



## 2010 Official Rule Book

### **RULE BOOK DISCLAIMER**

The rules and or regulations set forth herein are designated to provide for the orderly conduct of racing events (or other events) at the Waycross Motor Speedway Facility (W.M.S.) and 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 have agreed to comply with these rules.

No express or implied warranty of safety shall result from publication 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 or her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials of Waycross Motor Speedway. Their decision is final.

Approval of a car by WMS inspection shall only mean that inspected car is approved for participation in a race event, and shall not be construed in any way to mean the inspected car by WMS is guaranteed mechanically sound. W.M.S. and staff shall not be liable for any mechanical failure nor for any losses, injury or death resulting from it.

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## **SPIRIT AND INTENT**

The rules and regulations contained herein are the standards by which racing events at the Waycross Motor Speedway will be guided. Officials at these events are authorized to decide if a variation or design is an attempt to beat the rules or alter effectiveness of the rules. The officials can and will disqualify an entry for such actions. Track officials shall reserve the right to initiate action to correct a hazardous situation or condition not in compliance with the spirit and intent of these rules and regulations.

All cars and support equipment must be maintained throughout the year in a pleasing and professional manner in appearance and mechanical condition. Track officials reserve the right to request or demand updates and changes to any vehicle and support equipment. Failure to comply with the spirit and intent of these rules and regulations may result in suspension, disqualification, expulsion, and/or fines to be designated by track officials or as may be set forth in these rules.

## **GENERAL RULES/ ALL RACING CLASSES**

### **POINTS RULES:**

Points are given to the driver, not the car. If you share a car with someone else, or use alternate driver for any reason, you cannot use the points from each of these drivers to accumulate a total point. If one driver qualifies the car in the heat race, and a different driver drives it in the feature, the feature race driver must start in the rear of the pack and will get points for the place finished for feature race only.

Double points race points only awarded to feature races not heats. You must start the feature race to be awarded points. Same class cars must be used, if you have to change car, to be awarded points.

Disqualified cars will not receive points for that race. This includes black flagged cars for unsportsmanlike behavior.

### **POINTS AWARDED PER FINISHING POSTION**

**FINSHING POSTION:**

**POINTS:**

1	100
2	95
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	51
12	47
13	43
14	39
15	35
16	31
17	27
18	23
19	19
20	15
21	12
22	9
23	6
24	3
25	0

Two (2) points awarded to winner of each heat race.

### **CAR AND DRIVER REGISTRATION AND APPEARANCE**

A: Numbers: they must be at least eighteen (18) inches high and two and one half (2 ½) inches wide, clearly visible and identifiable on both sides of the car. All cars must have a number on the roof at least twenty-four (24) inches high and two and one (2 ½) inches wide. All cars must have numbers at least four (4) inches high on all of the following:

1. The nosepiece in the approximate location of the right headlight.
2. The rear of the fuel cell. (At least six (6) inches high on late model cars.)
3. The truck lid in a clearly visible position. (on all other classes)

The numbers must be in color that presents a high contrast with the color of the car part upon which it is displayed. This rule is for the benefit of the competitors who desire to be scored correctly. In the event of more than one car with the same number, a team may be

required to alter or change their number in some way to avoid any confusion in scoring or other racetrack operations. Letters and/or Roman numerals are not to be used in lieu of Arabic or standard numbers.

B: Driver registration and requirements: no driver can compete without registering name, social security number, address and telephone number with track officials. Drivers must be at least (16) sixteen years of age (proof required). Drivers under the age of (18) eighteen years of age must provide a minor release signed by parent or legal guardian. By submitting their registration and/or taking part in action at the Waycross Motor Speedway, the competitor further agrees to abide by all track rules and regulations and the decisions made by the track officials. The competitor further agrees that the racing area is in a safe, race able and unusable condition and assumes full responsibility for any and all injuries sustained, including death and property damage, any time they are on property of the Waycross Motor Speedway or en route to or from such property.

C: Cars must be painted and maintained in the best possible appearance. Anything on the racecar can be required to be removed if deemed to be offensive by the track officials.

### **FUEL AND FUEL SYSTEMS**

A: Gas only. Racing Gas is allowed.

B: No alcohol, nitrous oxide or any other additives will be allowed.

C: No electric fuel pumps will be allowed. Only mechanical fuel pumps in the stock location will be permitted.

D: A fuel cell in a metal container securely mounted in the car no lower than the axle tubes is mandatory. The fuel cell must be strapped in the car by at least two (2) metal straps of two (2) inches by one eighth (1/8) inch. The fuel cell must be installed so in the event of the racecar rolling over, the vent will be closed and the cap will remain closed to prevent fuel spills and fire danger.

E: Fuel lines cannot run through the driver's compartment unless they are enclosed in metal tubing.

F: No bottom fed fuel cells.

G: All heat races 6 laps with a 10 minute time limit. Stock Class features 20 laps. Super Street features 25 laps. Late Model features 30 laps. All feature race time limits will be 30 minutes.

When time limit has expired the White flag will be displayed signaling the last lap has started. No other notice will be given.

## **MISCELLANEOUS SAFETY ITEM**

A: Battery: it cannot be located in the driver's compartment. It must be securely mounted and shielded.

B: Wrecker loops must be securely installed on the front and rear of each racecar.

C: Drive Shaft: the drive shaft must be painted white and it must be enclosed by a drive shaft loop made of a minimum of one quarter (1/4) inch by two (2") steel mounted approximately twelve (12) inches from the rear of the transmission.

D: Fire Extinguisher: A two (2) pound dry chemical fire extinguisher, U.L. approved, adequately mounted and easily accessible to the driver. Also a 10-pound dry chemical fire extinguisher is required in each pit.

