

## United Late Model Association (ULMA) Unveils 2010 Competition Rules!

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Although it is hard to believe, four years have passed since ULMA first made its debut in the late model racing world. The association was born of determination and passion by race enthusiasts focused on returning late models to area tracks on a weekly basis. From the onset it was evident initial meeting attendees were concerned with the status of weekly late model racing. While the process of forming the association was not without its difficulties, eventually, a unified set of competition rules were drafted for area tracks to utilize for their late model race programs. This allowed drivers to focus on actual racing rather than worrying about different rules from track to track. ULMA has remained clear, concise, and consistent regarding its rules with few changes over the years; however, for the coming season the association's competition rules package will receive its first major overhaul.

When racing resumes, ULMA drivers will compete under a new weight rule. The association's board of directors randomly conducted in-person opinion polls and utilized email to collect driver feedback. Since the end of last season, board members have diligently worked to address concerns and incorporate valued driver feedback into the new rules package. Much of the feedback collected concerned the weight of ULMA cars and the safety of competition with regards to increasing race speeds and a seemingly endless supply of technology, which continues evolving the world of late model racing. It is evident that cars need to weigh less and for additional rules to be adjusted accordingly if ULMA is to grow and prosper in the coming years. The previous weight rule of 2,450 pounds with car and driver was the standard of limited style late model racing within the ULMA-sanctioning area for many years. The new weight rule is 2,350 pounds with car and driver; there are exceptions to this rule for competitors utilizing the 602 CRATE motor engine, these cars with driver must weigh 2,200 pounds.

The weight of the car is not the only significant rules change for the coming season as ULMA attempts to keep late model racing as united as possible. A third engine option has been added to include other types of non-super late model participants. In addition to the already-in-place option for cars with all steel engines and the 602/604 CRATE motors to compete, a new spec-type motor will be permitted this season. The ruling allows competitors who normally race with the Show-Me™ or I.M.C.A.™ type spec motor to race under the ULMA banner. Increasing car counts for track promoters and event organizers is an important factor ULMA must address and the board feels it is moving in the right direction for this to transpire. For drivers utilizing the spec motor, a total of fifty pounds of weight must be added twelve inches on center in front of the engine plate; this specifically involves adding twenty-five pounds of weight on each upper frame tube. These cars will weigh 2,350 pounds. The tire rule for 2010 includes the Hoosier™ D-55 WRS-2 Spec Tire, or Hoosier™ D-55 WRS. Complete 2010 ULMA rules are readily available at [www.ulmaracing.com](http://www.ulmaracing.com). The rules have been sent electronically using the ULMA driver member group, this email group consists of drivers that have provided an email address to the association. Anyone wishing to join the group may send a request to [unitedlatemodelassociation@hotmail.com](mailto:unitedlatemodelassociation@hotmail.com).

For the fourth-consecutive year, ULMA drivers will compete on Friday nights at Callaway Raceway in Fulton, Missouri and Saturday nights at Central Missouri Speedway (CMS) in Warrensburg, Missouri. Fans and drivers can visit Callaway's Web site at [www.callawayraceways.com](http://www.callawayraceways.com); the track's 2010 schedule is forthcoming. The CMS Web site is [www.centralmissourispeedway.net](http://www.centralmissourispeedway.net); the 2010 schedule for CMS is now posted. ULMA will make further exciting announcements regarding track affiliation and events in the coming weeks leading up to the roar of engines. Everyone at ULMA is thankful for the cooperation of Callaway Raceway and CMS regarding the new rules package and for affiliating with the association for 2010.

The board of directors is highly anticipating the 2010 race season. Last year ended on a positive note as car counts at two affiliated tracks averaged twenty, up from the mid to lower teens from previous years. Not only were car counts significantly higher for these tracks, the level of competition witnessed by the fans was absolutely fierce. A total of seventeen different drivers visited victory lane in fifty-nine sanctioned events. With the inclusion of the new engine option and lightening of the cars, ULMA's vision of late model racing being *united* is taking shape quite nicely. The Board of Directors for 2010 includes President Kevin Coyne, Vice President Tony Wineland, Secretary Danny Lorton, Advisor Russell Kueffer, and Media Relations Sam Stoecklin. Contact information for board members is available on the official Web site. Board members will be on hand at the Twelfth Annual Bodee's Racer's Auction and Trade Show on January 30/31 in Sedalia, Missouri to field questions and assist drivers in completing membership forms.

After a close battle for the title in 2009, it is uncertain at press time if defending champion Kevin Kaiser will return to defend his title. The Cole Camp, Missouri driver announced his retirement from racing at the conclusion of last year's season; however, there are rumblings that Kaiser may once again compete this season. The first driver to send notice he is seeking the ULMA crown by sending in his membership for 2010 was Jon Binning. The Warrensburg driver has finished no worse than third in association standings the last two years. He has ten sanctioned victories in a short time behind the wheel of a late model and will no doubt be a

serious contender for the 2010 crown. Member drivers earn points throughout the season by keeping their fifteen best finishes of the year to count towards their championship point total.

Drivers will be pleased to learn ULMA membership is once again just \$50 for the entire season! Membership fees go directly to the ULMA point fund. Fans, friends, and family members may also help the points fund by becoming ULMA affiliate members for just \$10. More information regarding ULMA membership is available on the official Web site along with membership forms. Membership is always available on site at participating ULMA tracks and events during the season. The association is seeking business partners for the coming season; businesses seeking involvement in the exciting realm of auto racing may contact the association via the official Web site or by emailing ULMA. There are numerous opportunities for business partnerships.

**Official 2009 sponsors and affiliated business partners:** Imhoff Construction. **Contingency Sponsors:** [Fast Shafts](#), [Wineland Enterprises](#), [Rod End Supply](#), [Racingjunk.com](#), [Bulldog Racing Engines](#), [Hoosier Race Tires™](#), [GFRracing.com](#), [Flag 2 Flag Racing.com/Racing Cam System](#), [Monroe Signs & Graphics](#), [Kenny Johnson's Race Replicas](#). **Affiliate Sponsors:** [Photography by Shelly Payne](#), [Ken Dake Attorney at Law](#), and [High Fly'N Photos](#).

#### Top Fifteen in Final 2009 ULMA Point Standings

POS	CAR #	NAME	POINTS	Starts
1st	40	Kevin Kaiser	1474	30
2nd	21	Jeff Schlup	1472	18
3rd	65	Jon Binning	1430	19
4th	1	Robbie Test (R)	1426	35
5th	57a	Randy Ainsworth	1410	29
6th	22	Kevin Coyne	1402	24
7th	27t	Bob Test (R)	1398	33
8th	12c	Steve Clancy	1386	19
9th	27	Danny Lorton	1384	31
10th	9d	Dwight Niehoff (R)	1340	28
11th	3p	Allen Perryman	1238	17
12th	69	Walt Imhoff	1219	15
13th	75	A.L. Barbour	1212	21
14th	5	Tommy Cordray	1168	14
15th	98	James Stafford (R)	1112	15