

WHYNOT MOTORSPORTS PARK 2010 RULES

GENERAL RULES ALL DIVISIONS

1. WE EXPECT COURTEOUS CONDUCT FROM ALL PARTICIPANTS AT ALL TIMES.
2. THERE WILL BE NO DRINKING OF ALCOHOLIC BEVERAGES IN THE PITS BEFORE OR DURING THE RACING PROGRAM.
3. DRIVERS ARE RESPONSIBLE FOR THEIR CREW!! ANY DRIVER, CAR, OWNER, MECHANIC, OR CREW MEMBER WHO ENCOURAGES OR TAKE PART IN ADVERSE DEMONSTRATION OR FIGHTING IN THE PITS, TRACK, OR SURROUNDING PREMIES BEFORE, DURING, OR AFTER A RACING EVENT SHALL BE ASKED TO LEAVE, AND WILL BE SUBJECT TO SUSPENSION, LOSS OF PRIZE MONEY, AND/OR FINED.
4. FIRESUITS AND GLOVES ARE REQUIRED IN ALL DIVISION. IF TWO PIECE SUIT IS WORN TOP AND BOTTOM MUST BE WORN AT ALL TIMES ON THE TRACK. HELMENTS ARE REQUIRED AND MUST HAVE FACE AND EYE PROTECTION.
5. ALL CARS ARE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANY TIME.
6. ALL CARS MUST HAVE WORKING BRAKES, START ON THERE OWN POWER, AND HAVE A WORKING REVERSE GEAR. TOW HOOK UPS ARE REQUIRED ON THE FRONT AND REAR OF CARS.
7. A QUICK RELEASE HARNESS NO LESS THAN THREE INCHES WIDE WITH A MINUMUM OF 4 MOUNTING POINTS IS REQUIRED.
8. CAR NUMBERS MUST BE AT LEAST 18 INCHES ON BOTH SIDES OF THE CAR AND THE ROOF.
9. ALL WEIGHTS IN CARS MUST BE BOLTED, WELDED OR PINNED. ANY PINNED IN WEIGHTS MUST SECURE WITH TAPE OR ZIPTIES. ALL WEIGHTS MUST BE PAINTED WHITE WITH CAR NUMBER ON THEM.
10. ALL DRIVE SHAFTS MUST BE PAINTED WHITE.
11. NO MIRRORS ALLOWED IN RACE CARS.
12. NO RADIOS OR ELECTRICAL COMMUNICATIONS.
13. AT THE END OF EACH FEATURE RACE THE TOP FOUR CARS MUST COME DIRECTLY FROM RACE TRACK TO SCALES AND TECH STATION. FAILURE TO GO WILL RESULT IN DISQUALIFICATION.
14. ONLY DRIVERS AND TRACK OFFICIALS ALLOWED IN THE TECH AREA DURING INSPECTION. ANYONE WHO COMES TO TECH AREA WILL BE ASKED TO LEAVE, IF THEY DO NOT LEAVE THE CAR THEY ARE WITH MAY BE DISQUALIFIED AND OR SUSPENDED.
15. WE ARE A NEW TRACK AND WITH SUCH TRACK MANAGEMENT RESERVES THE RIGHT TO UPDATE, MODIFY, AND OR DELETE RULES WITHOUT PRIOR NOTIFICATION.
16. REMEMBER THAT IF THE RULEBOOK DOES NOT SAY THAT YOU CAN DO IT THEN YOU PROBABLY CAN'T! SO IF YOU MUST GET "INOVATIVE", TRY IT IF YOU MUST BUT DON'T GET MAD IF YOU ARE FOUND TO BE ILLEGAL!

17. WE @ WMP WILL DO EVERYTHING POSSIBLE TO PROTECT THE RACERS AND THE INTEGRITY OF THE STOCK CLASSES!

18. LET THERE BE NO MISTAKE IT IS THE DRIVERS RESPONSABILITY TO BRING A LEGAL CAR. "GOOD LUCK IN POST RACE INSPECTION"

19. IF IT IS IN BLACK AND WHITE IN THIS RULE BOOK THERE WILL BE NO GRACE PERIOD SO IT IS EITHER RIGHT OR WRONG.

RACING PROCEDURES ALL CLASSES

1. INITIAL STARTS

A. INITIAL DOUBLE FILE STARTS WILL BE AT THE CONE IN TURN FOUR. THE POLE SITTER WILL INITIATE THE START OF THE RACE.

B. THE FRONT ROW WILL HAVE ONE CHANCE TO START THE RACE. IF THERE IS A FALSE START WHOMEVER JUMPS THE START WILL BE PENALIZED ONE ROW.

C. ON INITIAL START IF A CAR SPINS OUT ON HIS OWN AND THE CAUTION COMES OUT THAT CAR WILL RESTART AT THE REAR OF THE FIELD.