E: Roll Bars: padding of all roll bars within thirty six (36) inches of the driver is recommended. A minimum clearance of three (3) inches must be maintained between the top of the driver's helmet and lowest part of the top bar of the roll cage.

F: Roll Cage Construction: A full roll cage constructed of a minimum of one and one half inches (1 ½) round tubing or black pipe with .095 wall thickness is required. There must be four (4) bars on the driver's side and three (3) bars on the passenger side. The roll cage must pass track inspection. Any roll cage made from tubing that is not mandrel bent (such as heating or bending) must have metal gussets welded in all bends and joints. This is an extremely important safety factor and should be used in all cars regardless of method used to form roll cage. Welds on any part on the car must meet track approval for safety reasons. Welding together of broken steering parts is not allowed.

G: Lug nuts and wheel studs: all classes are encouraged to use at least one half (1/2) inch wheel studs. At least five (5) studs and lug nuts must be used. 1 inch lug nuts required.

H: Seat belts and seats: Racing seats and seatbelts are required in all classes. Lap belts should be at least three (3) inch quick release types with a two (2) inch wide shoulder and crotch harness. Seats and belts must be securely mounted to the roll cage. Aluminum seats are required in all classes. Belts must be securely fastened before the car enters the race track and must remain fastened until the car returns to the pits, unless car is involved in an accident, and then must not be removed until track official safety personnel reaches the car. **Seat belts must be up to date and track approved.**

I: Window Nets: Full nets are required in all classes and must be fastened in place before moving car onto the race track and it must remain in place until returning to the pits; unless the car is involved in an accident, then the window net must remained fastened until safety personnel reaches the car.

J: Fire Suits and Helmets: Required in all classes. The helmet must be track approved (SA **.05**). The fire suit must be a fire resistant SFI certified material and it is recommended

that fire resistant hood, gloves and shoes accompany it. Regular “coveralls” and worn out fire suits and/or those with accumulated grease and oil soaked into them are not sufficient for driver protection. Track officials can and will require replacement of such items before a driver can participate in any type of event.

K: Drivers are not to get out of their car on the race track in the event of an accident, until track safety personnel reaches the car and authorizes it, unless the car is on fire. Getting out of the car after an accident or during an event to work on the car, arguing with track officials, or for any other reason can result in disqualification and/or suspension.

L: Track officials will not work on your car on the track. If the car needs attention, the driver should go to the pit area so the pit crew can take care of the car.

M: Pit area speeds: minimum speed must be maintained when driving in the pit area.

N: Steering Columns: Collapsible steering columns and padded steering wheel centers are recommended. Late Model required.

O: Nerf Bars: Cars are permitted to run a Nerf bar on each side of the car, mounted flush with the side of the body and made a maximum of one (1) inch by one (1) inch square tubing. The bar must be mounted at a level with center of the front hub beginning at or near the back of the front wheel well and extending to or near the front of the rear well at the same level as the center of the hub. The bar can begin again at the rear of the rear wheel well at the same level and extend to the end of the rear quarter panel, ending at the same level. The ends of the bars must be capped and/or curved inward and they must be constructed and mounted in such a fashion as that no rough edges or bolts protrude that any damage another car. The Nerf bars can be mounted so they can be removable. Construction and mounting of the nerf bars is subject to track approval. The nerf bars will not be included in the measurement of the width of the car.

P: Window Bars: at least four (4) steel bars, a minimum of five sixteenths (5/16) inch in diameter, must be mounted vertically, no more than four (4) inches apart in front of driver in the windshield area. Wire mesh in the same area is recommended.

Q: Brakes are required on all four (4) wheels of racecars, and they must work properly.

R: Lubricants to be discarded must be dumped into proper receptacles placed in pit area.

S: No antifreeze will be allowed in any racecar radiator/cooling system.

T: No mirrors will be allowed in any racecar. This includes hand held or temporary mounted mirrors.

U: All weight must be securely fastened. No weights allowed in drivers compartments. All lead must be painted white with car # on it.

## **CONDUCT AND PROCEDURES**

*SPECIAL NOTE:* Any driver suspected of being psychically or mentally unfit or impaired so as to safety participate in any event may be barred from participation until fitness is apparent or attested to by proper medical personnel.

A: Track officials reserve the right to fine, ban, or suspend any driver, other competitor, pit crew member or any other person on the property of Waycross Motor Speedway or take other action as it may be deemed appropriate by track officials if that person engages in unsportsmanlike conduct and/or conduct detrimental to the sport of auto racing.

This includes profanity in front of or directed to race fans, officials, and other competitors. Throwing of helmets is strictly prohibited.

B: No alcoholic beverages or illegal drugs will be allowed in the pit area during an event. If your particular part of the event is completed or you are out of the event, you still cannot bring alcoholic beverages into the pit area. Drivers and any other in the pit area including track workers, car owners, or pit crews found consuming alcoholic beverages before or during an event may be required to load up their car and leave the area. Anyone found in possession of using illegal drugs on the property of WMS is subject to the arrest by law enforcement agencies.

C: Drivers are responsible for the conduct of their pit crews, family members and any other persons associated with their car. Drivers are not to stop their car on the track to argue with track officials nor is anyone else allowed to engage in any disorderly argumentative conduct towards track officials or other competitors during any event. Such conduct may result in disqualification or other actions. All such persons should remain in their pit area and NOT go to the racing area or other pits to engage in any type of unruly conduct. Any fines imposed by track officials against such persons must be paid before the driver can compete again at the discretion of the track officials are deducted from any winnings. Such fines will be added to the driver's point's fund.

D: Inappropriate conduct may lead to arrest by law enforcement agents and prosecution for criminal violations.

E: No persons engaging in racing events, in any capacity shall make any claim damages, expenses, or otherwise against Waycross Motor Speedway or its officials.

