will mean disqualification from ULMS Racing Series event and a fine of \$100.00. Fine goes to series point fund.

I. Any driver, owner, or pit crew taking physical action with any other driver, owner, pit crew or ULMS Racing Series officials for any reason will be removed from raceway facility and/or subjected to criminal charges. The car and team will be fined \$500 and will be suspended for the next 2 races. Race team will be reinstated when fine is paid. Fine goes to series point fund. *(1/16/16 Amendment)*

Second (2nd) offense of any driver, owner, or pit crew taking physical action with any other driver, owner, pit crew or ULMS Racing Series officials for any reason will be removed from raceway facility and/or subjected to criminal charges. The car and team will be fined \$1000 and will be suspended for the next six races. Race team will be reinstated when fine is paid. Fine goes to series point fund. *(1/16/16 Amendment)*

Third (3rd) offense of any driver, owner, or pit crew taking physical action with any other driver, owner, pit crew or ULMS Racing Series officials for any reason will be removed from raceway facility and/or subjected to criminal charges. The car and team will be fined \$2000 or will be suspended for one full year (365 days). Race team will be reinstated when fine is paid. Fine goes to series point fund.

J. Rough Driving: It is the policy of ULMS to provide good, clean competitive racing. Any driver, in the opinion of ULMS Officials, charged with rough driving (overly aggressive drive) will be subject to discipline, which shall include a fine, forfeiture of points, and suspension. Repeat offenders shall be subject to progressive discipline (which may include a lifetime ban). This rule against rough driving applies to both on-track incidents and those, which occur in the pits. ULMS strongly disapproves of rough driving because it presents a safety hazard for drivers, spectators, and others; because it is detrimental to the sport; and because it interferes with the presentation of a professionally staged entertainment program suitable for the entire family. *(5/24/12 Amendment – Suspension will be a minimum of 1 Race and/or \$200 fine)*

11. No driver or pit crew member shall subject any ULMS Racing Series officials to threats, abusive or improper language at any time. The driver is responsible for all crew members or those associated with the car. Any driver or pit crew member who assaults or threatens any ULMS Racing Series officials may be fined \$1,000.00 and suspended indefinitely from all ULMS Racing Series events until fine is paid. Reinstatement of race team and fines are at the discretion of ULMS Racing Series management and non-contestable. Fine goes to series point fund.

12. No driver shall engage in any unsportsmanlike conduct. ULMS Officials have the sole discretion to determine what constitutes unsportsmanlike conduct.

### III Series Championship Points

A. Points will be awarded at each race. The driver with the most points at the season's end is the Champion. Points will be awarded for heat and feature events and —show up|| only. The better you finish the more points your team earns. Winner receives 30 points, 2nd place will receive 28, starting with the 3rd place finisher points will drop 1 point per each position. Heat Events: Winner(s) receive 5 points, 2nd place will receive 4, 3rd place will receive 3, 4th place will receive 2 points and 5th place will receive 1 point. NO points are awarded for the B-main. All non-qualified cars will receive the mandatory 1 point.

B. All drivers that qualify for the feature event will earn the minimum of 5 points. All drivers that enter an even and fail to qualify for the feature event will earn 1 point. Elite 8 contracted drivers will be guaranteed minimum 5 points of all events (whether they Qualify or DNQ and are excused for Hardship)

C. Drivers will earn points in all events, contingency awards start from date of initial ULMS event.

D. In the event that a tie should occur in points during the season, the driver that has more wins will be ahead in the points. If a 2<sup>nd</sup> tie breaker is needed, the driver with more money earned will be ahead in the point standings. In the event that a tie should occur in point standings. (Includes Season Points, Top 10 and —Rookie of the Year||) **To be eligible for FULL season ending point fund, DRIVER must ENTER IN ALL 100% of events completed. All other teams eligible for point fund but not competing in 100% of events will receive 50% of allocated point fund.**

#### IV. Contingency Awards

A. To earn contingency awards, driver must carry contingency sponsor decals ON BOTH SIDES OF CAR. Driver/Owner MUST adhere to contingency sponsor contractual agreement with ULMS to be eligible for contingency award(s). NOTE: Driver/Owner DOES NOT have to carry contingency sponsor decal(s) on car, but WILL NOT be eligible for any and all contingency award(s).

