



**Sportsman's
Late Models
Street Stocks
Track Rules**

RULE BOOK DISCLAIMER —

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events, and, by participating in these events, all participants are deemed to have complied 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 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. Their decision is final.

General Rules —

Race Receivers are mandatory for all Sportsman, 358 Late Models Street Stocks and 4 Cylinder Stocks in 2011. Williams Grove Speedway and or officials reserve the right to reject any car or driver without cause or recourse. Only racecars, official equipment and one (1) authorized vehicle per pit space is permitted in the pits during the running of the races. All other equipment must be moved outside the track and pit area. Anyone not complying with this order will be disqualified and the car he or she is with will not be allowed to run until compliance is met. Vehicles including towing equipment, wreckers, push trucks and all other equipment located in the pit area or restricted area are NOT covered by insurance. Wreckers (tow trucks) limited to 4 people maximum. Two people maximum in the cab and two people maximum on the back of the truck. Every person who enters into the pit and racing area, or participants in competition sanctioned or promoted by Williams Grove Speedway does acknowledge, represent and warrant that he/she has read, understands and agrees to abide by the rules in their entirety. Signing of waiver and release or permission to participate or enter grounds shall constitute acceptance of the same. Relief and/or Driver Changes All relief drivers and/or driver changes must be approved by the officials. Drivers are responsible for notifying the Handicapper of any change. Drivers may qualify more than one car, but only by doing so through the consolation race. However, when a driver takes the green flag to qualify a second car, the first car that he/she qualified is automatically disqualified. Car and Driver must be qualified to compete in the feature event. After any race's original green flag is dropped, no car/driver combination may be changed.

Participants (owners, drivers, mechanics, pit-personnel, agents, etc.) —

When entering into an event they are not deemed employees of Williams Grove Speedway, but are independent contractors and as such shall assume and take all the responsibility for charges, premiums and taxes, if any, payable on any funds or prize money they may receive as a result of their participation in any speedway event. Drivers or owners must pick up their own prize money. An owner or driver may designate someone to pick up the prize money, but Williams Grove Inc. must be notified in writing. All prize money earned by individual teams will be credited to the owner, unless the speedway is notified in writing otherwise. Social Security or Corporate numbers must be presented to the speedway office.

At each racing program pit entrance fee will be charged. Payment of this fee, plus the affixing of each participant's personal signature on the pit register and release, releases Williams Grove Inc. and officials from all liability and makes the insurance carrier liable. Failure to remit the required fee and signing the pit register and release shall nullify any claim against Williams Grove Inc., officials and insurance carrier for death or injury incurred prior to, during or after the racing program. All participants recognizing that automobile racing is a hazardous undertaking assume all the risk by reason of his/her participation and does for himself, his heirs, executors and administrators, successors and assigns release and discharge Williams Grove Inc. and officials or administrators, successors and assigns from any and all liability for personal injuries that may be received and from all claims and damages for injury to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

Any visible equipment changes and/or performance enhancing changes to previously approved racing equipment must be approved in writing prior to introduction into completion by Williams Grove Officials. Williams Grove Officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition. It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

Advertising and Release - In consideration of entering into any of the scheduled events, car owners, drivers, pit-people or agents, agree to permit Williams Grove Inc. and its assigned, the use of their names, pictures and picture of the car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same. Any team backing out before the end of the event without approval from head flagman will start in the rear of the next attended race.

