



2016 UEMS RULES

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) possess, 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 include 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 possess, 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 go 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.

Race Rules

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.

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 last place money and points. 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.

Any driver that exits his/her car under caution flag without permission of series, track or emergency personnel will be fined \$100.

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.

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 and driver will receive last place money and points.

ALL cautions will be a minimum of 2 laps. Any driver who enters pits and rejoins the event will push the field. 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. NO racing back to the flag under caution at any time.

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

Drivers transferring from heat races to feature event will re-draw pill to determine their starting position for Feature event.

- 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

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 points for the event.

ROLL CAGE: Minimum tubing thickness .095". Minimum outside diameter 1.5" Must be 4 post design with rear upright loop supported with tubing running down to the rear of car. Top hoop must have 1 crossbar preferably running from right rear to left front. Absolutely no crossbar above driver's head. All support bars forward of roll cage must be lower than stock hood height. Door bars must be .083" minimum thickness. 3 bars minimum, 4 suggested. Door bars must be welded to roll cage- front and rear and be parallel to frame.

BRAKES: Must operate at all times on all 4 wheels. Brake shut off are permitted. Calipers maybe steel or aluminum single piston OEM steel only. Steel rotors only

EXHAUST SYSTEM: Headers may dump outside of engine or rear of engine and must not point directly to the ground. Mufflers must be run, securely attached, and easily detectable.

FUELCELL: 32-gallon maximum capacity – Completely enclosed in a steel enclosure. Fuel cell must be protected in rear by roll cage tubing. Cell may not be lower than protective tubing. Top siphon fuel cells only. Tech inspectors can reject any fuel cell mounting they deem unsafe.

BATTERY: Must be mounted securely and fastened across the top.

FUEL: Either racing gasoline or methanol – no nitrous oxide or power additives.

WEIGHT: No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2-1/2" bolts minimum. Weight may not be attached to rear bumper. All cars must weigh 2450 track scale pounds with the driver after the race at speedway scales. CRATE Motors will have 100# weight break. Must have "Crate" sticker on racecar. Any driver running a sticker designating a different engine with a "Crate" sticker will be disqualified with loss of points and earnings for that event.

FRAMES. May be cut at a point no further forward than rear of engine block or 1950 or newer American passenger car factory production frames allowed only. Frames may be cut in rear at a point no further forward than the rear of engine block, both sides. Frames may not be widened or narrowed and must be able to support the roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from ground.

FRONT SUSPENSION: Steel aftermarket parts may be used as stock components as long as they mount in the stock location. This includes lower tubular A-frames. Stock passenger car spindles only. No tubular or fabricated spindles allowed. Tubular type upper and lower A-frames permitted. Lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). Upper A-frames may be moved and have aluminum cross shafts.

Coil springs minimum 4-1/2" diameter only (no coil overs) and must be mounted in stock position. No coil-over eliminators may be used. (Mono balls will be accepted).

a) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

STEERING: Front steer type frames must have steering box mounted on left frame rail ahead of front cross member. Rear steer frames must have steering box mounted behind crossmember on left frame rail. Power steering with a steering quickener is permitted. No rack and pinion steering. Stock type steering boxes only. All steering linkage must be steel components.

SHOCKS: Steel only- 1 shock per wheel and no hydraulic, ratchet or electric weight jacks anywhere on car. No externally adjustable shocks. Dummy shock can be used in placement of eliminator. (Be prepared to pull shock off to show it's a dummy any team not willing to pull shock off will be disqualified). Dummy shocks may be confiscated at end of evening by ULMS Racing Series officials to be sent for dyno testing. Schrader Valve shocks are allowed.

WHEELBASE: Minimum 108", maximum 112".

REAR END: Any passenger car or truck type rear end permitted. Rear end must be locked, must be mini spool or welded spiders only. Quick change allowed with steel tubes. No ALUMINUM tubes with STEEL sleeves.

REAR SUSPENSION: May be coil spring (minimum 4-1/2") diameter or steel leaf springs. Coil-over eliminators or steel/aluminum coil-over kits may be used with coil springs. Lowering blocks (aluminum or steel) may be used with leaf springs. No aluminum birdcages, brake floaters, trailing arms or trailing arm mounts allowed. Panhard bar and bracket may be steel or aluminum. One (1) Spring per wheel!

a) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between

the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the over all tread width of the vehicle does not exceed 78" -inches.