B. Placement of contingency sponsor decal(s) ANYWHERE ON THE SIDE OF CAR. C. ULMS RACING SERIES DECALS are MANDATORY TO BE PLACED ON BOTH SIDES OF CAR.

#### V. Rookie of the Year

A. Any driver wishing to compete for the ULMS —Rookie of the Year|| must register with ULMS before the first event of the season.

B. Driver MUST have never won a ULMS feature event or won a super late model race more than \$3000.

C. ULMS —Rookie of the Year|| points will count at all point events in 2016.

D. Upon registering for ULMS —Rookie of the Year||, driver may not compete for —Rookie of the Year|| in future racing seasons.

E. Driver Selected as ULMS —Rookie of the Year|| will be determined by highest finish in points and declared —Rookie of the Year|| at end of season banquet.

#### VI. Race Procedures

A. Driver/Owner may enter one (1) car ONLY per driver at each ULMS sanctioned event. A car entry fee will be collected by ULMS Officials before drawing pill number. ALL ULMS Events will have a minimum of \$25.00 but no more than \$50 ENTRY FEE in 2016.

B. Driver/owner MUST come to ULMS table to pay car entry fee. Team member will draw one pill number after entry fee is paid. Approximately, thirty minutes before scheduled starting time, ULMS Officials will have a driver meeting, entry fee table is closed. Approximately, fifteen minutes before scheduled starting time, ULMS Officials will post heat race line-ups. Any competitor who fails to register will not be allowed to compete in event. Any competitor who arrives after entry fee table is closed will start scratch after entry fee payment is made.

C. ULMS will have Group Hot Lap Qualifying at all events that have electronic scoring. Facilities that do not have Electronic Scoring available, the series will utilize the Passing Point system instead.

C. Drivers who fail to arrive in lineup in time will start scratch in the event (heat, consi or feature)

D. All entered drivers will compete in a heat race. Number of laps for heat races and number of transfers from heat races to feature depend on number of heat races scheduled. Number(s) determined by ULMS Director.

E. Drivers transferring from heat races to feature event will re-draw pill to determine their starting position for feature for Time Trial Events.

(Team member can re-draw). Redraw will be the following:

a) 2 heats: top 3 redraw

b) 3 heats top 3 redraw

c) 4 heats top 2 redraw

d) 5 heats top 2 redraw

e) 6 + heats winner only draw

(Passing Point System events the redraw will be determined by the top passing point cars as follows.)

- a) 2 heats: top 6 overall passing point cars will redraw
- b) 3 heats top 9 overall passing point cars will redraw
- c) 4 heats top 8 overall passing point cars will redraw
- d) 5 heats top 10 overall passing point cars will redraw
- e) 6 heats top 6 overall passing point cars will redraw

F. Remainder of drivers not transferring to feature event through heat races will compete in —B|| Main(s). —B|| Mains will be lined straight up by heat race finish. ULMS Director determines number of laps and number of transfers from B-Main to feature.

G. Provisional positions (If Any) will go as follows: 23<sup>rd</sup> and 24<sup>th</sup> – Top two (2) ULMS Elite 8 contracted drivers in points who did not qualify. If provisionals are not used, provisional spots will go to top point car in top 20 in points that DNQ. Provisional drivers must run B-Main.

H. After feature is lined up and on the track there will be NO alternate driver(s) added to the field.

I. Driver changes may be done in the following manner ONLY: 1. Driver may switch cars for Heats, B-Main(s) and feature and MUST start at tail of the event IN ALL TIME TRIAL EVENTS. Pill Draw Events, Drivers can switch cars in the same manner as listed above, BUT WILL START SCRATCH ONLY IN Bmain or FEATURE EVENTS

11. All Non-qualified drivers will receive \$100 for tow.

#### VII. Race Rules

A. All drivers MUST be ready to race when your assigned event is called. ANY driver that is late to the TRACK for your assigned event WILL GO TO THE TAIL of the field on the original start.

B. ALL original starts will be double file and begin out of turn four at designated area. Any car jumping restarts will be docked the # of positions jumped on 1st violation. Second restart jumping violation will result in car and driver being disqualified. Disqualified cars from heat event will start scratch in B-Main. Disqualified cars in feature will receive no money and no points.