D. ON INITIAL START IF THERE IS CONTACT BETWEEN TWO OR MORE CARS AND SOMEONE SPINS OUT THEY WILL RESTART IN THEIR STARTING POSITION. (IF NO LAPS HAVE BEEN COMPLETED)

2. RESTARTS

A. FOR DOUBLE AND SINGLE FILE RESTARTS, THE LEADER OF THE RACE CAN RESTART ANYWHERE IN TURN FOUR. THE LEADER DOES NOT HAVE TO WAIT UNTIL HE REACHES THE CONE.

B. ON ALL RESTARTS DRIVERS MUST STAY IN LINE UNTIL THEY HAVE PASSED THE CONE IN TURN FOUR.

C. FOR DOUBLE FILE RESTARTS THE LEADER WILL BE ON THE POINT-BY HIMSELF. THE SECOND PLACE DRIVER WILL CHOSE TO RESTART HIGH OR LOW. AFTER HE CHOOSES THE REST OF THE FIELD WILL FOLLOW. FOR INSTANCE - IF SECOND PLACE CHOOSES HIGH THE THIRD PLACE CAR GOES LOW, THE FOURTH GOES HIGH AND THE FIFTH GOES LOW AND THE SIXTH GOES HIGH ETC...

D. DOUBLE OR SINGLE FILE RETARTS WILL BE DECIDED BY TRACK OFFICIALS

GENERAL TRACK RULES

1. IF A DRIVER CAUSES TWO CAUTIONS IN A SINGLE RACE, EITHER BY SPINNING OUT ON THE OWN OR BY CONTACT WITH ANOTHER CAR, THEY WILL BE SENT TO THE PITS.

2. ANYONE WHO GOES TO THE PITS FOR ANY REASON WILL RESTART AT THE END OF THE FIELD.

3. LAPPED CARS WILL RESTART BEHIND ALL LEAD CARS.

4. WE DO NOT RACE BACK TO CAUTION. LINEUPS WILL BE DETERMINED BY LAST COMPLETED LAP.

5. TWO- COURTESY LAPS WILL BE GIVEN FOR FLATS.

FLAGS

GREEN -- BEGIN RACING

RED--STOP

BLACK-- GO TO YOUR PIT

BLUE AND YELLOW-- HOLD YOUR LINE

YELLOW--CAUTION

WHITE-- ONE LAP REMAINING

CHECKERD-- RACE IS OVER

PROTEST

THIS APPLIES TO RULES IN ALL CLASSES

1. PROTEST MAY NOT BE MADE BY ANYONE BUT A DRIVERCOMPETING IN THAT PARTICULAR CLASS.
2. PROTEST COAT 125.00 CASH, AND MUST BE GIVEN TO TECH OFFICAL
3. ALL PROTEST MUST BE IN WRITTEN FORM.
4. ONLY ONE ITEM PER PROTEST FEE. PROTESTED ITEM MUST BE SPECIFIED IN WRITING. SPECIFIED ITEM IS HEADS, PISTONS, CAM, FLYWHEEL, CLUTH, ETC...
5. NO ITEM MAY BE EXAMINED OTHER THEN WHAT IS BEING PROTESTED.
6. ONLY THE TECH OFFICIAL, THE PERSON BEING PROTESTED, AND THE ONE MAKING THE PROTEST ARE ALLOWED TO EXAMINE THE PROTESTED ITEM.
7. ALL PROTEST MUST BE GIVEN TO THE TECH OFFICAL A MAXIMUM OF 10 MINS AFTER THE CHECKERD FLAG IS TAKEN IN THE CLASS BEING PROTESTED.
8. THE PURSE FOR THE CLASS WILL BE HELD UNTIL PROTEST DECISION IS MADE BY TECH OFFICIAL.

CRUISER

1. CARS MUST BE AMERICAN MADE FULL BODY, FULL SIZE CARS WITH MINIMUM WHEEL BASE OF 112 INCHES.
2. ALL CARS MUST BE FACTORY STOCK.
3. NO MODIFICATIONS CAN BE DONE TO MOTOR, SUSPENSION, OR BODY.
4. THROTTLE CONTROL MUST BE MOVED TO THE PASSENGER SIDE OF THE CAR (RIGHT SIDE).
5. POLLOVER BAR REQUIRED, BUT IT CAN NOT GO THROUGH EITHER FIREWALLS.
6. NO WELDED UP REAR ENDS. FACTORY POSI UNIT IS OK.
7. MUST RUN STOCK WHEELS AND TIRES.
8. MUST HAVE SOLID DIVIDER BETWEEN FRONT SEATS.
9. LETS KEEP THIS CLASS SIMPLE.
10. NO DRIVER THAT HAS DRIVEN A HIGHER CLASS THEN CRUISER AT WMP WILL BE ALLOWED TO STEER -THEY WILL BE OK TO GAS ONLY.

