

2024 RULE BOOK



WHITTEMORE RACING CLUB

Whittemore, Michigan

Table of Contents

General Rules.....	3
Race Procedures.....	9
Flag Designations.....	11
Front Wheel Drive Rules.....	14
Lead Sled Rules.....	18
Legend Rules.....	22
Limited Late Model Rules.....	24
Sportsman Rules.....	29
Modified Rules.....	38
Feature Event Pay Schedule.....	39
Track and Club Information.....	40

General Rules for 2024 Racing Season

It is the responsibility of the car owner to be sure all safety equipment is of the best quality available. The Whittemore Speedway/Whittemore Racing Club will not be responsible for the quality of welds, roll cage construction, material, fire extinguishers, seat belts, fuel container and the general construction of the racecar. At no time is there any guarantee of the safety expressed or implied by the Whittemore Speedway/Whittemore Racing Club.

We must work together to promote the sport of stock car racing. Our racers and fans come to compete in and watch races, not demonstrations and unprofessional acts. Your conduct at the speedway is a direct reflection of all of us.

Drivers are responsible for their crew. If a crewmember is involved in an incident, the driver and crewmember will be suspended.

Anyone involved in a verbal or physical altercation (pits, grandstands, parking lot, drivers, fans, etc.) on Whittemore Speedway/Whittemore Race Club property may result in immediate removal from speedway property and may result in permanent expulsion from all race activities.

Whittemore Speedway/Whittemore Race Club enforces a ZERO TOLERANCE social media policy. Anyone bashing or trash talking the Whittemore Speedway/Whittemore Race Club and or officers of the WRC will be put on probation. If found to violate the social media policy while on probation, you are subject to being banned from the Whittemore Speedway and all racing activities. All violations of the social media policy will be brought up to the Whittemore Racing Club for final decision regarding violation repercussions.

Whittemore Speedway/Whittemore Racing Club reserves the right to adjust all rules, policies or operations regarding the speedway functioning in the interest of safe and competitive auto racing. If there are questions regarding any of the rules for Whittemore Speedway/Whittemore Racing Club, the Rules Committee will review the intent or interpretation of all rules and their answer/decision is final.

Displays of vulgar language or images on your car or hauler are not allowed. If you are found in violation of this rule by a Track Official you will be required to cover it on the first offence. Must be removed by the next event.

Attire:

Shirts and Shoes must be worn on WRC Property

Race Day Procedures

The pits will open at 2:00 p.m. Hot laps start at 3:00 p.m. Qualifying begins at 5:00 p.m. You **MUST** qualify with your class at the announced time. You will start at the rear of the Fast Car Heat if you miss your group qualifying session or if you scratch your qualifying time. Drivers Meeting to follow Qualifying. Racing starts at 7:00 p.m. No rainouts after heat races are complete. Rain checks only. No refunds.

Every driver must complete a registration form and W-2(9) before he/she is allowed onto the race track and or competes in any event. Failure to register will result in loss of points and money for the night.

Registration fee for all classes is \$50

Anyone under the age of 18 must have a signed Minor Consent Waiver signed by both parents/legal guardians to enter the Pits.

Any driver under the age of 18 must be approved by speedway officials and have a Minor Consent Waiver signed by both parents/legal guardians. Everyone entering the pits must always sign the waiver sheet and display the designated wristband for that night's event. You must always display your pit pass when in the pit area. You will be removed from the speedway property if you are found to be without a pass. Altering, exchanging, or permitting unauthorized use of a pit pass may result in loss of track privileges and face potential prosecution. Drivers involved will lose points to date and money.

All racecars are subject to inspection at any time.

RaceCeiver are mandatory. They are available for purchase. You are not allowed to compete without a working RaceCeiver.

Transponders are mandatory. Pouches and Transponders are available for sale at the Pit Booth.

You **are not allowed** to get out of your car while on the racing surface during Hot Laps, Test and Tune or during a Race unless the car is on fire and or a track official tells you to get out of the car. You will be ineligible to compete for the remainder of that nights racing program if you violate this rule.

Fire Extinguishers – All racecars must have a securely mounted ABC type extinguisher within easy reach of the driver and track officials. Do not attach extinguishers with wire or pull ties, use the mounting brackets and latches provided by the supplier.

Fire Suits and Fire Gloves are Mandatory. They must be worn during all events. Double-layered fire suits are recommended.

Helmets – Mandatory. Full faced helmets are recommended. Full style helmets only. Helmets must be 2015 SNELL Automotive rated and in good condition. Safety shield, goggles or glasses are mandatory.

Neck Brace – Mandatory. An approved neck brace must be worn during all events. Head and Neck Restraints are recommended.

Seat and Seat Belt System:

1. Aluminum racing seats are mandatory (exception to FWD class). The seats must be securely mounted to the frame or roll cage. Fiberglass seats are not allowed.
2. Seat belts must be date coded. Maximum age of belts are 5 years.

Tire Soaking –TIRE SOAKING IS NOT ALLOWED!!

If a tire is tested and is found to be altered or soaked the following penalties will be assessed:

- Loss of all total points for that night as well as an additional 50 points from your season championship points total.
- You will be fined \$1000, as well as lose pay for that night. Suspended for the next two nights of racing for your class.
- The driver must pay the \$1000 fine before being allowed to race in any class. Where applicable, the fine will carry over into future racing season(s).
- The penalized driver is suspended from entering the pits until the \$1000 fine is paid in full.
- The penalized driver will be allowed to view the races from the main grandstands.

If a driver refuses to allow a tire to be confiscated by the track officials, the driver will forfeit his/her pay and points for the night and incur a 4-event suspension from participating in that class.

Methodology for tire testing:

- Tire will be collected after feature event.
- Tire will be cleaned at inspection area by clean abrasive tool.
- Tire surface will be heated with an electric heat gun to the temp of 200* Fahrenheit.
- A durometer will be used to check the tire hardness. The readings will be compared to the hardness specifications provided by Towel City Tire.
- If upon inspection from that point, if the tire durometers at a range provided by Towel City Tire, the tire will be confiscated and sent for laboratory testing. Winnings and points will be frozen upon failed inspection period. Winnings will be awarded upon cleared inspection from laboratory. All tires sold at The Whitemore speedway are to be powdered prior to mounting.

Anonymous Tire Contesting: If you would like to anonymously contest a tire of an opponent, you must privately make your contest known to the track president or designated official. You will be notified at the drivers meeting as to whom the designated official is that you must contact. At the time of the contest, you must provide the president or designated official with \$150 cash. The official will have the tech man obtain the tire sample and tire from the contested car.

If your tire is contested, your pay will be held until the sample comes back from the lab.

TECH/INSPECTION:

When a car is being inspected, the following individuals are allowed into the designated tech inspection area:

- The driver of the racecar.
- **The car owner or designated crew member.**
- The tech inspector.
- The tech assistant.

No exceptions. Any individuals who enter the tech area without permission are subject to penalties as determined by track officials.