C. Once race begins, any driver that is involved in a caution after original green flag start or restart will go to the tail of the field. ANY car that is involved in a caution will restart at tail of the field.

D. Restarts after one (1) lap is completed, there restarts will be single car Delaware restarts in all events. All lap cars will go to tail of the field in all cautions ahead of the caution cars. The second place car will have lane choice.

E. Red Flag: All cars stop. ONLY cars permitted to enter pit area during red flag period are those cars involved in the red. Cars not involved in red and do not enter pit area will be penalized one (1) lap and will push the field. No pit crews/team members will be allowed on track while red is displayed and no working on car while red is displayed. Violation will result in disqualification from the event. Team will receive last place money and last place points for the event.

F. ALL cautions will be a minimum of 2 laps. Any driver who enters pits and rejoins the event will push the field.

G. ANY driver that brings out an INTENTIONAL caution in Any event will be sent to tail of the field and be penalized one (1) lap. Any driver who exits car under caution without the permission of series, track or emergency personnel will be disqualified and fined \$100. Fine goes towards ULMS Racing Series point fund.

H. NO racing back to the flag under caution at any time.

I. All qualified cars in time trials, heats and consolations will cross scales. Top five feature finishers will be scaled.

J. Any car that causes three cautions may be asked to leave track and receive money and points for the final finishing position. Failure to leave the track will result in disqualification. All cars that are DQ for weight violations, rough driving, etc. will receive NO money and NO points for the event.

K. There will be NO FUEL STOPS for events that are 50 laps or less.

#### VIII. Car Specifications

1. BODIES: (Should be the same as WoO LMs) 1. Nosepiece and roof must match body style of car.

2 All cars must have a minimum of one inch (1||) and a maximum of two inches (2||) roll at top of fenders, doors and quarter panels. A sharp edge will not be permitted. Body roll must go from sides over upper body, not upper body over sides.

3. Floor boards and firewall must cover the driver's area and be constructed to provide maximum safety. 4. Legible numbers! At least eighteen inches (18||) high are required on each side of the car and on the roof.

5. Must have number on front nose and rear fuel cell and be a minimum of six inches (6||) in height.

6. No fins or lips of any kind permitted anywhere along the entire length of the car.
7. Body line must be a smooth even line from front to rear.
8. No wedge cars permitted, period!
9. All cars must use corresponding engine. EXAMPLE: Ford-Ford, Chevy-Chevy, Mopar-Mopar.
10. No —belly pans|| or any type of enclosure on bottom of car is permitted. Skid plate to protect oil pan is permitted.
11. No wings or tunnels of any kind allowed underneath the body or chassis of the car. Maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank, will be allowed. It may be made of steel, aluminum, or heavy gauge wire. Cover may only be mounted near the unit it is designed to protect with a maximum size of 18 in. X 18 in. and mounted only from the upper right frame rail to the lower right frame rail.
12. All non-approved bodies, will be assessed a fifty pound (50#) minimum weight penalty.
13. No panels of any kind under rear deck running from front to rear of car.
14. Any air cleaner scoops used must be positioned in front of or around air cleaner and cannot exceed one inch (1||) in height above any part of air cleaner. Scoop cannot extend more than twenty inches (20||) forward of center of said cleaner. Scoop cannot be designed to create fins or raised edges to direct airflow. Scoop cannot extend behind rear of air cleaner and must have a maximum width of seventeen inches (17||) at rear, with a maximum of ten inch (10||) width at front and cannot have more than one inch (1||) opening from hood in height at front.
15. No adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind inside cockpit of car. No taping over. Must be removed from car.

## 2. STOCK NOSEPIECES:

1. All stock nosepieces must be approved by Technical Inspector.
2. Nosepieces must be made of molded type material.
3. Two (2)-piece nose must be fastened together in center. No spacers to gain width permitted.
4. Must be mounted so as not to alter original shape.
5. No material can be removed from nosepiece. No cutting from bottom, top or sides.
6. No adding to bottom at frontal area to achieve lower ground clearance.
7. Stock nosepiece can extend a maximum of fifty two inches (52") from center of front hub to farthest point extending forward.
8. Front fender flairs must be made of plastic and cannot alter original shape of nosepiece. Front fender flairs cannot extend beyond front tire more than one inch (1") in width with wheels pointed straight.
9. Front fender flairs must have collapsible support.

