

These rules shall govern the 2018 WVSO Pro Late Models; in addition, the ABC (Approved Body Configuration) Official Rulebook Version 9.0 will also govern body regulations. In the event of a conflict between rules, the rules and procedures of this 2018 WVSO Pro Late Models rulebook shall prevail in all cases. For all rulebook updates, go to:

The WVSO Pro Late Models may alter these rules or procedures at any time in the interest of fairness and safety. Any changes will be done with a written addendum to the rules package given to each team via online, email, or at the track.

CAR WEIGHTS with Allstar Base Plate & 1.300" restrictor)

Steel Head Motors 2,850 lbs. 2800 lbs.

Brodix Spec Head 2,850 lbs. 2800 lbs.

Sealed Engine Program 2,850 lbs. 2800 lbs.

9:1 Tour Type Motor 2,850 lbs. 2800 lbs.

South Sound Motor 2,850 lbs. 2800 lbs.

GM CT525 2,800 lbs. 2775 lbs.

SLS Late Model 2,775 lbs. 2750 lbs.

Stock Head WCLMS 2775 lbs. 2750 lbs

GM 604 Ford D347SR Crate Motors 2,700 lbs.

(with 6,400 RPM Rev Limiter Chip) **2850 lbs. with no chip!**

- Cars are limited to 58.0% maximum left side weight all motors. When cars are weighed post race the maximum of 58% left side weight must be maintained, no refueling allowed.
- All above weights include car and driver, race ready with fuel on board.
- All added weight must be made of lead (no tungsten or similar metals), securely fastened and painted white with car number.
- The configuration of the lead under the car must be approved by the Series.
- Added weight must not be attached ahead of the front spindles or behind the rear axle.
- No titanium, exotic materials, carbon fiber or composite products, parts, or components allowed on racecar or the engine unless specified in the rules with the exception of carbon fiber driver seats.

ENGINE RULES

The eligible engines must be production based engine, approved by Northwest Series prior to competition. All major components (engine block, heads, etc.) must be produced by the manufacturer for sale in a regular product offering.

Approved Engine Carburetor Configurations:

MOTOR CARB

**GM 604, p/n 8895860 Holley 650CFM p/n 80541-1 or 2, stock out of the box
GM CT 525, p/n 19271821 Holley 650CFM p/n 80541-1 or 2, stock out of the box**

**Holley 750CFM p/n 4779 or 80528, stock out of the box Ford D347SR, p/n M-6007-D347SR Holley 650CFM p/n 80541-1 or 2, stock out of the box
RMCS Series Motor Holley 4150HP 390 CFM per RMCS Rules
9:1 Tour Motor Holley 4150HP 390CFM p/n 80507-1 (booster bar removed),**

Per carburetor spec in 9:1 Tour engines rules section.

South Sound Motor Holley 750CFM p/n 4779 or 80528

SLS Late Model Any Carburetor w/ Dual Plane Manifold, per SLS Engine Rules

Spears SRL SWT Holley 4150HP 390 CFM p/n 80507-1 (booster bar removed) per SRL

Engine per current Spears SWT Series Rulebook.

Brodix Spec Head Any Carburetor per engine rules below

Steel Head Motor Any Carburetor per engine rules below

Sealed Engine Program Holley 750CFM p/n 4779 or 80528

All engines configurations are subject to post race technical inspection which could include any of the following:

- 1. Teardown of motor to a level that allows technical inspectors to check for compliance in every aspect of meeting the engine rules listed in this rules package at every race.**
- 2. Impounding of engine for complete teardown for compliance to rules.**
- 3. Impounding of engine for dyno testing at cost of WVSO for compliance to rules.**

Failure to comply with any of these requests by series official will be considered an admission of guilt and will be grounds for disqualification.