PURE STOCK RULES

The Statement: Unless it came on a stock, mass produced vehicle, it is NOT LEGAL UNLESS SPECIFIED HERE! If it came on a stock, mass produced vehicle and it is prohibited here, it is NOT LEGAL! All dimensions are referenced as the car is raced. Your tire pressures, spring settings, ect. May put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Tech Inspector(s).

RELATIONSHIP TO OTHER CLASSES:

These cars are primarily for NEWER drivers to V8 cars. There are a large number of stock parts.

ELIGIBLE MAKES/MODELS:

Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. Check with track before you build.

MATERIALS:

No ceramic or carbon fiber parts allowed.

RADIATOR:

One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

ENGINE:

Location: Stock location for Make / Model / Year.

Option 1

Properly Sealed GM 602 Crate Motor in any make car.
(Must run 500cfm Holley 2 barrel)

Option 2

MAKE: Corporate engine must match the corporate frame, any year ok.

LIFT: Must not exceed .450 lift as measured at the top of the valve.

Block: Stock based, steel, small block not to exceed 362 ci. Must be stock bore (+60 ok) and stroke. NO strokers / hybrids (no383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

CAM: Chain driven

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic.

PISTONS: Dished or Flat. No Domes

RODS: OEM length. Example: SBC must be 5.7 inch I-Beam rods No 6 Inch rods. No H-Beam rods.

HEADS: OEM iron heads. Vortec heads ok. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OK. No Porting/

Polishing.

VALVES:Maximum of 2 valves per cylinder. Max intake is 1.94. Max exhaust is 1.50.
CARBURETOR: One carb. 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. Choke housing must remain in place. Power valve may be removed/blocked off. The accelerator pump squirter may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxing the boosters for safety.

CARB CLAIM: Any car owner of a car in the FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car in the FEATURE RACE for \$300 and swap of claimers carb. Only 2 Claims per year. (Tech Inspector(s) will have final say so if carb is in shape to swap).

INTAKE MANIFOLD:

Any cast iron. No Porting / Polishing. OK to drill the intake to mount on Vortec heads.

CARB ADAPTER / SPACER:

No more than 1 adapter and no more than 1 spacer a combined total of 1 inch thick. May be Aluminum, Wooden or Plastic.

AIR FILTER HOUSING:

No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14in in diameter by 4 inches tall. Air cleaner top and bottom must be made of solid metal. **NO PLASTIC AIR HATS.**

IGNITION:

Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank / triggered ignition. No ignition boxes.

ALTERNATOR:

If used, must be 12 volt and of OEM design.

HARMONIC BALANCER:

After market to include fluid damper ok.

NUMBER ONE PLUG:

Must be at stock location for make and model.

STARTER:

Full size after market ok.

WATER PUMP:

After market ok.

POWER STEERING PUMP:

Stock for make/model.

ACCESSORIES:

Other items must be OEM style but may be after market items.

PROHIBITED:

Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the crankshaft is more than 1in from the center point between the 2 top ball joints.

FUEL:

Racing gasoline OK. No after market additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST:

Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Any cast iron manifold. Headers OK with 1 5/8 in primaries and 3 in collectors. No over the frame or crossover headers. Each side must include 36 in of 2 in pipe.

FLYWHEEL/FLEXPLATE:

OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION:

Single disc clutch only 10 1/2 in minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 13in required with automatic transmission. Transmission may have shift kit installed, 1/4in steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum.

DRIVE SHAFT:

OEM steel. Universal joints are to be similar in design to OEM units. Minimum drive shaft diameter is 3 inches.

REAR END:

Ford 9" OK in any make. When using 9" Ford make sure brackets are in stock location. OEM 5 or 6 lugs OK after strongly considering installing C-Clip eliminators or other provisions such as that breaking a rear axel dose not cause the axel to come out of the housing.

BRAKES:

Minimum of 2 rear and 1 front brake. No floating brakes.

BATTERY:

May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. NO EXCEPTIONS. Must power the starter and the ignition and any accessories.

CHASSIS:

OEM for Make / model / Year of the body.

WHEEL BASE:

Must be as manufactured for the Make / Model / Year. Minimum Wheel Base 106". A one-inch tolerance may be allowed at the direction of the Technical Inspector for accident damage the day of race.

STEERING:

OEM style for Make / Model. No Rack and pinions unless OEM Equipped. No steering quickners.

FRONT SUSPENSION:

OEM. Right, upper A-arm and all steering linkage may be reinforced as long as their identity remain clear. OEM style and dimensions racing shocks allowed. Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5-inch springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted.

