

2010 changes are underlined

**2010 United States Late Model Association**  
**Series Rules**

**PREFACE**

This rulebook may be amended from time to time and special rules may be published by USLMA specifically for a racing event. The USLMA rulebook is designed to provide for the orderly conduct of every racing event. The solution for any disagreement lies solely with the individual and the Association in a timely and professional manner so as not to disrupt or impede the conduct of any racing event.

It is the responsibility and obligation of each participant to insure that his or her conduct and equipment comply with all applicable USLMA rules, as they may be amended from time to time. These rules are solely intended as a guide for the conduct of stock car racing and are in no way a guarantee against injury or death to any participant, spectator, or others.

The rules as set forth in this rulebook shall apply to any owner, business entity, and driver or pit person at any USLMA sanctioned event. The owner and/or driver will be the sole spokesman for the car and team and is directly responsible for the conduct of all persons associated with the car/team.

**PART 1 - SECTION 1: General Rules**

***1-1 Effective Date:***

The USLMA rules are effective upon the date of actual publication regardless of when a competitor receives actual receipt or notice. "Date of Publication" of the rules or amendments is the earliest mailing from the Association.

***1-2 Amendment:***

The USLMA rules may only be amended by publication of an amendment in a bulletin or newsletter issued by USLMA pursuant to the authority of the President or other duly authorized official of USLMA. An amendment is effective when a competitor receives actual notice.

***1-3 Interpretation and Application:***

If there is a disagreement or dispute regarding the meaning or application of the USLMA rules, the interpretation and application by USLMA officials shall prevail without dispute.

***1-4 Finality of Interpretation and Application:***

The interpretation and application of these rules by USLMA officials when conducting any review shall be final and non-appealable. In order to promote stock car racing, to achieve finality in competition results, and in consideration of receiving any benefits available to them, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF USLMA RULES ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST USLMA OR ANYONE ACTING ON BEHALF OF USLMA TO MODIFY, REVERSE SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER RELIEF AS A RESULT OF SUCH DETERMINATION, UNLESS THE OFFICIALS OR TRACK OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN BAD-FAITH TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF A MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE USLMA FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES.

***1-5 Principle Rules of Interpretation and Application:***

The USLMA rules are intended to ensure that all racing events are conducted in a manner that is as fair as possible for all competitors. Occasionally, circumstances will be presented that are either unforeseen

or are otherwise extraordinary, in which strict application of USLMA rules may not achieve this goal. In such rare circumstances, USLMA and/or local track officials may make a determination regarding the conduct of the race, the eligibility of a competitor, or similar matters that are not contemplated by or is consistent with the USLMA rules. If any circumstance is not included in the rules, it will be interpreted whether it IS or IS NOT legal by the USLMA Tech Officials.

***1-6 Disqualifications:***

Drivers who may become “disqualified” for any reason will be notified of that disqualification the same night as the race, if possible.

**PART 1 - SECTION 2: Membership**

***1-2-1 Eligibility:***

USLMA may, but is not required to, accept as a member any individual or business entity interested in stock car racing, so long as the individual or entity has properly and truthfully completed and filed a membership application, agreed to abide by the rules, paid the fee(s) prescribed for the membership, and meets the required qualifications. USLMA is dedicated to the highest degree of professionalism, sportsmanship and integrity in stock car racing. For this reason, USLMA may reject the membership application of an otherwise qualified applicant in the interest of stock car racing or USLMA. Conduct detrimental to stock car racing or to USLMA, whether in the course of a racing activity or not, and whether the applicant was a member at the time of such conduct, may result in membership application revocation. Fees for membership will be published under separate cover and must be paid in full before the first race a competitor wishes to attend. Membership shall be for a period commencing January 1 to December 31 of any given year.

***1-2-1a Minors:***

If the applicant is a minor under the laws of his or her state of residence, the applicant must also submit, with his or her application for membership, a fully executed, signed and notarized Minor's Release. This Minor's Release must be signed by the applicant's natural father AND mother or by a court appointed legal guardian. As with all membership applications USLMA may, but is not required to, approve the application of any applicant less than 21 years of age. Minimum age to compete is 16 years of age.

***1-2-2 Application Process:***

Application forms for USLMA membership may be obtained directly from USLMA or a USLMA official upon request. Membership application forms must be fully executed, signed by the applicant, and accompanied by the prerequisite fee(s). The receipt of an application form by USLMA does not constitute approval of such application for membership.

***1-2-3 Suspension:***

USLMA may suspend a membership for a definite or indefinite period of time in the interest of stock car racing or USLMA. The affected member may appeal such a suspension in writing to the USLMA board of Directors.

***1-2-4 Termination of Membership:***

A current member may terminate his/her membership at any time by providing a letter of intent. USLMA is not obligated to refund any part of fees previously paid by the member. USLMA may terminate a membership at any time in the interest of stock car racing and USLMA. USLMA is not obligated to refund any fees previously paid by the member and will not be obligated to pay any purses owing the member.

***1-2-5 Ejection:***

A track official or USLMA Official may eject a member from an event or racing premises in an emergency situation to promote the orderly conduct of the event. The ejection is non-appealable and non-reviewable.

a. Ejection will be based on actions that are contrary to sportsman like conduct to include:

- (1) Lewd gestures.
- (2) Fighting.
- (3) Obscene language.

- (4) Threatening.
- (5) Any physical contact between members, directed to staff or any other person.
- (6) Disorderly conduct.

## **PART 1 - SECTION 3: Licenses**

### ***1-3-1 Eligibility:***

Any person or entity that desires membership status authorizing the applicant to participate in a USLMA event must agree to abide by the current rules, have paid the fees prescribed, meet qualifications and applied for a waiver, if required.

### ***1-3-2 Licenses:***

A membership in USLMA does NOT constitute a license to be a competitor at any track or event. Local track rules and requirements must be adhered to and are required for competition at those tracks.

## **PART 1 - SECTION 4: Injury Reports**

### ***1-4-1***

Any member involved in an accident while on the racing premises must report to the Track Official before leaving the premises (if such member is able to make such a report).

