2012 Specifications

Engine Specifications:

1. Block

A) Any Chevrolet 305, 307, 327, or 350 CI stock iron block that was available in a passenger car or truck. Max overbore - .060”
B) Any Ford 302 or 351 CI stock iron block that was available in a passenger car or truck. Max overbore - .060”
C) Any Chrysler 318, 340, or 360 CI stock iron block that was available in a passenger car or truck. Max overbore – 318 & 360 - .040”, 340 - .060”
D) No interchange of crankshafts or rods to blocks allowed.
E) Absolutely no lightening of any kind. All mounts must remain, fuel pump, motor etc.

2. Crankshaft

A) Any stock production crankshaft allowed. The following Scat 9000 Series cranks are allowed.
Chevrolet 350 - Scat (Part # 9-10442)
Ford 351 - Scat (Part # 9-351-3500-5955-2311)
Chrysler 340,360 - Scat (Part #s 9-340-3580-6123, 9-360-3580-6123)
No other aftermarket crankshafts allowed.
B) Stroke must match block.
C) No lightening or polishing allowed. Balancing allowed.
D) Crankshaft flange may be machined to fit rear motor plate and torque ball housing.

3. Rods

A) Any stock steel production rods allowed. No aftermarket rods allowed.
B) Rod length must match block. Chevy 5.7” length powdered metal rods allowed.
C) No grinding or polishing allowed. Balancing allowed.
D) No cap screws allowed. Max 3/8” bolts.

4. Pistons

A) Any forged piston allowed. No titanium.
B) Engines must not exceed 9.5 to 1 compression ratio.

5. Camshaft

A) Hydraulic cam and lifters only.
B) Lifters must collapse .100” min.
C) Only lifters of engine make can be used
D) Lifters must rotate freely and be of magnetic material.
E) Timing chain only, no belt driven or gear drives allowed.

6. Cylinder Heads

A) Stock cast iron production cylinder heads only. No aftermarket heads allowed.
B) Chevrolet 1987-1995 Swirl port heads are allowed.
C) Ford 302 GTP heads are allowed for both the 302 & 351W.
D) No Vortex, Bowtie, SVO, W-2, Magnum, Gen II, or angle plug heads allowed.
E) Chevrolet casting numbers 040, 041, 186, 187, 291, 370, 414, 432, 461, 461X, 462, 492, 1012532, 10208890, 10239906, 12554290, 14011083, or 14096217 are not allowed.
F) Porting or polishing of any kind is not allowed
G) No angle milling, only standard reconditioning allowed
H) Carbide cutter relief cuts allowed below the valve seat but not to exceed more than ¼ inch below the top of the valve seat.
I) Valve spring diameter can only be stock production. Tapered or Beehive valve springs are not allowed.
J) Steel stock type stamped rocker arms only. Roller or roller tipped rocker arms are not allowed.
K) Stud girdles are not allowed.

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7. Intake Manifolds

A) All engines must use the following intake manifold part numbers.
Chevrolet - Weiand (Part# 7546, 7467, or 7547-1).
Ford - Weiand (Part# 7515, 7516, 8023), Professional products (Part# 54033).
Chrysler - Weiand (Part# 7545).
B) Carb mounting flange may be modified to accept Rochester bolt pattern carb adapter.
C) Recommended carb adapter is a two hole, straight through design. Recommended adapters: Wehrs Machine (Part# WM10SS), PBM (Part# SS4412/4150-1), Speedway Motors (Part# 1351952), Competition Products (Part# 64965).
D) Porting, polishing, gasket matching of any kind is not allowed.

8. Oiling System

A) Wet sump only, oil pump must be in oil pan.
B) Pan inspection plug is required, located so crankshaft & rods are visible with bore scope. 1” pipe or #12 AN size on plug. Removing the pan may be required if further inspection is necessary.

9. Ignition, Starter & Electronics

A) All Battery-powered ignitions or Magnetos allowed. Magneto type recommended.
B) Cars must have a clearly marked ON/OFF switch within reach of the driver & visible to officials.
C) Only one 12V Dry cell battery allowed. Battery must be securely hard mounted and shielded.
D) On board starter is allowed.
E) No electronic monitoring devices capable of storing or transmitting information except tach.
F) No electronic traction control devices.

10. Exhaust

A) Header tube: 1¾ inch maximum outside diameter.
B) Mufflers mandatory - Schoenfeld 112535.
C) All cars must comply with track's decibel rule.
D) One collector per side, no slip or merge type. No Tri Y header.

11. Water Pump & Radiator

A) Any stock type water pump allowed.
B) Radiator must be in front of engine.
C) Anti-freeze is not allowed.

12. Carburetor

A) Must have THREE METAL throttle return springs MANDATORY
B) Must have toe strap on throttle pedal
C) Bottom of carburetor may be no more than 1-3/8 inches from top of manifold.
D) Holley #4412 Series 500 cfm. 2bbl carburetor
E) 1 11/16" throttle bore; shafts and throttle plates must be stock. External jets OK
~~F) Venturi may be opened .010 over catalog specs~~ Deleted 5-22-12.
G) Choke tower may be removed
H) Track Go-No-Go gauge will monitor carburetor specifications

13. Fuel

A) Racing alcohol only. No gasoline allowed.
B) No Nitro or Nitrous Oxide.
C) No additives allowed. Including oxygenated additives. Subject to inspection at any time.

14. Fuel Pump

A) A mechanical, belt driven, or cam driven fuel pump is allowed. Cam driven recommended.
B) No Electric fuel pumps allowed.