## 3. ROOFS & ROOF SUPPORTS:

1. Roof length size must be a minimum of forty-four inches (44||) to a maximum of fifty-four inches (54||). 2. Roof width size must be a minimum of forty-eight inches (48||) to a maximum of fifty-two inches (52||). 3. Must be stock appearing and mounted level.
4. Forty-five inch (45||) minimum forty-eight inch maximum height from ground.
5. Must be mounted parallel to body and near center of car.
6. 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).
7. No flat or odd shaped roofs permitted.
8. Any sun/antiglare shields may exceed a 4|| drop from top roofline, and must hinge for easy exiting.
9. All roof side panels must extend to edge of body. Roof side panel window size must match dimensions in drawings. Window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open. Decals will be permitted but must meet dimensions in drawing and must be approved by Technical Inspector.
10. Dimensions for roof side panels. Any sun shields, four inch (4||) maximum, must be able to hinge for easy exiting of car. Front roof supports permitted to be no more or no less than two inches (2||) wide and extend to back of hood.

## 4. FRONT FENDERS AND HOOD:

1. Must be level and flat from left to right side of car.
2. Fenders not permitted to gain height from rear to front of car.

3. No part of fender or hood can be outside of the bodyline.
4. Thirty-seven inch (37") maximum front fender height. Height is measured vertically from ground to top of fender behind front tires.

#### 5. DOORS:

1. Door cannot exceed seventy-six inches (76") in its entirety at top of door.
2. Door cannot exceed eighty-two inches (82") in width at bottom in center of car.
3. Door cannot exceed thirty-six inches (37") of height measured from ground.
4. At no point can door sides break in towards center of car between top and bottom measurement.
5. Minimum ground clearance three inches (3").

#### 6. QUARTER PANELS:

1. Fifty-three inches (52") maximum center of rear hub to top corner of quarter panel
2. Quarter panel cannot exceed seventy-six inches (76") at any point on top.
3. Quarter panel cannot exceed eighty-six inches (86") center to bottom.
4. Forty-eight inches (48") maximum length center of rear hub to end of quarter panel.
5. Thirty-eight inches (38") maximum height from top of deck to ground.
6. No offset quarter panels permitted. Quarter panels must run inline with doors.
7. Tire clearance from body must be a minimum of two inches (2").
8. Any skirting cannot extend behind quarter panel.
9. At no point can quarter panel sides break in towards center of the car.
10. Left rear quarter panel must extend downward from deck minimum 33" with plastic skirt at all points. Right rear quarter panel must extend down from deck minimum of 31" with plastic skirt or 27" without plastic skirt at all points.

#### 7. SPOILERS:

1. Rear spoiler must be manufactured of adequate strength such as Lexan or Aluminum.
2. Rear spoiler material maximum eight inches (8") height measured from deck to tip of material. Spoiler Maximum width seventy-two inches (72"). Teams with the CT525 motor spoiler will be allowed a 12" spoiler measured the same as the 8". CT525 maximum width is seventy-six (76").
3. Rear spoiler is not permitted to be suspended above the deck to create a —wing effect.
4. Rear spoiler must begin where quarter panels end.
5. No more than three (3) spoiler supports permitted, front edge of spoiler supports must be in line.
6. Spoiler supports cannot be mounted wider than top of quarter panel.
7. Spoilers will be measured according to total length of and width of material, in any shape or form. If aluminum angle is used to brace upper edge of spoiler, it may not add to spoiler height or length in any way.
8. Dimension of spoiler supports.

#### 8. INTERIORS:

1. No area of the interior of cockpit can be less than twelve inches (12") below the roof and roll cage for safety and easy exiting of car from either side measured straight up and down. Side windows must have fifteen inches (15") minimum, at angle to door. No support bars blocking right window exit from cockpit allowed. Rock guard must end at steering wheel for 12" clearance and easy exit on right side of car.
2. Dropped interiors may begin no further forward than rear engine plate with a maximum of 4" and cannot drop below 4" of rear of hood. Interior must gradually taper up to the quarter panel height and be level for twenty inches (20") from rear of the quarter panel and deck.