F: Only tow vehicles and safety vehicles will be allowed in the pit area during racing events.

G: Pit Passes: No one under fourteen (14) years of age will be allowed unsupervised or without an adult.

H: Injuries received at the track must be reported to track management before completion of the event. Information report must be completed and signed by injured person.

I: No driver is to allow anyone to ride on or in his car while on any of WMS property, except at the discretion of track officials. This includes while racecar is being pushed or towed.

J: Decision of track officials on interpretation of rules, scoring, flagging; technical inspections or race procedures will be final.

K: When the race begins, the flagman is in control of the race WMS decisions are final. The drivers are responsible for becoming familiar with the flag rules.

L: If two (2) or more cars cross the finish line at the same time, the car next to the pit wall is deemed the winner.

M: Drivers must be ready for their scheduled events. If not in line to enter track in their designated place by the white flag lap of the preceding race, they must go to the rear of the field.

N: Time Trials: If time trials are held, the cars must be lined up in the staging area. If the staging area becomes empty, time trials are over. Cars not timed must go to the rear of the field. Cars not in line promptly will only have one (1) lap timed.

O: Entry to the track racing area racecars having gone to the pits for whatever reason is to be strictly governed by track officials. Competitors may be allowed to reenter the race but the driver must stop at the entrance to the racing surface to await a signal by the designated track official before proceeding onto the track.

P: Any car deliberately stopping a race by any method will be scored a lap down.

Q: Drivers cannot move down from one racing class to another without prior approval by track officials.

R: Causing of three (3) caution flags displayed in an event will result in the driver being sent to the pits.

S: Drivers of the first five (5) cars or others as deemed necessary by track officials or other events designated by track officials must proceed to the scale shack area in the order that they finish the race to await technical inspection by track officials. Drivers ignoring this rule and proceeding to their pit area and/or loading up their car may be disqualified and not paid winnings due to them.

T: Drivers failing to disassemble their cars for technical inspection in a timely manner (as ruled by track officials) will be disqualified.

U: Driver changes: No driver change can be made during an event without prior approval of track official.

V: Glass containers: No glass beverage bottles or other glass containers can be brought onto the grounds of the Waycross Motor Speedway. Drivers subject to fine or suspension if any glass containers are found in the pit area.

W: Driver is responsible for keeping pit crew, friends and family away from, the car inspection area and scales until inspection is complete on all cars held for inspection. Only one pit crewmember will be allowed in these areas, if WMS officials require the need for removal of parts for inspection. Only one pit crewmembers will be allowed in these areas, if WMS officials require the need for removal of parts of the inspection.

### **FLAG RULES**

A: Flagman: Watch the flagman. His decisions on flagging are final. They are intended for the protection and safety of the Competitors, the fans, and the orderly progression of the racing events.

B: Red Flag: DANGER, Stop as quickly as possible. Do not pass the flagman or other cars.

C: Green Flag: Displayed to start or restart race.

D: Yellow Flag: CAUTION: Slow the racecar to the slowest possible speed. Do not pass other cars or race back to the flag stand. Lapped cars will maintain position on the track. Scoring reverts to the last green flag lap.

E: Blue Flag with Yellow Stripe: Passing flag. Cars being lapped must move to the inside of the track.

F: Black Flag: Any car receiving the black flag must go to the pits for consultation with track officials. Failure to obey the black flag will result in disqualification or other action. If black-flagged for disciplinary problems, the driver does not get any points or pay for the event.

G: White Flag: designates the last lap of the race

H: Checked Flag: designates the end of the race.

I: Pace Car or Truck: If either is used, do not pass the pace vehicle on the track.

J: All heat races 6 laps with a 10 min. time limit. Stock feature 15 laps, Super Street feature 20 laps, Limited Sportsman feature 25 laps, and Late Model feature 30 laps. All feature race time limits will be 30 min. When time limit has expired the White Flag will be displayed signaling the last lap has started. No other notice will be given.

## **PROTEST AND INSPECTION**

A: Track technical inspectors are in charge of technical and safety inspections and procedures pertaining thereto. Their decisions are final.

B: Protests shall not be official unless filed in writing to the track officials not more than ten minutes after completion of the feature event for that racing class. The proper cash bond must accompany it. Only the cars finishing in the top five (5) positions will be allowed to protest. They may protest any car finishing in front of them. No back protests will be allowed. If protests are withdrawn, the track retains 25% of the protest fees.

C: Any car involved in a protest will be impounded in an area designated by track officials and it must remain there until inspection is complete.

D: Protest for visual violations requires no fee and must be filed in writing at least ten minutes before the start of the race. "Visual" refers to anything outwardly visible, whether under the hood or not.

E: Any parts suspected of being illegal may be confiscated.

F: If found illegal, the protested driver forfeits all money and points won at that event. Drivers refusing to tear down will be considered the same as being illegal. If the same driver is disqualified two (2) times in one season driver forfeits all points gathered to that point. If the same driver is disqualified (2) two times in one season, he is barred from racing at Waycross Motor Speedway the remainder of the racing year. If car is disqualified two (2) times the owner must prove car is on compliance with WMS rules before racing again.

G: If in the process of an inspection, the officials see a non-protested item deemed to be an intentional attempt at circumventing the rules and regulations, the inspection will cease and the car will be declared illegal.

H: Only the following people can be present at protest or track initiated inspections; track officials, two (2) people from the protested team, and one (1) representative from the protesting team. No other drivers or team members allowed. Drivers are responsible for their crews at protests or inspections and any misconduct or use of alcoholic beverages may result in disqualification, forfeiture of the protest bond and other actions.

I: Track officials reserve the right to require any part of any race car to be disassembled at any time for inspection. In such cases, only track officials and two (2) people from the car to be inspected may be present.

