



2018 4-Cylinder Mini-Mod Rules



Unified Motorsports Association of Asphalt Racing

UMA-Mini Mod 2018 Rules 2.18

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.

2018 Mini-Mod Specifications



1. SAFETY EQUIPMENT

1a. SEATS - Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber) Seat may not protrude outside 4 point upright or top cage halo.

1b. SAFETY BELTS - Belts must be dated **2014** or newer. SFI- approved minimum 3-inch wide lap belt, 2-inch wide with Hans or 3" shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

1c. DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; *Recommended: Fire retardant padding*. A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

1d. DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a **Snell SA-2010 helmet or newer required**. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. UMA officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

2. CAR ELIGIBILITY- Four cylinder, front or rear wheel drive compact cars only with model year 10 years old and older, and a wheelbase of 92" to 107" Wheelbase must be within 1/2-inch of stock. No full-size cars allowed; No SUVs, cross-overs, or vans permitted. No convertibles allowed. No all-wheel drive allowed. No all wheel steering allowed. No rear engine allowed. No mid-engine allowed. All doors must be welded, chained, or bolted shut. Hood and trunk must be secured with two or more hood pins. Hood inner supports may be removed. All glass (head, tail, and marker lights) except windshield must be removed. You may replace the windshield with Lexan. Lexan windshields require bracing; 2 braces minimum are recommended. Plastic, trim, and items that could break, burn, or fall off, must be removed in and outside the car. Skirts, hood scoops front air dam and a 5" max height rear spoiler blade may be installed. You may relocate the battery. If in driver's compartment, must be covered with a marine case or similar; battery must have steel to steel tie downs. Anything that can be unbolted (hinges, brackets, etc) may be removed. After market nose pieces are allowed "Rub rails" allowed between front and rear wheel wells. Ends must be chamfered and capped (no sharp edges).

3. CHASSIS/INTERIOR-Complete bumper-to-bumper steel unit-body must be retained. Full width original firewall and floor-pan required. Rear firewall must be added to isolate from fuel cell. Stress points may be reinforced from the strut tower forward the inner front may be cut out and replaced with tubing and from rear axle back can be cut out and replaced with tubing.

4. ROLL CAGE-All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1 $\frac{3}{4}$ " .090 wall tubing or equivalent. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to rocker box. All welds in cage and door structure must be gusseted. Left side door bar deflector plates of min.1/8" steel required. Driver's foot protection required.

5. SUSPENSION-RWD-Steel springs that are stock appearing may be used; however, they must fit in stock mounts and location. One spring per wheel assembly. Wedge bolts are allowed. Spring buckets may not protrude through stock floor pan. Suspension parts must remain stock provided for that make and model on both sides of vehicle, except upper A-frames or strut mounts may be altered from stock to adjust camber and caster but not to exceed 6 degrees positive or negative with driver out of car, non-adjustable rear control arms with stock dimensions and stock dimension bushings allowed. Hood may not be altered in any way due to alteration of upper strut mounts. No altering to lower A-frames and strut mounts. A-frames must be equal length right to left side. No sectioning, channeling, altering, plating or chopping allowed. No ball joint spacers. bushings must be made of pliable material. No heim joints or monoballs allowed. Strut or shock price must not exceed \$125 MSRP, available at all normal retail outlets. Any non-adjustable type shock that fits in stock mounts in stock position allowed. No coil over shocks. On non-strut cars, front upper shock mount may be raised. The extended mount may not exceed 3 inches in height and must remain "on center" and "in line" with original mounts. On leaf spring assemblies, lowering blocks are acceptable provided they do not alter or replace stock mountings. Single piece stock appearing sway bars only. May be adjustable; one bar per car.

5a SUSPENSION-FWD- FWD-Any stock appearing steel spring that fits in original mounts in original position allowed. One steel non-adjustable, non-rebuildable, shock/strut in stock location per wheel. Strut or shock price must not exceed \$125 MSRP, available at all normal retail outlets. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Adjustable leaf shackles allowed. Spring buckets may protrude through floor pan. Suspension parts including trailing links must remain of stock type for that make and model and year chassis. Upper A-frames and strut mounts may be altered for camber. Lower A-frames and strut rods must remain stock. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed. Stock trailing links required. Home built rear lower control arms of stock length, in the stock location with heim joints allowed.

6. TREAD WIDTH-Maximum track width is 73” as measured to the outside of the tires with toe-plates (1/8” tolerance allowed)

7. SPINDLES & HUBS-Stock, unaltered spindles and hubs required.

8. STEERING-Stock, manual or power units only. No aftermarket components. Fabricated steering column must use 2 U-joints. Removable steering wheel allowed. Collapsible steering column recommended.

