

# **2018 SHAWANO SPEEDWAY LATE MODEL RULES**

All engine combinations competing at Shawano Speedway must be a naturally aspirated V8 with one 4 barrel 4150 style baseplate carburetor with **NO** additional power adders (mechanical or chemical), including, but not limited to, turbos, blowers, nitrous oxide, or nitromethane etc.

1" inspection plug is required in the oil pan. Hole must be in line with a crankshaft journal and not be obstructed by the windage tray. Plug must be accessible. (except 604 crate)

**\*\*\*\*Mufflers are required at all times on all engine combinations.**

## **Engines -**

**Engine rules are locked in and will *NOT* change until the 2022 season.**

### **1. 604 Crate, Wissota, and WDLMA Spec Engines ( CRATE or SPEC ) 2300 lbs**

10" maximum motor setback ( 29 ½" Ball joint to motor plate )

604 Crate must pass all GM spec rules

WDLMA spec engine, must meet all WDLMA spec rules

Wissota spec engine, must meet all Wissota spec rules

### **2. Aluminum or Steel Headed Engine up to 370 c.i.d. ( SLM ) 2325 lbs**

10" maximum motor setback ( 29 ½" Ball joint to motor plate )

The following will be the acceptable valve angles for heads:

Chevy - 23 deg. Ford - 18/20 deg. Mopar - 15/18 deg.

No raised runner heads. No spread port exhaust ports. Standard exhaust ports and bolt pattern only

Heads may have porting done.

Magnetic steel crankshafts and rods only.

**\*\*\*\*Any head or engine the track feels to be unfair to competition shall be moved to the open class. \*\*\*\***

### **3. All Engine Combinations over 370 c.i. Or Aluminum block (OPEN ) 2400 lbs**

2400 lbs total minimum weight with 50 lbs to be placed in front of the motor plate. Restrictor Plate must be used.

6" maximum motor set back ( 25 ½" Ball joint to motor plate )

ALL RESTRICTOR PLATES will be provided by the speedway and shall be removed and returned in the tech area upon finishing the consi or feature. If not returned, the cost of the plate will be deducted from your race check.

Restrictor plates will be ¼ in. thick and have four round 1-1/8 in. holes. Any car running a restrictor plate, regardless of finishing order, will scale and report to the tech area after each heat, consi, and feature. At that time an official will verify the plate is on and weight is in front of the motor plate. After the feature all cars running the restrictor plate, regardless of finishing order, will remove the plate in the tech area for verification. Be prepared to remove weight upon request to be weighed and verified also . All DNF's will be checked by a track official at their pit stall. Failure to follow these procedures will result in disqualification of points and money for the event.

#### **4. IMCA Modified Engines 2300 lbs**

Engines must meet all IMCA specs

10 " maximum motor setback ( 29 ½" Ball joint to motor plate )

Stud Girdles will be allowed

**\*Any head or engine the track feels to be unfair to competition shall be moved to the open class.**

#### **5. Scaling Procedure**

Heats - Top 5 cars

B-Main - Transfer Cars

Feature - Top 5 cars

Only 1 crew member will be allowed in the tech area with the driver until all cars are teched - Any more than 1 will result in a disqualification.

#### **6. Engine Protest Procedure**

Any driver holding a late model license, starting the feature, and finishing on the lead lap may protest any engine finishing in the top 5. The driver wanting to protest an engine will go across the scale and report to the tech area along with the top 5 finishers. The late model official will come over to your car to find out what driver's engine you are protesting. The protestor must have cash on him at that time. A driver may only make one protest per event, may not protest another driver finishing in a position behind them, and may not protest the same driver more than once per race season.

One protest per event allowed, draw will determine multiple protests.

\$350 cash will be given to the late model official - \$100 of the protest fee to the late model tech and will not be refunded. \$250 will be returned to the protestor if the engine is found illegal. If the engine is found to be legal, the \$250 will go to the driver being protested. If the protested motor is found to be illegal within its rules, the driver that's illegal will lose all points and money for the event. The money forfeited will go into the late model point fund.

Engines may be tore down on any given night by track officials. The cost of gaskets and reassembly will be the drivers responsibility.

ALL DISQUALIFICATIONS will result in a loss of points and money for the evening.

## **7. Body & Chassis**

### **Body**

Any Wissota, WOO, Lucas, UMP body style allowed

Clearly display weight and motor on driver side roof post - OPEN, SLM, MOD, CRATE, SPEC

NO wedge shaped body styles, Wings, or air tunneling devices allowed

11" minimum clearance on 2 door, front, and rear openings for easy exit

8" spoiler and sideboards for all engine combinations. Sideboards per WOO/Lucas Oil/UMP/Wissota drawing.