J: In the event of a protest or track initiated inspection, the payoff of the event winnings may held up until results are finalized. They will be distributed at the discretion of the track officials.

K: Protest Fees

Complete Engine	\$ 600.00	except Pure Stock
Complete Engine Pure Stock	\$ 450.00	
Upper Part of Engine in All Classes	\$ 350.00	
Rear End	\$ 50.00	
Flywheel	\$ 100.00	
Cam Shaft	\$ 100.00	
Transmission	\$ 50.00	
P & G	\$ 125.00	

TRACK RETAINS 25% OF ALL PROTEST FEES.

Note: complete engine may include the heads, carburetor, intake, bore, stroke, cam lift, if applicable, and any other parts of the engine assembly. Upper part of the engine refers to heads, carburetor, intake, and bore and cam lift, if applicable.



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## **PURE STOCK CLASS**

### **Any tolerances determined by tech man and management decisions will be final!**

The stock car class is designed for beginning drivers. A driver who has raced in a higher class may not be eligible to participate in the stock class. A panel consisting of (3) track officials will review each case individually. At any time the panel decides the stock car driver or car has advanced enough it will be required to move up in Super Street class, so that the stock car class will remain a beginner class. All participated agree to abide by the officials decision.

## **CAR**

A: Body: 1955 and up to current year model American cars are required. No rear engine cars, convertibles, trucks, or sports cars will be allowed. The body must remain completely stock and be of all metal. No hulling of the body is permitted except the door bars. Front fenders wells may be removed.

B: Wheelbase: a minimum wheelbase of one hundred and one (101) inches is allowed.

C: The front engine loop may be attached to the roll cage and extend to the front of the car. No bars are allowed to extend outside the body in the front or rear. No push bars are permitted.

D: Any part, equipment or alteration thereof not specifically covered in these rules must be stock and or approved by Waycross Motor Speedway in writing.

E: Fiberglass hoods will be permitted.

## **DRIVE TRAIN AND SUSPENSION**

A: Frame: The frame geometry must remain as manufactured. Unibody frames can be tied together with square tubing. If the unibody frame is tied together, the rear suspension component must remain stock and in the stock location. The floor pan can be altered to tie the frame together with square tubing. **If rear clip is damaged beyond repair, it may be repaired with square tubing that must be track approved.**

B: Springs and Shocks: the front and rear springs and shocks can be changed to aftermarket steel springs and shocks. They must remain in stock location and cannot be adjustable. No wedge bolts. Adjusting shackles, or spring blocks are allowed.

C: Sway bars: Stock type sway bars with or without adjusters will be permitted on the front or the rear of the cars. Panard bars are permitted.

D: Transmission: the transmission must be stock type, no after market, with the forward and reverse gears operable with all gears remaining in the transmission. Automatic transmission must have a stock type torque converter. Automatic transmissions are allowed to have transmission fluid cooler. The cooler cannot be located in the driver's compartment. The gearshift mechanism must be within easy reach of the driver with seat belts securely fastened.

E: Clutches and flywheels: Stock. No lightened or aluminum flywheels are allowed. The minimum weight of the flywheel is fourteen (14) pounds. Stock clutch.

F: Rear end: Positive traction units or locking of the rear end will be allowed. Any gear ratio is permitted. Any stock passenger rear end is allowed. Steel hub floaters are allowed.

G: Engine setback: the engine must remain in the stock location. No setback is allowed.

## **ENGINE**

A: All engines must meet 1971 or newer low compression specs. Any part not covered must be O.E.M. stock. The engine must be production stock with no modifications or high performance parts except as may be specifically set fourth in these rules. Maximum engine is as follows with a maximum over-bore of .060: Chevrolet 305 or 350 cubic inches: Ford 302 or 351 W cubic inches, and Chrysler 318 or 360 cubic inches.  
(See weight rules)

B: Cam and lifters: No anti-pump lifters are allowed. Lifters must be of stock diameter for the engine used. Maximum lift is .410.

C: Heads: stock cast iron with a minimum of fifty-eight (58) CC on 305, 302, and 318. Seventy-two (72) CC on 350, 351W, and 360, combustion chambers are required. Valve seat angle is limited to three (3) angles only. Poly locks are optional. No gasket matching, grinding, porting, acid dipping or any other modification to the heads is permitted. Intake and exhaust runners must CC same as manufactured. No center bolt valve cover heads. Stock rocker arms (1.5) Guide plate and screw-in studs are allowed. World product head # 4360 with 72CC combustion chamber allowed.

D: Valves: no titanium valves are allowed. Stock steel valves must be used with a maximum size of 1.94 intake, and 1.50 exhaust. One cut on valves.

E: Pistons and Rods: cast or forged stock replacement pistons are required. 1971 and up low compression. 305,302, and 318 dish pistons, (0) deck. 305,302 and 318 flat top pistons, .010. deck. 350, 351, and 360 dish pistons, .010 deck. 350, 351 and 360 flat top pistons, .020 deck. Stock rods. Piston and Rod minimum 1250 grams. Piston and rod will be weighed as a unit.

F: Exhaust: Stock cast iron manifold or stock street replacement parallel to ground headers.

G: Timing Chain: Any timing chain. No gear drives are allowed. Offset keys or buttons ok.

H: Distributor and Coil: H.E.I ignition system can be used to replace point systems. The distributor and coil must remain stock. High performance coils ok. Advanced mechanism optional. HP modules ok. Distributor and coil must be stock type. After market ok.

I: Starter: must be operable.

J: Intake Manifold: a stock carburetor intake manifold is required. Stock G.M. Aluminum intake is allowed. No high performance or Bowtie intakes are allowed. There can be a spacer and/or adapter with the height of the combination not to exceed one (1) inch from the top of the intake manifold to the bottom of the carburetor. No Holley intakes.