Handicapping — Sportsman

1. Handicapping will be done using a rotating 4 week average, based on drivers overall season points (combination of all tracks).
2. The first 4 races of the season will be an open draw (rookies will be lined up at the discretion of track officials).
3. The top 12 qualifiers from the heat races will redraw for the top 12 starting spots in the feature.
4. Beginning with week 1, any driver missing a race will receive 301 “ghost” points toward the 4 week average (no separate Williams Grove - tour handicapping).
5. Starting with week 5, all heats and feature lineups will be set by drivers 4 week average (week 5 will be races 1 thru 4, week 6 will be races 2 thru 6, etc.).
6. Any driver that misses weeks 1 thru 4 will start at the rear for a period of 2 weeks. Drive will be awarded the points received on their first 2 outings, plus 2 weeks of “ghost” points to make their 4 week average for future handicapping.
7. Beginning week 5, the feature winner from the previous week can start the feature no better than twelfth. If the driver is absent the following week, this will carry over to the drivers next race.
8. Heat race procedures as follows and heat races will be 10 laps if 10 or more cars entered.
 - A) 23 or less cars - 2 heats all cars qualify. The top 6 heat finishers will be handicapped.
 - B) 24 to 31 cars - 3 heats 6 qualify, top 4 are handicapped to front half of feature. 4 handicapped to front half of feature, 1 consi 6 qualify. 7th place finisher in consi will be alternate for feature.
 - C) 32 to 36 cars - 4 heats 5 to qualify, top 3 handicapped to front half of feature. 1 consi, 4 to qualify. 5th place finisher in consi will be alternate for feature.
 - D) 37 or more cars - 4 heats, 4 qualify, top 3 handicapped to front of feature, 2 consi races, 4 qualify from each. The 5th place consi

finishers will be their alternates for feature based on whom is higher in season points standings.

9. All cars must take green flag to start race.
10. When cars are pre-staged on the front stretch for the feature event, all cars must self start. If a car does not self start in the specified time period, that car must go to the rear of the field.

Super Sportsmen Tour Events

1. Same as above except over 36 cars will be 4 heats, qualify 4 with 2 consolations qualifying 4. Alternate from 2 consi events will be car with highest driver in four points.

358 Late Motels, Street Stocks and 4 Cylinder Stocks

1. The first 2 races at Williams Grove will be an open draw for all drivers. (Rookies at the discretion of track officials)
2. The top 12 qualifiers from the heat races will redraw for top 12 starting positions in the feature.
3. Beginning with the third week of racing, any driver that raced week 1 or 2 will be handicapped for the feature by average points.
4. Any new driver will have to start at the rear of the heat race for a period of 1 week of racing and receive 301 points for handicapping purposes.
5. Beginning with week 3, any driver that misses a race will receive 301 penalty points for their handicapping average only. These penalty points will be assessed for a maximum of 3 straight weeks. This will be the only penalty for handicapping purposes. Upon his return from receiving penalty points, a driver can lose 301 penalty points for every two consecutive events raced.
6. Beginning with week 4, the feature winner from the previous week can start the feature no better than twelfth. If absent, this will carry over to that drivers return.
7. Heat race procedures:
 - A) 16 or less - Feature event only based on pill draw
 - B) 17 to 23 - 2 heats all cars qualify. The top 6 heat finishers will be handicapped.
 - C) 24 to 35 cars - 3 heats top 6 qualify, top 4 are handicapped. One consi with 6 to qualify. Seventh place consi finisher will be the alternate.
 - D) 36 or more cars - 4 heats 4 to qualify, top 3 are handicapped. 2 Consi events, qualify 4 from each. The fourth place finisher with the most Williams Grove points will be the alternate.
8. If Street Stock or 4 Cylinder Stock car count is less than 18 entrants, there will be a feature race only and NO heat races.
9. All cars must take a green flag to start the race.

The following points are awarded for order of finish in the feature races: (1) 250, (2) 220, (3) 200, (4) 190, (5) 180, (6) 170, (7) 160, (8) 150, (9) 140, (10) 130, (11) 120, (12) 110, (13) 100, (14) 90, (15) 85, (16) 80, (17) 75, (18) 70, (19) 65, (20-24) 50. Also, every driver who takes a green flag receives fifty (50) appearance points. (Twin 20 evenings will be treated, as one (1) event and each driver taking a

green will be awarded 50 appearance points for the evening, not each race). These races will be considered individual events to reduce handicapping penalties. All cars must pre-stage for their event.