Any disqualification during tech inspection will result in the loss of points and money for the night plus an additional 50-point deduction from season

championship points. If you have been disqualified for not passing technical inspection and you feel that the call is incorrect, please state the complaint with the Tech Inspector at the time of the disqualification. He will use the following process to review your complaint:

1. The disqualification (DQ) stands for the night.
2. The Club President, one member of the Rules Committee and Tech Inspector will review the intent of the rule and its application and decide as to the enforcement of the DQ.
3. The decision is final after the 3-person team finish their review. Track officials will notify the driver/owner of the car.
4. Cars will be re-inspected to ensure the illegal part has been removed/fixed prior to racing.
5. All calls/decisions made by the officials are final.

Qualifying: The car that you qualify is the car that you must race. Alternating drivers will result in a loss of points and money for the night. Each car will be given one qualifying attempt, which consists of 2 qualifying laps. The quickest time will be used for race line-ups. If there is a tie with another competitor, the time of the 2nd lap will be used for positions in the race line-up. **You must qualify when your class is called, or you will not qualify and will start in the back of the feature as well as the back of the fast heat.** *If your qualifying time is consider to be too far off the pace, you may be asked to go to the rear of the Feature for safety purposes.*

No hot laps after qualifying.

In the event that a racecar is sold, the number must be changed and the car re-registered. All points go to the driver. Points are not transferrable with the car. Seniority will prevail with any duplicate car numbers. All numbers will be **2 digits** or less. Track officials reserve the right to change any illegal or duplicate car number.

Refusal to teardown will result in 2-week suspension plus, loss of money, points for the night and 50-point deduction from Season Championships. If motor is deemed illegal will result in loss of points and money for the night plus an additional 50-point deduction from season champion points.

All vehicles including racecars, trailers, and haulers whether they are participating or are spectator owned, while in the pit area, are subject to inspection by track officials. Failure to comply will result in removal from speedway property. Parking of such vehicles will be in an orderly manner as to allow equal and safe distance for everyone. Any vehicle operated in an unsafe manner on speedway property will be removed from speedway property along with the vehicle operator.

The racetrack is for racing, not in the pit area.

Awarding of trophies to the driver on the Finish Line is only for photos. All of the trophies will be collected by and or returned to track officials, at the Finish Line. Final awarding of the trophies to the driver will take place after tech inspection is complete.

The driver will be put on probation if he or she performs the following:

1. Unnecessary bumping and/or reckless driving as determined by the flagman and track officials.
2. Anyone disobeying the directions of the flagman.
3. If a driver or crewmember leaves his or her pit area to settle a disagreement with another driver or crewmember either physically or verbally, suspension will result, NO TOLERANCE.
4. Track officials will determine the length of probation. Any violation of the probation will result in suspension from competition for the remainder of the racing season.

Race Procedures

You will be offered the opportunity to tap out if you are involved in an accident. If no one taps out ALL Involved will go to the rear of the field. Accepting responsibility for actions on the track by tapping out is appreciated and shows good sportsmanship.

1. The race line-ups will be written on the pit board or on the video monitor in the Pit Concession Stand by class and race order. The race order will be numbered and is final. The race number, class and car number will be announced on the PA system when it is time to stage the cars. PAY ATTENTION! Any car entering the track after all the other cars have been staged will go to the rear of the field, regardless of qualifying position. The only exception is the Australian Pursuit. If you are not staged for the Australian Pursuit, you will not compete in that race.
2. Please inform the pit board operator or line-up person if your car is scratched from the race and or the night.
3. If you leave the racing surface for any reason, unless you are avoiding an accident, you will go to the rear of the field.
4. If your car is deemed unsafe due to race damage or defect by track officials (race director or flagman) you must exit the track at the ON Ramp. Track officials will inspect the car in the Pits and make the decision if the car is safe to be on the racing surface. If the car is found to be safe, you will get your position back. You will go to the back of the field if anyone works on your car.
5. Working on the car on the track by anybody, including track officials is prohibited.
6. All cars must have a full body, doors, hood and windshield (or per class rules) at the beginning of each event unless authorized by the tech official.
7. No loose parts, debris or junk of any kind is to be left on or in the car participating in any event on the track. Fluid leaks of any kind will not be allowed.
8. All lead or ballast weight must be painted white and have your racecar number on it. Any car that loses a piece of lead or ballast weight on the track will be immediately disqualified.
9. Liquid ballast of any kind is not allowed. Use of mercury or any other contaminating substance will result in permanent suspension from Whittemore Speedway.

10. Any individual who fails to obey any flag or instruction from a track official will be disqualified immediately.
11. At no time may you enter onto the racing surface from the pits under green flag racing. You MUST wait for direction from an official to enter onto the racing surface.
12. Unnecessary bumping or reckless driving is prohibited and will result in disqualification with loss of points and money for the night.
13. Any car running two-tenths of a second quicker than their fastest qualifying time for 2-laps, (track conditions, as determined by track officials will be considered) will be penalized as follows: During a heat race, the driver will be black flagged and sent to the pit area. The driver will then be required to start at the rear of the feature; during a feature, a caution flag will be displayed so the car in violation will be sent to the rear of the field. Once you are moved to the rear of the field you are not "on the clock"
14. Anyone racing in the speed bumps may be disqualified; this is at the discretion of the Flagman.
15. **You will be disqualified and sent to the pits if you cause 2 cautions during a heat race and or 3 cautions during a feature race.**
16. The race will be RED FLAGGED in the event of a fire or serious wreck. The car or cars that had the fire or were in the wreck must be moved to the pit area. Track officials will inspect and must approve the car before it can compete again. The car or cars will go to the rear of the field.
17. There is a 1 minute per lap time limit on all races. The clock starts when the green flag is waved and stops when the checkered flag is waved. The time will be paused during red flags or track clean up but NOT during Caution laps (Example: 30-lap feature is not to exceed 30 minutes unless red flag or track cleanup happens).
18. During a feature race, the car will be given 3 caution laps to change the tire. The 3 laps will start as soon as the car reaches the pit slab. Tire change time is not given during heat races or APs.
19. Laps may be run more or less than the designated amount listed (see page 12) and will be scored accordingly. If you are unsure of the number of laps remaining, you must continue to race until the checkered flag is waved.
20. Green/White Checkered Rule: If a caution is thrown after the white flag has been presented, the race will resume with a green/white/checkered flag. The lineup will be set according to the last completed lap order. Single file restart.

21. Starting Procedure for Season Championship: Anyone that wins the Feature Race from the previous points race starts in the back of the field of the next points feature race. The only exception is if there are enough cars to have an invert. In that case, the previous points race feature winner starts in the position behind the invert.

22. Rainout for qualifying: You will line up by point standing for your feature (i.e., if you are 10th in points, you will start 10 places from the tail of the field. If you are 1st in points, you will start at the tail of the field). For the classes that have an invert, the point's leader will draw a number. The person who is in the point standing of the number drawn will start on the pole. If the rainout occurs on opening night, drivers will draw for position. If you have no points accrued and a rainout occurs for qualifying, you will start at the rear of the field of the fastest heat and B main feature if designated for your class.

Flag Designations

Green – This means the track is clear and racing begins.

Yellow – This means that there is an unsafe condition on the track. Stop racing and form a single line in your current position. DO NOT attempt to move up positions in the racing order. You will be lined up accordingly to the position held during the last completed lap of racing. Lapped cars will maintain their position in the lineup.