K: Carburetor: Stock carburetor is five hundred (500) C.F.M two (2) barrel, or six hundred (600) C.F.M. four (4) barrel, Holley carburetor, part number 04412 or 01850 or 80457. The choke horn and list number must remain intact. Removal of the choke butterfly and choke assembly is permitted. No polishing or other modification except changing the jets is permitted. Small block Quandra Jet, maximum Venturi diameter 1” optional.

L: Crankshaft: Must be stock stroke for year model of engine, plus .010 tolerance for engine used. Only cast iron or steel crankshafts permitted Cranks can be balanced. Minimum weight 49.5 pounds. No grinding, polishing or excessive drilling allowed.

M: Aftermarket rod bolts are optional.

## **WEIGHT**

A: The required weight with the car and the driver on the track scales after the race is Cars with 305, 302, and 318 motors 3100 lbs. Cars with 350, 351 and 360 motors 3200 lbs.

## **TIRES AND WHEELS**

**Tires: Hoosier D 40**

**American Racer: Stocker medium**

**Wheel: 8” Steel – NO BEADLOCKS**

## **BRAKES**

A: Brakes required on all four wheels. Four-wheel disk brakes only allowed with stock appearing rotors and calipers.

## **SUPERSTREET CLASS**

**Any tolerances determined by tech man and management decisions will be final!**

**A: Body: 1955 and up to current year model American cars are required. No rear engine cars, convertibles, trucks, or sports cars will be allowed. Hulling of body is permitted. Aftermarket bodies are ok, aluminum or steel ok. Must have stock firewall and floor pan. Option: May run steel driver box. Cars not meeting WMS Rules will be assessed a weight penalty by WMS officials. Engines and drive train must comply with WMS Rules or a weight penalty will apply also.**

B: Wheel base: A minimum wheelbase of one hundred (100) inches is required. Stock length for make and model of car used.

C: Any part equipment or alteration thereof not specifically covered under these rules must be stock and/or approved by WMS in writing.

D: fiberglass hood and roof will be permitted.

## **DRIVETRAIN AND SUPENSION**

A: Frame: The frame geometry must remain as manufactured and must be stock for the year and model of the car being used. The floor pan can be altered to tie the frame together with square tubing. **May run 2x3 tubing car with suspension in stock location. Must have stock front clip.**

B: Springs and Shocks: The front and rear springs and shocks can be changed to aftermarket steel springs and shocks. Wedge bolts are allowed **front & rear**. Shocks may be relocated. Sliders and lowering blocks allowed 2x3 tubing allowed over rear end to back of car, no turn down. Tubular upper A arms ok.

C: Sway bar: Stock type sway bars with or without adjusters will be permitted on the front or the rear of the car. Panard bars are permitted. Top (24" maximum length steel) bar on the center of the rear end must be attached at both ends. No more than 7-degree minimum angle. No "J" bars allowed. Rear trailing arm can have hem joints with one end welded for no adjustments. Stock length.

D: Transmissions: The transmission must be stock type, no after market, with the forward and reverse gears being operable with all gears remaining in the transmission. Automatic transmission must have a stock appearing torque converter. Automatic transmissions are allowed to have transmission cooler. The cooler cannot be located in the driver's compartment. The gearshift mechanism must be within easy reach of the driver with the seat belt securely fastened. Minimum weight of empty torque converter and flex plate is 25 pounds.

E: Rear End: No quick-change rear end is permitted. Nine (9) inch Ford rear ends are permitted in any make or model of car. Any model passenger car or light truck rear end is allowed. There ear end can be locked. Any rear ratio is permitted. Floaters allowed

F: Engine Setback: **Engine setback is one (1) inch from stock location, no tolerance.**

G: Rack and pinion steering is not permitted.

H: Steering quickeners are allowed

I: Fuel Cell may be dropped no lower than the center of rear end housing.

### **ENGINE**

A: The engine must be production stock with no modifications or high performance parts except as maybe specifically set forth in these rules. Maximum engine size is as follows with a maximum over-bore of .060 Chevrolet 350 cubic inches. Ford 351 cubic inches, Chrysler 360 cubic inches. The minimum piston to deck clearance is zero (0) Non-modified 602 crate engines are allowed.

B: Cams and Lifters: Any hydraulic cam. Anti-pump up lifters are allowed. Lifters must be of stock diameter for engine used. No roller rocker.

C: Heads: Cast iron heads are required. No angle plug or high performance. A minimum of sixty-seven (67) CC size combustion chamber. No gasket matching, grinding, porting, acid dipping or any other modifications to the heads are permitted except that screw-in rocker arms studs, and guide plates can be installed. Poly locks and any length push rods are optional. Stock or roller rockers with stud girdle permitted. Intake and exhaust runners must CC as manufactured. Long slot ok, stock ratio, 1.50 diameter springs may be used. No center bolt valve cover heads. No Vortec heads except on 602 crate motors.

D: No titanium vales or undercut valve stems are allowed. Maximum intake valve size of 1.94 and maximum exhaust valve size of 1.50 Stock length valve for engine used (Valve Job) Three (3) angles permitted. Bottom cut may not exceed one (1) inch. Top cut no more than .150 oil shredders optional. Any steel retainers.

E: Clutches and Flywheel: No aluminum flywheels are allowed. The minimum weight of the flywheel is fourteen (14) pounds. Clutches must be stock type and operable. Hydraulic clutches are allowed. A steel or aluminum bell housing or track approved scatter shield must be used with standard transmissions.