Engine Mounting Locations

- Engines with rear mounted distributor and GM CT525 will be located so the forward most spark plug is no more than 2" from centerline of the upper ball joint.
- Engines with front mounted distributor will be located so the forward most spark plug is no more than 4" from centerline of the upper ball joint.
- Engines may not be offset more than 1" from centerline of car.
- Front center of crank shaft must have at least 10" of ground clearance.

Engine Mounts

- All engine mounts must be reinforced steel or aluminum.
- Front to rear, adjustable engine mounts will not be permitted

Brodix Spec Head Motor

Only Brodix Spec Head: PN SP-CH/FO/MO. Heads must meet all specifications listed below to be legal.

- No aluminum or exotic metal engine blocks.
- Any carburetor allowed with a maximum base plate hole diameter of 1-11/16". Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
- Carb Intake Spacer - one aluminum spacer with a maximum of 1" total thickness with (2) gaskets with a minimum thickness of .050".
- All Spec heads will be supplied with CNC bowl blend and intake port matching.
- No grinding or blending of CNC work is allowed.
- No grinding or polishing of any kind is allowed anywhere on the castings.
- No use of any substance that may change or alter the shape or the size of ports or combustion chambers is allowed.
- A maximum valve size of 2.080 intake and 1.600 exhaust will be allowed for all Spec heads.
- Valve seats and guides are to remain as manufactured and in their cast positions.
- Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
- No tapering or re-shaping of valve guides will be allowed.
- No titanium valve springs, steel only.
- Titanium valves approved.
- Cylinder heads may not be angle-milled.

- Minimum combustion chamber volume will be 60 cc.**
- Minimum valve stem diameter is 11/32”.**
- Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.**
- No welding modifications are allowed to the original castings.**
- May only be used on motors 360cid or less.**

Steel Heads

Approved heads (maximum 200cc intake runners) GM Bowtie, GM Vortec, Dart Iron Eagle & Platinum 200’s, World Products Sportsman II, Ford Motorsports, Mopar W-2 untouched with ID marking intact. No porting, polishing, port matching or acid dipping allowed. All heads must check within 10 cc's of manufacturer volume and port dimensions must match manufactures specifications. Allowance is for valve replacement and casting variance only. Approved valve angle: CH 23°, FO 11°, MO 15°.

- No aluminum or exotic metal engine blocks.**
- Any carburetor is allowed with a maximum base plate hole diameter of 1-11/16”. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.**
- Standard open-plenum intake manifolds with minimal (1” maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.**

SEALED ENGINE PROGRAM - McGUNEGILL, HAMNER, PROGRESSIVE, & BIRD

Any tampering of seals or established construction of these engines is grounds for immediate disqualification, confiscation of the engine and possible expulsion from the series.

- Holley 750 CFM P/N 4779 or 80528 must be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.**

□ Ignition System may only be Crane Cams Ignition part # 6000-6701. Mount on right side of car on a tray as from Crane Cams, with dials facing out the passenger side, well out of reach of the driver. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Maximum 7600 RPM Rev Limiter must be installed and fully functional and securely covered at all times. Absolutely no crank trigger pickups permitted.

Engines may be sent to Engine builder of record for inspection for compliance and/or run on the engine builder of records dyno at any time at the cost of the series. If engine is found to be altered or tampered with this will cause immediate disqualification, confiscation of the engine and possible expulsion from the series.

Carb Intake Spacer - one aluminum spacer with a maximum of 1" total thickness with (2) gaskets with a minimum thickness of .050".

Current Approved Sealed Engine Programs:

McGunegill (MEP) Equalizer Hamner Sealed Engine Progressive Sealed Engine

Bird Racing Engines Sealed Chevy Engine

Other manufacturer sealed engines will be considered after submittal in writing to the WVSO Pro Late Models by engine builders a complete build sheet listing all part numbers of components used in proposed engine and an a complete set of dyno sheets on the performance of said engine. The series will put all applicants through an approval process to determine whether or not what is being submitted will be approved.

TOUR 9:1 ENGINES: No aluminum blocks. Aluminum heads of OEM designs only. Only 23° heads allowed on GM products. No SB2 heads, SM splayed heads or 14° Buick heads allowed.