#### 9. DRIVER COMPARTMENTS:

1. A full metal firewall must encompass the driver's compartment – front, rear, both sides and floorboards. Aluminum or sheet metal acceptable.
2. Driver's seat must be of a proper Racing Seat design, located on the left side of the car and securely attached to frame.

3. The use of at least a Five (5) point seat belt system including a crotch belt is required. The system is to be mounted to the frame and not to the floor pan. The mounts must be run at the same direction as the belts are intended to secure the driver.
4. All cars must have a quick-release type steering wheel.
5. All cars must have a working starter, operated from inside the car.
6. All drivers must wear full fire resistant driver's suits including tops and bottoms if two-piece. Any driver not having a complete fire resistant suit will not be allowed to compete. Fire resistant shoes and gloves are not mandatory but are highly recommended.
7. No mirrors permitted. 8 No radios allowed in car or on anyone connected with car. (except for Receiver)

#### 10. FRAMES:

1. No aluminum frames or front clips permitted.
2. Wheel base width must be between a minimum of one hundred three inches (103") and maximum of one hundred five inches (105").
3. All frames must be of steel construction and must be a minimum of two inches (2") by two inches (2") square, or rectangular, with a minimum material thickness of .083 inches.
4. If Round Tube frame, tubing must have a minimum of one and three quarter inch (1.75") outside diameter, with a minimum material thickness of .083 inches. These frames must use 4130 Chrome Moly Steel or Dom for construction.
5. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond the frame. Any stubbed rear bumper that extends eight inches (8") or more beyond the frame must be rounded and directed towards the front of car eight inches (8").
6. No external rub rails.

#### 11. ROLL CAGES:

1. Cars must have a suitable steel cage in driver's compartment including headrest.
2. Side roll bars are mandatory and must extend into the door panels.
- 3 A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch in diameter with a minimum thickness of .065.
4. Roll cage must be welded to the frame.
- 5 Roll cage must be above the driver's helmet.
6. Any —fin-shaped or foil-shaped add-ons to any part of the roll cage must be constructed of steel and must not exceed maximum of seven inches (7") total circumference

#### 12. ENGINES:

1. Only V8 engines will be allowed with no limit on cubic inch displacement.
- 2 Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks are permitted.
- 3 Magnetos are permitted. However, the engine must have an operating self-starter. GM CT525—Coil packs permitted.
4. The engine is permitted to be set back a maximum of six inches (6") from center of ball joint to front of spark plug hole.
5. Carburetor is limited to one (1) four barrel.
6. All engines are limited to one (1) spark plug and two (2) valves per cylinder.
7. GM CT525 crate motor part #19171821. 10.7:1 maximum compression ratio for GM CT525 motor. GM CT525 motor must be purchased from an authorized dealer and MUST remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed. Absolutely no modification of any internal engine part. Breather system and valve cover MAY be modified. All other motor parts included with the motor as shipped from GM must remain OEM and may NOT be modified including valve springs, push rods, harmonic balancers, rocker arms etc. No machine work permitted. GM part number may not be removed from any part. Any motor modification will result in one year suspension and loss of all points and winnings. Any GM bolts that have been copied are considered trademark infringement and will be reported to the manufacturer for legal proceedings. All motor parts must be same parts listed in GM book part #88958668. Wet sump only. 10" maximum setback measured from the center of the ball joint to the center of the left front spark plug. GM crate motors may NOT be unsealed and may NOT be rebuilt without series approval before the rebuild. If permitted, the motor must be rebuilt at a series-authorized motor builder. Motors that are torn down for series tech must be reassembled with all of the exact same parts at the time of tear down except those that are determined by the tech official to be damaged by the tear down process. Any tear-down damaged part must be

replaced with the exact same GM part. Reassembled motor must be inspected and resealed by authorized tech center BEFORE further competition. By using a GM crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification. 13.

TRANSMISSIONS: 1 No direct drives allowed. Transmission must be bolted to engine. Must have forward and reverse gears. Must be able to shift to forward or reverse with engine running. Car must be equipped with starter.