9. RIDE HEIGHT- Minimum ground clearance 4” (with driver) for all mechanical parts and hardware, 5” for any body part.

10. FUEL CELL CONTAINER-Fuel cell (8-gal. Max.), foam baffling and check valve required. Fuel cell must be contained in a 22 gauge steel (minimum) fuel cell container. Fuel cell must be securely mounted in the trunk area of the car with at least 4 steel straps, two inches wide around the cell. A firewall must be placed between the fuel cell and driver, with holes filled. Fuel cell height can have no adjustment and a minimum of 10” ground clearance is required at all times. Fuel cell must be filled by opening rear deck lid. Filler tube extensions not allowed. Fuel container must be mounted in trunk area behind rear axle. All vents must be valved to eliminate leakage. Steel fuel lines must be properly located outside driver’s compartment. Rear fuel cell protection bar required. Gasoline only; No additives allowed.

11. FUEL PUMP- Mechanical or electrical fuel pumps. Electrical pumps must be wired through oil pressure switch on the positive side or through the fuel injection control unit. Fuel pump must shut off when engine is not running with key on. Supply hose from cell to pump must be steel braided with AN type fittings.

12. WEIGHT-FWD-Minimum weight for all FWD cars will be 2350 lbs. With **56% max left side and 57% min front weight.**

12a. WEIGHT-RWD-Minimum weight for all RWD cars running a 350 CFM carb will be 2500 lbs. Add 50 lbs. for 500 CFM 4412 carb. With **58% max left side and 52% min front weight.**

1. All weights include driver & are minimums with No fuel allowance.
2. All weights: must be securely bolted to frame or cage, and be painted white, and have car number on it.

Car Type	Minimum Base Weight	Weight Percentage
All FWD Cars	2350	56% Left Max / 57% Front Min
All RWD Cars	2500 w/350cfm Carb	58% Left Max / 52% Front Min
All RWD Cars	2550 w/500cfm 4412 Carb	58% Left Max / 52% Front Min
Composite Body	Add 50 lbs.	58% Left Max / 52% Front Min
Hans & SA-2015 Helmet	-50 lbs. weight break	Must have both to qualify for weight break

12b. REWARD WEIGHT-Feature winner will add “reward weight” of **75 lbs.** to their spec weight for the next racing event. Driver & car **must race with this “reward weight” for 2 weeks.** If haven’t won during that time, “reward weight” is deleted. If wins again during those 2 weeks another **75 lbs.** will be added, for a total of two “reward weights” or 150 lbs., and again, if wins for a third time before 2 more weeks pass, a third “reward weight” will be added, bringing the total to 225 lbs. This continues as necessary for a fourth or more feature wins. **NONE** of the “reward weight” may be removed until driver/car has raced for 2 weeks with the “reward weight” and not won. After that; **all** of the penalty weight may be removed, **exception: any driver with multiple feature wins will carry a minimum of 50 lbs. “reward weight” added to their base weight for the remainder of the season.**

13. BRAKES-RWD- Four-wheel brakes required at all times. Stock rotors and drums only. Rear brakes must be drum style. Single master cylinder in stock location only. Mounting of pedals may be adjusted subject to approval. One hydraulic; proportioning valve rear brake adjuster allowed; must be located outside driver’s compartment. No Wheel Fans or blowers allowed.

13a. BRAKES-FWD-Four-wheel brakes required at all times. Stock brake units only. Stock rear disk brakes allowed. Single master cylinder and pedals must remain in stock location. OEM brake rotors required. One hydraulic; proportioning valve rear brake adjuster allowed; must be located outside driver’s compartment. OEM anti-lock brakes (ABS) allowed. Wheel fans allowed. No blower motors allowed.

14. RADIATOR/FAN-One radiator mounted in the stock location will be permitted. Aluminum radiators are allowed. The only bracing allowed in front of the radiator is front loop. All cars will be required to have the overflow of the radiator discharge into a catch can of no less than 1 quart size. No anti-freeze permitted. Stock fans or one electric fan will be permitted on the backside of the radiator only. Fan shroud above fan mandatory, if running a mechanical fan.

15. REAREND-RWD-Locked, Limited slip, or Posi-Traction rear ends permissible. Rear end must be centered on rear springs as factory. Steel drive shaft only; no aluminum or composite drive shafts. Drive shaft is to be painted white and have a catch loop just behind the front u-joint.