Compression ratio maximum is 9.5:1

Holley 4150HP Tour Legal 390 CFM only. Carburetor must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.

Carb Specifications provided below:

□ Venturi Bore Primary & Secondary 1.060 - 1.064

- Booster OD @ Parting Line .626 - .630**
- Booster OD @ Top .614 - .618**
- Booster ID .468 - .472 w/bar removed**
- Booster Length .700 - .702**
- Throttle Bore Primary & Secondary 1.4365 - 1.4385**
- Combined Throttle Shaft & Plate.1995 - .2085**
- Booster maybe tapered from parting line down but maintain overall booster length of .700 - .702.**

Carburetor Intake Spacer - One aluminum spacer with a maximum of 1” total thickness with (2) gaskets with a minimum thickness of .050”.

South Sound Legal Motor:

To be legal in the NWSLMS your car must meet all current South Sound Speedway engine rules for Super Late Models; you must have raced in the 2016 or 2018 season a minimum of one time; and you will have to meet the following rules to run in this series:

- Holley 750 CFM P/N 4779 or 80528 must be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.**
- You must run an Allstar Performance Base Plate (p/n 26060) with 1.300” Restrictor inserts (p/n 26067).**
- No aluminum or exotic metal engine blocks**

GM CT525 LS3 CIRCLE TRACK ENGINE

Competitors may purchase the GM LS3 CT525 base engine from any approved GM Performance Parts Dealer. Factory Seals must remain in place. No modifications. GM LS3 CT525 6.2L racing engine P/N 19171821. The base engine is rated at 525hp and 471 lb ft of torque using aluminum block, high flow LS3 rectangular port head cylinder heads and includes an intake manifold and a 6 quart racing oil pan.

- Holley 650 CFM 4bbl carburetor P/N 0-80541-1/-2 or Holley 750 CFM P/N 4779 or 80528 may be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies,**

metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.

☐ Ignition controller GM P/N 19171130 or MSD 6012, 7200 RPM max. Must be mounted on right side of car out of the reach of the driver. All wires must be remain uncut or spliced and on top of dash in clear view. Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with double relay wiring harness with oil pressure safety switch to ensure fuel pump will shut off when engine is not running.

Engines may be dynoed at any time at an engine dyno of the series choice or inspected during post race tech to monitor adherence to spec rules.

Carb Intake Spacer - one aluminum spacer with a maximum of 1" total thickness with (2) gaskets with a minimum thickness of .050".

Ford D347SR & GM 604 CRATE ENGINES

GM Sealed Crate Engine PN 88958604 and 19318604. Engine must maintain engine manufacturer specifications. No aftermarket harmonic balancers are allowed. GM 6¾" harmonic balancer GM PN 12551537 or the standard GM604 balancer.

☐ 1.5 ratio rocker arms GM PN 12367345 required. Older GM604 engines can upgrade to the GM factory beehive style valve springs in the updated 604 configuration PN GM 12499224. 120lbs. on the seat.

Ford Sealed Crate Engine D347SR, p/n M-6007-D347SR

☐ 1.65 Rockers only allowed.

All GM604 or D347SR crate engines must be factory sealed by GM or Ford, or rebuild sealed by Cope Brothers to weigh 2700 lbs. and must run Rev Limiter chip of 6,400 RPM.

The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory on all crate engines. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor

booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.

☐ Carb Intake Spacer - one aluminum spacer with a maximum of 1" total thickness with (2) gaskets with a minimum thickness of .050" unless running governor.

604 or D347SR Engines maybe impounded at anytime to be sent to the dyno of the series choosing. Any crate engine that is found to produce significantly more torque and/or horsepower than GM or Ford factory specifications will result in automatic tear down for parts conformance. Fuel supplied directly from the car in question will be required for dyno test.

Any counterfeit factory seals will cause the engine to be confiscated, immediate disqualification and possible expulsion from the series.

