



2018 Pure Stock Rules



Unified Motorsports Association of Asphalt Racing

UMA-Pure Stock 2018 Rules 1.01

General: These rules and regulations are designed to govern driver and crew member conduct during UMA racing events. By participating in these events, all drivers are required to comply with these rules. While UMA makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. UMA is in the entertainment business. Drivers, Owners, Crew and UMA Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. UMA may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Procedural Rules: It is the goal of Unified Motorsports Association management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

Rules Infraction Policy: UMA Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

INDEX:

- A. BODY / CHASSIS
- B. WINDOWS
- C. BUMPERS / RUB RAILS
- D. ROLL CAGE
- E. ENGINE
- F. IGNITION
- G. BATTERY
- H. CARBURETORS
- I. EXHAUST
- J. COOLING SYSTEM
- K. DRIVE TRAIN
- L. SUSPENSION
- M. BRAKES
- N. WEIGHT
- O. FUEL TANK/FUEL
- P. WHEELS AND TIRES
- Q. SPECIAL NOTES
- R. SAFETY
- S. MISC
- T. APPEARANCE
- U. INSPECTION

A. Body/Chassis

1. 108" minimum wheel base. American made stock production vehicles only; 1955 or newer.
2. No convertibles, or pony cars.
3. Must be front engine, rear drive only.
4. Models with a full factory frame must retain that frame in stock position
5. Uni-body models must have upper & lower control arms; no strut suspensions; must have frame connectors installed between front & rear frames. The sub frame must not assist the suspension components in any way.
6. X Brace allowed
7. Chassis must remain stock, full frame bumper to bumper (exception #8 below)
8. After a racing accident in which the rear stub has been damaged, you can replace rear frame rails with the same size material with tech inspectors approval
9. Frame interchange not allowed
10. Frame must be original length, width, thickness, location, etc
11. Do not cut away any material from the factory frame
12. Do not reinforce the factory frame in any way which might obstruct, cover over, relocate, change, interfere with, etc any part of the frame such as spring pockets, body bolts, mounts, etc.
13. Leave the frame stock
14. All body mounting must be in stock location.
15. Minimum ground clearance of 3 1/2" at cross member
16. Frame and rocker panels must be a minimum of 5" off the ground.
17. All body components, including fenders, roof, cowl, doors, quarter panels, trunk lid, etc must remain in stock location and orientation & of steel material. Reference weight penalty chart (N.3)
18. Rear spoiler allowed, maximum of 5" x 60", not to extend past body. Ends must not be enclosed.

19. All metal interior body work, such as floor panel and rear firewall, must stay intact, & all holes sealed.
20. Front Firewall must retain stock steel integrity.
21. Inner door material may be removed
22. No chopping of the roof to make it lower
23. No shortening of the fenders or quarters
24. No aluminum or fiberglass body parts allowed, except for 5" maximum width aluminum rocker panel
25. Plastic nose piece allowed. Plastic rear bumper covers allowed.
26. Remove all cloth, plastic, vinyl, carpet, leather, etc., and any other non-essential flammable items
27. Air-conditioning, heaters, & radios must be removed. Remove all headlights, taillights, side markers, emblems, moldings, nameplates, & associated hardware
28. Front & rear seats & associated hardware must be removed
29. Stock hood & trunk latch must be replaced with pins
30. Removal of trunk floor is allowed and recommended
31. No sharp objects allowed anywhere in/on vehicle
32. No front air dams
33. Radiator air deflector-3" max. Width of radiator only
34. Safety hoop MANDATORY, on front half of drive shaft
35. Steel drive shaft only, 2 1/2" minimum diameter, painted white or bright color

B. Windshield/Side Windows

1. No screen or half windshield permitted
2. All other glass must be removed
3. Rear side windows are allowed. Left and right front vent windows 12" maximum length.

