

2019 WIR ¼ MILE LATE MODEL RULES

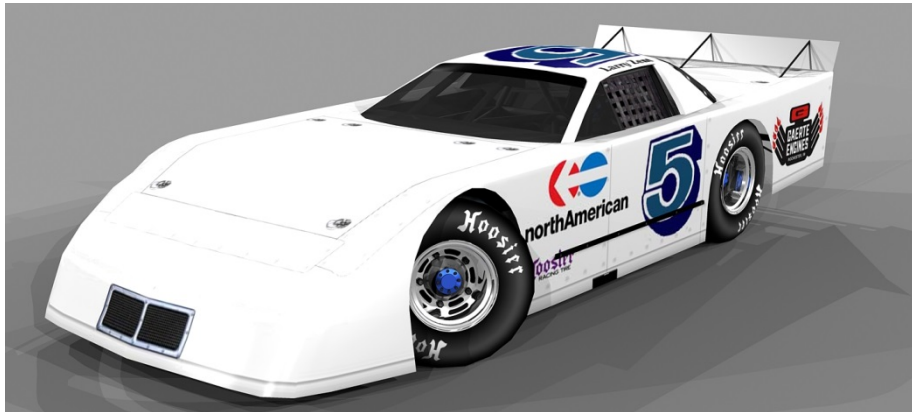
Rev: 11-15-2018

1. Class to race on WIR ¼ mile as a separate and unique class.
2. Base weight is 2800# w/60% max left side weight (weight must be displayed on the left A post). Chassis must be 5 years or more old. Front and rear clips may be replaced. Maximum 4" engine set back from CL of lower ball joint to front spark plug. No carbon fiber or titanium parts allowed anywhere on the car.
3. Wheel base 104" +/- 2". Max tread width of 66".
4. **All FRRC & UMA LM chassis construction, car and driver safety rules apply to this class.**
5. There are two engine options. Option 1: Sealed 602 GM Crate Engine w/Holley 650 CFM 4 Barrel Carb & stock HEI w/ 6,200 RPM limit. 1.0" carb spacer allowed (1.25" max w/ gaskets). Tapered carb spacers and manifold inserts are not allowed. MSD ignition controller allowed. Must use unaltered sealed GM #88958602 or #19258602 crate engine. IMCA cable lock motors are highly recommended. Different, altered or missing GM seal bolts or cable locks will result in disqualification. Oil pan may be replaced with Champ pan #CP57LTRB or Champ pan #CP106LTRB or Kevko pan #1090NRHw/ISP and Kevko pick-up #1003-3/4. 602 crate motors must use Schoenfeld P/N 007-135CM2 headers.

Option 2: Chevy 361 Spec Engine w/ stock 500 CFM 4412 two-barrel carb & stock HEI w/ 7000 RPM limit. 1.0" carb spacer allowed (1.25" max w/ gaskets). Tapered spacers and manifold inserts are not allowed. MSD Ignition controller allowed. Engine must use a stock GM steel block & OEM (stock type) heads, crank and rods. Engine can be built by racers or local engine builders. Ford & Chrysler engines are not legal for this class. GM Bowtie components are not allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, and 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches. Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc. (track option which method is used). Flat top or dished pistons only, no gas-ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Connecting rod cap screws allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods. Accumulator allowed. Cylinder heads must be unaltered steel approved OEM with minimum 76 cc combustion chamber. The only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads is 2.02 inch intake and 1.60 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason). No porting, polishing or unapproved alterations allowed to any cylinder head or intake. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM – 1.250 inch (± .015 tolerance) maximum O.D. valve springs, no beehive valve springs allowed. Only unaltered aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Edelbrock GM #2701. Heads may not be ported or polished. Cooling lines allowed on aluminum intakes. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

6. Dry sump systems and/or crank case evac. systems are not allowed.
7. Differences in performance between Crate Engines and Spec Engines will be adjusted by the Advisory Board to maintain fair and equal competition. Typical performance adjustments will be weight and RPM limits.
8. No tri-y's, merge collectors, 4/7 swap, inserts, cones, balance tubes or other modifications. Mufflers are mandatory.
9. Hoosier 3035 Left Side/3045 Right Side 10" tire mounted on 10" steel wheels. Racers will be allowed 4 new tires to start the season. After the first race 1 new tire can be installed every third race in which the car competes. New Tires may not be banked. Racers are encouraged to use take offs from SLM teams. Competitors must document the bar code numbers of the 4 tires they are using each night on a tire card. The tire card must be given to a series official before practice.
Tire soaking is prohibited.
10. Air boxes and ram air not allowed. Two-piece air filter housing only. When using the non-ABC body option, the engine air filter may be above the hood.
11. MSD rev limiter required. Must be out of driver's reach.
12. 8 to 22 gallon fuel cell w/flexible bladder and 1/8" steel can are recommended. Racers are encouraged to use a 15 gallon or smaller fuel cell. A 1/8" steel or 3/16" thick aluminum fuel cell protection plates required; front, side & rear if using plastic cell or if fuel cell can is made from steel less than 1/8" thick. No remote dry break fuel fills or U-shaped fuel cells. All fuel cells must be mounted behind the rear end.
13. Fuel cell minimum height is 10.0" (when checked on body inspection blocks 3 inch on left and 3 ½ inch on right).