Red – STOP IMMEDIATELY and SAFELY! This means there is a dangerous situation on the track. Do not continue until instructed by a track official. Failure to follow this rule may result in disqualification and suspension from racing activities.

Black – When this flag is displayed, you are disqualified for that race and are to leave the racing surface and go directly to your pit. Track officials will come to your pit and explain the disqualification.

Blue/Orange – When this flag is displayed you are about to be passed by faster cars. You must get out of the racing groove, move high on the track to get out of the way. Failure to acknowledge this flag will result in your immediate disqualification for this event and removal from the racing surface.

White – One lap remaining.

Checkered – End of race.

Green/White crossed – Indicates the halfway point of the race.

During caution laps: Single file line-up until the Race Director finalizes the line-up and asks you to double up. Lapped cars maintain their position. Any disruption of the alignment process may lead to disqualification. Anyone lagging on the yellow flag laps will have one lap to close up on the rear of the car in front of them. Failure to do so may result in disqualification. If you are the cause of the caution flag, FOR ANY REASON, you will be sent to the rear of the field. You will be aligned in the order determined by track officials.

If you stop to avoid an accident, the flagman/race director will review the situation and determine alignment position. If you intentionally cause a caution flag, you will be sent off the racing surface and to your pit. If you spin out, you must attempt to get going. It is the decision of the track officials and you will be sent to the pits if it is decided that you did not make an attempt. If you spin out and/or go off the racing surface in a safe manner, there may not be a caution flag.

LAP DESIGNATIONS:

HEAT RACES: 10 laps (if less than 10 cars, laps may be reduced).

AUSTRALIAN PURSUIT: 1 lap per car, minimum of 6 cars, maximum of 10 cars. You are out of the race as soon as you are completely passed. Get out of the racing groove (go high) and off of the track as soon as safely possible. Do not interfere with other cars that are competing. All cars that are involved in a caution/accident are automatically disqualified and must leave the racing surface and are not allowed to re-enter this event.

FEATURES:

- Front Wheel Drive A Main – 20 laps, B Main – 15 laps
Less than 25 cars: 18 car invert. 25 or more. “A” Main, top 18 locked into the feature. Remaining cars will race a “B” Main, winner of the “B” Main can either take the pay or add to the tail of the “A” Main.
- EFI Super Trucks-20 laps
- Lead Sleds – 30 laps (if less than 10 cars, 20 laps)
- Sportsman – 35 laps (if less than 10 cars, 30 laps)
- Legends – 25 laps (if less than 10 cars, 20 laps)
- Late Models and Modifieds*– 35 laps (if less than 10 cars, 30 laps)
- **Minimum of the Top 3 Finishers of the Feature must go directly to Tech. Technician may request more at the Drivers Meeting. Automatic Disqualification if you don’t follow this rule.**

Lap count may be reduced or extended depending on whether there are special circumstances at the track official's discretion.

*LLM/MODS will invert with 12 or more cars. Invert will be roll of one die plus 6 by the Fast Qualifier.

Front Wheel Drive Rules

Stock, Stock, Stock... if it does not say you can, DO NOT!

The FWD Tech Crew will inspect all FWD cars before racing at the Speedway. Any infraction MUST be fixed before being allowed to race. NO EXCEPTIONS! The pre-tech crew's decision is final. No debating or appeals.

Vehicle Choices: Any front wheel drive cars or mini vans with a minimum of 106-inch wheelbase are allowed to run up to 225/60/16 tire. Under 106-inch wheelbase MUST run 70 series width tires. NO 50 series tires for any FWD. 16-inch wheel max. Passenger vehicle radials only! NO RACING TIRES! No aftermarket wheels. Stock OEM wheels only (must be stamped from factory) 7 ½ inch maximum width with 4-inch minimum wheel backspacing. NO WHEEL SPACERS.

Engines: 4 and 6 cylinder engines only. 8-cylinder engines, DOHC V6, Hondas engines, engines with turbochargers, and or superchargers or nitrous are NOT ALLOWED. Engine MUST start with a stock key switch.

Engine, transmission, and gas tank must remain stock and in stock locations. Manual transmissions are not allowed.

Engine coolant: Antifreeze not allowed – WATER ONLY!!

Fuel pump power shut off switch required, this must turn off with ignition key. No fuel lines allowed inside of car (any questions about this, please contact *Derek Moe* or *Jim Samyn*).

Catalytic convertor MUST be removed and replaced with exhaust pipe. Stock, single exhaust must exit behind driver.

All V-6 powered cars MUST have 30" of 1 1/2" outer diameter exhaust with a turn down.

Computers (ECM/TCM) must remain stock, no aftermarket computers. Tuning of the stock computer is allowed. No rewiring, relocating, or modifying of OEM

computers. Factory datalink connector MUST be in place, no standalone wiring harnesses. Tuning of the computer does not allow for altering the throttle body.

4-point roll cage is mandatory (hoop with 2 down support bars is acceptable), hoop and halo recommended, must not extend past the rear strut.

If your driver door is gutted out, you MUST have a 4-point cage as well as 3 or 4 (no more than 4) door bars.

Bracing between front and rear struts is allowed.

No cutting of any interior or exterior body panels except driver's door for bars. Must retain ALL body panels (trunk, hood, fenders) and have NO sharp edges.

Bumpers may be replaced with exhaust tubing only. Bumpers must be attached at no more than 4 points.

All glass must be removed except windshield. The windshield can be removed if there are three 3/8" bars securely welded behind opening in front of driver. No Mirrors allowed.

All plastic and molding must be removed.

1" square tube may be used to reinforce radiator support, attached only to the support and down to frame at 2 points.

Interior must be stripped except front seat. Racing seat is recommended. Dash may be removed. Stock belts MUST be removed and replaced with a minimum of a 4-point harness.

All airbags MUST be removed.

Window net required on driver's side window with quick release latch.

Hood and trunk latch must be removed and replaced with hood pins. Doors must be chained, bolted, or welded with no sharp edges protruding.

1" square rub rails allowed. Must be securely attached with round head bolts and ends must be capped.

All brakes must be in working order.

NO ADDED BALLEST!

The ONLY suspension modification allowed is any amount of camber in the right front wheel ONLY! May alter right front strut tower and steering knuckle to gain camber. All modifications will be inspected and must be considered safe by the tech officials.

Fire extinguisher is mandatory and should be mounted near the center of the car.

Full Face 2015 Snell Automotive approved helmet MANDATORY with shield.

Racing suit, racing gloves and a neck roll are MANDATORY.

DOMINANT CAR: In the event WRC officials determine there is a dominant car, that car will be issued an intake restrictor. This will be determined by a track official's discretion at any time. Once a car is issued a restrictor, that car will be required to run the restrictor for the remainder of the season.

The goal of this class is to keep it fun, economic and competitive. If it starts to go in any other direction, a class meeting will take place to make any rule adjustments needed.

Any complaints/accusations to tech inspector will result in both cars being inspected. Failure to pass tech will result in loss of points and money for the night as well as an extra 50-point deduction from your season championship point's total.

Violations must be remedied before you are allowed to race again.