## **PART 1 - SECTION 5: Safety**

### ***1-5-1***

Stock Car Racing may be a dangerous sport. Each competitor and crewmember assumes a risk when he or she participates in a racing event. Although safety is generally everyone's concern, USLMA is not responsible for all or even most aspects of the safety effort. That responsibility instead rests solely with the various participants in the event as follows:

(A) Promoter: The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for a racing event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner so as to reduce the risk of injury.

(B) United States Late Model Association (USLMA) representatives when they are present at an event will inform the Promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they observe or consider to be in the best interest and judgment to be inconsistent with the interests of safety. USLMA does not make any representations or warranties of safety to the competitor or crewmember or any other personnel and cannot and does not take responsibility to ensure the adequacy-for purposes of safety- of the racing facility, safety personnel or equipment, or condition at the track.

Competitors are solely and directly responsible for the safety of their racecars and racing equipment and are charged with the responsibility to perform their duties in a manner designed to minimize to the degree possible, the risk of injury to themselves and others. Neither USLMA nor the Promoter can or will be responsible for the adequacy of a competitor's racecar, racing equipment, or racing activity to accomplish this purpose.

### ***1-5-2 Member Obligations, Agreements, and Releases:***

A USLMA stock car racing event is a competitive event which is intended to be conducted and officiated in accordance with this rule book. By submitting an application and/or taking part in any activity relating to the event, a member agrees to abide by the decisions of Track Officials and USLMA Officials, whether local, regional or national, relating to the event or any matters arising out of the event, and agrees that such decisions are final, non-appealable and non-litigable. Such a member further agrees to inspect the racing area to insure that it is in a safe, raceable and usable condition, and that the member voluntarily assumes the risk of, and has no claim for damages against USLMA, the Track Promoter, or their Officers, Directors, Officials, Agents or employees by reason of damage to the car, the driver or the pit crew or any other person. All members assume full responsibility for any and all injuries sustained, including death or property damage, anytime they are in the racing areas or

en-route thereto or there from. Each member acknowledges that the member's spouse and next-of-kin have been advised that the member understands the high-risk of serious injury or death which may result from racing and that the member solely assumes all such risks.

## **PART 1 - SECTION 6: Conduct**

### ***1-6-1 Language:***

Any person who at any time or in any area of a racing facility who uses improper, foul or obscene language and/or gestures toward any track official, promoter, USLMA official or representative will be suspended immediately from further competition for a period not to exceed 45 days and a fine not to exceed \$500.00. Further disregard for this rule (second offense) shall subject the individual to a further suspension in any competition for a period of six (6) months. This rule is applicable to all and failure to abide by this rule will place the penalty on the driver.

### ***1-6-2 Conduct:***

Professionalism and sportsman-like conduct will be the rule rather than the exception at all times. USLMA promotes stock car racing with these values in mind not only for self-esteem, but also with families and spectators in mind as well. Therefore, any individual who at any time strikes or causes any bodily harm to any track official, promoter, USLMA official or any other person will be suspended from competition for a period not to exceed six (6) months and a fine not to exceed \$1,000.00. All members must resolve any differences with an appropriate USLMA official and remain in their pit area until such differences are resolved. Repeal of this suspension may be submitted in writing to the USLMA only after the required time limit of the suspension is met. Disturbances or causing a disturbance to any activity or person shall automatically suspend all those involved including the driver from any further competition from the point of disturbance, for a period of 30 days and may be fined as appropriate as determined by the USLMA.

### ***1-6-3 Refusal of Entry:***

A refusal of entry into any racing event, track or facility may be invoked for any person for such display of actions, words, or deeds that may have a negative impact upon USLMA, the track, or officials regardless of the competitor's stature, license or qualifications. Any and all persons will not be granted entry into any racing area unless they are properly licensed and are a certified, current member of USLMA without prejudice.

### ***1-6-4 Intoxicants and Drugs:***

The use of any illegal drug or intoxicant by any person before, during and after any racing event is strictly prohibited under the penalty of immediate suspension and ejection from the racing facility. Some tracks employ security or have the assistance of local law officials who may take further actions as may be necessary to enforce this rule. USLMA will abide by all local laws and regulations.

### ***1-6-5 Fines:***

All fines collected will be placed into the year-end points fund.

## **PART 1 - SECTION 7: Clothing and Equipment**

### ***1-7-1 Personal Clothing:***

It is recommended that all personnel, male and female within the racing area wear long pants, full shoes and shirts or T-shirts. Tank tops, shorts and sandals offer virtually no protection from the potential of fire and dropped objects. **Crew uniforms are strongly encouraged and help to promote professionalism and pride in our sport.**

### ***1-7-2 Helmets:***

Helmets must meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. Current specifications require that helmets meet a minimum of (SA-2005 OR NEWER) standard and that NO motorcycle approved helmets are used in automotive competition. The use of a full-faced helmet is recommended. All drivers must have goggles, safety glasses or a full, clear or tinted (during daylight hours) face shield and must be worn in the approved position before entering any racing area.

### ***1-7-3 Driver's Racing Uniforms:***

All drivers must wear at minimum either a two-piece or one-piece single layer fire protectant uniform meeting current SFI-3 or better standards. The use of a Proban material driver's racing suit is not recommended. Flame retardant undergarments HIGHLY recommended. Driving shoes and gloves are required and must meet current SFI and FIA standards.

***1-7-4 Mandatory Neck Support:***

All drivers are required to wear and utilize a neck safety support system at any time while on the racetrack. A "Hutchens" device, "HANS" or equivalent that positively attaches to the drivers helmet is mandatory. High-density foam "horse collars" or equivalent, are not considered to be a sufficient support device. All Neck supports are subject to approval by Tech committee. The head and neck restraint device/system, when connected, should conform to the manufacturer's mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer's instructions. It is the responsibility of the driver, not USLMA, to insure that his/her device/system is correctly installed, maintained and properly used.

**PART 1 - SECTION 8: Inspections and Eligibility**

***1-8-1 Time and Manner:***

All cars, car parts and equipment are subject to inspection by USLMA Officials at any time and in any manner determined by those officials. All decisions by officials regarding the timing and manner of inspection as well as which cars, car parts, or equipment will be inspected are final, non-appealable and non-reviewable.

