



E-MOD RULES

Top 3 from each heat must scale.

Top 5 from each feature must scale. Failure to do so will result in a disqualification.

*Raceceivers Mandatory*Channel 454.000*

1. DRIVERS in this class may not drive Street Stocks or Challenger class and must be at least 16 years of age or older (previous drivers will be grandfathered in).
2. 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.
3. SAFETY EQUIPMENT: Snell approved full face helmets required. Window net & roll cage padding recommended. BATTERY must be mounted securely and fasted across the top. KILL SWITCH is required.
4. 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
5. 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
6. FUEL CELL: 32 gallon max. capacity, completely enclosed in a steel enclosure and protected in rear by roll cage tubing. Cell may not be lower than protective tubing. Top feed fuel cell is mandatory.
7. FUEL: Racing gasoline or methanol. no nitrous oxide or power additives
8. WEIGHT: No weights added in driver compartment or outside of body. Weight must be painted white and have car number on it. Weight must be fastened with 2 1/2" bolts minimum. Weight may not be attached to rear bumper. Weights should be fastened to chassis. ALL CARS MUST WEIGH 2400lbs
9. 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
10. 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.
11. 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
12. 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.
13. 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
14. 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.
15. 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.
16. TRANSMISSION: Must have forward & reverse gears and be able to shift to forward & reverse with engine running. Bert and Brinn transmissions permitted. (no direct drives) stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM casings and bell housings.
17. 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. **ALL motor entries will weigh 2400# at track scales.** GM 602 and 604 Crate motor along with GM CT525 and Ford Z427FFT Crate Motors will be allowed in 2018.
18. RADIATORS: May be aluminum or steel & must fit under hood line and located in front of engine fan
19. SEAT & BELTS: Must be aluminum racing seat with racing manufactured five point belt harness. No rips or tears. Must meet current safety specs.
20. 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.

21. 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.
22. WHEELBASE: Minimum 108", Maximum 112"
23. NERF BARS: must be inside of line from rear tire to front tire with no sharp edges. No Tolerance.
24. GAUGES: Oil pressure, oil temp, water temp, fuel pressure, brake bias pressure, volt/amp gauge and tach are the only gauges permitted. No digital dash or other electronic controls permitted. No traction control. No adjustable engine timing controls. No engine retarding devices. No controlling of wheel spin by any device. No back up or dual ignition allowed.
25. WHEELS: any 8" steel production racing wheel may be used. Beadlock wheels may be used.
26. TIRES: Open tire rule. No tire softening permitted.
27. NO RADIOS OR MIRRORS
28. 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.) 2” interior drop allowed. Must be flat side to side at firewall and rear deck bar. Needs to be gradual taper starting at firewall and dropping to 2” at middle interior support (behind seat) and then gradually tapering back to rear deck bar. Drop from side to side must come in from side a minimum 4” before flattens back out. Doors plus quarter panels must mount flush with the top of interior and not stick above interior. Dro will be checked with straight edge across from rightside to left side and must not be no more than 2” anywhere across the deck. Maximum deck height of 38” Top of the interior must be flush with the top of the door. **The Deck will height will be checked at the Left Rear from the ground to top of the deck during pre race inspection, before entering the track for all qualifying and main events.**

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 are legal. 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. 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".

29. 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.