15. Fuel Shutoff

A) Fuel systems must have shut off device within reach of the driver and marked in large bold block letters for easy identification. A Waterman Shut-off system is recommended.
B) All fuel lines and filters will be securely and safely mounted to the satisfaction of UMSS officials.

16. Fuel Cell

A) A securely mounted sprint type fuel cell with bladder is required.
B) Fuel tanks may not be mounted using any portion of the access plate or the nut plates bonded into the fuel bladder.
C) All mounting points must have inner & outer plates attached to the shell or use mounts molded into the tank. All tanks will have four different mounts to the cage.
D) Check valve or overflow tube required. Overflow tube must be lower than tank, located on right side.
E) Tank size can be from 25 gallon min to 40 gallon max.
F) Any car leaking or spilling fuel will be Blacked-Flagged.

Car Construction & Chassis Specifications:

1. Chassis

A) Open to any sprint car chassis 1984 to present.
B) 4130 chrome moly tig welded steel frame (1 ½ inch diameter by .095 minimum tube thickness on main frame and cage) only.
C) Wheelbase: Minimum – 84 inches. Maximum – 96 inches.
D) No Titanium, hollow, or drilled bolts, fasteners or Helm joints allowed.

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2. Body

A) Conventional Sprint Car body only. Must be well maintained.
B) Must have at least one number of contrasting colors on each side of tail tank and on the front nose piece. Minimum of 15” tall.
C) Hood can be a multiple piece design and must appear to be one continuous piece.
D) Conventional side panels only.
E) No aerodynamic devices or wings allowed.
F) Solid metal firewall required between the engine and the driver.
G) Solid metal floor pan must extend from the firewall to the front of the driver’s seat.

3. Suspension & Steering

A) All shocks must be constructed of aluminum or steel. No cockpit adjustable shocks allowed. No remote or external canister type shocks allowed. One shock per wheel.
B) No offset type shock mounts allowed. Standard shock mounts only.
C) Any conventional torsion bar or coil-over suspension is allowed. Combining the two is allowed. No anti sway or zero-roll devices allowed.
D) Steel straight front axle only. 53” max width.
E) Quick release steering wheel mandatory.
F) Drag links must be tethered to the frame with nylon webbing of at least 1 inch width.

4. Driveline

A) Quick change center sections required.
B) All drivelines must be broken in the coupler or rear slider.
C) Driveline must be fully enclosed and contain no more than one U-joint or CV joint and that joint must be at the front of the driveline. No torque arm drivelines allowed.
D) Buckley Yokes are allowed.
E) Driveline safety strap or driveline hoop restraint constructed of .065” steel either welded or bolted to the chassis is mandatory.
F) Steel or approved aluminum shield covering the flywheel is mandatory when bell housing is inside the cockpit.

5. Rear-End

A) Any conventional quick change rear-end is allowed.
B) Maximum 2” offset allowed.

6. Brakes

A) Must have minimum left front and left inboard rear brake system. All brakes must work at start of event. Rear brakes must work at all times. Additional rear brake allowed.
B) Carbon fiber rotors are not allowed.
C) No copper or plastic brake lines allowed.

7. Bumpers

A) Bumpers and nerf bars must be sprint car type bars, constructed of no less than 1” O.D. and .060” wall thickness, and securely bolted to the chassis with minimum ¼” bolts.
B) Side nerf bars may have a triangular or 4 point configuration and cannot extend outside rear tires.
C) The front bumper cannot extend more than 8 inches from the frame or 23 ½ inches from center of front axle to front of front bumper.

8. Wheels

A) Maximum wheel width: Front 10”, Left Rear 15”, Right Rear 18”.
B) Bead locks on all wheels is recommended.

9. Tires

A) Right Rear: Hoosier SC25. Right rear tire can only be used on right rear of car.
B) Left Rear: Hoosier RC1. Left rear tire can only be used on left rear of car.
C) Fronts: Any Hoosier.

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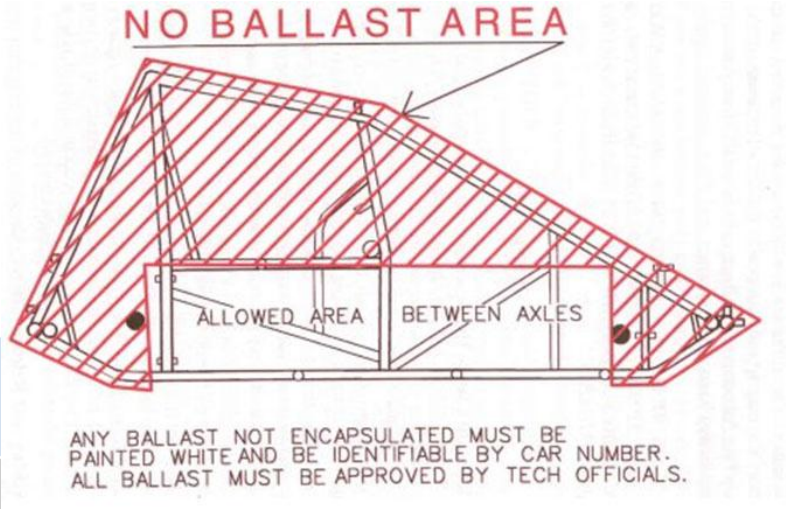
10. Weight

A) Minimum weight is 1500 lbs., including fully suited driver.
B) You can be weighed at any time during the event.
C) Any added weight should be in block form or formed to frame, painted white with the car number stamped on it.
D) No weight can be added, moved, or replaced during yellow or red flag conditions.
E) UMSS officials reserve the right to disqualify any car whose weight mounting procedure or location does not satisfy our specifications. (See illustration)



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