***1-8-2 Inspection Area:***

Only those persons approved by USLMA or track Officials may be admitted to the inspection area. Inspection areas will be roped off and only three (3) crewmembers are allowed per car within the inspection area.

***1-8-3 Car Eligibility:***

USLMA officials will determine whether a car including any car part or equipment, meets the applicable specifications for an event as set forth in this rulebook, as it may be amended from time to time.

***1-8-4 Competitor Obligations:***

A competitor must take whatever steps requested by officials, including teardown of the car, to facilitate inspection of the car and will not interfere with any inspection nor enter into a debate or argument with that official during the inspection.

***1-8-5 Inspection prior to Race:***

If a Technical Official or any USLMA official determines prior to a race that the car, including any car part or equipment does not meet the applicable standards and specifications, the car will not be permitted to compete unless, in the discretion of the official, the deficiency will not adversely affect the orderly conduct of the race, cannot be corrected in time for the race, and will not provide the competitor with a significant competitive advantage over other competitors and is so substantial as not to warrant a determination that the car is eligible to race. If the deficiency has not been corrected by the time and date specified by the Official, the Official may impose a penalty, and the car will be prohibited from competing in any future event until the deficiency has been corrected.

***1-8-6 Inspection after Race:***

At an event where officials mandate an inspection, any car that has competed in the event may not be taken from the racing premises or to their pit area without permission of a USLMA official. Unless further mandated, the top five (5) finishers will proceed directly from the racing surface to the inspection area without stopping at a pit or other area. If after the race, a car, including any car part or equipment does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the competitor a significant advantage over other competitors, the official in the exercise of his or her sole discretion, may determine that the car, car part, or equipment was eligible for the event and will direct the competitor to correct the deficiency for future events. The car will not be permitted to compete in any future event until the deficiency has been corrected.

***1-8-7 Equipment or Parts Failing to Meet Specifications:***

USLMA and its Officials have the right to declare any car ineligible from competition before or after an event and/or make such other determinations as may be appropriate in the interest of competition.

***1-8-8 Notification before Equipment Changes:***

Drivers must notify an USLMA Technical Inspector prior to and after any significant equipment changes are made such as carburetor, safety equipment.

***1-8-8a Finality of Inspection and Eligibility Decisions:***

Inspection and/or eligibility decisions are appealable and may be reviewed providing the USLMA officials are notified in a timely manner so as not to cause a disruption in competition.

***1-8-9 Protests by Competitors:***

Competitors who feel compelled to protest the car, car parts or equipment of another competitor must file that protest with the USLMA President or Head Tech Official within 15 minutes prior to or after the completion of any event. Protests must be accompanied with a \$500.00 fee (certified funds) by the complainant. If the protested car, car part, or equipment is found to be legal, the funds will go to the driver being protested otherwise the monies will be returned to the complainant (minus a 5% protest fee). Cars, car parts, or equipment found to be illegal during the protest will automatically lose all points for that event. Decisions by officials will be final without further protest.

**PART 1 - SECTION 9: Race Procedures**

***1-9-1 Driver, Crew Chief Responsibilities:***

A. The driver shall be the sole spokesman for the owner and/or team in any and all matters pertaining to any event. The Driver assumes responsibility for the actions of his or her car owner and team members and may be subject to any disciplinary actions as a result.

B. All drivers must be on time to compete in the events for which they are scheduled within five (5) minutes of the time called. Any driver not ready to compete within the five minutes may be sent to the rear of the line in races or left out of the day's qualifying events or racing activities.

C. Changes of the driver at any time must not be made without advance notification to and approved by the Chief Steward. Driver changes can only be made in the pit area and a change of driver does not and will not constitute award of points and monies to the starting driver.

***1-9-2 Starting Position Determinations:***

1. All teams draw a pill at registration to determine qualifying order.

2. All teams are given two consecutive timed laps to determine their fastest lap. Drivers must qualify within 3 spots of the position they drew. If more than 3 positions out of order only 1 qualifying lap will be permitted after designated warm up laps. Late arrivals after qualifying lineup is posted will qualify first in qualifying line up.

3. The top six qualifiers are to run a "Quick-Six", or trophy dash. The dash event will be run fully inverted. I.E. the quick qualifier starts 6th. (8 laps)

4. Qualifiers 7 thru?? are divided odd/even into two separate qualifying heats. The heats will be run fully inverted. Finishing positions 7 thru 18 transfer to the A-main in the order they finish. (Maximum of 10 cars per heat race. In the event that there are more than 26 cars attempting to qualify, positions 7 thru?? will be divided equally into three or more qualifying heats.) (12 laps)

5. Heat race finishing positions 19 thru?? will compete in a last chance qualifier to secure A-main starting positions 19 thru 22. The LCQ will start heads up. (15 laps)

6. Starting positions 23 and 24 will be reserved for the two highest teams in current USLMA points that did not transfer to the A-main under traditional means. (At the first event of a given season, the 2 transfer positions will be reserved for the prior year highest USLMA points positions that did not transfer to the A-main under traditional means.)

7. Starting Positions 25 and 26 will be reserved as "Promoters Options".

8. The winner of the trophy dash will draw a pill to determine the invert, from 1 to ½ of the field. (Maximum of 12)

9. Feature event will be 75 laps unless otherwise noted.

10. This structure may be modified at any time to enhance competition. Any changes will be announced at the drivers meeting prior to the night's races.

In the event that a track does not have timing equipment, or it is malfunctioning, three volunteers will hand time each car. At the conclusion of qualifying the lowest and highest times will be thrown out, to determine the cars qualifying time.

### ***1-9-3 Overtaking:***

Slower cars must always yield to faster cars and pull to a safe position on the track to allow the faster cars "racing room". Spotters should notify any slower car when faster cars are approaching.

### ***1-9-4 Entering the Pits during A Race:***

Any car entering the pits during a race under green flag conditions may re-enter the track only under the flagman's discretion. Cars re-entering the track must maintain a top lane racing position and must enter without causing any incident to the remainder of the field.