BODY, CHASSIS & DRIVETRAIN

Track Width - Track width not to exceed 67 inches, front or rear. Measured at spindle height on the inside wheel bead of the right wheel (rearward) and at the outside wheel bead of the left wheel.

Wheelbase - Minimum 101" wheelbase required.

Bodies

Only 2002 or newer Tour Style Bodies from ARP or Five Star are approved. Down force noses will not be allowed. All bodies must conform to the Version 9.0 ABC (Approved Body Configuration) Official Rulebook. The rule books are available from the Series or on line at www.abcbodies.com

Approved competition models: CHEVROLET - Monte Carlo or Impala SS

DODGE – Charger or Intrepid,

FORD – Fusion or Taurus Toyota - Camry

PONTIAC - Grand Prix. Body panels must have ABC I. D. tags.

☐ The Cowl Panel is considered an extension of the hood and must fit the centerline template. The Cowl air intake opening in the Cowl Panel must be 2 1/2 inches by 20 inches to allow fresh air to the carburetor. Windshield may not be cut in any way from manufacturer.

One of the following two (2) options is mandatory;

- **Option #1: A fresh air deflector will be permitted directly under the cowl air opening in the cowl panel. The deflector must measure a maximum of two (2) inches down and maximum two (2) inches forward, by 20 inches in width. Must be rigid.**

- **Option #2: The use of the “FIVE STAR” Cowl Induction Cold Air Box and Cowl Air Deflector. Used as manufactured, no modifications, no additional heat shield or wrap.**
 - No bowed hoods, Minimum air gap between the hood and the Cowl Panel, subject to tech approval. The ABC Cowl Panel will be mandatory.**
 - Cars must be neat appearing and be neatly painted.**
 - Steel floor must be enclosed.**
 - Driver’s compartment interior within main roll cage must be completely enclosed with not less than 24-gauge (22-guage recommended) magnetic sheet steel.**
 - Front nose must not extend more than 46 1/2 inches from center spindle.**
 - Nose measurement - A minimum measurement of 20 inches is required from the point where the hood and nose intersect, measured to the bottom of the nose (not the wear strip). The grill and its openings must remain as produced. The maximum kick out on the lower air dam from the bumper line is 3 1/2 inches.**
 - The ABC “A” measurement must maintain a min. length of 11.5 inches, includes wear strip. The air dam extension (valance/wear strip) must be secured in a manner that will prevent movement of the air dam extension (valance) while in competition. The valance must be made from rigid plastic only- Must match contour of original body. The piece must be mounted in the same plane as the original air dam and will be subject to tech approval.**
 - Rear spoiler not to exceed 6-1/2 inches in height and 60-inches in total length may be attached to trailing edge of trunk lid only, no side air dams allowed. Must be centered on rear within 1”**
 - Original dimensions of all bodies must remain as manufactured, except for changes that may be necessary for tire clearance. (No iceman quarter panels allowed.) Quarter panel heights will measure 35” left side and 36” right side, measured at the base of the spoiler.**
 - The roof will be measured 10” behind top of windshield and have a minimum of 47”.**
 - All bodies must be ABC replacement fiberglass or aluminum parts as manufactured. Rear deck length and rear window angle and front windshield angle must meet (ABC) angle specs from top of doorsill to top of windshield. These will be required to fit a template.**
 - Rear end must be closed in with unaltered ABC bumper cover. Nose must not be altered in shape from manufacturer.**
 - Rocker panels may be fabricated as long as they resemble ABC tagged rocker panels in all respects in size, shape and material, No Protruding Edges.**

- All side door panels may not exceed more than 1.00” inside or outside of side wall of tire front to rear on both sides of the car.
- No lower quarter panel sails permitted.
- Under pans will not be permitted.
- No panels or sheet metal allowed extending from top edge of doors.
- ROOF RAILS – ARE OPTIONAL**, a strip of aluminum angle, a minimum 1/2 inch high and a maximum 3/4 inch high, must be attached to the entire length of the roof (from windshield to rear window) on each side of the roof close to the outside edge of the roof. The roof rail must be mounted parallel with the car, and aligned vertically. A third air deflector must also be installed on the rear window, a minimum of 1 1/2 inches high, and a maximum 1 3/4 inches high mounted parallel with the centerline of the car. This deflector must be in line with the left side roof rail and extend the full length of the rear window.