DRIVESHAFT: Must have a protection loop completely around. Loop must be .25" thick x 2" wide steel minimum and mounted no more than 6" back from U-joint in driveshaft. Drive shaft must be steel or carbon fiber.

TRANSMISSION: Must have forward and reverse gears and be able to shift to forward or reverse with engine running. Bert and Brinn type transmissions are permitted (no direct drives). Stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM cases and bell housings.

ENGINES: Must be able to be used in conventional passenger car without alteration. No machine work on outside of engine. No dry sump oil systems (racing type wet sump oil pans permitted). 6-cylinder motors allowed dry sump oil system. One four barrel carburetor naturally aspirated, no fuel injection, no electric fuel pumps, no magnetos. Rear of engine must be at least 72" forward from the center line of rear axle. No more than 2" engine offset. Minimum height 11" from center of crank to ground, no aluminum blocks. Open motor entries will weigh 2450# at track scales. GM 602 and 604 Crate motor along with GM CT525 and Ford Z427FFT Crate Motors will be allowed in 2016. They will weigh at 2350#

RADIATORS: May be aluminum, steel, or brass and must fit under hood line and be located in front of engine fan.

BODIES:

A.) All bodies must follow dimension(s)

B.) The front windshield and rear window support must be stock appearing. The front window support(s) may have a clear Lexan support of no more than 16" inches including the roof post at the bottom and going straight to the roof. The support must be securely fastened in a positive manner.

C.) The front roof post must be in a straight line from top to bottom.

D.) The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A six (6") inch drop on either side of the hood will be permitted and it must enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. Hood must slope towards the nose of the car (No Reverse Rake to the Hood).

E.) The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of 12" inches past the motor plate toward the front of the vehicle.

F.) Side fins and/or flanges of any kind along the length of the entire car (hood, and/or roof) will not be permitted.

G.) The bodies at the top of doors should extend no further forward than the back of the block.

H.) 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 eighteen (18"x18") inches square and mounted only from the upper right frame rail to the lower right frame rail.

I.) The minimum roof height is 44" inches with a maximum height of 52" inches. Maximum roof length will be 57" and minimum length of 40" Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front for flat type roofs. No more than one-half (1/2) inch stiffener allowed at the rear of the roof. OEM Gremlin roofs are not allowed. The slope measurement may be taken from the interior and/or the ground up in any circumstance. The rear of the roof must maintain the same height from side-to-side.

All curved type roofs will be allowed a maximum of 5"-inches in the front and 2"-inches in the rear. The break in the roof must be within 6"-inches from the center of the roof.

J.) The minimum deck height is 28" inches with a maximum height of 38" inches.

K.) All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width.

L.) The driver's last name must be displayed under the car number (on Roof) in a legible font.

M.) There must be a minimum of two (2") inches of tire clearance from the body.

N.) The minimum ground clearance will be four (4") inches.

O.) The measurement from center of the hub to the rear corner panel length will be a minimum of 34" inches and a maximum of 48" inches.

P.) The maximum body width at the body's widest part will be 72" inches. The maximum deck width will be 68" at the spoiler.

Q.) On the left side the rear of the door may flare out six (6") inches for tire clearance. R.) The bottom of the flare must be curved and rounded not pointed in any fashion.

S.) The maximum rear width of car must be 68" inches at the widest point.

T.) The maximum roof width will be 52" inches with a minimum of 44" inches.

U.) The maximum roof length will be 57" inches with a minimum roof length of 40" inches.

V.) The nose piece must not exceed 42"-inches in width, centered between the frame rails and must not extend past the leading edge of the front bumper. The MD3 modified nose and Dominator nose will be legal in 2015. All aluminum fabricated nose pieces can have a 3" lip on each side of nose piece (length of the nose). The nose piece must not extend past the leading edge of the front bumper. Farthest point of nose/bumper cannot be no more than 42" from

center of front wheel hub. The nose piece must have a minimum of four (4") inches from the ground to the bottom edge of the nose piece. Noses must be flat from top to bottom (No curving of nosepiece).