1. If a car enters the pit area in a heat race, the car will be scored as a DNF and you will not be allowed to return to the racetrack.
2. If a car enters the pits in a main event under a caution flag, the car may return to the track, but must join the field at back (last position on the race track).

### ***1-9-5 Repairs during a Race:***

At no time will any repairs be allowed on the racing surface by any person at any time. If track officials pull off body parts, etc. while the car is on the track, that car will go to the back of the pack. Drivers are responsible to alert those officials **NOT TO TOUCH THE CAR**.

### ***1-9-6 Hazards:***

No car will be started in an event or be allowed to continue in competition if the car presents a hazard to others on the racing surface. "Dragging Sheet Metal", dropping oil, excessive smoke, may be cause for that car to be ejected from the event at the discretion of the flagman. No car will be permitted to re-enter the racing surface unless the hazard has been corrected to the satisfaction of the Track Officials.

### ***1-9-7 Race Start:***

A. All cars that are in the official starting line-up must be ready to participate within five (5) minutes before the pace lap starts. Any car in the starting line-up and on the starting grid will be permitted to enter the race at any time after the pace lap has started, if possible.

B. If a car does not take the green flag, or drops out during the pace laps, or drops out of the race before completion of the first official lap, and thereafter, fails to return to the race, its finishing position will be determined by its starting position in relation to other cars that do not complete the first official lap.

C. Once the field of cars is lined up and the starter signals the drivers to be ready, cars must maintain their designated position in the starting field. Cars that fail to maintain position and "jump" the start may be repositioned at the discretion of the flagman/USLMA.

### ***1-9-8 Restart of a Race:***

When a race is stopped before the completion of one (1) lap, there will be a complete restart in the original starting positions EXCEPT those cars which CAUSED the incident if any, and those cars will restart at the rear of the field. Line-up will always be at the discretion of the track flagman/USLMA.

Any additional restarts will be started in single file formation according to the position they were running on the previous green flag lap except for those causing an incident, which will be lined up according to the flagman/USLMA.

### ***1-9-9 Improper Driving and Conduct:***

A. Slower cars must always yield to faster cars and will maintain their "line" on the track.

B. Cars passing on the inside of another will be given the "driving line" once the passing car's front tire is even with the outside car's rear tire. Cutting off, sideswiping or otherwise causing the passing car to become involved in an incident will automatically result both cars going to the back of the pack.

Likewise, the passing car will make the pass cleanly and not push the passed car outward or otherwise cause an incident. All Cars must make passes cleanly and with a "Sportsman" attitude.

C. Deliberately causing an incident to include "block driving" with or without malice will be considered as improper driving and will subject the offender to a black flag at the discretion of the

flagman. Blocking a "driving line" (denying a line) is to be considered as "block driving". Block driving is defined as denying a faster car an adequate driving line or racing room such as driving up, down, closing off a corner or deliberately driving in an erratic manner to deny a pass. When an overtaking car has front wheels equal to the rear wheels of an overtaken car, the overtaken car must allow sufficient room to complete a pass. Any second offense will automatically cause a suspension for the next scheduled race. This rule is non-appealable.

D. Rough driving or deliberately driving into another car will not be tolerated at any time and the offending driver will be black flagged and/or fined as appropriate.

***1-9-10 "Rookie" Drivers:***

Drivers who have never competed in a Late Model Division for at least one half of a race season must have a yellow stripe measuring 2" by 30" displayed on the rear bumper area of the car.

***1-9-10a Rookie of the Year Award Status:***

Driver may not have competed in more than 4 Main Events in the USLMA in any one season, and no more than 8 total USLMA events. You must declare rookie status by marking the "ROOKIE" application block noted on the Registration Form. Once the car registration has been received by USLMA Officials, they will review each applicant. The Rookie of the Year will be awarded to the Rookie contender who accumulates the most track points during the current season. If two or more competitors are tied in points at the season's end, the USLMA Rookie of the Year will then be determined by: 1) total number of Main Event wins; (if still tied), total number of Main Event second place finishes, etc. respectively, until the tie is broken.

***1-9-11 Program Cancellation:***

If an event is canceled due to inclement weather or other conditions as may be unforeseen for which there is no control, the racing event will be considered as complete, if at least 50% of the event has been conducted.

***1-9-12: Decisions by Host Track Officials:***

In the interest of fair play and equality, certain decisions and scoring may be overridden and or amended by the USLMA officials.

***1-9-13: Race Finish Procedure:***

All main events must finish under green to be considered official. I.E.: a green, white, checker finish will be run if a yellow flag situation mandates running over the allotted lap schedule.

If a yellow flag is thrown with ten or less laps to go in a main event, all lapped cars shall fall back to the rear of the field.

**PART 1 - SECTION 10: Race Procedures (Flag Rules)**

***1-10-1 Flag Man:***

Driver's will obey flags as they are displayed by the flagman. Flag Man decisions are considered to be final and non-appealable. A driver is deemed to have received notice of a flag when the flag is raised above the top railing of the flag stand when the car reaches the start/finish line or appropriate starting stripe or marker. Failure to abide by the flagman's decisions will constitute an automatic DISQUALIFICATION and forfeiture of all monies and points.

***1-10-2 Green Flag:***

The starter will signal one (1) lap to go before the green flag is displayed.

***1-10-3 Blue Flag with Diagonal Yellow Stripe:***

Cars being given this flag must be prepared to yield to overtaking traffic and will move appropriately out of the way.

***1-10-4 Yellow Flag:***

This is the caution flag and all cars must slow down immediately without "checking-up" (NO HARD BRAKING) and maintain a constant slow speed in single file. There will be NO racing to the start/finish line. Drivers must maintain their position after closing up the field and no passing for any reason is permitted unless directed to do so by a Track Official. Protesting or delaying line-up during a yellow flag is not permitted by the driver. If a driver feels that he or she has been erroneously placed,

they must contact their spotter who will in turn raise the issue with the appropriate USLMA official who has contact with the flagman or tower personnel.