Once the pace car goes onto the speedway and moves under the bridge on the backstretch, anyone passing the pace car will be fined twenty-five (25) dollars. On initial starts, cars must stay in a nose-to-tail formation (no gaps) until green flag is displayed. Cars not nose-to-tail will be subject to jumping penalties. Cars may pass when the green flag is displayed. All front row cars may be given only one chance to start the race. If the race is not properly started, the responsible car or cars will be moved to the second row. Failure to readily comply with a "move back" signal from Williams Grove Speedway Officials will result in disqualification. Jumping prior to the start will result in penalties. The driver will be put back two (2) positions for every position jumped either at the end of the race (if race is non-stop) or if a yellow is displayed, his/her position will be corrected. On initial starts, drivers must gradually increase their speed after the pace car exits the racing surface. The green flag will be displayed at any point after the lead cars reach the white line between the third and fourth turns. If a yellow is displayed before the field completes the first lap, a complete two (2) abreast restart shall be made with the exception that any cars not completing the first lap or stopping in the pits shall be placed at the rear of the field. If the field completes the first lap under the green, the first lap shall be scored and any subsequent yellow flags shall result in the cars lining up single file. Any cars not completing the lap, in which the yellow is displayed, shall be considered involved in the accident and placed at the rear of the field. If the field completes the first lap under the green, then the first lap shall be scored and any subsequent yellow flags shall result in the cars lining up single file and must be in a nose-to-tail formation, not to either side of the cars ahead or behind. Any car not in the nose-to-tail formation will be subject to jumping penalties. All single file restarts will take place as the lead cars exit turn four. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped. The leader should not pick up speed until he/she exits turn four. All cars must pass between the cone and the outside wall in single file order. Any car going to the inside or knocking over the cone will be penalized two (2) positions at the next restart or at the end of the race if no restart occurs. All scoring will be done at the start/finish line. In case of a yellow flag situation, cars that have passed the finish line under green flag conditions will be scored on that lap, all remaining cars will revert back to the last completed lap. This eliminates the need to race through an accident, or back the start/finish line. This partial lap will count toward the event's total number of laps. Lapped cars shall maintain their positions in the field in the event of a caution flag. Any lapped car, which passes the leader and goes to the rear of the field, is merely penalizing himself, as he/she is still one (1) lap behind the field. Any driver attempting to improve his/her position while running under the yellow flag will be returned to his/her rightful running position and faces a possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty. Cars stopping on the track during the yellow flag, unless stopping to avoid an emergency vehicle will be placed to the rear of the field.

During the Sportsman and 358 Late Model features, any car getting a flat tire or involved in an accident will be given 2 laps to replace the tire and rejoin the race.

Black Flags - Any driver receiving a black flag under green flag conditions should report immediately to Pit Area. Any driver receiving a black flag under yellow flag conditions should stop immediately at the nearest Track Official.

Red Flag and Fuel Stops —

When either a RED flag or FUEL flag is displayed you must stop as quickly and as safely as possible on the track. The red flag means that the race must stop immediately. The red flag shall be used, in the opinion of the starter, if the track is unsafe to continue to race. Under the red flag, cars that have passed the start finish line under green flag conditions will be scored on that lap, all other cars will revert back to the last completed lap. If the leader passed the start finish line under green flag conditions, that lap will count toward the event's total number of laps. If there is a red flag condition before one full lap is completed, cars will be restarted in the original starting order with the involved cars to the rear of the line-up. Under yellow flag conditions before the completion of one lap, drivers will slide rows. During a red flag situation, the starter will make a determination if the red flag will be an OPEN or CLOSED stop. Crew members may not work on the car under a CLOSED stop. During an OPEN stop five (5) crew members are permitted onto the track, at their car, for refueling or adjusting purposes. Crew members may work on the car only with tools that can be carried by hand. There will be no tire or gear changes on the track. No jacks or jack stands will be permitted on the track. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five (5) minutes, red flag stops will end and the car will be pushed off when the track is clear.