FWD COMPETITION CLAUSE

\$150 (\$25 to the speedway, \$125 to the car being inspected if found legal). If the car being inspected is found illegal, \$125 is returned to the person requesting the inspection.

Inspection includes but is not limited to: Cam lift, exhaust integrity (no holes or significant leaks), thorough inspection of ALL suspension components (see camber rule), inspection of PCM and wiring harness, tires. Items being inspected are subject to change without notice. It is possible that more than what is listed may be inspected.

If your car does not pass inspection, you will lose all points and money for the night plus an additional 50 points from your season point's total. Car MUST be inspected again and deemed legal before allowed to race again.

If found illegal, you will have 2 points nights off. If found illegal 3 times, you are done for the year.

Refusal to be inspected is an automatic DQ for the night.

Any driver wanting to have another car inspected must bring money to the tech man or designated official within 5 minutes of the feature ending.

- ***Inspection can only be initiated by a race car driver – not the owner.***

AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME IF NECESSARY, TO BETTER THE FUTURE OF THE FWD CLASS.

Lead Sled Rules

BODY:

- Any American made rear wheel drive automobile with a minimum 108" wheelbase. *Frames cannot be shortened or lengthened.*
- NO Camaros, Firebirds, Nova's, convertibles, two seat sports cars, or ANY GM leaf spring cars allowed.
- Bodies must be stock appearing with stock roof and top 3 inches (minimum) of rear quarter panel.
- Body MUST conform to stock contour and design. *Must retain stock firewall and floorboard to the rear of the main hoop. A damaged floor pan may be repaired.*
- Body does not have to match frame but MUST remain corporate i.e., Ford to Ford, Dodge to Dodge, GM to GM.
- No fiberglass bodies allowed.
- Bumpers must be reinforced with tubing.
- Must have a minimum 3" x 12" number on both doors and roof.
- A minimum 6" x 1" number must be on right side of the windshield.
- All glass must be removed except the windshield.
- Lexan may be used for the windshield.
- Bumpers must be chained to the frame and have wrecker hooks.
- Nerf bars required (connecting bumpers and frame horns).

- No sharp edges.
- 80's Monte Carlo only front bumper cover allowed unless utilizing stock bumper cover.
- Rear tailpieces allowed with no holes. If no tailpiece is used, then the rear of the car must be enclosed down to the bumper.
- No wedges.

FRAME AND ROLL CAGE:

- Must have a minimum of 4-point roll cage with halo made from 1 3/4" diameter, 0.95" wall thickness tubing. Must be welded to frame.
- Must have at least 3 driver door bars made of the same material as the roll cage along with a steel plate measuring 16" x 24" x 1/8".
- Must have (3) 3/8" solid rod welded behind windshield in front of driver.

SUSPENSION:

- Must be stock manufacturer, i.e., GM to GM, Ford to Ford, Dodge to Dodge.
- Minimum 5" ride height WITH the driver in the car, measured from the bottom of the cross member.
- Rear screw jacks allowed.
- Stock rubber/urethane single stage bushings ONLY, Steel Bushings are not allowed.
- Sway bar must be located in stock position and may be adjustable.
- Lower front control arms must be mounted in the stock position, all other suspension and mounting points may be moved +/-1" and may not be adjustable.
- **Stock Style Steel Shocks only. Adjustable shocks and Bump Stops are not allowed.**

SPOILERS: NOT ALLOWED!

WEIGHT:

- 3450 pounds minimum.
- Maximum 55% left side. 50% Rear.
- All weights are with the driver in the driver's seat.
- Weight/lead must be painted white with car number marked on it and securely fastened.

WHEELS/TIRES:

- 8" racing wheels mandatory.
- Any offset allowed. Maximum 15" rim size.
- 1" lug nuts and ½" studs mandatory.
- Towel City tires. Drivers can run radials until 8/3/2024.
- No 50 series tires.
- Tire Soaking is NOT ALLOWED

BATTERY:

- Must be mounted outside the driver's compartment.
- Mandatory must have a battery disconnect with an easy to read ON/OFF switch within easy reach of driver and track officials.
- Only one battery allowed.

BRAKES: Factory brakes and in good working order.

DRIVE AXLES:

- Welded, Posi-track and limited slip differential allowed.
- 78" maximum tread width measure from outside sidewall to sidewall.
- Must match manufacturer, i.e., Ford to Ford, Dodge to Dodge, GM to GM.

TRANSMISSION:

- Automatic transmission with minimum 12" working convertor.
- Must match manufacturer, i.e. Ford to Ford, GM to GM, Dodge to Dodge.
- NO POWERGLIDES ALLOWED!!!

EXHAUST:

- 2" O.D. Max dual exhaust is allowed. **MUST exit 24" past the center of the transmission mount.** No mufflers or H/Y pipes allowed and NO exhaust racing components.
- Cast iron log type manifolds required.
- No leaks or holes allowed.
- If pipe falls off, leaks, or break while racing, you WILL be disqualified for that race.

FUEL SYSTEM:

- Must have an approved fuel cell mounted outside driver's compartment.

- The fuel cell must be enclosed in a steel container.
- The fuel cell container must have 8" minimum ground clearance.
- Fuel lines cannot pass through driver's door compartment.
- PUMP GAS ONLY!

ENGINE:

- 360 CID Max *NO 400 BLOCKS*
- No Vortech or aftermarket heads. With the exception of Dart IMCA Part # 91624360.
- Any stock straight plug cast head.
- No porting or polishing. No angle cut heads.
- Studs and guide plates allowed.
- Any hydraulic cam with stock lifter bores.
- No lightweight valve train components.
- No beehive valve springs.
- No roller cams or roller rockers.
- No fuel injected engines allowed.
- **Stock intake manifold only.**
- **Marine intakes, Bow-tie or High-Rise are not allowed.**
- Stock engine mounts.
- Solid motor mounts allowed.
- Flat top pistons only.
- Carburetor & Intake Rule: Stock Q-jet bolted directly to Stock Q-Jet intake manifold or stock* Holley 4412 bolted to an Aluminum or Cast Iron intake. A 1" adaptor plate is allowed to mate a 2-barrel to a Stock Q-Jet intake manifold. * The only allowable modification to the Holley 4412 carb is the removal of the choke blade. ONLY (NO XP CARBS).
- 14" x 4" air cleaner. K&N air cleaners allowed (no other K&N components allowed). May not protrude through hood.
- Electric fans are allowed.
- Aftermarket pulleys are allowed.
- Transmission coolers are allowed but lines must be run outside of the driver's compartment.
- Stock style distributor only. No external MSD or any other aftermarket boxes allowed.
- Engine coolant:—WATER ONLY!! Antifreeze is not allowed

Legend Rules

These rules are in addition to or replace the rules for the category listed in the National Legend Series Rulebook. Common sense rules and courteous conduct rules also apply. Any car may be checked at any time by an official. Refusal to submit a car, engine or parts for inspection or measurement upon the request of the tech inspector will result in an immediate disqualification and may also result in suspension for the car owner and/or driver. No car shall be considered as having been approved by having passed through inspection “unnoticed”. All rules must be met at each prerace or post-race inspection. All weighing, measuring, and testing devices used by the tech officials are the standards. Cars must start in the tech area when inspections that require the car to start are performed.