***1-10-5 Red Flag:***

The Race has been stopped for an emergency situation! Upon observing or being otherwise notified of a Red Flag condition, the driver's must bring their cars to a complete, controllable and safe stop on the racing surface. Realignment if required, will revert back to the last Green Flag. NO work is to be performed on a car during a red flag condition - DO NOT TOUCH THE CAR! Failure to abide by this rule will result in a first offense of a 3-lap penalty and a second offense of automatic disqualification with forfeiture of all monies and points for that evening's race.

***1-10-6 Black Flag:***

Remove the car immediately from the track in a safe and sportsmanlike manner. Failure to leave the racing surface will result in that car not being scored for the remainder of an event. Drivers who continue to remain on the track and otherwise disrupt an event will be subject to expulsion from future events and possible fines.

***1-10-7 White Flag:***

Simply means - One lap remaining. Cars may not receive any assistance after the white flag has been displayed. Violation will result in that car not being scored for that lap.

***1-10-8 Checkered Flag:***

The race is completed. When the required race distance has been completed by the lead car, the race will be declared "official" regardless of any other flag being displayed. All cars must slow down after receiving the checkered flag and leave the track in an orderly manner or as directed by Track Officials. Deliberately running into another car once any flag has been displayed will cause that car a one (1)-lap penalty.

**PART 1 - SECTION 11: Pit Procedures**

***1-11-1***

A 5 pound dry chemical fire extinguisher with a current inspection label must be within easy reach and available at all times, preferably mounted on the trailer. This excludes the racecar-mounted extinguisher.

***1-11-2***

No one is allowed in the pit area without a pit pass on his or her person.

***1-11-3***

Pit speed for ALL vehicles is 5-Miles Per Hour. This includes racecars without regard.

***1-11-4***

Pit meetings or a driver meetings will occur before any event is started. Meetings are mandatory and failure to attend will subject the driver to a "scratch start" penalty. Meetings are for safety and conduct that is expected at the racing facility.

***1-11-5***

Personal conduct and behavior are trademarks of a Sportsman and a Professional. Therefore, any misconduct of any kind is not tolerated for any reason, as we must uphold our name and the name of the sport we represent.

**PART 2 - SECTION 1: Car Rules**

***2-1-1 Competing Models:***

USLMA Stock Car races are open to eligible 1996 through 2010 models of American Made passenger car production models.

***2-1-2 Approved Competition Models***

A. The following are examples of approved models eligible for competition:

Chevrolet 1996-2010 Monte Carlo, Lumina

Dodge 2001-2005 Intrepid

2005-2010 Charger

Ford 1998-2005 Taurus

2010 Fusion

Pontiac 1996-2007 Grand Prix

Any other models must be submitted to the USLMA board for approval.

B. Minimum wheelbase: 101 inches.

C. Minimum weight, with driver: 2,900 pounds - before any event. ALL CARS EXCEPT ASA ENGINES

D. ASA Engines - Minimum weight, with driver 2700 pounds- before any event.

E. Maximum left side weight: 58.0% of the car's total weight with driver.

***F. ASA MOTORED CARS MY BE 59.0% LEFT SIDE WEIGHT***

### ***2-1-3 Bodies***

A. All bodies must be U.S. produced and retain a "stock" appearance, no wedge type bodies are allowed. Minimum roof height 47" measured 10" back of windshield, Rear quarter panel height: Left 33 1/2" to 34 1/2" Right 34 1/2" to 35 1/2"

B. 4 corners of roof must be mounted to roll cage. 3/4 roof rail & 1 1/2 window rail on left side. (PPIR) No altering roof height.

All wheel openings will support front and back. Front nose needs to have added support at sides, ( If bump & run box is used the lower center section will also need support. Metal lip should be attached to the nose and extend at least 1/4" past the front edge of hood 1"-1 1/2" wide

C. The interior area of the car must be completely enclosed from front to rear with firewalls made of 22-gauge aluminum or steel. The floor area on the left side shall be no lower than the bottom of the frame rail. All interior panels may be welded or securely fastened with appropriate rivets. The foot box area and area directly behind the driver must be constructed of at least 22 gauge magnetic steel material.

D. All cars must have complete bodies, hoods, fenders, nose and bumper covers in top quality condition at the start of the racing season. No holes in any part of the car are allowed unless specifically mandated and addressed in the rules. Holes for grill opening and brake ducts are allowed in the front bumper area.

E. A full Lexan windshield and rear windows are mandatory with a minimum thickness of 1/8". A minimum of three front and two rear internal metal braces to contact the glass area is required to prevent any "blow-in". 2 Outside rear window braces for blow out. Must have front window braces from window to dash, rear window braces from center of window to interior.

"Yellowed" (due to aging) or tinting of any window is not permitted; windows must be clear and present an unobstructed view.

F. Right side windows are not permitted. Quarter windows are mandatory and may contain NACA style air ducts as needed for additional driver cooling. Vent windows 8" maximum.

### ***2-1-4 Added Car Weight (Ballast):***

A. All added ballast must be securely bolted to the frame or securely bolted within a weight box. Dislodged weight will not be permitted to be returned to the car for weighing after the race. All weights must be painted white with car number painted in black on weight. All decisions on weight placement will be inspected by the tech committee for safety.

### ***2-1-5 Car Weights after Race:***

A. In the event that cars must be weighed after a race, only water in the radiator, oil in the engine, and fuel in the fuel cell may be added. Wheels and tires must not be changed.

### ***2-1-6 Spoilers:***

A. Spoilers must be attached to the rear deck lid or bumper area only. 4 braces from spoiler to rear cover, from cover to chassis. 1/2 Rod. Maximum height is 6 1/2" with the top portion being 3 1/2" of 1/4" clear lexan. Width must not exceed 60 inches. Minimum spoiler angle is 70 degrees+ or - 2 degrees. No wickers

A. Spoilers cannot be adjustable from the driver's compartment.

B. "Rudders" are not permitted. All braces must be mounted on the backside of the spoiler only.

### ***2-1-7 Door Safety Nets:***

A. Driver's window nets must be constructed of no less than a 3/4" webbing with at least a 3,000 rating and securely attached at the bottom with a quick release catch at the top. Nets are required at any time the car is on the racing surface. (MUST FIT TIGHT). An inner net (JB net) on the drivers' side is recommended.