Follow the ABC Version 9.0 Rule Book for all SERIES body regulations in mounting your body. In the event of a conflict between rules or specifications between the ABC Rule Book and the 2018WVSO Pro Late Models Rule Book, this 2018Northwest Series Rule Book shall prevail in all cases.

WVSO Pro Late Models will use a calibrated Pit Referee and ABC Body Templates during inspection to ensure THESE PROCEDURES ARE BEING FOLLOWED.

Glass / Mirrors

- Polycarbonate windshield with minimum thickness of 1/8”.
- A center rearview mirror must be in place at all times.
- The maximum dimension for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door up to the A-post, made of clear Lexan.
 - Polycarbonate windshield must be strapped with a minimum of two 1” wide steel or aluminum inside straps.
 - Rear clear Lexan must be strapped with a minimum of two 1” wide steel or aluminum straps. The rear
 - Window and roof must be well supported and may not collapse at speed.
 - Top of windshield is reserved for series sponsor logo – no other decals allowed on windshield.

Roll Bars

As a minimum, all cars are required to have the basic and typical roll cage. All roll bars must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to ASTM specifications for the material being welded. Once constructed and installed, the roll cage must be acceptable to the series officials. Holes and/or other modifications that, in the judgment of the series officials, were made with the intent of weight reduction will not be permitted.

Electrical System

The engine, ignition system, car electrical system and components must be acceptable to Series Officials. If any ‘traction control’ device is found, the driver and/or owner will be disqualified for that event, forfeit all points for the year and the car will be confiscated until a \$10,000 fine is paid.

Additionally, the driver, crew chief, and owner will receive a lifetime ban from all Northwest Series events.

- Magnetos or computerized systems will not be permitted. Maximum 16 Volt battery.**
- Crank trigger ignition systems will not be permitted. Adjustable timing controls will not be permitted.**
- Retard or ignition delay devices will not be permitted.**
- The ignition system must not contain any open wires or terminals. Unused ignition amplifier box wires must be cut flush to the box.**
- Each car must have primary ignition system components and may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary/backup switch(s). The ignition systems must consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal/external).**
- Any RPM limiting devices must be approved by the series and be attached or wired to the ignition amplifier boxes in a visible manner.**

The Northwest officials may at their discretion inspect, test and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.

Transmission, Drive Shaft, & Rear-ends

- Standard type transmissions only will be permitted. No automatic transmissions.**
- A minimum of one reverse and two forward gears will be required.**
- Multi disc clutches are permitted. No direct drive, no carbon fiber discs. Minimum clutch diameter is 5.5”.**
- Drive Shaft must be equipped with a minimum of two safety straps and must be painted white. Drive shaft must be aluminum or steel only.**
- Ford 9” floater or quick change rear end required.**
- Cambered rear-ends are allowed.**

Suspension

- No cockpit adjustments other than brake bias.**
- Any kind of shock allowed.**
- One shock per wheel.**

Brakes

- Car must be equipped with four wheel hydraulic brakes.**
- No carbon fiber or titanium rotors, steel only.**

Wheels / Lug Bolts / Lug Nuts

ALL RACING WHEELS MUST MEET TIRE AND RIM MANUFACTURER SPECIFICATIONS. NO ALUMINUM WHEELS ALLOWED. NO EXTREME SAFETY BEADS ALLOWED - NO EXCEPTIONS.