Engine: Any legal Yamaha FJ/XJR type motorcycle engine per any year rulebook of a National Legend Series. FZ09 engine is allowed.

Age Requirements: The minimum age for legends competition will be based on the ability of the driver. Drivers under 14 must show their ability to race during a practice session and by approved by the board.

Safety Equipment: Track safety rules override any safety rules. RaceCeiver and transponders are MANDATORY.

Seat Mounting: Seat mounting may not move or change existing frame or roll cage. The centerline of the seat must be 10” from the left side of the driver’s compartment roll cage. The tech inspector has final approval of the mounting of the seat. Mounting hardware should be a minimum of grade 5 bolts.

Brake Proportion Valves: Only one brake valve, residual valve, pressure valve will be allowed. One unit per complete brake system. Complete elimination of the brake at any wheel is prohibited. VIN plates, engine seals, chassis VIN plates and engine seals are not required. Engine seals do not prevent an engine from being inspected for any reason.

Frame Repair: Any frame repairs made be made as long as the chassis is returned to its original specifications and safe. Changing pick up points or using materials with different dimensions other than original is not allowed. If in doubt, ask.

Fuel, Fuel Lines and Fuel Filters: The specific gravity of the fuel must read from .710 to .770 at 60 degrees Fahrenheit factored by a specific gravity temperature chart. Steel braided fuel line is mandatory. Quick disconnect fuel line reducers allowed. Steel fuel filters only.

Fix It Tickets: “Fix it” Tickets may be used for non-performance enhancing items at any time. Items must be corrected before the next race day event. “Fix it” tickets may be used for any other items only on the first race day of each respective track at the discretion of the tech inspector.

Mufflers/Collectors: Crankcase breather locations are under the carburetors at the stock outlet or in the oil fill cap. Either or both may be used. Catch tanks may be returned to the oil pan.

Tires: Tire tread depths is not a tech item. Cobra 13” tires only, tires must be purchased from Nick Baker (989)-313-6915 or Chris LaFreniere (989)-305-5278.

Suspension/Penalties: Suspensions or penalties will be decided by the board.

AFCO Shocks are not allowed. Bilstein shocks are allowed.

Weight: Weight percentages will include driver and must be met before and after the race. Legends with a FJ1200 or XJR1250 must weigh **1280** pounds with the driver in the car and weigh no less than **610** pounds on the right side. Cars using FZ09 motor must weigh no less than **1,230** pounds with the driver in the car and weigh no less than **585** pounds on the right side. In the event a competitor is found to be underweight at the present race weigh in the competitor will be notified but still be allowed to race. No matter the outcome of the race an underweight car will automatically assume last place for points and payout.

Protest Fees: \$50 for any one item that requires parts/oil replacement. Fee goes for parts replacement with any balance going to the championship point’s fund. May witness removal and inspection of item. Drivers can only protest once per season for no charge.

Limited Late Model Rules

Body: Minimum of 101-inch wheel base. The body must be made of sheet steel, aluminum, or fiberglass, made for racing aftermarket components are required. Carbon-fiber roof air box only allowed. The driver's compartment must be made of metal and be fastened securely in place and completely separate from the engine compartment and trunk compartment. All cars must be completely and neatly painted. A white 6" tall x 1" wide number must be located on the upper passenger side windshield. All glass must be removed. The full windshield and rear windows are to be made of Lexan only. Plexi-glass is not allowed. Mirrors are not allowed.

Body Design Requirements:

- Maximum height of back of rear quarter panel to ground: 37 inches.
- Center of front hub to front of spoiler/nose piece: maximum of 45 inches.
- Minimum ground clearance at the nose of the car: 3 inches.
- Minimum roof height to ground: 45 inches.
- Center of rear hub to back of rear quarter panel: 46 inches max.
- Rear quarter panel ground clearance behind tires: 6 inches minimum.
- Width of nose: 82" maximum at wheel flare and no further back than centerline of the spindle. Air MUST travel through nose. Measurements for opening of nose 24" wide x 4 ½" tall or 18" wide x 6" tall. Aftermarket nose pieces only.
- Minimum height of side window openings: 14 inches.
- Minimum width of side window openings: 22 inches.
- Minimum roof width: 45 inches.
- Maximum body width at the front and rear tires, measured at the center of the hubs: 78 inches.
- Maximum Spoiler height from the rear deck of 8", no vertical supports or forward facing lips.
- Maximum rear deck spoiler width: 72 inches.
- Maximum width of the flat surface on the top of the body between the front windshield and rear post: 4 inches.
- The top surface of the deck lid must not be dished and cannot be lower than the top of the rear quarter panels.

- The top surface of the deck lid must not be dished and cannot be lower than the top of the rear quarter panels.
- The width of the fenders must gradually taper from their maximum width at the wheels to the rear of the car. Straight panels or abrupt kick in just before the rear of the car are not allowed.
- **82-inch max track width.**
- Rear filler panels are mandatory and must be made of solid material. Minimum height of 14 inches x the width of the body. The filler panel will be measured vertically, perpendicular to the ground, directly to the deck lid under the base of the rear spoiler.

Battery: Only one battery is allowed. The battery must be securely mounted outside of the driver's compartment. A battery disconnect is mandatory and must be in easy reach of the driver and track officials.

Brakes: Four-wheel hydraulic brakes are mandatory and must be in good working condition. Aftermarket components including proportioning valves are allowed. Brake floaters are not allowed.

Engine:

- Cast iron engines only. 23-degree head only. No cubic inch limit. Dry sumps and/or 18 degree heads are allowed per weight addition. Cast iron or aluminum heads, porting and polishing of the heads is allowed. Cast iron or aluminum intake manifolds are allowed. Roller rocker arms are allowed. Roller cams are allowed. Carb: 2 or 4 barrels allowed. Compression ratio must not exceed 12.5 to 1.
- Any battery-operated ignition system is allowed. Open-air cleaners 4-inch-tall x 14 inches in diameter are allowed. The air cleaner may protrude through the hood. Engine location is that the forward most spark plug must be within 4 inches of the centerline of the adjacent ball joint on all frames. The centerline of the crankshaft must have no less than 10 ½ inches of clearance to the ground.
- All cars must have a working starter at all times.
- Engine coolant:—WATER ONLY!! Antifreeze is not allowed
- Cars using Dry Sump Engines and/or 18 degree heads must add 100 lbs. anywhere on the car and 50 lbs. on each front frame rail in the designated area to equal 2900 pounds total.
- There will be a 60.9% max left side weight for all cars. 61% will be a DQ.

- LS cast iron block only motors are allowed but fall under the dry sump weight package.
- No aluminum blocks.

Chip Rule: 7600 max rpm chip. Ignition box MUST be mounted on the right-side corner of the interior by the front of the dash and chip must face outward toward passenger window. No digital ignition boxes.

Exhaust: Exhaust must be completely sealed and exit the car behind the driver. Mufflers are mandatory. Maximum allowable noise level is 100 decibels.

Differential/Drive Axle: Floaters and quick change are allowed.

