

# WIR OUTLAW LATE MODEL RULES – 3/06/16

## IMPROVE THE SHOW, GIVE FANS SOMETHING NEW & DIFFERENT, IMPROVE CAR COUNT, PULL THE OLD CARS OUT OF THE GARAGE, REDUCE START UP & MAINTENANCE COSTS

1. Class to race on WIR ¼ mile as a separate and unique class. Racing on the ¼ mile will reduce maintenance costs and the threat of severe crash damage, compared to racing on the ½ mile.
2. Base weight =2,800# w/ 58% max left side weight (**weight must be displayed on the left A post**). Chassis must be 2011 or older. Maximum 4" engine set back from CL of upper ball joint to front spark plug. Wheel base 104" +/- 2".
3. Max tread width of 66".
4. **All WIR LM chassis construction, car and driver safety rules apply to this class.**
5. There are **three** engine options. **Please note engine option 1 and 2 are the preferred engine options.** Option 1: Sealed 602 GM Crate Engine w/ stock Holley 650 CFM 4 Barrel Carb & stock HEI w/ 6,200 RPM limit. MSD ignition controller not allowed. . Must use unaltered sealed GM #88958602 or #19258602 crate engine. If possible use engine w/ IMCA cable locks, however cable locks are not mandatory for 2016. Different, altered or missing GM seal bolts or cable locks will result in disqualification. Oil pan may be replaced with Champ pan #CP57LTRB and Champ pick-up #1012SB, or Kevko pan #1090NRHw/ISP and Kevko pick-up #1003-3/4.
6. Option 2: Chevy 361 Spec Engine w/ stock 500 CFM 4412 two barrel carb & stock HEI w/ 6500 RPM limit. Engine must use a stock GM steel block & OEM (stock type) heads, crank and rods. Engine can be built by racers or local engine builders. Ford & Chrysler engines are not legal for this class. GM Bowtie components are not allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, and 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches. Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc. (track option which method is used). Flat top or dished pistons only, no gas-ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Connecting rod cap screws allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods. Accumulator allowed. Cylinder heads must be unaltered steel approved OEM with minimum 76 cc combustion chamber. The only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads is 2.02 inch intake and 1.60 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing or unapproved alterations allowed to any cylinder head or intake. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM – 1.250 inch (± .015 tolerance) maximum O.D. valve springs, no beehive valve springs allowed. Only unaltered aftermarket aluminum intakes allowed are: Weiland GM #7547, #7547-1; Edelbrock GM #2701. Heads may not be ported or polished. Cooling lines allowed on aluminum intakes. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.
7. Option 3: **Open engines including, but not limited to, existing WIR Late Model Spec Engines, Big 8 Legal Engines, stock GM 604 Crate Engines and etc. will be allowed a minimum of a one-year run off. Continued use of Open Engines will be based on car counts and the decision of the Rules Committee. As a general rule Open Engines will be required to use a stock 500 CFM carb with a RPM limit will of 7,100.**
8. Dry sump systems and/or crank case evac. systems are not allowed.
9. **Differences in performance between Crate Engines, Spec Engines and open engines will be adjusted by the Rules Committee to maintain fair and equal competition. Typical performance adjustments will be weight and RPM limits.**
10. Non-stepped headers only. No tri-y's, merge collectors, 4/7 swap, inserts, cones, balance tubes or other modifications. Mufflers are mandatory.