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TRACTION CONTROL:

Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY:

OEM production body, 1960 or newer. Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall must be completely stock and in the stock location. No open holes in firewall (seal Penetrations). Maintain the stock floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver's compartment and the trunk. NO decking allowed, must have open cockpit from firewall to rear firewall. All doors must be welded and / or bolted shut. Exterior door sheet metal

may be replaced with fabricated sheet metal panels. Doors may be gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in drivers compartment unless contained in conduit / pipe. Stop sign post material allowed between front and rear fenders on side of body to protect sheet metal and paint jobs. Fenders may be cut for tire clearance. Front fender well may be removed. Rear fender wells must be sealed, homemade OK. The rear of the car must be closed in.

NOSE / GRILL:

Aftermarket plastic nose for Make / Model OK. Front grill may be removed if such nose is installed.

FRONT BUMPER:

OEM for Make / Model OK. Fabricated Late Model type front bumpers may be used if professionally built and properly installed. No sharp edges. Ends must be modified with tubing to produce a backward bend. Maximum bumper width is 60 inches. May not extend more than 3 inches outward from the attachment point of the last support / brace that attaches at a 45 to 90 degree angle. 1 upper and 1 lower bar of no more than 1 inch tubing no more than 60 inches wide may be added to the bumper to support the nosepiece. These bars may be no wider than the bumper and must have ends that curve backward and may curve upward or downward towards the bumper. Bumper ends must be smooth and rounded and stay within the bodylines. All bumper material mounts; braces and hardware must be steel and / or aluminum.

Hood:

May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3 inches tall with the length proportional to the height.

ROOF:

Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1 inch tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR:

See the section on SAFETY.

No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OK. (May be relocated) Stock brake and clutch pedals in stock location. Must retain OEM window openings.

TRUNK LID:

Required. May be gutted. Must be able to be opened.

REAR BUMPER:

Any Make / Model OEM OK. Fabricated OK if approved by Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline.

SPOILERS:

Not allowed, PERIOD. (If your car came with one take it OFF).

WHEELS:

15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OK. No Bead Locks.

TIRES:

IMCA G-60 or 60 series D.O.T. No mud grips.

WEIGHT:

All cars must weight 3400 pounds with driver on board.

GOOD LUCK IN POST RACE INSPECTION

**IF YOU FEEL YOU NEED TO TEST THESE RULES,
MAYBE YOU SHOULD START IN STREET STOCK**

**FEATURE WINNER WILL START AT THE REAR AT THE NEXT EVENT
(DRIVER)**

OPEN WHEEL MODIFIED

**WHYNOT IS A UNSANTIONED BUT WILL BE GOING BY UMP RULES WITH
THE EXCEPTION OF TIRES. THE ONLY TIRE ALLOWED WILL BE HOOSIER
G60 IMCA TIRE.**

CRATE LATE MODEL

**WHYNOT IS A "NeSmith" CRATE RACING USA SANTIONED TRACK AND
THERE RULES WILL BE IN EFFECT AT ALL TIMES.**

STREET STOCK

BODY AND ROLL CAGE

- 1. FULL BODIED, AMERICAN-MADE, UNALTERED CARS FROM BUMPER TO BUMPER WITH MINIMAL HULLING FOR TIRE CLEARANCE.**
- 2. ALL GLASS, CHROME, MIRRORS, AND FLAMMABLE MATERIALS MUST BE REMOVED FOR SAFETY.**
- 3. ALL ROLL CAGES MUST BE BUILT IN A SAFE MANNER WITH THREE DRIVER SIDE DOOR BARS AND TWO ON THE PASSENGER SIDE.**

4. REAR SPOILER IS ALLOWED BUT MUST BE A MAXIMUM OF 4" TALL AND NO LONGER THAN THE WIDTH OF THE TRUNK.
5. CARS WEIGHT MUST BE 9 LBS PER CUBIC INCH WITH A MINIMUM OF 3000 LBS.
6. CARS CUBIC INCHES MUST BE DISPLAYED ON THE HOOD OF THE CAR.
7. ALL WEIGHTS IN CARS MUST BE BOLTED, WELDED, OR PINNED. THEY MUST BE PAINTED WHITE AND HAVE CAR NUMBER ON THEM.
8. MUST HAVE SOLID FIREWALL AND FLOOR PLAN TO THE REAR MOST U-JOINT.
9. DOORS AND HOOD AND TRUNKS MAYBE ALUMINUM OR STEEL AND MUST HAVE CORRECT BODY LINES.
10. BODY MUST BE CLOSED IN REAR - STOCK AND AFTER MARKET NOSE AND TAIL OK.