- Maximum wheel width permitted, 10" measured inside bead.**
- Wheels must be approved steel racing wheel.**
- Wide 5 wheels must have a minimum weight of 17 lbs, and 5 on 5 wheels must have a min. weight of 20 lbs.**
- All wheels must have car number on exterior of the wheel.**
- Bleeders are allowed**

Tires

Official Tire of the series is the Hoosier 3035 (left) and 3045 (right). You must buy the tires used in qualifying and race tires from the series or track you are racing at, no exceptions. Your qualifying and race tires may be purchased the week of the race at Fridays practice, Saturday Race day, or Sunday race day and will be impounded until a pre-designated time prior to final practice. The series officials reserve the right to determine eligible # of tires, procedure for selection of tires and release times.

- Cars must start the main event with same tires that were used for qualifying.**
- Any tire may be used in the Qualifying Races, Trophy Dash, & LCQ rather than the qualifying or designated race tires.**
- NO PERFORMANCE OR APPEARANCE ENHANCING PRODUCTS ALLOWED INSIDE OR OUTSIDE OF TIRES.** Tires that have been altered by unauthorized treatment, including water, will not be permitted. It is the competitor's responsibility to comply with the tire marking system set forth by the Series Officials.
- Failure to comply or the use of tire soaking substance will be subject the competitor to a penalty of expulsion from series permanently.**

Fuel System

No electric fuel pumps or forced induction of any kind is permitted, except in a GM CT525 crate motor which can use an electric fuel pump with an oil pressure cut-off switch.

- No icing or cooling of fuel system**
- A fuel cell will be mandatory with 22 gallons maximum**
- Fuel cell must have a minimum of 8" ground clearance.**
- Fuel cell must be mounted securely behind the rear axle of the car.**
- Fuel cell must be equipped with at least 2 protective straps completely around the cell. Cars must have a minimum of 1/8' steel plate or similar strength aluminum plate between the fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have a safety bar at the rear of the fuel cell**

Fuel Cell

Must be soft-type bladder fuel cells and must be enclosed in a steel container with lid and drain holes in bottom.

Approved models:

**Aero Tec Laboratories, Inc. (ATL) FB 222 D FB 222 E FB 322 D FB 522 D
Aircraft Rubber Manufacturing, Inc.(FUEL SAFE) RB 122 E RB 022 E
Other models can be submitted to series for approval to the attention of the technical director.**

Fuel cell must be mounted within rear frame rails. Fuel cell must have approved rollover valve. THE EXIT OF THE VENT TUBE MUST BE ABOVE FUEL TANK LEVEL. (No PCV valves or open vent line allowed.)

Fuel cell not to be considered ballast. Fuel cell must have a minimum of ten (8) inches ground clearance. Fuel cell bladder must be within 7 years of manufactures date on bladder. The Maximum fuel cell capacity including the filler spout and overflow must not exceed 22 gallons.

☐ Fuel Cell Container - The fuel cell container must be acceptable to the series officials and meet the following minimum requirements:

☐ The fuel cell must be encased in a container of not less than 22 gage (0.031 inch thick) magnetic sheet steel.

☐ If the fuel cell container has a bolt on top, it must be bolted together with min. 1/4 inch diameter bolts spaced a max. of (4) four inches apart.

☐ If the fuel cell container has a bolt-in end panel, it must be fastened together with min. 10/32 inch diameter screws, spaced a max. of (4) four inches apart.

☐ The maximum outside dimensions for the fuel cell may not be larger than 33 inches by 17 inches by 9-1/4 inches.

☐ Holes in the fuel cell container will not be permitted, except for two (2) 1/8 inch drain holes in the bottom of the fuel cell container.

☐ The exterior of the fuel cell container must be painted red.

Fuel Cell Container Installation - The fuel cell and the fuel cell container must be installed in a manner acceptable to the series officials and in accordance with the following minimum requirements:

☐ The fuel cell and the fuel cell container must be fastened to the frame.

☐ The fuel cell and fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails (one (1) inch offset allowed.)