C. Bumpers/Rub Rails

1. Bumpers must be welded to vehicle
2. No cutting of bumpers or corners
3. Remove all trailer hitches
4. 1" square tubing "rub rails" allowed between front and rear wheel wells. Ends must be chamfered and capped

D. Roll Cage

1. Radiator protector no more than 4" in front of radiator and angled toward radiator
2. Radiator protector brace may be added, not to exceed 9" tall and may not extend outside the horns. Must be behind grill & immediately in front of radiator
3. All roll cage bars will be a minimum of 1 3/4" OD x .090" wall steel tubing.
4. No tail pipe tubing or water pipe allowed
5. All cage joints require gussets welded in the corners
6. All cage connections shall be completely welded
7. Basic 4 point cage required, with front hoop and rear hoop bars recommended
8. The bottoms of these bars are to be welded to the frame in the forward most corner of the interior and just behind the plane of the back seat.
9. A minimum of (2) side to side and (2) front to rear bars are required to give triangulated support to the 4 point roll cage
10. A minimum of (3) driver's and (2) passenger door bars are required
11. All bars must be welded to the frame and to each other & NOT to the metal body work

12. Driver's door plate mandatory, 1/8" thick steel welded to door bars
13. No half or shorty cages
14. No bars of any kind may be mounted or extend outside the confines of the car body
15. Padding of roll cage bars near driver's head, arms & legs are mandatory, and pad steering column
16. Installation of additional cage bars and supports are allowed to add additional strength to cage
17. Special note: Several local and national firms produce pre-cut and pre-bent cage pieces and kits especially designed for pure stock type race cars. These products may be stronger, less expensive, and more workable than home engineered bars.

E. Engine

1. Maximum compression 10.8:1 (9.3 to 1 or less deduct 100 pounds) Engines may be pumped for compression ratio and cylinder head numbers checked for properly chambered heads.
2. GM Sealed 602 Crate engine #19258602 allowed with Holley 2bbl 4412 carburetor only.
3. Maximum cubic inch: Chevy 362 Ford 362 Mopar 373
4. Flat top or dish pistons only
5. Production type steel crankshaft with normal configuration counter weights required.
6. No titanium parts of any kind
7. Number 1 spark plug must be in line with or ahead of the upper ball joint's centerline.
8. All blocks, heads, manifolds (intake & exhaust) must be cast iron and remain untouched except for boring of block. No marine or bow-tie intake manifolds.
9. All camshafts and lifters must be hydraulic. No solid or roller cams
10. No rev kits, roller rocker arms
11. Maximum valve lift is .420" at intake and exhaust. This is determined as follows; max cam lobe allowed is .280" and must be matched with 1.5 or smaller ratio rocker arms, (ie: .280" X 1.5 = .420" lift). 1.6 ratio rocker arms are only allowed with cams with a maximum lobe of .262" (ie: .262 X 1.6 = .419" lift). Rocker arm ratio will be determined using tech tools chosen by UMA officials. Ford and Chrysler maximum valve lift is .460", and will be determined similarly as above.
12. No dart or after market heads, including Vortec (unless sealed crate), or manifolds except: World Products head S/R IO-52 with 170cc intake runner , PBM Thunder head, #167270 with 170cc intake runner, or Dart Iron Eagle SS – part number 10024266, 10024267, straight plug with 165cc intake runner.
13. Maximum intake valve diameter is 2.02"
14. Body and engine manufacturer must match. All GM cars are allowed Chevy engines
15. The track reserves the right to dis-assemble any engine upon tech inspection.

F. Ignition

1. Maximum 12-volt system.
2. Stock type distributor & coil only. Firing order must not be altered.
3. No dual point distributors, or MSD boxes, (exception can run MSD #5900, #8364)

G. Battery

1. Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box.

H. Carburetors

1. Holley 4412 carburetor 500CFM choke plate must be removed. No other modification including unplugged holes.
2. 1 1/4 " maximum adapter, (one piece, straight bore) and gasket combination allowed
3. Carburetor must have air cleaner. No air boxes allowed

I. Exhaust

1. Dual exhaust allowed
2. Manifolds must exit downward, maximum 2 1/8" outlet.
3. No headers allowed
4. Exhaust must exit rear of driver's compartment and under car to rear, not to side
5. Mufflers required Maximum decibels 95, any car not meeting 95 decibels will add 25#'s for the night and must remedy the issue by next visit.
6. System Options:
 - a. pipes and mufflers not to exceed 2 1/2 " at any point
 - b. 2 into 1 with 3" tail pipe with muffler
 - c. X pipe must be 2 1/2" or smaller