SUSPENSION AND STEERING

1. MUST BE STOCK UNALTERD FRONT AND REAR CHASSIS, WHEEL BASE AND FRAME.
~ DUE TO EXTREME ABUSE OF RULE #1 I HAVE BEEN FORCED TO GET MORE SPECIFIC. ~
- 1B. ALL SUSPENSION PARTS MUST BE STOCK FOR THE MAKE OF CAR. (9" FORD FLOTTER REAR END OK FOR SAFTY PURPOSES)
- 1C. HEIM JOINTS WILL NOT BE ALLOWED ANYWHERE ON SUSPENSION PARTS (RF OUTBOARD SHOCK CAN BE HEIM TYPE ENDS)
- 1D. RETRO FITTING A 9" FORD REAR END WILL TAKE SOME FABRICATION BUT BE CAREFUL TO STAY AS CLOSE TO STOCK LOCATION AS POSSIBLE WITH MOUNTS. WE WILL BE CHECKING SO IF YOU HAVE ANY DOUBT ASK BEFORE YOU END UP IN POST RACE INSPECTION.
2. SUB-FRAME CONNECTORS ARE OK ON UNIBODYCARS FOR SAFETY.
3. STOCK SPINDLES AND WORKING BRAKESARE ARE A MUST.
4. NO TUBULAR TRAILING ARMS. NO ADJUSTABLE REAR CONTROL ARMS. YOU MAY BOX IN STOCK REAR CONTROL ARMS.
5. A 5" STOCK TYPE DIAMETER SPRINGS MUST BE USED.
6. STEERING QUICKENER ARE OKAY.
7. RIGHT FRONT OUTSIDE FRAME MOUNTED RACE SHOCK ARE OK, REST MUST BE IN STOCK LOCATION.
8. ADJUSTABLE WEIGHT JACK BOLT ON RIGHT FRONT ONLY.
9. STOCK REPLACEMENT TUBULAR UPPER A FRAMES OK

ENGINES

1. NO AFTER MARKET BLOCKS OR HEADS.
2. NO DOME PISTONS MUST BE FLAT TOP OR DISHED
3. STOCK DIAMETER VALUE SPRINGS, NO DUAL VALUE SPRINGS OR STRUD GIRDLES
4. FLAT TAPPET CAMS ONLY, NO ROLLER CAMS.
5. NO PORTING OR POLISHING OF HEADS OR INTAKE.

6. ENGINE SET BACKS ARE LIMITED TO THE NUMBER ONE SPARK PLUG BEING IN LINE WITH OR IN FRONT OF UPPER BALL JOINT OR STRUT TOWER.
7. STUD MOUNTED ROLLER ROCKER ARMS OK

FUEL SYSTEMS AND IGNITION

1. NO ELECTRIC FUEL PUMPS ALLOWED.
2. FUEL CELLS REQUIRED
3. PUMP GAS ONLY.
4. FUEL LINES MUST BE SECURELY MOUNTED AND PROTECTED.
5. A SINGLE 2 BARRELL HOLLY 500 CFM CARB PART NUMBER 4412 REQUIRED ON MOTORS EXCEPT 602 MOTOR
6. SEALED 602 CRATE MOTOR CAN RUN ANY CARBORATOR & 3000 LBS MINIMUM WEIGHT
7. STOCK TYPE IGNITIONS ONLY, MSD OK

TIRES AND WHEELS

1. STEEL BEAD LOCKS ARE OK.
2. 8" STEEL WHEELS MAXIMUM ALLOWED.
3. MUST RUN 60 SERIES DOT APPROVED PASSENGER STREET RADIAL TIRES OR HOOSIER G60 IMCA TIRES.
4. NO GROOVING OR SOFTENING TIRES ALLOWED.

WATER PUMPS

1. CAST IRON OR ALUMINUM WATER PUMPS ALLOWED.
2. NO ELECTRIC WATER PUMPS ALLOWED.
3. MUST RUN MANUAL FAN.

EXHAUST

1. COLLECTORS TYPE HEADERS ALLOWED, AND REQUIRED.
2. NO TRI-Y HEADERS ALLOWED
3. OVER RAIL HEADERS OK

TRANSMISSION AND DRIVE TRAIN

1. ANY CLUTCH, PRESSURE PLATE AND FLYWHEEL FOR CAR WITH MANUEL TRANS.
2. ANY TORQUE CONVERTERS FOR CARS WITH AUTOMATIC TRANS. SHIFT KITS ARE OK.
3. MUST RUN DRIVE SHAFT SAFETY LOOP ON ALL CARS. MUST BE 5" TO 8" BEHIND FRONU U JOINT.
4. DRIVE SHAFTS MUST BE PAINTED WHITE.
5. NO DIRECT DRIVES --MUST HAVE SOME TYPE CLUTCH OR TORQUE CONVERTER.
6. BERT STYLE TRANSMISSION OK ADD 100 LBS

MINI STOCK RULES

BODY

1. 1960 AND NEWER REAR WHEEL DRIVE COMPACT CARS ONLY.
2. STOCK FIRE WALL AND FLOOR PANS IN STOCK LOCATION.
3. CARS MUST HAVE STOCK APPEARING BODY. MAY USE AFTERMARKET NOSE AND TAIL PIECES BUT NO WEDGES ALLOWED.
4. ROLL CAGES MUST BE BUILT IN A SAFE MANNER.
5. REAR SPOILER MUST NOT BE MORE THEN 8" TALL AND NO WIDER THEN TRUNK LID.