Fuel System: All cars must have a fuel cell securely mounted in the trunk area of the car. MUST BE A STEEL CONTAINER WITH A MINIMUM 22 GAUGE STEEL. A firewall must separate the trunk and driver's compartment. Fuel lines cannot run through the driver's compartment. Electric fuel pumps are not allowed. The fuel cell must have a minimum of 8 inches of ground clearance.

Fuel: Pump gas only, no additives are allowed.

Frame: Frames must be completely fabricated of a minimum 2-inch x 3-inch 0.95-wall thickness tubing or have a stock from sub assembly.

Radiator: Any radiator is allowed. Any reinforcement to protect the radiator must be mounted behind the grill. The nosepiece or hood cannot be altered to fit the radiator. A one-gallon catch must be mounted on the firewall in the engine compartment.

Roll Cage: All cars must have a six (6)-point cage system made of 1 ¾ inch diameter 0.95 wall thickness steel tubing that is welded to the frame of the car. Four drive side sissy bars made of the same size and type of roll cage material must be securely mounted to the roll cage to protect the driver during side impact. A steel plate 18 x 24 x 1/8 must be mounted to sissy bars to protect the driver. All bars around the driver must be padded with made for racing roll bar padding.

Rub Rails: Allowed. Rub rails must be securely mounted to the body using carriage bolts. The ends of the rub rail must be rounded off and welded shut. Kick-outs are not allowed.

Shocks:

- A. Single adjustable shocks only, one sweep type rebound adjuster allowed, a small sweep wheel below the main rebound sweep wheel for high-speed adjustments is not allowed.
- B. No canister/bulb type or exotic shocks allowed.
- C. No binding of ball joints or chassis components to manipulate travel.
- D. One shock and one spring per wheel.
- E. No bump stops allowed on suspension or chassis, no bump springs allowed, no travel limiting components internal or external of the shock.
- F. No travel limiting components attached to suspension or chassis, any type of travel limiting component that can manipulate shock or suspension travel will be a DQ.
- G. Shock shaft must compress into shock body leaving no room for a travel limiting component.
- H. A shock in question that is put on a load machine and creates a progressive load that would support the car in race trim as the shaft travels inward will be considered a travel limiting device that manipulates travel.
- I. Tech reserves the right in asking race teams to remove all shocks from race car in question, for the purpose of inspecting suspension movement through travel with no binds or travel limiting components interfering.
- J. Tech reserves the right in asking race teams to remove any shock in question. Tech will install shock or shocks on load machine to compress shock or shocks, checking for travel limiting components.
- K. Tech reserves the right to use a 3rd party shock tech to examine shocks internally if a tech decision cannot be made during tech. if shock is deemed illegal after 3rd party inspection, race team is responsible for inspection cost.

****Front and/or rear shocks may be removed to verify suspension moves without any restrictions**.**

Suspension:

- A. Ride height will be measured at the foot box, minimum 2 ½ inches, maximum 5 ½ inches. Centerline of the crankshaft must be a minimum of 10 inches to the ground (10.5 inches was removed in 2022).
- B. NO bumps or bump springs anywhere in the suspension or chassis
- C. Shock shaft must travel completely inside the body of the shock.
- D. Tubular upper A-frames, rack and pinion steering are allowed
- E. Driver actuated weight jacking devices are not allowed.

- F. Wide-five hubs and rims are allowed.
- G. Must have minimum of 2.5 diameter spring operating on each corner of chassis.
- H. Computer controlled and/or hydraulic control devices are not allowed.

Tires:

- Towel City Tire 8" Slick with the 89A Compound.
- 2-tire rule except when announced for special events.
- Tire Soaking is NOT ALLOWED

Transmission: Must have a minimum of 2 working forward gears and reverse. Drive shafts: must be painted white. Front and rear drive shaft hoops made of steel are required. Chains are not allowed. Shifting is not allowed on starts or restarts. Bert, Brinn, Falcon, Jerico, Hightower and OEM are okay. **If suspected of shifting at any time competitor will be black flagged and immediately disqualified**.

Weight:

- 2700 pounds minimum with driver before the race.
- All added weight must be painted white and securely mounted to the car using ½-inch bolts.
- No rear weight percentage rule.
- Maximum 60.9% left side weight (61% is a DQ).
- Dry sump engines 2900 lbs. with driver must add 50 lbs. on each side of upper frame on front sub on both sides (100 pounds total). Lead will be removed from the chassis and weighed. Total vehicle weight 2900 lbs.

Wheels: Steel made for racing wheels only. 10"-inch maximum width. Wheel studs must be ½-inch minimum with 1-inch hex lug nuts. Carbon fiber components not allowed.

Window Nets: Approved driver side window net with a quick release mechanism securely mounted to the roll cage is mandatory.

Sportsman Rules

CHASSIS:

Any U.S. manufactured passenger car chassis. Minimum wheel base of 101". Convertible, 4-wheel drive or Sub-compact car chassis are not allowed.

BODIES: Car or Truck

Aftermarket or Fabricated Body Option

1. Performance of 5-Star ABC Style bodies are allowed but do not receive and weight break
 - a. Stock appearing roof and B Pillars only.
 - b. Fabricated portions of the bodies are allowed.
 - c. No wedge-shaped bodies. The body must resemble factory produced cars.
 - d. Edges of the body, where bent must have a minimum of 1-inch curved radius. Must not be right angle of sharp bends.
 - e. Panels must retain the original type contour. NO Side Slab.
 - f. Stock appearing deck lids, tail panels, hoods. May be made of aluminum. Must be stock appearing. Deck lid must be at least 12" and the width of the body.
 - g. No wrap around windshields or tear-drop style rear windows.
 - h. Fenders and quarter panels may be aluminum, fiberglass or steel. Must be stock appearing.
 - i. Air Cleaner cannot protrude through the hood. It must be covered by a hood scoop or hood.
 - j. Spoiler, 6" high x 60" maximum width. 3-tubular braces made of ¾" material not to exceed 18" or spoiler height. Rudders and or Side Boards are not allowed.
 - k. Stock appearing nose only. NO MD3 or radical outlaw noses. No dirt car noses or fabricated shovel noses. No widening of the nose to fit the body width.
 - l. Stock appearing rear bumper must be utilized. No widening of the rear bumper to fit the body.
 - m. Must incorporate an accessible tow cable or chain on the front and rear of the car.

- n. Truck beds must be covered in aluminum or steel and set level. No altering of the design to act as a spoiler. Spoiler dimensions are the same as the car spoiler dimensions.
- o. Fuel Cell must be accessible through a hatch in the bed cover. The minimum dimensions of the hatch are 24" x 32"
- 2. Contact the WRC if you have any questions about the rules for your body design.