F: Pistons and Rods: Cast or forged tow or four valve relief ok, Piston, pin and rod must weigh 1215 grams. Piston and rod will be weighed together no exceptions. Rods must be stock length for engine being used. Rod can be balanced. Any rod bolts and nuts may be used. Polishing, stress relieving, and floating pins are optional.

G: Header: Any headers are allowed.

H: Timing Chain: Any timing chain is allowed. Gear drives are not permitted. Offset keys and eccentric are optional, Thrust buttons permitted.

I: Distributor and Coil: H.E.I. ignition system can be used to replace point type system. The distributor and coil must remain stock, aftermarket modules permitted. Advance mechanism optional. Stock type ignition allowed.

J: Starter: Must be operable

K: Intake Manifold: A stock carbureted O.E.M. cast iron intake manifold is required. Cast iron Bowtie intakes are allowed. There can be a spacer and/or adapter with the height of the combination not to exceed one (1) inch from the top of the intake manifold to the bottom of the carburetor. No gasket match or grinding.

L: Carburetor: The REQUIRED carburetor is six hundred (600) C.F.M. or five hundred (500) C.F.M. tow (2) barrel, Holley carburetor; Part number 01850, 04412 or 80457. The choke horn and list number must remain intact. Removal of the choke butterfly and choke assembly is permitted. No polishing or other modifications except changing jets will be permitted. A small Block Quadra jet optional, maximum Venturi diameter 1". Rear jet plates with center hung float bowls permitted. Dual lines are okay.

M: Crankshaft: Must be stock stroke for year model of engine, plus .010 tolerance for engine used. Only cast iron or steel crankshafts permitted Cranks can be balanced. Minimum weight 49.5 pounds. No grinding, polishing or excessive drilling allowed.

#### WEIGHT

**A: The required weight is a minimum of twenty nine hundred (2900) pounds including tolerance with the car and the driver on the track scales with stock fire wall and floor pan side to side. Anything other than original, weight limit is thirty one hundred (3100) pounds. AFTER the race.**

#### TIRES AND WHEELS:

**Hoosier: D21 or D55**

**American Racer: 48 or 56**

**Wheels: 10" steel wheel or 12" aluminum with adapters. No beadlocks.**

**All cars must remove panel between bumper and deck lid.**

## LIMITED SPORTSMAN CLASS CAR

**Any tolerance determined by tech man and management decision is final!**

### **BODY**

A: Body: Must conform to Waycross Motor Speedway Late Model Class Rules. **Remove rear panels under spoiler to rear bumper.**

B: Spoilers: cars will be allowed to have an eight (8) inch maximum height extending across the rear deck lid. Spoilers must be Lexan with three (3) braces. Braces will have a maximum rear height of (8) inches and a maximum length of twelve (12) inches.

C: Steel or aluminum floorboards, firewall and the rest of the driver's compartment are mandatory. The rear compartment must be sealed off from the driver's compartment.

D: Wheelbase: A minimum wheelbase of one hundred (100) inches is required.

E: the front engine loop may be attached to the roll cage and extended to the front of the car. No bars are to be a maximum of one (1) loop in the engine compartment and two (2) kicks in the rear of the car.

F: Any part, equipment or alteration thereof not specifically covered in these rules must be stock and/or approved by Waycross Motor Speedway.

### **DRIVE TRAIN & SUSPENSION**

A: Frame: Any stock front clip is required. The front clip must extend to the firewall. The rear clip may be stock or it may be constructed of minimum steel tubing from the front clip to the rear bumper. Tubular upper "A" frames are optional.

B: Rear Suspension: **Three or four bar suspension will be permitted with rubber biscuit or spring bar or solid bar top link.**

C: Shocks: Racing shocks are permitted. **No adjustable shocks or canister shocks will be allowed.** Coil over spring/shock combinations will be allowed on rear only. The location of the shocks can be changed from stock location. **\*\*Schrader valve for refill purposes only.\*\***

D: Springs and wedge bolts: Aftermarket springs and wedge bolts are permitted on the front and rear. Rear sliders are permitted. Leaf springs are optional. Coil over on rear only.

E: Rear Ends: Quick change rear ends are permitted. Nine (9) inch Ford rear ends are permitted in any make or model car. The rear ends can be locked, but floater type rear ends are recommended for safety reasons. Any gear ratio can be used.

F: Transmissions: the transmission must be a factory stock type transmission. Reverse and forward gears must be in operating condition. Automatic transmissions must have a stock appearing torque converter. Automatic transmissions are allowed to have an exterior transmission fluid cooler. The cooler cannot be located in the driver's compartment. Minimum weight of empty torque converter and flex plate is 23 pounds. Brin or Bert transmission allowed.

G: Clutches and flywheels: Clutches must be stock type and operable. Triple disk clutch allowed. Hydraulic clutches are permitted. No direct drive units are allowed. A steel or aluminum bell housing or track approved scatter shield must be used with standard transmissions. Pressure plates must be steel O.E. M. solid center clutch disc are make, and model of the stock vehicle from which this clutch system is from. This is so it can be verified if clutch system is being checked. All clutch and pressure plates drive trains 2650 lbs. with driver after race.

H: Engine Set back: Leading spark plug is to be no further back than the center of the top ball joint.

I: Offset chassis: The engine, drive shaft, and center section of the rear end must be mounted in the center line of the car without being offset from the stock location.

J: Rack and Pinion steering will not be permitted.

K: Use of steering quickeners will be allowed.

## **ENGINE**

A: Engine Sizes: the maximum sizes allowed are General motors, 350 cubic inches, ford 351 cubic inches, and Chrysler, 360 cubic inches, with a maximum .060 overbore. 0deck to piston, Non-modified 602 crate engines allowed

B: Pistons: Any flat top piston is allowed. Zero (0) deck minimum.