CHASSIS

1. ALL FRAMES AND SUSPENSION PARTS MUST REMAIN STOCK AND UNALTERED FOR MAKE AND MODEL OF CAR. YOU MAY TIE SUB- FRAM CARS TOGETHER.
2. SHOCKS AND SPRINGS MUST BE IN STOCK MOUNTING LOCATION.
3. ALL SUSPENSION AND BUSHING MUST BE IN PLACE IN ORIGINAL LOCATION. NO EXTRA SUSPENSION BARS ALLOWED/

FUEL SYSTEMS

1. NO ELECTRIC FUEL PUMPS ALLOWED EXCEPT FOR CARS THAT HAVE NO PROVISION FOR MECHANICAL FUEL PUMP. CARS WITH ELECTRIC PUMPS MUST HAVE A SHUT OFF SWITCH IN REACH OF THE DRIVER, AND A MERCURY SHUT OFF SWITCH AT THE FUEL PUMP.
2. FUEL CELL REQUIRED AND MOUNTED IN A SAFE MANNER BEHIND THE REAR HOUSING.
3. PUMP GAS ONLY.
4. NO FUEL INJECTION ALLOWED.
5. CARBURETOR SHALL BE A HOLLY 4412 WITH A MAX OF 500 CFM. MUST PASS GO-NO-GO FROM BOTTOM

TRANSMISSION AND DRIVE TRAIN

1. STEEL FLYWHEELS ONLY. CLUTCH MUST BE ABLE TO ENGAGE AND DISENGAGED.
2. NO BUTTEN CLUTCHED. STOCK TYPE CLUTCH AND PRESSURE PLATE OR YOU CAN USE A SONIC MACH SERIES SINGLE DISC MADE BY TILTON.
3. ALL BELLHOUSINGS MUST HAVE TEO INCHE INSPECTION HOLE IN THE UPPER HALF FOR VIEWING AND INSPECTION.
4. MUST HACE A WORKING REVERSE AND FORWARD GEAR.
5. MUST USE TRANSMISSION FOR MAKE AND MODEL OF CAR.
6. NO MID ENGINE OR FRONT WHEEL DRIVE CARS.
7. DRIVE SHAFTS SAFETY LOOP MUST BE INSTALLED AT LEAST SIX INCHES BEHIND FRONT U-JOINT.

WEIGHT

1. WEIGHT SHALL BE ONE POUND FOR EVERY CC OF ENGINE.
2. MINIMUM WEIGHT SHALL BE 2200 LBS.
3. CC'S SHALL BE DISPLAYED ON HOOD OF CAR.

TIRES AND WHEELS

1. TIRES SIZES MUST BE A MINIMUM OF 7 INCHES AND A MAXIMUM OF 10 INCHES.
2. 8 INCHES STEEL WHEEL MAXIMUM ALLOWED.
3. 44 OR 57 COMPOUND TIRES MUST BE USED AND MUST PASS PUNCH TEST.

ENGINES

1. MUST RUN INLINE 4 CYLINDER.
2. MUST BE STOCK FOR MAKE AND MODEL OF CAR.
3. MUST BE IN STOCK LOCATION.
4. NO ROLLER CAMS ALLOWED.
5. NO STROKED OR DESTROKED MOTORS.
6. CAN USE STOCK IGNITIONS OR MSD IGNITION. MUST ADD 25 LBS OF MSD
7. NO ALUMIUM HEADS, EXCEP FOR IMPORT CARS.
8. ANY PORTING MUST ADD WEIGHT
50 LBS FOR PORTED HEAD
50 LBS FOR PORTED INTAKE
9. MSUT HAVE WORKING STARTER.
10. SINGLE OVER HEAD CAMS ONLY. NO DUAL CAMS.

STINGER RULES

Beginner Class-- The least expensive class that runs at this track. This class is for novice drivers just entering racing, NOT FOR VETERAN DRIVERS. If you feel you must build a high dollar motor or trick racecar, this class is not for you. Stock or late model is more in your line. management will make the determination as to when a Stinger driver should move up to Street Stock .