J. Cooling System

1. Aluminum radiator allowed
2. Any radiator that can fit in normal stock location may be used
3. No modification to hood for radiator clearance is allowed
4. Some type of additional heavy duty screen must be used to protect radiator
5. A shroud around the outside diameter of the fan is required

K. Drive Train

1. Automatic transmissions only
2. Powerglide transmissions allowed
3. No "Dummy" Converters
4. All Gear must work
5. Must Idle when in gear
6. "Open" or locked rearends allowed
7. Rear end must be stock for that make. No 9" rear ends allowed.
8. Aftermarket axle on right side highly recommended
9. All transmission rubber hoses must be sealed from driver

L. Suspension

1. Front suspension components such as control arms, struts, hubs, etc. must remain stock and in stock location, mounted in stock position and manner for that make, model, and year.
2. Right side upper A frame will be allowed-steel bushings
3. Poly bushings allowed.
4. No rear sway bar.
5. After market rear controls arms allowed, stock length only, with rubber or poly style full width bushings (no heims or spherical bearings)
6. Front sway bar must be mounted to frame in stock location. Adjustments are to be made with the bolts in between sway bar eye and lower control arm. Maximum of 1 1/4" diameter sway bar.
7. One shock per wheel, mounted in stock position, location and manner, non adjustable, non rebuildable, with 5/8" or smaller diameter shaft
8. No tie rod end shocks
9. Any steel spring that fits in stock location allowed

10. No adjustable (threaded type) spring spacers
11. Screw jacks allowed in rear only

M. Brakes

1. Stock brakes only
2. Coleman hubs OK
3. No rear disc brakes
4. Brakes must be in working condition at all 4 wheels
5. Brake type must be stock for that make and model on all 4 wheels
6. One stock master cylinder only
7. Brake pedal must operate normally and be in stock location
8. Single piston calipers, no aluminum components of any kind
9. No made for racing brake calipers
10. One brake proportioning valve allowed

N. **Weight:** UMA may change any rule at any time in an effort to maintain equal competition, or improve safety.

1. All Cars Minimum base weight is 3400 lbs, with 53% minimum front, 42% minimum right side (use chart below to determine your weight)
2. All added weights must be painted white with your car number in black
3. All weights must be securely mounted in a protected location.

NO FUEL ALLOWANCE ALL Weights are Minimums

Weight Options Chart	Base Weight All Cars 3400#
UMA=SPS/GSS/MMS/DRP	
Engine: 9.3 to 1 or less	-100
Rule A17 violation	+50
Use chart to calculate Weight	

O. Fuel Tank / Fuel

1. Steel fuel lines only. No Plastic, Rubber, Copper or Aluminum Fuel Lines.
2. Fuel lines may run through the interior of the car. The lines must be steel and run through another outer steel tube complete from front to back.
3. Vacuum fuel pumps only, no electric fuel pumps
4. Stock fuel tank must be removed
5. Fuel cells mounted no lower than 11" from ground
6. Cell must be securely mounted to the frame & painted red
7. All fuel cells must have 1/8" deflector plates on sides and rear
8. Fuel cells MANDATORY, 16 gallon maximum
9. Vents must contain rollover valves to prevent spillage
10. Fuel cell must have 1 3/4" diameter protector bar on rear, braced back to frame and extend below fuel cell

P. Wheels and Tires

1. **UMA Spec tire will be 8" Hoosier D800 race tire. (SPS/MMS/GSS/DRP)**
2. **Also allowed: DOT tires: 70 or 75 series with 7.7" maximum tread width.**

3. UMA Maximum wheel width is 8". (SPS/MMS/GSS/DRP)

Visiting Jefferson Cars Only will be allowed to run American Racer AR-870 & Hoosier S-800

4. Stock wheels allowed on left side, steel racing wheels required on right side
5. Must use large 1" lug nuts, minimum five per wheel, threads must be visible on outside of lug nuts
6. Minimum wheel weight 19 lbs
7. Maximum wheel offset (backspacing) 4 inches. Minimum of 2 inches
8. Maximum of 3/8" thick wheel spacers allowed

Q. Special Notes

1. This division is meant to be an entry/learning level to racing.
2. Ford and Chrysler vehicles will be allowed some variations to improve competition.
ALL MODIFICATIONS MUST BE APPROVED BY TRACK OFFICIALS.