**2-1-8 Radios:**

A. Two way communications radios are required. Positive communication must be maintained between the car and a spotter crewman.

**2-1-9 Bumpers:**

Bumpers must be constructed of steel and completely enclosed within the confines of the body both front and rear. Protrusions of any kind are not permitted.

**2-1-10 Hoods:**

A. Hoods must be secured at the front & rear by no less than four (4) quick release hood pins.

B. Hoods must extend from fender to fender to produce an effective seal.

C. The hood must extend from the front top of the bumper cover and have no gap at the windshield in the rear as practical.

D. "Scoops" or allowing air to enter the hood from the front is not allowed. A hole, 2 1/2 inches wide by 20 inches long may be added within 2 inches of the window is allowed.

E. A maximum 4" rearward facing hood scoop is permitted for clearance, opening must be reduced to 2-1/2 inches wide by 20 inches long at rear edge of scoop.

**PART 2 - SECTION 2: Frames, Roll Cage Construction**

**2-2-1 Frames and Suspension:**

A. All frames must be constructed entirely of magnetic steel with no holes permitted unless a stock steel stub is used and must only be those holes as originally produced by the manufacturer.

B. Offset chassis are permitted as long as the required 58.0% left side weight is not exceeded.

C. All welds must be complete and produced in a professional manner.

D. Only one spring and one shock absorber per wheel is permitted.

E. A 4" minimum ground clearance, without driver, is required as measured from the bottom of the frame.

F. Car may not exceed the maximum allowable tread width of 69", front and rear, measured at the center of the tire, zero toe-in, at spindle height.

**2-2-2 Roll Cages:**

A. All cars should have a basic and typical roll cage configuration as outlined in NASCAR Late Model Division Rules.

B. All roll bars must be made from round magnetic steel seamless tubing 1 3/4 inches by 0.095" minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bars and intersections must be welded according to ASTM specifications for the material being welded. The roll cage must be acceptable to USLMA Officials.

C. All roll bars within the driver's reach must be padded with hi density padding acceptable to USLMA Officials.

D. A minimum of four (4) side bars are required on drivers side of car and two bars required on passenger side. Drivers' side door bars must be plated with minimum 1/8" steel. Minimum size plate must be 24"x32" or smaller plates may be welded into gaps of the door bars.

**2-2-3 Numbering and Identification:**

An officially assigned number at least 18" high and 3" wide must be clearly displayed on the left and right door. A 30" high number must be clearly displayed on the roof. A 4" high number must be displayed on the right front and left rear of the car. Numbers must be of a high contrast so as to be clearly read by the scorers. Deletion of such numbers may result in incorrect or no scoring. Numbers are assigned by the USLMA board and are issued on a first-come-first served basis. Duplicate numbers may arise from time to time because of visiting drivers and will be altered so as to present a clear presentation to the scorers.

**2-2-3a Numbers previously assigned** will remain in effect for that car/driver until March 1 of the following race season.

## **PART 2 - SECTION 3 - Additional Requirements**

### **2-3-1 Wheels:**

Wheels must be steel and be manufactured for racing purposes. The use of stock automobile wheels is prohibited. Maximum wheel width is 10". Minimum wheel stud diameter is 5/8", no gun drilled studs.

### **2-3-2 Tires:**

Must run specified tire as indicated by USLMA. Tires must be purchased from USLMA, and will be marked.

A. Tire Management : Only 4 Tires may be purchased at each event.

B. You must start the Feature event with the tires you qualify with.

### **2-3-3 Radiator:**

Radiators must be mounted in front of the engine. Overflow catch-cans must have a capacity of not less than 1/2-gallon capacity. Antifreeze (ethylene glycol) is not allowed.

### **2-3-4 Fire Control:**

A. It is mandatory that each car has a built-in Halon 1211 or equivalent "on-board" fire extinguisher system with an operable pressure gauge and must not be of the dry powder type. The fire extinguisher must be securely mounted.

B. It is recommended that at all times, while the car is being refueled or while fuel is being transported, a fire extinguisher be within a crewman's reach.

C. At minimum, one nozzle must be directed towards the driver.

### **2-3-5 Fuel and Fuel Systems:**

A. Only approved racing fuel or gasoline is allowed, no Methanol. The use of any additive, nitrous oxide, fuel injection, nitro methane or any substance than can be mixed with water or otherwise causes oxidation is not allowed.

B. Fuel pumps must be of the mechanical type and mounted in the stock engine location. The use of an electrical fuel pump is allowed, but must be wired into an oil pressure switch so that the pump shall not operate unless the motor is running.

C. All fuel lines passing near the driver's compartment must be of a steel or steel braided construction.

D. Fuel cells equipped with an internal bladder and foam are the only approved fuel tanks allowed.

Fuel cell must be constructed of at least 22-gauge steel, securely mounted between the frame rails. Fuel cells must be contained and supported by three (3) tubes one (1) inch by one (1) on the bottom and secured on the top with a rack made of one (1) inch by one (1) inch 0.065 thick steel tubing. A rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise equally spaced along the top of the container. A reinforcement plate of not less than 1/8 inch magnetic steel installed front & rear of the fuel cell is mandatory. Mandatory bladder for PPIR

E. Fuel filler may be of the dry-break type or filler cap type bolted on the left quarter panel or on top and be located to the left as possible.

F. Fuel cells must have a positive vent equipped with a rollover valve.

G. Fuel filters must be of metal construction. No glass or plastic filters permitted.

H. Fuel cell is to be mounted no less than 9" from ground. (Not including frame)

### **2-3-6 Electrical Systems:**

A. Only a point type, single or dual, electronic system is permitted. All ignition systems are subject to approval by USLMA officials. Ignition amplifier boxes and RPM limiters that are analog only, which DO NOT contain programmable, computerized, or memory circuits will be permitted. NO computerized systems are allowed. NO crank trigger ignition systems allowed. NO ignition system equipment or wiring may be located in the driver's side door area. All ignition system equipment must be securely mounted outside of the driver's reach. All wires from ignition amplifier box to distributor must be visible with NO open connections. Each car must have primary ignition system components and may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary / backup switch(s). The

ignition systems may consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal / external). RPM limiting devices must be approved by USLMA officials and be attached and wired to the ignition amplifier boxes in a visible manner.