CAR--

- Any factory OEM Import or Domestic car, 1980 or late four (4) cylinder powered front-wheel drive passenger vehicle.
- Must be complete bumper-to-bumper body and frame as OEM Street legal for highway driving
- No convertibles
- No cars with sunroofs, t tops or any type of removable roof panel will be allowed to race. If a car has a sunroof, or t tops it can be enclosed or covered with sheet metal (must be approved by WMP Tech Official) and allowed to compete.
- No two seater models allowed
- No mid-engine cars allowed
- FACTORY VIN NUMBER PLATE MUST BE IN THE ORIGINAL POSITION AND SHOW NO SIGNS OF TAMPERING. The only exception to this rule will be made on certain models or makes the have the VIN number plate attached to the vinyl dashboard

and must be removed due to fire hazard (refer to the body rules). In that case you must complete and have on file with WMP. A VIN number plate form (filled out and approved) from the track with a photo (taken by one of the WMP Track Official) of the VIN number in its original OEM factory location before you start construction of that vehicle. NO EXCEPTIONS!! After construction of this car is complete the VIN number plate will be permanently attached to the dash in as close to its original OEM factory location as possible.

BODY--

- Bodies must be metal, and/or completely OEM factory stock.
- NO METAL WHATSOEVER WILL BE ALLOWED TO BE CUT OR HULLED ANYWHERE ON THE CAR WITH THE EXCEPTION OF THE CLEARANCE OF THE 3 DOOR BARS OF THE ROLL CAGE.
- No modifications to the body of any kind will be allowed.
- No weight rule.
- No weight additional weight can be removed/added from or to the car.
- All doors must be welded shut
- All external trim, molding, additional chrome, antennas, side rear view mirrors, head lights, tail lights, rubber parts, windshield wipers, and etc. must be removed from car.
- All glass regardless of its location must be removed from the car.
- Front and rear bumpers must remain in their original OEM factory location. Additional bracing will be allowed.
- If a bumper comes completely off a car or has any part of it touching the ground or is found to be in a dangerous position the car will be black flagged.
- The hood and trunk/ hatchback lid must function on the original OEM factory stock hinges. There must be 2 hood pins located on each hood and trunk / hatchback lid to insure that they do not open on track due to failure of OEM latches.
- All upholstery, plastic, carpet, or any other item in the interior that could cause a fire hazard must be removed from the car. If your car has the OEM number plate attached to any part of the interior that must be removed please refer back to car rules.

- Factory stock OEM steering parts only in their original factory stock location and configuration. No additional steering enhancements allowed. No removal of any factory stock OEM steering parts
- Quick release steering wheels are the only modification allowed to the factory stock steering, but not required
- No rearview mirrors allowed.
- Stock floor pan and stock front and rear firewalls must be maintained.
- Holes created by the removal of the headlights and tail lights must be covered with solid materials.
- Holes created by the removal of the grill must be covered with some type of expanded metal.
- Only factory stock OEM rear spoilers allowed. No after market spoiler, ground effects and/or skirting.

-Minimal ground clearance from the ground to the lowest part of the cars frame unibody or any part of the cars body will be 4-1/2".

ROLL CAGE

-Roll cage must consist of continuous hoops not less than 1-1/2" O.D. and must have a wall thickness of at least .083" (no splicing main loop). Must be welded to the frame or unibody not bolted. Must be mounted in at least four (4) places (or in other words a 4 point cage). Low carbon mild steel, seamless tubing is recommended.

-Roll cage must have three (3) door bars on driver side. Bars should be parallel to the ground and equally spaced.

-No bars allowed outside the car body.

-Must have two (2) windshield bars welded to the roll cage made of at least 1/2" tubing.

ENGINE

-Engines must be stock for year, make, and model of the vehicle and in the original OEM stock location with OEM motor mounts.

-Fuel injections or Throttle Bodies are allowed if they are original OEM equipment for that year, make, and model as per the factory records according to the VIN number plate.

-No Turbo Charged or Rotary engines allowed.

-No after market parts allowed anywhere on the car.

-No modifications allowed to the engine, factory stock in all aspects.

-All cars must retain ALL FACTORY COMPONENTS WHAT SO EVER according to the cars VIN number plate such as factory installed A/C compressors, Smog Pumps, etc... with the exception of all unnecessary belts to the operation of the car for racing purposes may be removed.

-Stock ignition system only for year, make, and model. No racing or performance enhancing units allowed.

-All cars must have a properly working starter.

-Radiators must be factory stock for the year, make, and model of the car and mounted in the original OEM mounted location with the factory drip bottle or reservoir in place and functioning at all times for overflow protection.

-Must have the original factory stock exhaust manifold for year, make, and model of car. Tail pipes must extend past the rear bar of the roll cage. The catalytic converter and muffler may be removed.

-All four brakes must be in proper working order and cannot be modified in any way.

TRANSMISSION & DRIVE TRAIN

-Transmission whether it be automatic or manual must be the factory stock OEM for the year, make, and model for that car as per the VIN number plate.