C: Rods: Any steel rod with a minimum weight of 535 grams. Rods must be stock length for engine being used. Rods can be balanced. Any rod bolts and nuts may be used. Piston and rod 1215.

D: Crankshaft: Only cast iron or steel crankshafts are permitted. Must be stock stroke for engine used plus .010 tolerances. Minimum weight is 49.5 pounds. Must be stock stroke for engine used, plus .010 tolerance. No grinding, polishing or excessive drilling is allowed. Balancing allowed.

E: Heads: Only cast iron with minimum for sixty seven (67) CC combustion chamber for General Motors Ford Windsor or 351 Cleveland with 67 Cc combustion chambers. World Products head #4361 with 67 CC combustion chamber, gasket matching, grinding, porting acid dipping, or any other modification is not allowed on the heads, with the exception of screw in rocker arm studs. Fords are to run 351 Cleveland or Windsor stock two (2) barrel heads. Chrysler engines are required to run a stock two (2) barrel type head. No Bowtie or S.V.O. is allowed. Intake and exhaust runners must have same CC as manufactured. No Vortex. World products stock replacement # 4360 heads may be used. Swirl chamber heads may be used at 60Cc with 11 Cc. minimum dish pistons only. 1.5 ratio roller rockers and stud. **May run RHS 12402 heads with a 75 lb weight penalty.**

F: Valves: No titanium valves are allowed Maximum valve sizes permitted. General Motor's Heads 1.94 intake and 1.50 exhaust valves. Ford Cleveland 2 barrelheads 2.045 intake and 1.542 exhaust valves. Ford Windsor heads 1.842 intakes and 1.541 exhaust valves. 1.5 inch maximum spring diameter allowed. Steel retainers only.

G: Cam: Any flat tapped can is allowed.

H: Timing Chain: Any single or double roller or gear drive type timing setup is permitted.

I: Headers: Any headers are permitted, including Zombies

J: Distributor and Coil: No magnetos are permitted

K: Starter: The starter must be operable

L: Intake Manifold: A stock carbureted cast iron intake manifold is or Victor JR 2975 intake manifold with 1" .spacer or equivalent for ford 351 Cleveland—Victor 2999 with no spacer. Maximum gasket thickness .125 thousandths for both gaskets. Victor JR aluminum allowed. No gasket matching, porting, acid dipping or any other modification is allowed on the intake manifold. A spacer and/or adapter are allowed. The height of the combination not to exceed gasket thickness .125 thousandths for both gaskets, from top of the intake manifold to the bottom of the carburetor.

M: Carburetor: The required carburetor is a five hundred (500) C.F.M two (2) barrel, Holley carburetor, part # 04412 or six hundred (600) C.F.M. four (4) barrel, Holley Carburetor part #01850 or #80457. The choke horn and list number must remain intact. Removal of the choke butterfly and choke assembly is permitted. No polishing or other modifications except changing jets will be permitted. A small block Quadra jet is optional, a maximum Venturi diameter 1". Rear jet plates with center hung float bowls permitted. Dual lines only. **3310 Holly will be allowed with a 50 lb weight penalty.**

## **WEIGHT**

**A: The required weight is a minimum of twenty-seven hundred (2700) pounds, including the driver on the track scales after the race. 2650 with stock type clutch and pressure plate and transmission.**

**TIRES AND WHEELS:**

**Hoosier: D21 or D55**

**American Racer: 48 or 56**

**Wheels: 12" aluminum or steel/ Beadlocks allowed**

**LATE MODEL CLASS**

**Any tolerances determined by tech man and management decision will be final!**

### **CAR BODY, NOSEPIECE, AND INTERIOR**

A: See drawing elsewhere in the manual for measurements for bodies for late model cars.

B: Late model cars must run a stock appearing nose piece.

C: The interior bodywork of the car may be dropped to a maximum of three (3) inches below the top doors and must be a minimum of eleven (11) inches below the roll cage.

D: If a dropped interior is used, the interior panel must fasten flush at the top; of the doors and must taper gradually towards the center of the car without creating lips. The minimum taper allowed will be eight (8) inches.

E: If a dropped interior is used, it must taper up in a straight line to the quarter panel height to the end of the deck lid/quarter panel/spoiler. Dropped interior may begin no further forward than the firewall which in turn may be no further forward than the engine plate. At the firewall, across the center of the car, the drop may be vertical to the three (3) inch maximum.

F: Whether or not the interior is flat throughout the car it must maintain a minimum clearance of twelve (12) inches from the roll cage to allow an easy exit.

G: If the interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler/rear deck lid.

H: Aluminum or steel floorboard, firewall and the rest of the driver's compartment is mandatory.

I: The front fenders and the hood must be level and flat from the left side to the right side of the car and at least as far back as the firewall/engine plate. No part of the fenders or hood can be below the outside bodyline. Fender cannot gain height from rear to front of car.

J: The hood must be removable from the car for tech inspection.

K: The roof is mandatory and must be stock appearing and level. It must run parallel to the body.

L: Spoilers: Only a rear spoiler can be used and it must be securely attached to the top of the rear body along the entire width of the body. The spoiler may be hinged to allow for change in angle of deflection. It cannot be designed to be adjustable while on the track in motion. No more than three (3) spoiler supports may be used. Spoilers must be made of a transparent material such as Lexan and it must be of adequate strength. The spoilers can have a maximum size of eight (8) inches high by seventy-two (72) inches wide.

**NOTE:** Gurney flaps or curls are allowed along the upper edge of the spoiler but their length will be included in all measurements.  
Spoilers will be measured according to total length and width of material regardless of shape.

### **CHASSIS**

A: Tubular chassis or stock clip/stub will be allowed. They can have tubular upper "A" frames and wedge bolts. Racing shocks are allowed. Shocks do not have to be in the stock location. No kick bars are allowed beyond the bumpers. Racing hubs are permitted. Front and rear bumpers must have rounded corners.