38" Rear deck height from ground to top of deck. 1" tolerance

Spoilers will be measured while cars are in the line-up staging before the race.

**Any car not in the lineup staging in time to be measured will start in the rear of the field and be measured at the scales. You must be within tolerance if you are measured at the scales.**

Anyone adjusting the spoiler heights after they have been measured in the lineup staging will be fined \$100.00 and if spoiler is over tolerance you will be disqualified.

### **REAR SUSPENSION:**

No independent rear suspension.

Only one mechanical traction device is permitted - Pull Bar or lift arm

One birdcage attached with a maximum of two solid radius rods to chassis per side. Birdcage brackets and attachments must be welded or bolted solid to birdcage, except pivoting shock bolt. No split birdcages.

Chassis mounts must be solidly welded or bolted to frame.

Right and left birdcages must be of like material and construction.

One shock allowed per wheel on left front, right front, and right rear. 2 shocks allowed on left rear, one in front of rear axle and one behind rear axle. One shock allow on lift bar or pull bar.

## **8. Wheel Base**

103" minimum wheel base

## **9. Tires and Wheels**

Hoosier W30S or LM30 only on all four corners

Grooving, siping, and grinding allowed on all tires

All tires must be approved by the series officials only

Beadlocks **must** be run on the right side of car, front and rear

Tire Samples will be randomly taken and sent into a lab for testing.

Any wheel spacer must be constructed in aluminum.

**Hard wheel covers may or may not be allowed for the 2018 season and beyond. A decision will be made before April 1st, 2018.**

## **10. FUEL**

Fuel must be gasoline, ethanol-enriched gasoline or alcohol only.

## **11. Misc**

If a driver gets out of his car while under a caution or red flag, That driver will be DQ'd for that event. If your pit crew at any time goes out on the track during a yellow or red flag, the driver will be DQ'd for that event.

All cars are required to have a check valve and roll over flap on fuel cell

Clearly display weight and class on driver side roof post ( Crate, Spec, SLM, Open )

No traction control devices of any kind.

WINDOW NET ARE REQUIRED!!!

Arm restraints are optional but a window net is still required

A top feed, SFI approved fuel cell is highly recommended.

Head and neck restraints ( not foam collars) are highly recommended.

Full containment seats are highly recommended and may be mandatory in 2019.

An automatic discharge fire system is highly recommended.

A master electrical shut-off is mandatory. Must be easily accessible from outside of car and be clearly labeled ON and OFF.

Ballast weight must be painted white and have your car number on it. Ballast must be attached to the welded main chassis only. Ballast may not be mounted to any bolt-on component of the car (other than weight clamps), including but not limited to any suspension, side bars, or bumpers. Ballast may not be mounted above the deck. A minimum of (2) ½ inch bolts (no threaded rod) must be used to secure ballast.

## **LINEUP PROCEDURE:**

POINT AVERAGE SYSTEM For regular weekly event,. A point-average system, involving a draw for the heat races and the use of a three-week point average (based upon the last three events that a competitor had competed in at that race track) for the feature race. Opening regular night: draw for heats, redraw for feature. After opening night, when a driver that is in attendance for the first time for a regular night race and he/she makes the invert/"qualifies," he or she will be allowed to use a redraw for the feature race for a position of five on back in the invert. If there is only one heat, new drivers will draw for existing invert positions remaining. The first four positions will not be allowed in the redraw. This is a first-time option used only by a first time visitor after opening night

## **POINTS WILL BE AWARDED FOR:**

Heat Races, Consis, Feature, and Show Points

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Show points

1 to 9 cars participating, ten (10) show points... 10 to 15 cars participating, eleven (11) show points. 16 or more cars participating, twelve (12) show points. Participating means that a car must take a green flag at some time during the racing program, including hot laps.

A last call warning will be given for packing track. Failure to pack track upon request on your night results in a \$50.00 fine and starting in back of your heat and feature the night.

All safety and track operation rules must be followed and can be found on the Shawano Speedway's website.

The race director and class inspector will be permitted to make any reasonable changes from these rules if they feel necessary to promote fair competition amongst everyone. Any interpretation or deviation from these rules is at the discretion of the officials. Any head or engine the track feels to be unfair to competition shall be moved to the open class. Their decision is final.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THESE RULES OR ANY CHANGES TO THEM.

Any questions regarding the rules

contact Pete Laska @ 715-853-8798 (text message is best and he will return your call)