11. Hoosier 35/45 10" tire mounted on 10" steel wheels. Racers will be allowed 4 new tires to start the season. After the first race 1 new tire every other week will be allowed. Racers can also use used tires purchased from the SLM teams. Tire soaking is not allowed.
12. Air boxes and ram air not allowed. Two piece air filter housing only. No hood scoops. Air cleaner must fit under hood.
13. MSD rev limiter required. Must be out of driver's reach.
14. 8 to 22 gallon fuel cell w/flexible bladder and 1/8" steel can recommended. 1/8" steel or 3/16" aluminum fuel cell protection plates required; front, side & rear if using plastic cell or fuel cell can made from steel less than 1/8". No remote dry break fuel fills or U-shaped fuel cells. All fuel cells must be mounted behind the rear end.
15. No ground clearance rule, however no part of the car may drag on the ground in Tech or as the car leaves the pits. Engine skid plate required, 1/8" steel or 3/16" aluminum level with bottom of front cross member.
16. One spring per corner allowed. Minimum front spring rate of 200#. Springs must have current MSRP of \$90 or less.
17. No bump stops, bump springs, coil binding, spring pre-loaders, suspension limiters or restraints.
18. Non adjustable shock absorbers w/current MSRP of \$190.00 or less (excl. C/O kit).
19. Shocks can only use OEM parts. Parts from other brands of shocks cannot be interchanged. For example; use of Ohlins parts in a QA1 shock not allowed.
20. All mono tube (gas) shocks used on the front of the car must be dyno'ed and certified by Racetech or Right Foot Performance Products. Mono tube front shocks cannot exceed 400# at 1"/sec shaft speed on a 4"/sec shock dyno test. Will investigate sealing the shocks.
21. Single or dual piston "GM" type calipers or 4 piston calipers w/ max current MSRP of \$190 each. No floating, drilled or scalloped rotors. No ABS, brake recirculation systems, thermallock pistons, wheel fans or fan blower motors.
22. OEM 3 or 4 speed transmission w/ 5.5" or larger clutch. Must have a functioning reverse gear. No high dollar transmissions such as Roltec, G Force or High Tower.
23. Bert, Brinn & Falcon transmissions allowed with the exception of Bert 2<sup>nd</sup> Gen, Brinn Predator & Pro 2.0. Spoked flex plates not allowed.
24. No open differentials, EDM ring & pinions or aluminum or cambered axle tubes. All QC's must be spooled or locked and have a 10" ring gear. Gun drilled axles are legal.
25. All rear suspension brackets must be clamped or welded to rear axle tubes. No bird cages or rotating suspension parts.
26. Drive shaft must be steel or aluminum. Steel Shafts must have a minimum OD of 2-1/2" and aluminum a minimum OD of 3.0".
27. Radios not allowed. Cars must have a Raceiver and may be required to have a transponder.
28. Open body rules to allow ABC & non ABC bodies such as Michigan type outlaw late model bodies and/or Mustang and Camaro bodies. If using a dirt late model nose and/or front fenders you must use a Five Star Classic Style DLM Nose (or similar). No 2<sup>nd</sup> or 3<sup>rd</sup> Generation Five Star dirt late model noses and front fenders, or light weight carbon fiber or Kevlar body parts. Bodies must be centered on the chassis, be symmetrical in design, clean and professional appearing. No Junk! As a general rule bodies must fit within the "dimensional box" of ABC Body Rules. No station wagon, pickup truck or convertible type bodies or Mid American/ Grand National type cars. Bodies must meet the following dimensions; front & rear overhang – 47" max, front & rear width max – 80", rear deck height max – 35", minimum roof height – 46". Body dimensions will be checked with 3.0" block under left frame rail and 3.5" block under right frame rail.
29. All cars must have Lexan front and rear windows. Bodies must have A & B posts. Cars w/ large C posts or sail panels must have ¼ windows or ¼ window graphics. Racers are encouraged to have headlight/grill graphics. No flat or radically sloped roofs or decks.
30. Spoiler must be rectangular in shape and cannot exceed width of car with a maximum size of 390 square inches. Spoiler height cannot exceed 6.5". Examples: 80" wide spoiler cannot be taller than 4.875". 60" wide spoiler cannot be taller than 6.5". Spoilers may use forward mounted aluminum side boards or rear mounted spoiler supports. Side boards cannot be taller than 6.5" or more than 12.0" long.
31. Front and rear bumpers must be fabricated from 1.75" x .095" wall, or lighter, round tubing. Bumpers cannot be stacked or lined with additional tubing. Front bumper and any nerf bars or rub rails must be mounted inside the body.
32. Weight Deducts: One or two piston GM type calipers = 25#, manual rack = 25#, stock mount starter = 25#
33. Weight Additions: Clutchless transmission = 25#, WIR LM Spec Engine = 100#, **Stock GM 604 Engine = 50#, Big 8 Legal Engine = 150#.** For engines not listed contact the FRRC President.
34. **The FRRC advisory board reserves the right to adjust weight additions and deductions if one engine type or body type appears to have an advantage over another.**
35. Racers limited to 3 tests per season.
36. Rules will be set by an FRRC advisory board. Racer input will be solicited but racers will not vote on the rules. The inmates will not run the asylum.



**SAMPLE PHOTOS OF NON-ABC BODIES**