☐ The fuel cell container, must be secured on the top by a flat fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A- 513 specifications, bolted without removable spacers to the rear sub-frame rails and the front and rear fuel cell cross members or brackets welded to the rear sub-frame rails or the fuel cell cross members.

☐ The flat fuel cell top rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise centered in the area from the fuel cell fill plate to the outside of the fuel cell container across the top of the fuel cell container.

☐ The front and rear fuel cell cross members must be constructed using one (1) inch wide by one

(1) inch in height by 0.065 inch minimum thick magnetic steel tubing meeting the ASTM A-500 specifications.

The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-513 specifications equally spaced across the fuel cell container. These tubes must be welded to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container.

A reinforcement plate of not less than 14 gage (.078 inch thick) magnetic steel flat plates must be installed in front and behind the fuel cell container. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (min. 3/8 diameter bolts) with two (2) bolts on each side.

A rear firewall of magnetic sheet steel not less than .24 gage must be located between trunk and driver and must be welded in place.

The bottom of the fuel cell container must have a minimum ground clearance of 8 inches.

Fuel Rules - The NWSLM reserves the right to specify an official fuel supplier for the series.

The addition of any oxygen bearing compounds or otherwise power additives are prohibited.

No mixing or blending, fuel must come as provided by fuel supplier. Samples of fuel maybe taken at any time and sent to the fuels manufacturer for testing. If fuel is deemed by manufacturer to be altered you will be immediately disqualified, loss of all season points to that period, and possible expulsion from the series.

No icing or cooling of fuel system.

Personal Safety:

In all matters pertaining to safety, Car Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Car Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to; helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, head and neck restraint systems, driver's racing seat and safety belts. Any Safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re- inspected.

Seat Belts and Shoulder Harness

- Each car must be equipped with an SFI 16.1 or SFI 16.5 - approved 5-point or 6-point seat belt restraint system and display a valid SFI 16.1 OR SFI 16.5 label. No older than 5 years.
- An SFI 16.5-approved shoulder harness may be two (2) inches wide as it passes over the approved head and neck restraint device.
- Approved seat belt restraint systems must have a latching mechanism attached to the lap belt or, if cam lock latching mechanism is used, it must be attached to the lap belt, the shoulder harness and the antisubmarine belts. This latching mechanism must provide a common connection and release for the lap belt, shoulder harnesses and anti-submarine belt(s), and must be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It must either have one (1) of two (2) approved release designs:
Latch/Lever or Cam Lock
- A center (crotch/anti-submarine) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.
- Where the belts pass through the seat edges, they must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. Untagged, undated belts will be considered out of date. The label cannot be in the adjuster.
- Seat belts and shoulder harness systems must have a production date within five years of the event date.
- Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers.
- Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

Driver Seat - All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multilayer aluminum seat and approved by the series officials. Seats must remain “as purchased and produced”, no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted.

- Seat construction must be solid aluminum sheet material or carbon fiber from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis and shoulder supports on both the left and right side.

□ A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to series official approval. Bolt on systems are approved for competition.

□ Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.

Recommendation – a minimum 1/8” (.125-inch) thick steel plate be mounted on the front or backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

Fire Control and Safety

□ A fully charged five-pound on-board fire system with a minimum of two nozzles is mandatory. The gauge must be visible to series officials. The bottle must be re-certified or replaced every two

(2)years. This cylinder must contain a minimum of five (5) pounds of DuPont FE-36 or equivalent.

□ Driver uniform must be a multi-layer, full-coverage, one or two-piece fire-retardant uniform specifically designed for racing; Nomex-type or equivalent fire resistant uniforms mandatory. Nomex gloves, socks and racing shoes are mandatory. Nomex fire resistant underwear is highly recommended.

□ Drivers must wear a full-face helmet carrying at least one of the following certifications: Snell SA 2005, Snell SA 2010, Snell SAH 2010, FIA 8860-2004, FIA 8860-2010, or SFI31.1/2005 label at all times on the race track. SFI or Snell approval sticker must be visible for Series Officials inspection. "M" type not allowed.