B: The wheelbase must be a minimum of one hundred and two (102) inches.

C: No interior chassis adjusters permitted.

### **DRIVE TRAIN**

A: The transmission must have forward and reverse in operating condition the gearshift must be in easy reach of the driver with seatbelts fastened.

B: The gearshift must be operable. Direct drives will not be permitted.

C: The car must be equipped with steel or aluminum clutch housing or approved scatter shield.

E: The rear end must be a quick change or floater type rear end. No stock rear ends allowed. Any gear ratio is allowed.

F: Maximum engine setback is five (5) inches measured from the center of the ball joint to the front spark plug hole.

### **WEIGHT**

604 Crate Motor

2200lbs

NLMS with Iron Heads	2300 lbs
Waycross Late Model	2350 lbs.
Wayx Iron Eagle 200 Heads	2400 lbs
Ray Miller Aluminum Head	2400 lbs

## **ENGINE**

A: Block: Only cast iron blocks with a maximum of three hundred sixty-two (362) cubic inches displacement will be permitted. A maximum four (4) inch bore with a maximum overbore of .065. Chrysler must have a stock stroke. Inline six cylinder engines may be used with no limitations, expect on 750 CFM carburetor only. Non-modified 604 Vortec crate motor.

B: Oiling System: Dry sump or wet sump oiling systems will be permitted.

C: Crankshaft: The maximum stroke permitted is three and one-half (3 ½) inches with .010 tolerance. Any harmonic balancer can be used. Only steel or cast iron crankshafts are permitted, forty-two (42) pound minimum.

D: Rods: Any steel rod is permitted. Any rod bolts can be used. Rods can be balanced.

E: Pistons: any flat top piston is allowed, zero (0) deck minimum.

F: Camshaft: Only flat tappet cams will be allowed. Maximum lifter diameter is .875. Mopar engines must run a stock diameter lifter any timing gear or timing chain can be used.

G: Intake Manifold: Aluminum or cast iron intake manifolds are permitted. Gasket matching for one-half (1/2) inch into the intake runner is allowed. No other modifications are permitted (including porting, polishing, grinding, or acid dipping) the manifold must be track approved. Adapter and spacer plates can be used with the maximum height of the adapter and/or spacer plate combined, not to exceed two (2) inch from the top of the intake manifold to the bottom of the carburetor.

H: Heads and Valves: Only cast iron heads (to include Dart H, Vortec, and World Product sportsman heads) will be permitted. S.V.O. and Iron Eagle heads require fifty (50) pounds of weight added to car (2570lbs) Intake runners two hundred three (203) CC maximum with a minimum of a forty-eight (48) CC combustion chamber. No porting or polishing other than one half (1/2) inch for gasket matching will be permitted. Bowl cut no steeper than seventy-five (75) degrees from top of valve seat angle unless original. No porting, acid dipping or other modifications in valve bowl, combustion chamber, or elsewhere on the heads will be permitted. Titanium valves are allowed. Maximum valve sizes for all General Motors and Ford heads will be 2.05 for intake valves and 1.65 for

exhaust valves. Any valve springs, retainers, screw-in studs, guide plates, rocker arms, and push rods can be used.

I: Headers: headers must remain at least one (1) inch inside fenders. No part of exhaust system may extend past body of car.

J: Any 750 C.F.M. Holley. No other carburetors can be substituted. Removal of the choke butterfly and choke assembly is permitted. Venturi and bore must meet Holley specifications. Grinding or reaming out of round will not be permitted.

### **TIRES AND WHEELS**

**Hoosier: D21, D55 or D70**

**American Racer: 48 or 56**

**Wheels: 12" or 14" aluminum, beadlocks ok.**

## **BOMBER CLASS**

### **Any tolerances determined by tech man and management decision is final.**

Each car must have an ABC 10lb. fire extinguisher in their pit area and a 25 lb. extinguisher in their car at all times

CAR: Body: Stock American made chassis, the body has to remain stock with the exception of the removal of the inter fender wells. No other modifications to body other than removal of glass and lights. No excessive hulling of bodies.

Wheel Base: Must be stock for year and make of car.

UNIBODY CARS ARE ALLOWED.

### **ENGINE SET BACK:**

The engine must remain in the stock location. No setback is allowed, stock motor mounts.

### **FIRE WALLS**

Driver compartment must be sealed from fuel cell. Stock fire wall.

### **ALUMINUM SEAT:**

Racing seat required with 5 pt. Harness

### **ROLL CAGE:**

4 Point-4 door bars on driver side. 3 on passenger side or track approved "X" bar. Black iron schedule 40 or 095 seamless tubing. 5 windshield bars. Can run engine loop with two (2) kickback bars.

### **WINDOW NET:**

Mandatory

### **FUEL CELL:**

Mandatory in steel can.

### **ENGINE**

The engine must be stock with no modifications. Engine must match factory specifications. Stock 350 Chevy or Ford 351-No Big Blocks. Top 5 in features will be subject to pull a min. Of 18" of vacuum No rough idle. Stock exhaust.

**BRAKES:**

Cars must have four wheel brakes.

Lock rear ends. Chevy rear end to Chevy car, Ford rear end to Ford car.

**SUSPENSION:** No racing shocks or springs allowed.

**WEIGHT:** 3300 lbs. AFTER race.

**TIRES AND WHEELS:**

**Tires: DOT tires, 60 series with right front MANDTORY racing Hoosier or American Racer on 8" steel wheel.**

**Hoosier: D40**

**American Racer: right front- stocker medium**

NO EXPERIENCED DRIVERS!

FOR MORE INFORMATION SEE THE TECH MAN.