

Winchester Speedway

Limited Late Model Rules

2010

DIRECT ALL TECH QUESTIONS TO ANY OF THE FOLLOWING:

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ELIGIBLE MODELS - ANY MANUFACTURED FULL FRAME OR A STOCK APPEARING FRONT FRAME SECTION ATTACHED TO A STEEL RAIL FRAME (SQUARE, RECTANGULAR OR ROUND) WITH A MINIMUM OF 8 INCHES IN CIRCUMFERENCE REACHING FROM THE FRONT SUB FRAME THROUGH THE REAR BUMPER SUPPORTS. MINIMUM WHEEL BASE ALLOWED IS 103 INCHES. TUBE FRAME CHASSIS MUST BE 1 3/4 INCH ROUND TUBING.

BODY & CHASSIS - ALL CARS MUST HAVE COMPLETE STOCK APPEARING BODIES (SEE ATTACHED BODY DRAWING DIMENSIONS). NOSES AND ROOFS MUST MATCH BODY STYLES. ROOFS MUST BE LEVEL AND SMOOTH AND REMAIN IN STOCK LOCATION. NO CARBON FIBER ROOFS. ALUMINUM, FIBERGLASS OR METAL BODIES ARE ALLOWED. ALL BODY EDGES MUST BE ROUNDED. NO CHOPPING. NO MIRRORS. REAR QUARTER PANELS SHOULD REMAIN IN A MANNER THAT DOES NOT TAKE AWAY FROM THE APPEARANCE OF THE CAR. WINDOW AREAS MUST REMAIN OPEN. THE REAR SIDE WINDOWS MAY BE CLOSED IN WITH LEXAN. WINDSHIELD BARS OR SCREEN MUST BE USED. FRONT FENDERS AND HOODS MUST BE LEVEL AND FLAT LEFT TO RIGHT. FENDERS CANNOT GAIN HEIGHT FROM REAR TO THE FRONT OF THE CAR. NO PART OF THE FENDERS OR HOOD CAN BE BELOW THE OUTSIDE OF THE BODYLINE. FRONT FENDER FLARES (ELEPHANT EARS) MUST BE MADE OF PLASTIC AND CANNOT ALTER THE ORIGINAL SHAPE OF THE NOSEPIECE. FRONT FENDER FLARES MUST HAVE COLLAPSIBLE SUPPORTS AND NOT STICKING BACK BEYOND THE CENTER OF THE FRONT TIRES. FLARES MUST NOT EXTEND OVER THE FRONT TIRES MORE THAN 1 INCH.

INTERIOR - IT IS HIGHLY RECOMMENDED FOR DRIVER'S SAFETY THAT A PIECE OF 1/8TH INCH STEEL OR 1/4 INCH ALUMINUM IS USED AS FLOOR BOARDS AND INSIDE THE DRIVER'S DOOR. A FIREWALL MUST COVER THE DRIVER'S AREA AND BE CONSTRUCTED TO PROVIDE MAXIMUM SAFETY. DRIVER'S SEAT MUST REMAIN IN THE SAME GENERAL AREA AS THE GENERAL DESIGN. THE AREA TO THE RIGHT OF THE DRIVER SHOULD BE CONSTRUCTED IN A MANNER AS TO ALLOW AMPLE ROOM FOR THE DRIVER TO ESCAPE IN CASE OF AN ACCIDENT OR EMERGENCY. INTERIOR MAY BE DROPPED TO THE CENTER OF THE CAR NO MORE THAN 3 INCHES FROM THE TOP OF THE DOORS AND MUST BE 12 INCHES BELOW THE ROLL CAGE. INTERIOR MUST GRADUALLY TAPER TO THE QUARTER PANELS HEIGHT AND BE LEVEL FOR 32 INCHES FROM THE REAR OF THE QUARTER PANELS. INTERIOR MUST RUN IN STRAIGHT LINES FROM BEHIND THE DRIVER'S SEAT TO THE REAR SPOILER.

SPOILER - THE REAR SPOILER MUST BE MADE OUT OF TRANSPARENT MATERIAL (SUCH AS LEXAN) AND BE ABLE TO SEE THROUGH IT. THE MAXIMUM SPOILER HEIGHT IS 8 INCHES BY 72 INCHES IN WIDTH. THREE SPOILER SUPPORTS CAN BE USED BUT NOT TO EXCEED 12 INCHES IN LENGTH AND 8 INCHES IN HEIGHT. THE SPOILER MUST BE ATTACHED TO THE REAR DECK LID.