Stock Steel Body Option

- 1. Intermixing of stock OEM manufactured components is allowed.
 - a. OEM Stock Steel Roof skin, Steel B Pillars, Steel Quarter Panels, Stock appearing Steel hood skin, steel doors and steel truck skinned cars will receive a 100 lb. weight break.
 - b. Stock Camaro, Chevelle, Nova, Monte Carlo, Impala and OEM factory components are required to utilize this option
 - c. Stock appearing nose only. MD3 or other radical noses or Dirt car noses are not allowed
 - d. Taillight panel must be stock appearing and non-flow through design. It cannot be widened to fit the body.
 - e. Deck lid will be accessible 12" and body width.
 - f. Truck/El Camino beds must be covered with steel to receive the weight break option.
 - g. Fuel Cell must be accessible through a 24" x 32" hatch in the bed cover.
 - h. Must have stock appearing bumpers in the stock location. Round or square tube bumpers must be covered. Aluminum bumpers are allowed. NO SHARP EDGES.
 - i. Spoiler, 6" high x 60" maximum width. 3-tubular braces made of 3/4" material not to exceed 18" or spoiler height. Rudders and or Side Boards are not allowed.

General Body Rules for Sportsman/Street Stock Competitors

- a. No jacked-up decks
- b. Side skirting must not interfere with the ride-height gauge on the left side of the car.
- c. If it can cut a tire it is no good and prevents that car from competing. Rounded off bolts or carriage bolts should be used for mounting rub-rails or exterior bracing.

- d. No portion of the body or chassis may be lower than 4", measured on the left frame rail.
- e. Body must be symmetrical, centered on the chassis and remain in the stock configuration.
- f. Radiator: Must be mounted in front of the engine. Cannot protrude through the nose or hood. All reinforcement must be behind the grill. Any type radiator can be used. Over-flow hose must exit onto the right side of windshield base.
- g. Front and Rear Firewalls must be sealed to prevent fire and or fluids from getting into the drivers compartment.
- h. Coffin shaped interior are not allowed. Interiors must taper down from the passenger door window to the driveshaft tunnel and must be sealed to prevent fire or fluids from getting into the drivers compartment.
- i. Mirrors are not allowed.
- j. All added weight must be painted white. The weight must be mounted using 2 ½ bolts and be approved by WRC Tech Inspector.
- k. All glass must be removed from the car or truck. Lexan may be used in place of the windshields and must be remain stock appearing. Windshields are MANDATORY.
- l. Drivers sided floor pan must be covered or replaced with a 1/8" thick steel plate. Front cage post to rear cage post must be welded or bolted in. Minimum width of the drivers' seat is MANDATORY.
- m. ONE DRIVESHAFT LOOP IS MANDATORY. The loop must be in front of 1/3rd of the driveshaft.
- n. Driveshaft must be painted white. Aluminum and or Carbon Fiber Driveshaft's are NOT allowed.
- o. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.
- p. Front and Rear tow hooks must be secured to the bumper or frame of the vehicle and be large enough to accommodate the wrecker hook and hold the weight of the vehicle.

Battery:

- 1. Must not be located in the driver's compartment.
- 2. One 12-volt battery, (checked randomly). Covers are recommended.

3. One battery disconnect must be located to the right side of the driver and be accessible to the driver and safety crew. Clear marking of ON and OFF are required.
4. The battery must be securely mounted in the car/truck using 2-inch wide metal straps.

Brakes:

1. Must have 4-wheel brakes. All 4-wheel brakes must be working at all times.
2. Interchanging of stock parts is allowed.
3. Made for racing dual master cylinder and brake pedals are allowed. Anti-lock brakes and or shut-off valves are NOT ALLOWED.
4. Adjustable proportioning valves are allowed. Front to rear control only.
5. Steel Calipers, single piston only.
6. Traction Control devices, regardless of actuation method and wheel speed sensors are NOT ALLOWED.

Carburetor:

1. One 2-barrel Holley Only. Manufactures part number 4412, unaltered with the exception of the choke horn, choke shaft and butterfly. Must have circular shaped stock venturi's. No altering of the throttle shaft, plates or screws. No exceptions. Screws must protrude through the shaft to receive that 100 lb. weight break.
2. A Maximum of one 1" thick carburetor adaptor or spacer plate can be used. It must be able to be removed from the carburetor for inspection purposes.
3. No opening in the intake manifold to the atmosphere other than for the carburetor. No openings in the carburetor to atmosphere other than it inlets. Carburetors leaking to the atmosphere upon using a simple spray test will be inspected for further modifications. MANDATORY DISQUALIFICATION if any alteration is found. NO EXCEPTIONS.
4. Single 4-barrel carburetors can be used. NO WEIGHT BREAK ALLOWED.

Differential:

1. Rear-ends must be stock or may be welded. Ford 9" or Floaters are allowed.

Engine:

1. Any cast iron block.
2. Cast iron straight-plug or angle-plug heads are allowed.
3. No adaptor or spacer plates allowed between the cylinder heads and intake manifold. The intake must bolt directly to the cylinder head.
4. Roller Rockers and Stud girdles and Shaft systems are allowed. Any Camshaft is allowed.
5. Any HEI or MSD 6al non-programmable, part number 6430 only. No electronic or manually operated timing devices allowed. 4-pin sealed modules are allowed.
6. Starters must be in working order at all times.
7. Engine location: The forward most spark-plug hole in line with the center of the ball joint checked on the drivers' side of the car/truck, "+- 1-inch".
8. Contact the WRC if you have any questions about the engine rules.

Exhaust:

1. Drop and 180 degree headers are allowed.
2. Exhaust must exit to the rear of the drivers' compartment.
3. Exhaust must be securely mounted with hangers.
4. Working mufflers are mandatory. Must meet 97 decibels at trackside.

Frame:

1. Full frame may be shortened to a 101" minimum wheelbase.
2. Tube tail-sections are allowed from the centerline of the rear-end to the bumper.
3. Front and rear clip mixing is allowed. Must retain stock frame rails and connection points. EXOTIC FRAME MODIFICATIONS ARE NOT ALLOWED.
4. Any frame plating or tubing attached below the stock frame rails will be considered the frame. Stock lower trailing arm geometry must be retained.
5. Uni-body frames must retain stock frame rails and suspension mounts or be grafted on a conventional full frame. Some plating of stock frames is allowed.
6. Steel frames and sub-frames only. Aluminum frames are NOT ALLOWED.
7. A Camaro clip tube rear car is okay to run.
8. All frames may be notched for fuel pump clearance and oil pan clearance. (Rear sump clearance only)

9. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.

Fuel System:

1. Pump or Racing gasoline only.
2. Nitrous Oxide Systems are NOT ALLOWED.
3. Fuel Cells are mandatory and must be mounted in a steel container. Aluminum containers are NOT ALLOWED.
4. Fuel lines and or transmission lines cannot go through the drivers' compartment.
5. Gas caps must be securely mounted to the fuel cell with a chain or cable. This is MANDATORY.
6. A fuel cell guard made of 1 3/4", .095 wall thickness tubing is required. The cell guard must extend to the bottom of the fuel cell and be welded to both frame rails.
7. 8" minimum height of the fuel cell to the ground at its lowest point.

Roll Gage Construction:

1. A 4-post roll cage is mandatory!
2. The cage must have 3 left-side horizontal bars and 2 left-side vertical bars down to the left frame rail.
3. The cage must have 2 right-side horizontal bars and at least 1-vertical bar that connects to the right frame rail.
4. The entire cage must be made of 1 3/4", .095 wall thickness tubing. (May be randomly checked). Black Iron pipe and galvanized pipe is NOT ALLOWED.
5. Drivers' side of the car must a steel plate the extends from the left front cage post to the left rear cage post from the top of the door bar down to the frame. This plate must be made of 1/8th steel and be welded to the bars. This will be inspected and approved by WRC Officials. Safety, Safety, Safety!!