R. Safety

1. Helmet Snell **SA-2010 (SFI 31.1 2010)** or newer. Snell "M" helmets not allowed. Eye protection mandatory.
2. 3" minimum width lap and shoulder harness, **2013** or newer. Crotch strap required.
3. Belts must be anchored to roll cage or frame. Belt anchors must swivel or be bolted solid pointing in same direction as when driver is belted in. Grade 5 hardware required.
4. Shoulder harness must not be anchored lower than 2" below driver's shoulder height
5. 6-point belts (double crotch strap) recommended
6. Fire retardant driving suit and gloves **MANDATORY**
7. Approved aluminum driver's seat required, must be mounted to frame or cage as far from door bars as practical. Rib rest must remain flexible. Headrest support at rear of seat required.
8. Shoulder supports and head supports on right and left sides of seat recommended
9. Driver's compartment must be sealed off from engine compartment and fuel container
10. Access to driver from right side by emergency personnel required
11. Securely mounted fully charged fire extinguisher, dial type required
12. Ribbon or mesh type window net with seat belt style release at front top cage upright required
13. Clearly labeled kill switch accessible from both sides of car required
14. Officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

S. Miscellaneous

1. No tire treatments
2. No Nitrous Oxide, superchargers or turbochargers
3. No fuel pressure systems
4. No aluminum blocks or heads
5. No dry sump oil systems
6. In any and all circumstances, if part of your car is deemed by the tech staff not to support the stock specifications, it will be declared illegal at that time. You will lose points and money for the night. All parts in question must be removed immediately.
7. No anti-freeze
8. Transponder location is 165" behind front edge of car (when required by track)

9. Two way radios are not allowed, one way “Raceivers” recommended for tower communications.

10. Tow Hooks: on front and rear required.

T. Appearance

1. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. No duct tape or shake ‘n spray numbers.
2. 18” high numbers on both doors and roof (readable from right side)
3. All dark colored cars must have ample light colored lettering or numbers to improve visibility
4. Head light orbits must be tinned over and finished out. Attractive grille areas required.
5. No profanity/offensive lettering allowed.

U. Inspection

1. All cars are subject to inspection ANYTIME before, during, or after a race
2. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc and the decision of the officials is final
3. Any interference with any official(s) and his/her duties will result in an automatic disqualification
4. Official’s decisions will be based upon fair play, safety, and to protect the “Spirit of Stock Car Racing”
5. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet
6. Non-compliance with the rules outlined here will subject the participants (owner/driver) to disqualification
7. All non-complying components will be seized by track officials
8. Any driver/owner refusing to allow the track officials to inspect a car will lose points and money earned and will have the subject car impounded until inspection is performed with crew chief and driver present
9. Owner/driver must provide tools



WEIGHT	OFFENCE	POINTS	FINE	SPECIAL EVENT FINES
1-5 LBS LITE	1 ST OFFENCE	WARNING	\$0	1-50 = -\$5 PER #
1-5 LBS LITE	2 ND OFFENCE	-10 POINTS	-\$20	
1-5 LBS LITE	3 RD OFFENCE	-20 POINTS	-\$40	51 or more = DQ
6-50 LBS LITE	ANY OFFENCE	-2 POINTS PER LBS	-\$5 PER LBS	
51 LBS & OVER LITE	ANY OFFENCE	DQ	DQ	
LEFT OR REAR %				
UP TO 0.2% HIGH	1 ST OFFENCE	WARNING	\$0	-\$25
UP TO 0.2% HIGH	2 ND OFFENCE	-2 POINTS	\$0	
UP TO 0.2% HIGH	3 RD OFFENCE	-5 POINTS	-\$40	
0.3 TO 0.5% HIGH	1 ST OFFENCE	-2 POINTS	-\$20	-\$50
0.3 TO 0.5% HIGH	2 ND OFFENCE	-10 POINTS	-\$40	
0.3 TO 0.5% HIGH	3 RD OFFENCE	-20 POINTS	-\$75	
OVER 0.5% HIGH	1 ST OFFENCE	-20 POINTS	-\$75	
OVER 0.5% HIGH	2 ND OFFENCE	DQ	DQ	-\$75

This chart is intended for Feature events. Violations in preliminary events may be handled by: using this chart, DQ, or a penalty carried for the remainder of that day's events.