Any car involved in two (2) unassisted spinouts during an event will be disqualified. Cars may not enter the racing surface from the pit area after pit area is closed. ANYONE DELIBERATELY delaying the program will be DISQUALIFIED. When the field has been checkered, the number of laps completed shall determine the order of finish and in the order the cars took the checkered flag. If two (2) cars completed the same number of laps, the car which completed the last lap first shall be paid ahead of the other car. No two-way or electronic communications are to be used by any driver/owner or team member during the running of any event. ***During the running of any event, the pits will be closed when the pace car passes the bridge with the one lap until restart sign showing. Cars in back pit must be staged.***

Protests —

The right to protest lies with the competitor or his authorized agent. Never the less an official acting in his official capacity shall, even in the absence of a protest, take such actions as the case warrants. Verbal protest accompanied by a cash protest fee must be lodged no later than 5 minutes after the conclusion of the race. A written protest stating clearly the subject of action must follow the verbal protest. The protest fees are as follows:

Pump engine or remove intake - \$150.00; Remove cylinder head - \$250.00; Additional tear down of engine, rod or crankshaft - \$500.00. Any additional charges incurred during the protest including determining the outcome of the protest or the reimbursement of tech officials will be added to the protest fee. The protest fee less additional charges will be returned if the protest is upheld. If the

protest is not sustained, the protest fee less additional charges shall be forfeited to the competitor being protested. All awards gained by a competitor who has been protested against will be withheld until the protest has been determined. All parties concerned shall be bound the decision given. A fine may be imposed up to the amount won.

During a teardown, 3 members of the protested car will be permitted in the teardown area. Only the person lodging the protest will be permitted in the teardown area. All teams must have tools and equipment necessary for tech inspection. Any car found illegal shall result in the loss of purse money, which would have been earned. Points for the race and points accumulated for the entire season may be deducted as a penalty. In the event of a scoring protest, only the driver, owner or his authorized agent may protest to the scorers.

Conduct deemed by Williams Grove Speedway management to be detrimental to the Williams Grove Speedway Operation whether by spoken or written word or by actions, will not be tolerated. This includes, but is not limited to situations involving track owners, promoters, track employees, media or spectators. Depending on the severity, penalties may include suspensions, fines up to \$1000.00 or other disciplinary actions as determined by Williams Grove Speedway Management. All fines will be donated to the Morgan Hughes injured drivers fund. Other penalties may be applied depending on the specific situation. All other rules will be track rules and will be discussed at driver's meeting. Car owner and driver are responsible for the conduct of all persons connected with the team.

Any feature event will be considered an official race after the half-way point is reached.

The use of electronic logic processors including any traction control devices to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading is strictly prohibited. Penalty is loss of driver/owner points for the season and loss of all earnings from the event that infraction occurred.

One way radios are mandatory when you are on the track at all times.

Tow rigs parked in the infield pit area may not back out until the completion of all racing events.

No mirrors allowed in any division.

2012 SUPER SPORTSMEN RULES

Suggested Safety Equipment —

1. Arm Restraints 2. Driving uniforms, flame retardant with a minimum of two layers. Underwear, head sock, gloves, foot socks and shoes should all be flame retardant. 3. Driver's seat fume deflector / heat shield. 4. Full face Snell approved helmet B no more than 2 years old. 5. Head rest padding. 6. High-back (stock car style) seats. 7. Kill switch in reach of driver. 8. Knee pads or padded steering. 9. Minimum 3 inch wide seat belts, no more than 2 year old, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat. Minimum

3 inch wide shoulder harness, double over the shoulder, military shoulder straps with anti-subcrotch belts. Harness to go over horizontal tube located less than three inches below the top of driver's shoulders.10. Neck collars.11. Right head net or support. Head net equipped with a quick release capability.12. Seats mounted to the frame with a minimum of three bolts.13. Windshield screens are highly suggested with a minimum of .090 screens.

ANY CAR, TEAM OR DRIVER NOT MEETING WILLIAMS GROVE SPEEDWAY SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND /OR PENALTIES.