Suspension- Front and Rear

Front Suspension:

1. Tubular Upper control arms are allow. Tubular lower control arms are NOT ALLOWED.
2. Stock components only! Interchanging of stock components is allowed.

3. Aluminum suspension components are NOT ALLOWED.
4. Rack and Pinion Steering is NOT ALLOWED.
5. Steel Heim joints/tie rods ends are allowed. Adjustable center-links are allowed.
6. Howe forged spindles are allowed. (No weight break). Tubular or hollow spindles are NOT ALLOWED.
7. No tubular or 3-piece splined sway bars, stock OEM style only. Mounting must clear you steering appropriately. Mounts cannot interfere with tie rods or clamps.
8. Front springs must be in the stock location and have the same type of mounting as OEM. 4" minimum spring diameter. Screw cups and Jack bolts are allowed.
9. Driver actuated jacking devices are NOT ALLOWED.
10. **78"** maximum tread width measured at the sidewall on the center of the spindle.
11. All cars/trucks us stock front suspension including tubular upper may subtract 100 lbs.

Rear Suspension:

1. Must retain stock geometric measurements and linkage rations for the frame used.
2. 2 or 4 link rear end suspensions will be allowed. Simple 3 link is allowed. Factory 3 and 4 link and track bars are allowed.
3. Aluminum and or Spring-loaded components are NOT ALLOWED. If you run a 3-link, J-bar or panhard bar, add 100 lbs. See weight section for further definitions.
4. Coil over or Coil over eliminator components are NOT ALLOWED.
5. Rear Spring pockets may be altered by moving them up 2-inches. Rear frame cross member may be modified; however, spring pockets must retain the same general design. Any cars or trucks not meeting these requirements will be subject to weight penalties at the discretion of the WRC Officials.
6. Stock Steel Shocks only. (Pro, AFCO, CARREA, Bilstein or QA1). Welded end, economy style shocks or stock type mounts only. Aluminum, External Reservoir, PENSKE, REVALVEBLE BILSTEIN, OHLIN OR INTEGRA SHOCKS are NOT ALLOWED.

The shock rule is pretty straight forward. NO EXOTIC or HIGH DOLLAR Shocks for this class. If you have non-economic shocks, please contact the WRC before coming to the track with your car. There is a \$100 per shock claim rule. You have to meet the following criteria to be eligible to claim shocks.

- a. You must be a register driver and have competed in this class for a minimum of two weeks at the Whittemore Speedway.
- b. You must finish on the lead lap of the car that the shocks are being claimed.
- c. The driver claiming the shocks must do so within 10-minutes of the end of the feature.
- d. The claimed shocks must be on the claimers car at the next race at the Whittemore Speedway.
- e. Shocks will be marked by the WRC Tech Inspector.
- f. Any cars or trucks not meeting these requirements will be subject to penalties at the discretion of the WRC Officials.

Tires and Wheels:

Tires:

1. Towel City 8" Slick with the 89A Compound.
2. Tire Softening or altering is strictly prohibited. See the Tire Rule in the General Rule Section.

Wheels;

8" Steel Safety Wheels only. 1" lug nuts. 5/8" wheel studs are mandatory with threads exposed past the lug nut.

Transmissions:

1. Any transmission is allowed, (including BERT, Brinn and etc.) as long as it has working forward and reverse gears.
2. 5" mini clutches, direct drive automatic with coupler and dummy converter are allowed.
3. Aluminum Fly-wheels are NOT ALLOWED.
4. Drive shafts must be made of steel and painted white. Aluminum and or Carbon Fiber drive shafts are NOT ALLOWED.
5. Two drive shaft loops are required. One near the front and one near the rear of the drive shaft.

Traction Control:

1. All electronic and or computerized wheel spin and/ or ignition retardation and or acceleration limiting and or traction control devices of any type at NOT ALLOWED.
2. Adjustable ping control devices; dial chip controls and/or automated throttle controls and adjustable restrictor plates are NOT ALLOWED.
3. Remote controls of any type are NOT ALLOWED.
4. Data Collection/acquisition devices are NOT ALLOWED.

Weight:

1. 3100 lbs. is the base weight for this class before an event.
 - a. Cars/trucks with any 3-link or panhard bar, add 100 lbs.
 - b. Cars with a gauge legal 4412 2-barrel carburetor, deduct 100 lbs.
 - c. See the body rules for definition of weight break.
 - d. Cars/trucks with Stock Front Suspension, including tubular uppers, may deduct 100 lbs.
2. Maximum of 57% left side weight with the driver and car ready to race.
3. Maximum of 52% rear weight with the driver and car ready to race.
4. WRC Officials have the right to adjust the rules to even the competition.
5. Upon filling out your Drivers Registration, you must claim your modifications and be labeled with the correct weight for your car. The correctly claimed weight must be displayed on the WRC Inspection sticker on the upper right hand corner of the windshield.

Modified Rules

Whittemore Speedway will utilize Midwest Modified Rules in addition to the rules listed below.

<http://www.midwestmodifiedstour.com>

Note: Whittemore Speedway/Whittemore Racing Club does not express or imply and warranty as a guide to conduct this sport and are not in any way a guarantee against injury or death to anyone.

Tires:

- Hoosier F70 8" Slick.
- Tire Soaking is NOT ALLOWED

Chassis:

- Howe fab clip allowed.

Class:	Mod's	LLM	Wilson and Son's Septic Service Sportsman	Lead Sled	FWD	Legends
1	\$1,000	\$750	\$1000	\$400	\$200	\$350
2	\$800	\$600	\$700	\$275	\$180	\$275
3	\$650	\$500	\$500	\$200	\$165	\$225
4	\$550	\$400	\$450	\$175	\$150	\$175
5	\$500	\$350	\$400	\$150	\$135	\$150
6	\$450	\$300	\$350	\$110	\$125	\$140
7	\$400	\$275	\$300	\$100	\$115	\$130
8	\$350	\$250	\$275	\$100	\$105	\$120
9	\$300	\$225	\$250	\$100	\$95	\$110
10	\$250	\$200	\$225	\$100	\$85	\$100
11-24	\$225	\$200	\$200	\$100	\$75	\$100

Information

2:00 p.m. Pit Gate Opens
3:00 p.m. Hot Laps
5:00 p.m. Main Grandstand Opens
5:45 p.m. Qualifying
7:00 p.m. Racing Starts

Track Size: $\frac{1}{4}$ Mile
Banking: High Banked
Composition: Asphalt
Shape: Oval
Elevation: 763.0000

Officers:

President: Andy Hess
Vice President: Tyler Leslie
Secretary: Kylie Moe
Treasure: Jeff Strauer
Trustees: Don Freeman 1-yr
 Dave Stern 2-yr
 Nick Baker 3-yr.

Please mail all correspondence to:

Whittemore Racing Club
200 E. State Street
Whittemore, MI 48770
Email: whittemorespeedwaytreasurer@hotmail.com
Web: whittemorespeedway.org

*Rules are subject to change at any time and without notice.