B. All cars must be self-starting.

C. Batteries must be located outside of the driver's compartment and be securely mounted.

D. Master or kill switches must be mounted and clearly marked in an area that can be reached from the outside of car. It is recommended that the switch be mounted towards the center of the dash.

E. Alternators may be mounted in any location outside the driver's compartment.

F. Cars and driver's are not permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital read-out gauges at any time.

G. Radios must be of two-way voice communication type only. Radios must be independent of the car's electrical systems. Only one radio is permitted per car.

#### **2-3-7 Seats:**

A. Seats must be constructed of aluminum with a headrest and mounted solidly to the roll cage with a minimum of six (6) 3/8" grade 5 bolts. The use of a fiberglass type seat is not allowed. It is recommended that a right and left side head brace be mounted to the seat.

**B. MOST RACE TRACKS MANDATORY full containment seat with left & right head supports as well as left & right shoulder supports & leg supports.**

**2-3-8 Seat Belts/Harness:** Nylon safety belts and harnesses are required. Lap belts must be at least 3" in width. Shoulder harnesses must be at least 2" in width. An "anti-submarine" or fifth belt is required. All belts and harnesses must have the manufacturers date tag attached and dated from approximate time of purchase. Maximum usage is three (3) years. It is highly recommended that any manufacturers tags that pass under any adjuster be removed and kept for technical inspection. All belts must be installed in a manner so as not to contact sharp objects and must not have knots, twists or tears in the installation. All seat belts must be bolted solidly to the roll cage with approved eyelets designed for this purpose. Seatbelts that are contaminated by oils, greases, fuels will not be allowed. There cannot be any holes, tears or fraying of any belt.

**SAFETY IS A PARAMOUNT ISSUE AND ANY USLMA OFFICIAL WHO DETERMINES THAT ANY EQUIPMENT IS UNSAFE WILL NOT ALLOW THAT CAR TO PARTICIPATE UNTIL THE DEFICIENCY HAS BEEN RECTIFIED.**

#### **2-3-9 Mufflers:**

All cars are recommended to have operable mufflers at all tracks. A muffler with at least a 96 DBA rating is recommended.

#### **2-3-10 Control Devices:**

Any control device within the driver's reach or extended reach is not permitted. A control device in any form whether mechanical, hydraulic, electrical, electronic or any combination which can be used to adjust weight distribution, weight percentages, roll centers, cross weight, ride height, or traction is not permitted and cannot be installed anywhere within the driver's reach to include on sway bars, j-bars, panhard bars, shocks, springs, control arms or any other related suspension items. The only allowable control is a brake bias adjuster that allows front to rear or vice-versa adjustment. Only external, mechanical tire pressure bleeders are also allowed.

## **PART 2 - SECTION 4 - Carburetors**

### **2-4-1 Authorized Carburetors:**

All engines in the United States Late Model Series must be equipped with one (1) USLMA legal Holley #6895 or #80507 four-barrel 390cfm carburetor or one (1) USLMA legal Holley #4412 500cfm two-barrel carburetor

### **2-4-2 ASA SEALED ENGINES:**

650cfm ASA approved Holley carburetor

### **2-4-3 C.N.S. SPEC ENGINES:**

Demon 650 cfm p/n 2282010-OT stock or Holly 750 H.P. non billet carb. 1-11/26 Butterfly, 1-3/8 venturi

### **2-4-4 ALL CARBURETORS MUST PASS WITH USLMA TECH GAUGES**

- A. All carburetors will be inspected prior to the start of any event, random inspections may occur at any time without malice.
  - B. Reshaping, polishing, grinding, or drilling of additional holes in the carburetor or intake manifold will not be permitted. All gaskets must be complete and in place.
  - C. The choke and choke horn may be removed.
  - D. Booster type must not be changed. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain an outside diameter as manufactured.
  - E. Venturi area must not be altered or reshaped in any manner. The casting ring must not be removed. The venturi location must remain as manufactured.
  - F. Alterations that in the judgment of the Officials were made to allow additional air to be picked up below of the opening of the venturi will not be permitted.
  - G. Base plates must not be altered in size or shape.
  - H. Stock butterflies must not be reshaped or thinned, idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.
  - I. Throttle shafts must remain standard and must not be thinned or cut in any manner.
  - J. Accelerator pump discharge nozzle must remain in the original manufactured position.
  - K. Milling of metering blocks will not be permitted.
  - L. The use of a positive throttle stop so as not to cause an over-center of the butterflies resulting in a stuck throttle is required! Throttle stops must be of the approved type and mounted to the carburetor. It is suggested that boosters be safety wired in place so as not to cause a stuck throttle in the event of breakage.
- Recommended THROTTLE STOPS: BSR #6493 Primary (Mandatory) BSR Products: (704) 547-0901  
CV #1182 Secondary (Recommended) CV Products: 1-800-448-1223
- M. Mopar motors using W8 and W9 cylinder heads must use Holley model #4150 390cfm carb only, NO HP carburetors allowed.
  - N. All carburetors must be sealed with a USLMA inspection seal after inspection. Please cross-drill the Right-front carb stud and the Right-front intake manifold bolt to facilitate USLMA seal.

## **PART 2 – SECTION 5: Engines and Drive Train**

All drain plugs must be safety wired.

Engine must be naturally aspirated.

### **2-5-1 Engines:**

**HOLLEY 390 HP CFM OR 500 CFM 4412 2BB CARBURETORS**

- A. Any cast iron block with no cubic inch displacement limit allowed without penalty.
- B. Any cast iron or aluminum cylinder heads permitted with the exception that GM type engines must have a valve angle no less than 20 degrees as measured from the crankshaft centerline.