ENGINES - MUST BE FACTORY PRODUCED, NATURALLY ASPIRATED AND FOLLOW THE BODYLINES AS TO MANUFACTURE. 410 CUBIC INCH LIMIT, HEADS MUST BE CAST IRON. ROLLER CAMS AND LIFTERS PERMITTED. HEADERS ARE PERMITTED WITH MUFFLERS RECOMMENDED, BUT OPTIONAL. NO 180-DEGREE HEADERS ALLOWED. CARBURETION IS LIMITED TO A SINGLE TWO BARREL, NOT TO EXCEED 650 CFM WITH A THROTTLE BORE 1.750. NO EXOTIC SOLENOIDS, TRICK KITS OR NITROUS SYSTEMS ALLOWED. STOCK OR BELT DRIVEN FUEL PUMPS ONLY. ALUMINUM INTAKES ALLOWED. GASOLINE ONLY. NO ALCOHOL. ALL ENGINES ARE LIMITED TO A BATTERY POWER IGNITION SYSTEM. MAXIMUM ENGINE SET BACK IS 6 INCHES MEASURING FROM THE CENTER OF THE UPPER BALL JOINT TO THE MOST FORWARD SPARK PLUG.

358 CU IN STEEL BLOCK & STEEL HEADS 4 BARREL GAS OR ALKY WITH A 1 3/4" THROTTLE PLATE

358 CU IN STEEL BLOCK & ALUMINUM HEADS 2 BARELL 650 CFM GAS ONLY WITH A 1 3/4" THROTTLE PLATE

TIRES & WHEELS - TIRE WIDTH LIMITED TO A MAXIMUM OF 11 INCH ECONOMY RACING TIRES. RACING WHEELS MUST NOT EXCEED 14 INCHES IN WIDTH. ONLY ALUMINUM OR STEEL WHEELS ALLOWED. BEAD LOCKS ARE O.K. TIRE 29-11-15-93 INCH CIRCUMFERENCES. HOOSIER TRACK TIRES ONLY D35, D55, 14.00, 14.25, OR 16.00 COMPOUND.

SAFETY - ROLL CAGE MUST BE OF THE 4 POST DESIGN, WITH A FRONT BAR FOLLOWING THE WINDSHIELDS CONTOUR AND THE REAR BAR BEHIND THE DRIVER'S SEAT. TOP OF THE ROLL BAR MUST BE CONNECTED TO FORM A BOX SECTION AT LEAST 4 INCHES ABOVE THE DRIVER'S HEAD. BARS MUST BE SECURELY FASTENED TO THE FRAME BY WELDING. NO SCREWED PIPE FITTINGS ALLOWED. ALL BARS MUST BE AT LEAST .125 WALL THICKNESS. SEAT MUST BE FASTENED TO THE CAGE. ALL BARS MUST BE 360 DEGREES WELDED AND GUSSETED. ALL BARS NEAR DRIVER MUST BE PADDED. AT LEAST THREE BARS REQUIRED IN THE DRIVER DOOR AREA. SEAT BELTS MUST BE ATTACHED TO THE ROLL CAGE SECURELY, MUST BE IN GOOD CONDITION AND OF RECENT AGE. SHOULDER HARNESS REQUIRED. ALL BELTS MUST BE OF THE RELEASE TYPE NYLON RACING VARIETY. ADEQUATE FIRESUITS AND HEADGEAR ARE REQUIRED. WINDOW NETS AND DRIVELINE SLINGS ARE REQUIRED. BATTERIES MUST BE SECURELY FASTENED AND PROVISIONS MADE TO PREVENT LEAKAGE IN THE EVENT OF ROLLOVERS OR SERIOUS ACCIDENT DAMAGE. FUEL CELLS ARE MANDATORY AND MUST BE MOUNTED IN A STEEL CAGE. AN OPERATIONAL FIRE EXTINGUISHER IS REQUIRED IN THE DRIVER'S COMPARTMENT, SECURELY FASTENED.