X.) The top of the interior must be flush with the top of door and quarter panels. NO DROP DECKS! Maximum Deck Slope is FOUR (4") inches and must keep a flat plane.

Effective (2/5/13)

Three (3) spoiler supports may be used; this includes side spoilers. The spoiler supports and side spoilers shall be same height as spoiler in the back and 2" inches tall in the front with a maximum total length of 24" inches at the bottom.

1.) The spoiler may be fabricated from lexan or aluminum. Maximum height of spoiler is 8"

2.) The Sailpanels must be the same design and size on each side (Both open with same opening dimension or both closed). Maximum bow of sailpanel is 4".

KILL SWITCH: A battery disconnect switch is required. This should be mounted within easy reach of the driver and the safety crew.

FRONT BUMPER: Must be mounted to end of frame, with bottom loop parallel to the ground. Minimum 1-1/2" tubing must be used. Rear bumper may be tubing or square stock and must protect fuel cell. Center of bumpers must be at least 18" from ground. No sharp edges. Bumper cannot extend more than 42" from center of front wheel.

NERF BARS: Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

GAUGES: Oil pressure, oil temp., water temp., fuel pressure, brake bias pressure, volt or amp gauge and a tachometer are the gauges permitted. No digital dash panel. No lap timers or any other type of electronic gadgets permitted. No electronic traction control. No adjustable engine timing controls of any kind. No engine retarding devices allowed. No controlling of wheel spin by any device. No back up or dual ignition allowed.

STEERING WHEEL: All cars must be equipped with a removable steering wheel.

WHEELS: Any 8" steel production racing wheel may be used. Beadlock wheels may be used.

TIRES: ANY 8" HOOSIER or AMERICAN RACER MEDIUM COMPOUND TIRE ON REAR. (NO SOFTS on REAR)

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 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.

MISCELLANEOUS: No radios (transmitting or listening devices) or mirrors permitted. Mirrored finished stainless or other materials are not permitted, if used for the same purpose as a mirror. Hand signals will be accepted communication with driver. Colored gloves will be permitted. 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. RACEIVERS are mandatory in UEMS competition.

SPOILERS: The spoiler will be 8" in material. Any spoiler angle will be permitted. The spoiler supports and side spoilers shall be same height as spoiler in the back and 2" inches tall in the front with a maximum total length of 24" inches at the bottom. A maximum one inch flange can be used at the top of the spoiler for added strength. Spoilers cannot be wider than the car.

Front and rear roof edges must remain flat. No bending for spoiler effect.

Side panels from roof to rear deck can have a maximum one inch flange for added strength.

Drivers side window and passenger side window must remain open except for support angles in roof pillar openings. Support angles cannot extend past the front roof line. Roof pillars must be in place. Window net required in drivers window. Also a screen is HIGHLY recommended in cockpit to deflect debris from driver.

No traction control of any kind – mechanical or electronic allowed. Only one ignition box allowed and it must be located in engine compartment. All wiring from distributor/magneto to ignition box or tachometer must be in plain view for inspection and have no splices or interruption in these wires. Speedway will have the right to confiscate any part of the ignition system for further inspection. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.

Must utilize a 7,500 RPM rev-limiting chip if utilizing the Ford Z427FFT or CT525 Crate Engine. Chip may not be within reach of the driver while in cockpit and must be accessible to officials at any time. Any driver caught altering the chip or ignition system in any way so as to defeat the chip rule shall receive a 30-day suspension, loss of all points for the night and a \$1,000 fine for the first offense. Second offense shall be a one-year suspension, loss of all points for the season and a \$2,000 fine.

Receiver One-Way Radios will be used . Frequency 454.000

CAUTION RULE: Any driver/car who causes three cautions in any one race will be disqualified for the remainder of that event.

TIME LIMIT: ULMS Racing Series Director has the right to decrease number of laps of any event due to excess length of time to complete.

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.

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

D. In the event that a tie should occur in points during the season, the driver that has more wins will break the tie breaker. If a tie still occurs after first tie breaker, it will be determined by the best average finished. 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.

ULMS RACING SERIES OFFICIALS HAVE FINAL DECISION ON ANY AND ALL RULE CHANGES.