#### 14. DRIVE SHAFTS:

- 1 All drive shafts must be a minimum of two inches (2") in diameter. If drive shaft is steel or aluminum, it must be silver or white.
- 2 Only one drive shaft permitted.
- 3 Must have secure driveshaft hoop or sling.

#### 15. REAR ENDS:

1. Any type of rear end differential is permitted.
2. No —live axle— rear ends.
3. No independent rear suspension.
4. Floater —wide five— hub assembly only.

#### 16. BRAKES:

1. All cars must be equipped with four-wheel disc braking system.

#### 17. SHOCKS:

1. Must be constructed of aluminum or steel, remount reservoirs are legal.

#### 18. SPRINGS:

1. Coil springs must be steel. Leaf springs may be composite or steel.

#### 19. TRACTION CONTROL DEVICES:

1. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin is strictly prohibited.
2. Adjustable ping control devices, dial a chip controls, timing controls, or automated throttle controls are NOT permitted in cockpit or accessible to driver.
3. Any remote controlled components inside or outside the cockpit of any competitor's race car are NOT permitted.
4. No data acquisitions systems are permitted.
5. Any competitor found with any of the above mentioned will be fined \$10,000 and banned till fine is paid.

#### 20. WHEELS:

1. Steel, aluminum, carbon fiber or plastic wheels are permitted.
2. Wheels must be mounted with lug nuts. No —knock-off— mounting devices permitted.
3. Maximum wheel width permitted is fourteen inches (14").
4. Wheel spacers are permitted provided they do not cause the front track width to exceed the ninety inches (90") maximum or rear track to exceed eighty-eight inches (88") maximum measured outside to outside of tire.

#### 21. TIRES: (Any approved brand of tire that follows below specs.)

1. All tires may have a maximum size of 11" by 29" by 15", unless specified otherwise.
2. Maximum circumference – ninety-three inches (93").
3. Maximum width (sidewall to sidewall) sixteen and three-quarters inches (16.75") – No Tolerance. Tire Hoops may be used, and must pass freely over tire.
4. 2016 The ULMS Late Models MUST have 1300 or HARDER Hoosier Racing Tire or 44 American Racer tire or HARDER compound on ALL FOUR CORNERS. (Amended 1/16/2016). Grooving and Siping is allowed.

No tire softening permitted.

By competing in ULMS Racing Series sanctioned event/track(s), driver acknowledges, understands and accepts all rules that govern tires used in competition. ULMS Racing Series reserves the right to sample and/or confiscate any tire(s) from any competitor's car at its sole discretion at the conclusion of any qualifying, heat, consolation or main event. Said tire(s) or tire samples shall be sent to a reputable tire testing lab to ensure tires have not been chemically or otherwise altered. Driver(s) will be informed of test results from the lab a minimum of 24 hours before the results are posted publicly on ULMS Racing Series website and other ULMS Racing Series controlled social media outlets. ULMS Racing Series reserves the right to hold purse monies until satisfactory tire results have been received by the lab, such lab testing results will be sought expeditiously. Should any tire(s) or tire samples fail lab testing, driver shall forfeit all prize monies and will not be eligible for points fund monies at the conclusion of the season. Further, driver and team will be suspended from all ULMS Racing Series sanctioned competition for a minimum of 90 days and shall pay a fine of 50% of winner's share of purse for said event along with reimbursement of lab testing costs to ULMS Racing Series prior to being eligible to compete in any future ULMS sanctioned events. Should a driver be caught with tires that are not in compliance with ULMS Racing Series rules a second time, they will be banned from competition at any ULMS Racing Series sanctioned events for one (1) full year and subject to a fine of 75% of winner's share of purse for said event and reimbursement of any lab costs to ULMS Racing Series prior to being eligible to race in any future ULMS Racing Series events. Should a driver be caught with tires that are not in compliance with ULMS Racing Series rules a third time, said driver and team (or team owner) shall be banned from ULMS Racing Series competition for life and subject to a fine of 100% of winner's share of purse for said event. Disclaimer: Teams competing in ULMS Racing Series sanctioned events acknowledge the fact that the use of altered tires is damaging to the ULMS Racing Series, its brand, its fans, its other competitors, and to the sport of dirt late model and emod racing. While these damages are difficult to quantify, they are inarguable. Due to the damaging results that occur when a competitor uses altered tires, ULMS Racing Series reserves the right to recover fines and any other related expenses including legal fees, by any means necessary, regardless of a team's future intentions to compete at ULMS Racing Series events

Any driver serving a suspension or corrective action for using tires that are lab tested and found that they do not conform with their manufacturer's benchmark during competition by any other series or track, will be banned from racing with the ULMS Racing Series as if the violation had occurred at an ULMS Racing Series event.