BRAKES - FOUR-WHEEL BRAKES MUST BE IN GOOD WORKING ORDER AT ALL TIMES.

SUSPENSION - FRONT SUSPENSION MUST BE OF STOCK CONFIGURATION. ANY TYPE SHOCK ABSORBER MAY BE USED. NO TORSION BAR SYSTEMS ALLOWED. NO DRIVER CONTROLLED WEIGHT ADJUSTERS, QUICK CHANGES AND FLOATER REARS ARE ALLOWED.

DRIVELINES - TRANSMISSION MUST BE TYPE WITH WORKING FORWARD GEARS AND REVERSE.

APPEARANCE - CARS MUST BE PRESENTABLE IN APPEARANCE AND MUST HAVE NUMBERS CLEARLY VISIBLE AT LEAST 18 INCHES TALL. DUPLICATE NUMBERS WILL BE DEALT WITH ON A CASE BY CASE BASIS AS SITUATIONS ARISE BUT THE FIRST ENTRANT WILL HAVE PRIORITY TO ANY NUMBER REQUESTED. CHANGES MADE TO ACCOMMODATE DUPLICATES MUST BE DONE CLEARLY ENOUGH TO

BE NOTICED IN SCORING. ALL CARS MUST BE OUTFITTED WITH EASILY ACCESSIBLE TOWING HOOKS ON EACH END TO AID IN ACCIDENT REMOVAL.

WEIGHT- ALL CARS MUST WEIGH 2350 WITH DRIVER AFTER THE RACE, NO FUEL ADDED. CARS NOT MAKING WEIGHT WILL BE DISQUALIFIED

MUFFLERS – ALL CARS ARE REQUIRED TO BE EQUIPPED WITH MUFFLERS

THE FOLLOWING SECTION DEALS WITH CRATE ENGINES PARTICIPANTS

GM CRATE ENGINE 604 ALLOWED

ALL ENGINES WILL BE SEALED. GM ENGINES ARE SEALED FROM THE FACTORY. ALL ENGINES AND PARTS MUST BE AS FROM FACTORY AND ALL COMPONENTS THERE OF. ANY CHANGES WILL RESULT IN DISQUALIFICATION AND NO POINTS AWARDED. THIS INCLUDES BUT IS NOT LIMITED TO HARMONIC BALANCERS, VALVE SPRINGS, PUSH RODS, ROCKER ARMS, AFTER MARKET VALVE COVERS. **NO UPDATES ARE ALLOWED TO ANY ENGINE THAT MAY PRODUCE POWER VIA "PERFORMANCE ENHANCING METHODS".

CARBURETORS

ANY 750 CFM CARB OR SMALLER ARE ALLOWED ON CRATE ENGINES. MUST HAVE 1 11/16TH BASE PLATE MAXIMUM. NO EXCEPTIONS (BILLET BASE PLATES MAY BE USED (.780 MAXIMUM). ONE INCH CARB SPACER ON GM 604 (0 TOLERANCE) PLEASE TAKE TIME TO CHECK YOUR PLATE WITH A GAUGE, NOT A TAPE MEASURE. SPACER MAY NOT PROTRUDE INTO CARB OR INTAKE AT ANY POINT. ONE GASKET PER SURFACE. .070 MAXIMUM.

*NO FUEL INJECTION, NITROUS OXIDE OR OTHER TYPE SYSTEMS ALLOWED.

*TWO THROTTLE SPRINGS STRONGLY RECOMMENDED.

*AEROSOL CARBS ARE NOT LEGAL.

EVACUATION SYSTEMS

EVACUATION SYSTEMS ARE NOT ALLOWED OF ANY TYPE PERIOD! NOTE: THIS MEANS ANY TYPE VACUUM SYSTEM.

HEADERS

TRI Y HEADERS ARE NOT LEGAL

NO MERGE COLLECTORS

OIL PUMP

WET SUMP ONLY.

NO EXTERNAL OIL PUMPS PERIOD. EVEN IF CONSIDERED "WET".

REMOTE OIL FILTER AND LINES PERMITTED. (ONE) REMOTE OIL FILTER.

OIL COOLER ALLOWED. (ONE)

DISTRIBUTOR

NO MAGNETOS.

ELECTRONIC IGNITION ALLOWED.