14. There is no ground clearance rule, however no part of the car may drag on the ground in Tech or as the car leaves the pits. Engine skid plate required, 1/8" steel or 3/16" aluminum level with bottom of front cross member.
15. One spring per corner allowed. Minimum front spring rate of 200# for a coil over car. When using a conventional type spring you must provide lower control arm dimensions to the Advisory Board, so the minimum spring rate can be determined. Springs must have current MSRP of \$90 or less.
16. No bump stops, bump springs, coil binding, spring pre-loaders, suspension limiters or restraints. No shock covers.
17. Non-adjustable shock absorbers w/current MSRP of \$190.00 or less (excl. C/O kit).
18. Shocks can only use OEM parts. Parts from other brands of shocks cannot be interchanged. For example; use of Ohlins parts in a QA1 shock not allowed.
19. Mono tube (gas) shocks are legal, however the Advisory Board reserves the right to have front shocks dyno'ed and certified by Racetech or Right Foot Performance Products at the racers expense. Mono tube front shocks cannot exceed 400# at 1"/sec shaft speed on a 4"/sec shock dyno test.
20. Koni 30 Series 7" and 9" Rebound Adjustable Shocks are allowed. When using Koni Shocks the Konis must be used on all four corners of the car. Bump rubber supplied with shock must be removed. The following Koni part numbers will be allowed: Kon30-7325, Kon30-7436, Kon30-7499, Kon30-7647, Kon30-9325, Kon30-9436.
21. Single or dual piston "GM" type calipers or 4 piston calipers w/ max current MSRP of \$190 each. No floating, drilled or scalloped rotors. No ABS, brake recirculation systems, brake ducting, thermalock pistons, wheel fans or fan blower motors.
22. OEM 3 or 4 speed transmission w/ 5.5" or larger clutch. Must have a functioning reverse gear. No high dollar transmissions such as Roltec, G Force or High Tower
23. Bert, Brinn & Falcon transmissions allowed with the exception of Bert 2nd Gen, Brinn Predator & Pro 2.0. Spoked flex plates not allowed.
24. No open differentials, light weight or polished internal parts, EDM ring & pinions or aluminum or cambered axle tubes. All QC's must be spooled or locked and have a 10" ring gear. Gun drilled axles are legal.
25. All drain plugs must be safety wired.
26. All rear suspension links must be solid. Spring bars and bushing bars are not allowed.
27. All rear suspension brackets must be clamped or welded to rear axle tubes. No bird cages or rotating suspension parts.
28. Drive shaft must be steel or aluminum. Steel drive shafts must have a minimum OD of 2-1/2" and aluminum a minimum OD of 3.0".
29. Radios are not allowed. Cars must have a Receiver and transponder. Transponder location must be 8 inches in front of rear axle tube to center of transponder.
30. ABC body rules apply to ABC body cars. Non- ABC bodies such as Michigan type outlaw late model bodies and/or Mustang and Camaro bodies are allowed to run under the following guidelines: if using a dirt late model nose and/or front fenders you must use a Five Star Classic Style DLM Nose (or similar). No 2nd or 3rd Generation Five Star dirt late model noses and front fenders, or light weight carbon fiber or Kevlar body parts. Bodies must be centered on the chassis, be symmetrical in design, clean and professional appearing. No Junk! As a general rule bodies must fit within the "dimensional box" of ABC Body Rules. No steel bodies, station wagon, convertible type bodies or Mid- American/ Grand National type cars. Bodies must meet the following dimensions; front & rear overhang – 47" max, front & rear width max – 80", rear deck height max – 35", minimum roof height – 46". Body dimensions will be checked with 3.0" block under left frame rail and 3.5" block under right frame rail.
31. All non -ABC cars must have a Lexan front windshield. Rear window is optional. Bodies must have A & B posts. Cars w/ large C posts or sail panels must have ¼ windows or ¼ window graphics. Racers are encouraged to have headlight/grill graphics. No flat or radically sloped roofs or decks.
32. Spoiler must be rectangular in shape and cannot exceed width of car with a maximum size of 390 square inches. Spoiler height cannot exceed 6.5". Examples: 80" wide spoiler cannot be taller than 4.875". 60" wide spoiler cannot be taller than 6.5". Spoilers may use forward mounted aluminum side boards or rear mounted spoiler supports. Side boards cannot be taller than 6.5" or more than 12.0" long.
33. Front and rear bumpers must be fabricated from 1.75" x .095" wall, or lighter, round tubing. Bumpers cannot be stacked or lined with additional tubing. Front bumper and any nerf bars or rub rails must be mounted inside the body, however, the Five-Star ABC approved plastic rub rail may be used and mounted on the outside of the car.
34. Weight Deducts: One or two piston GM type calipers = 25#, manual rack = 25#, stock mount starter = 25#, stock GM 602 oil pan = 25#, HEI Distributor w/o MSD = 25#, Solid rear axles = 25#, 7-1/4" clutch = 25#, Steel Drive Shaft = 25#. Option 1 & 2 Engines will be allowed a maximum of four weight deductions. UMA 602 Racing Series cars must meet all UMA 602 Late Model rules. UMA 602 cars will be allowed to race at 2700#.
35. Weight Additions: Clutch-less type transmission add 50#.
36. One pound of fuel "burn off" per lap will be allowed.
37. **The WIR ¼ Mile Late Model Advisory Board reserves the right to adjust weight additions and deductions if one engine type or body type appears to have an advantage over another.**
38. Racers limited to 3 tests per season.
39. Rules will be set by the WIR ¼ Mile Late Model Advisory Board. Racer input will be solicited but racers will not vote on the rules. Common sense application of these rules will govern this series.



SAMPLE PHOTOS OF NON-ABC BODIES