Chassis Specifications —

1. Roll bars must be 1-1/4 inch steel pipe or 1-3/8 inch OD chrome moly tubing or larger and be permanently welded to the top of the frame. Rear roll bar and frame must be a minimum of 30 inches outside diameter where welded to the frame and at shoulder height. Frame rails from front to back must be tapered and not bent. Tubing must have a wall thickness not less than .090. Rear roll bar recommended to be .120. No bolting of cage or side extensions to support roll cage. All roll bars must be padded around driver. No spot welding.
 - a. Frame rails must be 2x4 inch rectangular tubing with a wall thickness not less than .0835 of an inch. Box frame must tie into rear roll cage and extend from rear of cage towards the front of the engine and be a minimum of 58 inches in length at the shortest point.
 - b. Hood and body panels are required and must meet the approval of the technical committee. Body style to conform to generally accepted sprint car standards. Top wing to have a 16 square foot maximum size. No bi-wings. Side panels must be straight with no contours and be a maximum of 30 inches wide with a 3 inch tolerance and 70 inches long with a one inch tolerance. Wing may not be adjustable in any way while car is in competition. Lower front corners of side panels may not impair driver's vision. Side panels may not extend more than 3-1/2 inches in front or rear of wing core. No more than 2 inches of reinforcing bends on top and bottom of side panels. Kick outs no longer than 2 inches may be used on back of side panel. Side panel must cover wing core. A wicker bill no higher than 2 inches may be used on rear of wing core, this is in addition to the 16 square feet. Wing may not extend beyond outside edge of rear tires. Single plane wings only. Top wing may not be more than 14 inches off of roll cage with a one inch tolerance. Penalty to be to put car to the rear of the finishing order. Wing must meet the approval of the technical committee. No rudders on body of wing.
 - c. No front wings. Sides of hood may be no higher than 2 inches. Side wings or corn pickers may not extend past the front of the firewall and be no higher than the rear tire with no side extensions. No other wings, hood extensions, tail wings or wedge shaped body or tail parts permitted.
 - d. Fuel cell with bladder mandatory and should have an approved, safe

- vent. Do not attach cell to frame by bolting or fastening to plates on bladder.
- e. No driver adjustable shocks.
 - f. ***Total weight of car and driver may not be less than 1750 pounds.*** There will be a 25 pound weight allowance. Weigh in to be after any event, weight will be measured and car will be teched as car comes off the track in the condition that it took the checkered flag with driver in car. No bolt on weight, must be securely and permanently fastened. Weight measured by speedway scales.
2. Engines may be no farther back than the center of the wheelbase.
 3. Open drive shafts must have a sling to protect the driver and a steel plate on the bottom of the seat at least 1/8 inch thick.
 4. Quick change rears optional with steel axle or Winters aluminum spec rear axle. Sprint Car aluminum rear axles optional with a maximum tube opening of 1.90 inches. Knock offs optional. Must use solid wheel adapter on right rear.
 5. Front bumper must be of frame width and axle level. Rear bumper must meet the approval of the technical committee. Bumpers must be bolted or equivalent, no rivets.
 6. All cars must be equipped with an approved type of quick release safety belt, shoulder harness and anti-sub belt. All safety belts must be anchored to the frame. Shoulder harness must be fastened to the bracing bars and loop over a bar at shoulder height.
 7. Good brakes required. Right front brake optional, left front must have a rotor with a minimum of a single caliper. Rear brakes optional as follows: Rear of car must have steel rotors and a dual brake caliper on both rear wheels. Inboard brake optional, must be vented steel rotor minimum thickness of .725 of an inch with dual brake caliper, right rear caliper optional. If inboard brake used, rotor must be clear of battery when rear axle is pushed front against frame upright and aluminum rotor on right rear optional. Guard between rotor and fuel cell recommended.
 8. The steering must be safe and meet approval of technical committee. No power steering. Knee protection mandatory, aluminum wrap around style with padding recommended. Steel rod ends required on drag link. Tether recommended.
 9. Approved floor from cowl past the driver and a tight firewall required.
 10. The wheelbase may not be less than 90 inches on the left side.
 11. Maximum wheel width of 18 inches excluding bead lock. Steel and/or aluminum wheels permitted. No plastic or carbon fiber wheels.
 12. Weight jacks permitted.
 13. Driver's head rest and throttle return are mandatory.
 14. All cars must have rub rails no wider than the outside of the wheels and must be constructed in such a manner that no wheels can get locked with those of another car. Rub rails must be bolted or equivalent, no rivets.
 15. All cars must have a fuel shut off valve on the right side of the driver's seat or the right side of dash.
 16. Drivers should wear fire retardant drivers uniforms and gloves plus arm restraints at all times when they are in the car on the track. High back seats recommended.