Head and Neck Restraint Devices/Systems

It is mandatory that at all times during an event (practice, qualifying and competition), drivers use a head and neck restraint device/system which is SFI-approved. The device/system should meet the SFI 38.1 specification and must display a valid SFI 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained and used in accordance with the manufacturer's instructions.

IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT THE SERIES TO ENSURE THAT HIS/HER SAFETY DEVICES/SYSTEMS ARE SFI-APPROVED, HAVE A CURRENT VALIDATION TAG, AND ARE CORRECTLY WORN, MAINTAINED AND PROPERLY USED.

More Safety

- Window net required on driver's door window. Net must be permanently mounted at bottom of window with a minimum 5/16" steel rod and secured at the top using a steel flip style release. No other window net latches will be allowed. No older than 5 years old and must have SFI Label.**
- Toe straps recommended on all throttle pedals.**
- A fully charged fire extinguisher is required in each pit at each racing event.**
- Two-way radio communication between driver and crew is required whenever car is on the track. Spotter must be in designated area at all times while car is on track, and must monitor Race Control.**

- A yellow stripe, a minimum of four (4) inches in height must be displayed on the rear bumper cover of any car driven by a rookie driver as determined by the series officials.**

Electronic Scoring System - All competitors must have timing transponders on their car for the entire event including practices. Transponder must be mounted 16 inches (center of axle tube to the center of transponder) behind the rear axle housing on the outside of right side frame rail.

- WVSO officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.**
- Cars found illegal are subject to disqualification, confiscation, fines, suspension, expulsion from WVSO and/or loss of points and money for that event.**
- Rules clarification will be done by the WVSO officials, final decision rest with Tech Director.**
- Any abusive or improper language to or regarding WVSO official may be cause for suspension, expulsion from WVSO and/or fine. You or your team must conduct yourself in a professional manner.**
- At no time shall any member or fan of a race team attempt to/enter race control during and event. If you want to discuss anything it can be done at the series trailer after the event has finished. A violation could cause a fine of up to \$500 for each individual involved and immediate expulsion from the series until further notice.**

☐ No person shall participate in fights in motor pits or on race premises at any time. A violation could cause a fine of up to \$500 for each individual involved and immediate expulsion from the series until further notice. All Persons involved will be asked to leave and/or will be taken to jail.

☐ All drivers must be a minimum of 14 years of age and must be approved for competition by an appointed panel of the series. All drivers must be approved for competition, and will be under evaluation for their entire first year of competition.

☐ To be eligible for rookie status, the driver must declare his/her rookie status in writing and be approved by the race director. All rookie entries will be verified. Any driver who has raced in more than a total of five races in a single season, or a series deemed similar in status will not be eligible. Any event where the rookie driver does not complete 50% of the laps will not count towards their five total races in one season.

☐ Any infraction of any rule or regulation may result in penalty, disqualification, fine, suspension or expulsion. Any illegal parts may be confiscated.

☐ The consumption of alcohol during the period of competition is strictly prohibited. The use or possession of illegal drugs at anytime is strictly prohibited. Both are grounds for expulsion from a WVSO event, you may be subject to a drug and/or alcohol test at anytime at the cost of the WVSO. If asked by a WVSO official to take an alcohol/drug test you must do within 24hrs of the request, from a certified hospital or testing center and you will be prohibited from competition until this is done.

PLEASE READ:

It is ultimately the obligation of each participant to insure that his conduct and equipment comply with all applicable rules as they may be amended from time to time. All rules or procedure updates will be posted to series website and Facebook pages. Upon admittance to any WVSO event the driver is responsible for the conduct of all team members.

No expressed or implied warranty of safety shall result from publication of or compliance with these rules. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

The WVSO Pro Late Models and its officials reserve the right to refuse entry to any person to any event under their jurisdiction at anytime.

Competition/Technical Contacts:

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