### **2-5-2 ASA SEALED ENGINES ONLY - HOLLEY 650 CFM HP / NO GEAR RULE**

#### **Chevrolet Engines:**

Part # 889586045	2700 lbs	Total weight	59%	Left side weight
Part # 19171821	2750 lbs	Total weight	58%	Left side weight

#### **Ford Engines:**

Part # m-6007-347NST or D347SR	2700 lbs	Total weight	59%	Left side weight
Part # ASA425LM ( McGunnegill)	2700 lbs	Total weight	59%	Left side weight
Part # FRD_EQUALIZER ( McGunnegill)	2750 lbs	Total weight	58%	Left side weight

### **2-5-3 CNS SPEC ENGINES ONLY - DEMON 650 CFM OR HOLLEY 750 HP/ GEAR RULE**

2900 lbs	Total weight	58%	Left side weight
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**2-5-4 CNS FUEL INJECTED ENGINE - 2850 lbs Total weight 58% Left side weight**  
**(NOTE: USLMA HAS THE RIGHT TO INSPECT OR CONFISCATE ENGINES AT ANYTIME)**

- A. Engine setback of no more than 2" behind the upper ball joint as measured from the center of the foreword most sparkplug hole is allowed. Ford & Chrysler 3"
- B. Electronic switching devices or sensors will not be permitted on the harmonic balancer, crankshaft or flywheel.
- C. It is highly recommended that all engines be equipped with an SFI approved harmonic balancer for safety purposes.

**2-5-5 Clutches:**

All stock/OEM type clutches must have a 1/4", 360-degree scatter shield installed. No carbon or carbon fiber clutches allowed.

**2-5-6 Transmission:**

2, 3, or 4-speed transmission allowed with a minimum of 1.23 gear ratio on 1st, 2nd and 3rd gear and a 1:1 4th gear ratio. All transmissions must have at least two operable forward gears and one reverse gear installed. Transmission coolers are allowed.

**2-5-7 Drive Shafts:**

Drive shafts must have two 360 degree safety loops installed one on each end. Drive shafts must be painted white with the car's number printed on the outside at least 2" high.

**2-5-8 Final Drive Ratio:**

Every competitor competing in an USLMA event must run the designated final drive ratio given for the particular track being run for all tracks 3/8 of a mile and larger. The following ratios are subject to change based on specified tire for an event.

**2-5-9 ASA Engine Final drive for: NO GEAR RULE. MANDITORY REV LIMITER 6400 RPM**

**2-5-10 CNS Fuel injected engine final drive for CNS & SMS: 5.41**

**2-5-11 ALL OTHER ENGINES:**

- A. Final drive gear ratio for Colorado National Speedway: 5.64 to 5.88
- B. Final drive gear ratio for Altus Speedway: Open
- C. Final drive gear ratio for Sandia Motor Speedway: 5.64 to 5.88
- D. Final drive gear ratio for I-25 Speedway: Open
- E. Final drive gear ratio for Tucson Raceway Park: 5.64 to 5.88 ?

No deviation allowed.

Two adjacent bolts on the rear cover must be cross-drilled to facilitate USLMA inspection seal.

**2-5-12 Crank Height:**

A minimum of 10" from ground to the centerline of the crankshaft is mandatory.

**2-5-13 Brakes:**

No carbon fiber brake components allowed.

**PART 3 - Point Structure**

**3-1: Points**

- A. Points are awarded to the driver.
- B. In the event of a driver change, the drivers registered car# must be placed on the car to be driven.
- C. 5 points per event entered will be awarded.
- D. To be eligible for USLMA points awards, a driver must compete in a minimum of 50% of races during the USLMA racing season. Any point total ties at the completion of the season, the position will be determined by best finishes for the year.
- E. Points will be awarded as follows:

Qualifying	Main Event	Qualifying	Main Event
1. 25	100	50	200
2. 24	90	49	180
3. 23	85	48	170
4. 22	80	47	165

5. 21	75	46	160
6. 20	70	45	155
7. 19	65	44	150
8. 18	60	43	145
9. 17	55	42	140
10. 16	50	41	135
11. 15	45	40	130
12. 14	40	39	125
13. 13	35	38	120
14. 12	30	37	115
15. 11	25	36	110
16. 10	20	35	105
17. 9	15	34	100
18. 8	10	33	95
19. 7	5	32	90
20. 6	4	31	85
21. 5	3	30	80
22. 4	2	29	75
23. 3	1	28	70
24. 2	1	27	65
25. 1	1	26	60
26.		25	55
27.		24	50
28.		23	45
29.		22	40
30.		21	35
31.		20	30
32.		19	25
33.		18	20
34.		17	15
35.		16	10
36.		15	5
37.		14	4
38.		13	3
39.		12	2
40.		11	1
41.		10	1
42.		9	1
43.		8	
44.		7	
45.		6	
46.		5	
47.		4	
48.		3	
49.		2	
50.		1	

**PART 4 - Spotters**

***4-1 Responsibilities:***

Spotters are responsible to ensure that positive two-way communications are established at the start of each race.

- a. Spotters must only advise the driver of situations as they occur on the track. At no time will a spotter make determinations for the driver. The driver is solely responsible for the manner in which they drive and what method they employ. - Do not drive the car for the driver!
- b. Spotters must report to USLMA Officials in the spotters stand before they occupy a position and have their car number displayed on the outside of clothing. Contrasting tape/number combinations may be used.
- c. Driving in an inconsistent manner with a loss of communications may subject the driver to a black flag.
- d. Only one spotter per car is permitted.
- e. Spotters are required to attend all driver's and spotter's meetings. A roll call will be held and failure to attend will subject that car to start scratch.
- f. A spotter may leave the spotter's area during an event only when his/her car is disabled and leaves the track. The spotter must notify the pit stand official if the car will not return.
- g. At any time your driver is on the race track, they must have a Spotter.

**4-2 CONDUCT:**

Spotters must always follow the directions and suggestions of USLMA and Track Officials at all times. Objectionable conduct such as arguing with or shouting at officials will not be tolerated and will subject the driver to be black-flagged.