16. TRANSMISSION-RWD/FWD-OEM stock transmission; straight stick or automatic transmissions. Automatic transmissions must run torque converter; no gutting of torque converter. Car must be able to go forward and reverse from a complete stop. No removing gears from standard transmissions.

17. CLUTCH & FLYWHEEL-OEM unaltered clutch required. Minimum resurfacing allowed (flywheel allowed 1 lb. reduction from stock weight) OEM manual transmission with all gears, including reverse, required. Two 1 ½” inspection holes, on opposites sides of bell housing, required for clutch inspection. Stock mounted operating starter required. **HALF SHAFT**-Heavy duty replacement parts allowed. Safety scatter shields or plated gas pedal area highly recommended.

18. STARTER-OEM production type starters only and must be in stock location.

19. IGNITION SYSTEM-OEM ignition components only. All electrical switches must be operable and must be located within reach of the driver. A master ignition switch clearly labeled on-off switch that is both accessible to driver and safety crew must be centrally located inside the car. The on-off switch must be wired to the battery cable in a manner that would cut power off to all electrical power to the vehicle. No onboard computer or other recording devices. No traction control devices. No lap timing devices or speed sensing devices are permitted. **COMPUTER**-All engine management controls, wiring and data port must be operating. Computer must be relocated (within wiring limits) for easy access. Reprogramming allowed.

20. BATTERY-Only one standard automotive battery, not to exceed 12 volts, will be permitted, No Voltphreaks batteries. Batteries must be securely mounted away from fuel container and lines. You may relocate the battery. If in driver's compartment, must be covered with a marine case or similar; battery must have steel to steel tie downs. Battery box cannot extend below frame.

21. AIR INTAKE/AIR FILTER-No cowl induction systems or funneling of air. All air shall be inlet through the air filter only. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. Fresh air openings of any type will not be permitted in the hood or cowl area.

22. CARBURETORS-The **Holley Ultra HP Carburetor is not allowed.** The approved carburetors are the two barrel 350 CFM (Holley 7448 only) or stock unaltered 500 CFM Stock Holley 4412 2 bbl. (add 75lbs for 4412). No alterations except removal of choke "Butterfly" allowed. Double return springs required. Carburetor Rework Guidelines: No polishing, grinding, or drilling of holes allowed in body of carbs. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered in any manner. Casting ring must not be removed. Base plate must not be altered in shape or size. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shafts must remain standard and must not be thinned or cut in any manner. Any attempt to pull outside air other than straight down through the venturi is not permitted. Accelerator pump discharge nozzle may not be changed. Jets may be changed; however jets must be same type as supplied by carburetor manufacturer; no dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Carburetor must be mounted "straight ahead."

22a. CARB ADAPTER & GASKETS-Spacer must be centered on intake manifold. No taper, bevels or any modifications will be permitted. A one-piece two-hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle plate must be installed between the carburetor and spacer. A one-piece paper gasket maximum 0.065 inch thickness must be installed spacer and intake manifold. Carburetor adapters limited to a 1.125" height. No funneling devices or devices designed to get more air in to the engine will be permitted.

23. FUEL INJECTION-Remains as produced from manufacturer, electronic fuel injection (including intake manifold) for the car/engine used. No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed.

24. EXHAUST SYSTEMS-Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. All exhaust highly recommended mufflers and to exit under car to meet this requirement; if right side exhaust exit is utilized; pipe may not stick out of body more than ½". No dual exhaust. Cast iron exhaust manifold or aftermarket header allowed. Exhaust maximum of 2.5 inch I.D. from end of collector to exhaust pipe exit. No car expelling flame, smoke, or backfiring allowed. Any car not meeting the 100 decibel rating will add **25#s** for the night, & must remedy the issue before next visit.

25. ENGINE-Engine must be 4 cylinders, max displacement 2,500 cc. SOHC or DOHC engines (no turbos or superchargers) No Rotary Engines. Engine must have been offered in that make and model automobile. Type and composition of engine must remain as produced. Block, heads, intake and all other engine components must match. OEM block required with up to .040 overbore allowed. Crankshaft and stroke must remain as produced. Engines produced for non-domestic markets like JDM are allowed. Aftermarket oil pans & oil coolers are allowed. No dry sump oiling systems or Titanium parts allowed. Engines may not cross MFG lines; Ford engine in Chevy body, etc. Crankshaft Power pulley allowed, after market pulley's & belt tensioners allowed.

26. ENGINE LOCATION- No motor setback or off set. Engines must be in original position for Make and Model of the car. Solid motor mounts may be used.

27. ENGINE SPECS:

27a. PISTONS AND RODS-

FWD- 11 to 1 compression ratio maximum.