MSD TYPE BOX ALLOWED.

TRACK RETAINS THE RIGHT TO CHANGE MSD BOXES WITH ANY CAR AT ANY TIME WITHOUT NOTICE. NO CRANK TRIGGERS OR DEVICES INSIDE CAR THAT ALLOW ADJUSTMENT OF TIMING.

SPOILERS

8" TRANSPARENT SPOILERS ARE ALLOWED ON CRATE CARS.

CHEATING

CHEATING ON ENGINES AND ENGINE PARTS, BREAKING OR TAMPERING WITH SEALING BOLTS IS CONSIDERED A SERIOUS OFFENSE AND WILL BE TREATED AS SUCH.

1ST OFFENSE: LOSS OF POINTS FOR THE YEAR.

2ND OFFENSE: BARRED FROM THE TRACK FOR THE REMAINDER OF THE YEAR.

ON EITHER OFFENSE ILLEGAL PARTS WILL BE CONFISCATED BY THE TRACK AND SENT TO GM OR DESTORYED FOR BOTH OFFENSES.

THE ABOVE SECTION DEALS WITH CRATE ENGINE PARTICIPATES ONLY.

PENALTIES - MAJOR VIOLATIONS OF THE SPECIFIED TECHNICAL RULES PROVIDED HERE WILL NOT BE TOLERATED. A MAJOR RULE INFRACTION WILL RESULT IN DISQUALIFICATION, FORFEITURE OF PRIZE MONEY AND POINTS, AND COULD LEAD TO A ONE YEAR SUSPENSION FROM COMPETITION AT THE SPEEDWAY. MINOR RULE INFRACTIONS WILL BE CONSIDERED MAJOR IF IT IS FOUND THAT THEY HAVE NOT BEEN CORRECTED IN THE GRACE PERIOD GRANTED BY THE TECHNICAL TEAM. WE FEEL THAT WE HAVE ADDRESSED EVERY ASPECT OF THE TECHNICAL NEEDS OF THESE RACE CARS AT THIS TIME BUT RESERVE THE RIGHT TO RULE AS NEEDED ON ANY GRAY AREAS AS THEY MAY DEVELOP DURING THE SEASON. IF AT ANY TIME THE CONDUCT OF ANY RACE TEAM, MEMBERS, OR DRIVER IS A DISCREDIT TO THE SPEEDWAY, THE SPORT, OR TO HIMSELF, HE/SHE WILL BE REMOVED FROM ALL RACING ACTIVITY AT THE SPEEDWAY. THE OWNER/DRIVER IS REPSONSIBLE FOR ALL PEOPLE ASSOCIATED WITH THE RACE CAR AND FOR THEIR BEHAVIOR, THEREFORE, PAINS SHOULD BE TAKEN TO MAINTAIN A LEVEL OR DECORUM WHILE PARTICIPATING IN THE PROGRAM.

RULEBOOK DISCLAIMER - THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL EVENTS, AND BY PARTICIPATING IN THESE EVENTS ALL PARTICIPANTS ARE DEEMED TO COMPLY WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO A PARTICIPANT, SPECTATOR OR OFFICIAL.

THE RACE DIRECTOR SHALL BE EMPOWERED TO PERMIT MINOR DEVIATION FROM ANY OF THE SPECIFICATIONS HEREIN OR IMPOSE ANY FURTHER RESTRICTIONS THAT IN HIS OPINION DO NOT ALTER THE MINIMUM ACCEPTABLE REQUIREMENTS. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR SPECIFICATIONS. ANY INTERPRETATION OR DEVIATIONS OF THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.

THIS TECHNICAL RULE SHEET MAY BE AMENDED BEFORE OR DURING THE RACING SEASON IF THE NEED

ARISES. ANY FUTURE EDITION WILL IMMEDIATELY SUPERCEDE THIS ONE AND HAVE FULL EFFECT. THE OFFICIAL MANAGEMENT INTERPRETATION OF ANY RULES OR ANY UNSPECIFIED AREAS WILL BE FINAL. YOUR SAFETY IS WINCHESTER SPEEDWAY'S TOP PRIORITY.

**THE MANAGEMENT OF THE WINCHESTER SPEEDWAY
WINCHESTER, VIRGINIA**