## 22. FUEL SYSTEMS:

1. All cars must have fuel cells – 32 gallon maximum. Fuel cell must be in completely enclosed 18-gauge steel container. All containers must be completely visible. Driver must be prepared to drain fuel upon request for measurement.
2. Fuel pick up must be on top or right side of fuel cell and of steel, and must have check valve in case of roll over.
3. Racing gasoline or alcohol are permitted. No nitrous oxide, nitro-methane, or propylene oxide permitted. Fuel may be checked at any time.
4. Fuel cell must be securely mounted behind rear axle between rear tires. A minimum of four inches (4") ahead of rear bumper no lower than quick-change housing. Must be mounted with a minimum of two 125-inch (1/8") thick steel straps two inches (2") wide around entire cell. All cells must be securely mounted to frame. Bolts used to mount fuel cell must be a minimum of 7/16".
5. No fuel injection system or electrical fuel pumps or any type of pressurized fuel system allowed. Must be mechanical or belt driven fuel pumps only.

## 23. EXHAUST:

1. Exhaust is not permitted to be directed towards ground. (Exhaust must be parallel to the ground.)
2. All headers must end with collector.

#### 24. WEIGHT:

1. Any attached weights must be securely bolted to frame, painted white or silver and have car number clearly on them. For any weight that exceeds twenty pounds (20 #s), you must have minimum half-inch (1/2") bolts. NO ALL THREAD will be allowed. Due to the high risk factor involved, any car that loses lead weight during an event may be fined according to circumstances.
2. No weights may be attached to rear bumper.
3. No lead pellets – No liquid weights.
4. No driver-operated weight adjustment devices permitted.
5. Total weight of car with driver will be 2250 lbs AFTER EACH EVENT for open motor and 2150# for the CT525 motor and steel block entries.

#### 25. MISCELLANEOUS:

1. No Two-Way Radios
2. Hand signals will be accepted communication with driver. Colored gloves will be permitted.
3. No car will qualify without inspector approval. All cars must be available for inspection prior to advertised time of driver's meeting. Following the drivers meeting, covers of any type are prohibited until the feature is completed. All race cars are subject to inspection by officials at any time.

4. RACEIVERS will be used in 2016. Frequency 454.000  
ULMS DIRECTOR HAS FINAL DECISION ON ANY AND ALL RULE CHANGES.

#### *2016 Super Late Model GM CT525 Tech Specs*

GM CT525 Balanced internal  
Block part number #19171821  
Block type cast-aluminum with 6-bolt, cross-bolted main caps  
Bore x stroke (in) 4.065 x 3.62 (103.25 x 92mm)  
Camshaft duration (@.050 in) 226 degree intake / 236 degree exhaust  
Camshaft lift (in) . CT525 intake / .CT525 exhaust  
Camshaft part number #12480110  
Camshaft type hydraulic roller  
Compression ratio 10.7:1  
Connecting rod part number #12617570  
Connecting rods type powdered metal  
Crankshaft part number #12597569  
Crankshaft type nodular iron  
Cylinder head part number #12615879  
Cylinder head type LS3 rectangle port; aluminum as-cast with 68cc chambers  
Displacement (cu in) 376 cu in (6.2L)  
Engine name Circle Track CT525/CT525:  
Engine type LS Series Gen IV Small-Block V-8  
Maximum rpm 6700  
Piston part number #19168089  
Pistons type hypereutectic aluminum  
Recommended fuel 92 octane  
Reluctor wheel 58X  
Rocker arm ratio 1.7:1  
Rocker arms part number #12569167 intake / #10214664 exhaust  
Rocker arms type investment-cast, roller trunnion  
Valve size (in) 2.165 intake / 1.59 exhaust