RWD- Pistons must be flat top pistons or stock configuration only. Magnetic steel rods only.

27b. OIL PANS AND OIL COOLERS-Aftermarket oil pans & oil coolers are allowed. No dry sumps.

27c. CYLINDER HEADS-Cylinder head configuration must remain as produced (no porting, chamber work or bead blasting, etc.).

27d. CRANKSHAFT AND HARMONIC BALANCER-Crankshaft must be magnetic steel.

27e. CAMSHAFT FWD-OEM cam drive only. Maximum cam lift measured at the valve, may be increased by 10% from production specs. **CAMSHAFT RWD**-Only steel flat tappet camshafts are permitted. No roller cams, no hard faced overlay camshafts. No automatic cam timing devices allowed.

27f. VALVE LIFTERS-Steel hydraulic or solid lifters only. No mushroom or roller lifters permitted. Lifters must be original size for engine block being used. No rev kits permitted.

27g. ROCKER ARMS: **FWD**-Roller rocker arms allowed on push rod style motors. Stock roller tip cam followers allowed on engines that came with them from factory. **RWD**-Stock rocker arms only, Roller rockers permitted in push rod engines only.

27h. INTAKE-Intake manifolds must be stock OEM only, manufactured for the engine used.

27i. WATER PUMP-only mechanical water pumps in stock location.

28. TIRES-**Hoosier 790** will be the specified tire; Teams may substitute DOT stamped tires with a tread wear rating of 300 or greater, a 60 series or taller sidewall, and with a maximum of a 215 section width or narrower. Tires must be the same type at all four corners (example: all Hoosier 790 or all DOT radials). Tire Sizes may vary from left and right for stagger purposes. Tires may not extend out from body of car by no more than 2". Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. Issues with tires must be discussed with Tire Marshall and His decision will be final.

29. WHEELS-Made for racing, 7-inch maximum width; steel wheels only. Only 13", 14" or 15" diameter wheels allowed. Wheels must be the same size per axel. One-inch lug nuts required. No bleeders allowed and only one valve stem per wheel maximum.

30. BODY AND APPEARANCE-OEM steel roof with A, B, & C posts required. OEM or stock replacement fenders, quarter panels, doors, hood and trunk lid required. Stock or stock appearing nosepiece required. Maximum spoiler height 5" measured from rear deck. Spoiler may not extend outside body. Side skirts must not be lower than rocker panel. No air scoops or holes in hood allowed. Front and rear bumper and bumper cover must appear stock; bumper ends must connect to body. Stock or Lexan windshields required; all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Stock appearing aluminum door skins allowed. OEM wings permitted. No Non OEM fiberglass body panels allowed. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18-inches on both sides, and roof, readable from the right side.

31. TOW HOOKS-Tow hooks on front and rear are required and painted white.

32. TRANSPONDERS/RADIOS/ELECTRONICS/MISC

32a. TRANSPONDER-150" behind front edge of car with clear view of track.

32b. RACEceivers are mandatory for Race Director Communications frequency is 454.000

32c. RADIOS-2-way-radios are not allowed.

32d. CAMERA- Only one camera pointing out front windshield allowed multiple cameras not allowed.

32e. ELECTRONICS- No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

32f. CHAMPIONSHIP POINTS & MONEY-Championship points will be awarded per your finishing position. If driver is disqualified, drivers behind them do not advance.

32g. TEAM DRIVING-Not Allowed.

33. LOCAL TRACK VISITING EXCEPTION-Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the 2018 season in the interest of welcoming competition. These cars will be granted temporary eligibility status for two weeks at the discretion of UMA officials on a case-by-case basis for eligibility and rule book conformity

34. TECH INSPECTION-All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools.

PENALTIES: See Below

WEIGHT	OFFENCE	POINTS	FINE
1-5 LBS LITE	ANY OFFENCE	-10 POINTS	-\$25
6-10 LBS LITE	ANY OFFENCE	-25 POINTS	-\$50
11 LBS & OVER LITE	ANY OFFENCE	DQ	DQ
LEFT OR REAR %			
UP TO 0.2% HIGH	ANY OFFENCE	-10 POINTS	-\$25
0.3 TO 0.5% HIGH	ANY OFFENCE	-25 POINTS	-\$50
OVER 0.5% HIGH	ANY OFFENCE	DQ	DQ
TRACK WIDTH			
UP TO 1/8" WIDE	ANY OFFENCE	-10 POINTS	-\$25
1/8" TO 1/2" WIDE	ANY OFFENCE	-25 POINTS	-\$50
OVER 1/2" WIDE	ANY OFFENCE	DQ	DQ