-Must be mounted in the original OEM position.

-Transmission must have all forward and reverse factory stock gears functioning in proper order.

- Only factory OEM stock replacement clutches allowed. No modifying, and no aftermarket, or high performance clutches allowed.
- No after market, or high performance parts whatsoever anywhere
- Must use OEM stock shifter.
- Factory stock OEM drive train only per VIN number plate.
- Differential must remain factory stock and cannot be locked.
- No modifications what so ever to the factory stock OEM suspension.
- No racing or performance enchancing springs, shocks, sway bars, bushings, etc.

TIRES AND WHEELS

- All wheels must be factory stock OEM (diameter & width) for that year, make and model of car as per the VIN number plate
- No racing or performance enchancing wheels allowed
- Wheels cannot be modified in any way such as moving wheel centers or having the wheel widened
- No wheel spacers allowed
- Longer wheel studs will be allowed, and larger lug nuts are recommended
- All four (4) tires must be D.O.T. legal with an "S" or "T" speed rating
- No tire allowed with a "V", "W", or "Y" speed rating or any type of high performance tread or compound
- No retreads or recaps allowed
- All four tires must be the same size. No straggering, or size mixing of the sizes(example: 4ea. P195/75R 14)
- Tires will be the proper size for that year, make and model car per VIN number plate
- No tire shall have a Durometer reading softer than 58 points or that tire will be considered illegal
- Each tire must have a minimum air pressure of 25psi when going through TECH following the race

SAFETY

- All cars must have an aluminum-racing seat mounted to the roll cage. No floor mounted seats allowed
- All cars must have a safety harness with a minimum strap width of 3" and a submarine strap (or in other words a 5 point harness)
- All drivers must wear a Snell 95 rated or better helmet.
- All cars must have a Fire Extinguisher (dry chemical only) on board mounted securely and within easy reach of the driver.
- All cars with an electric fuel pump must have a ON/OFF switch in easy reach to the driver and yet easily reached by a track official or safety worker.
- Window nets required.

FUEL & FUEL TANK

- Gasoline only (not to exceed 110 octane)

- No alcohol, or nitrous
- All cars will have the original fuel tank for that year, make and model of car mounted in the original OEM position with the addition of two steel straps (2" X 1/8" or better) attached from the frame rail. In case that your car has no frame the straps must be welded to the unibody.

MISC

- No weight transferring devices of any kind such as traction control
- No racing radios (one way or two way) allowed
- The use of hazardous chemicals or heavy metals or materials as defined by the E.P.A. will result in the car being impounded and turned over to the E.P.A. immediately. Car, owner and/or driver will be held responsible.
- No electronics monitoring or computer devices capable of storing, transferring, or transmitting information. Only OEM factory stock gauges or basic aftermarket gauges such as oil pressure, oil temp, Etc.. will be allowed.

EXCHANGE RULES

- Any driver with three feature wins in a season can be claimed for the price of \$500.00 less seat, belts, window net & fire extinguisher during the remainder of the season (the three feature wins do not have to be consecutive)
- This claim will be CASH only (no credit cards or checks) and \$500.00 will go to the car owner of the car being exchanged.
- No car owner may claim his/her car for another unless that car has competed in three consecutive events.
- A car with a temporary driver, or provisional starter will not be allowed into an exchange.
- Only a car winning the feature can be claim for another car.
- A car owner can claim one car per season ONLY, but can have his/her car claimed as many times as the season will allow
- In case of multiple claims for exchange on the same car by 2 or more owners the track shall have a drawing to see which owner shall make the claim (the owner losing out in the drawing will not be charged with using a claim) Should the first eligible owner withdraw his claim then the next eligible owner will be allowed to make the claim.
- A driver wishing to make a claim must drive his/her racecar immediately after the end of the feature race under it's own power to the WMP Tech Area.
- All claims must be made immediately after the end of the feature race. All claims must be in writing and accompanied with the \$500.00 as intent to claim.
- The car owner of the car being claimed then has ten minutes to accept or refuse the claim.
- Any un-sports man like conduct during claim procedure will result in an immediate minimum \$100.00 fine and/or suspension.
- Any sabotage discovered to a claimed car will result in the same penalties as a refusal of a car claim. Owners will be held accountable for any sabotage discovered while during the car claim and will be responsible for any and all penalties as a result of any sabotage.

Claims will be disallowed and money returned to claimer. Claimer will have a ten minute time limit to report all cases of sabotage from the time they take possession of the car.

-Refusal of this claim will result in the driver and car being disqualified for that race and for the rest of racing season, forfeits all winnings and trophies earned (think about it dont make a hasty decision that would ruin the rest of your season)

-There will be no claims in the first four events of the season (rain outs not included)

-All claims are exchanges (to claim a car it will cost \$500 plus your car minus all safety equipment)