17. If transponders are used, they must be mounted at a designated position.

All Engines Up To 320 Cubic Inches —

1. Engines limited to 320 cubic inches.
2. No aluminum engine block or heads. Main bearing caps must be iron or steel
3. No roller tappet cams.
4. Any piston, any valve, any steel crank, any steel rod.
5. Factory high performance parts approved. This applies to block and heads.
6. DART II Sportsman head permitted, must be unported and meet specs outlined in rule number six for engines over 320 cubic inches below.
7. 320 engines must use 358 head rule or weigh 1800 pounds.

Engines Over 320 Cubic Inches —

1. Engines limited to 358 cubic inches.
2. Block must be a standard production block or approved stock dimension after market block that was under 358 cubic inches originally. No aluminum blocks. Chevy bow-tie block and Ford SVO blocks permitted.
3. Crankshafts must be factory production or stock dimension after market cast iron or steel crank Stroke must remain stock. Crank may be turned a maximum of .040 under. Chevy stroke of 3.480, Ford stroke of 3.50 and MOPAR stroke of 3.31 or 3.45. No swapping of cranks. Ford SVO crank with part number M6303-H351 permitted. MOPAR high performance crank with part number P4120312 permitted. All cranks must be a minimum of 46 pounds in weight. Penalty for using a light weight crank to be suspension for season in addition to penalties outlined in general rules.
4. RODS - A production rod from a V-8 engine under 358 cubic inches. Modification of rod length prohibited. Rods, block and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Approved after market rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing. All 358 engines must have a 3/4 inch inspection hole in the left side of the oil pan opposite the number one rod journal Any windage tray which would block the view of the rod must be removed. Ford permitted to use a 6 inch length rod with SVO crank.
5. Flat top pistons only. Zero deck, piston may not be above the deck of the block.
6. Any factory steel head, or DART/ World Products Sportsman II steel head. DART/World Products head must have casting number of 1037. Must have a 60 cc minimum combustion chamber, no grinding in chamber. No aluminum heads. No relocating rocker arm studs. No porting or polishing. Matching ports in the intake port of head only. Depth maximum for matching ports is 3/4 of an inch. Lifter bore must remain stock. The valve seat area can be cleaned up using a maximum 80 degree grinding stone. No additional hand or machine work permitted. CC measurement

of intake runner of head to remain stock with the exception of matching port. Vortec heads permitted with approved casting numbers of: Small port #25534351 and Large port #25534371. RHS ProAction cylinder heads permitted for Ford engines with approved part numbers #35301, #35302, #35303.

7. Production valve or production replacement, steel or stainless steel only. Any spring, any retainer permitted. Roller rockers permitted. Stock valve guide angle. No relocating valve
8. Flat tappet cams only. No mushroom or roller cams.
9. Block must be cast iron. All factory identification numbers and/or part numbers must remain on crank and heads. Main bearing cap must be iron or steel.

General Specifications —

1. Maximum of four barrels of carburetion. Single carburetor only. No superchargers, fuel injection or turbochargers.
2. Any approved intake other than a smoke ram or tunnel ram. Intake height to be a maximum of 8 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold.
3. Balance assemblies optional,
4. All cars must be self starting for the feature, clutch optional. No automatic transmission. Stock configuration clutch must have a full scatter shield of at least 1/4 inch thick steel or an approved bell housing. Failure to do so will result in an automatic suspension and loss of points.
5. Fuel - Methanol only according to Federal Standards of Purity, Grade A or AA. No additives of any kind including top lube.
6. No electric fuel pumps or pressurized fuel systems. No inboard (in driver's compartment) fuel pumps.
7. Gear drive units permitted. No externally adjustable cam timing device.
8. Any battery ignition. No magneto. No computer operated or controlled parts. No traction control devices. Gel filled battery recommended.
9. No needle bearing cam, crank or rod bearings permitted.
10. Tires B Two types of right rear tires may be used. One, a American Racer 34.0/17.0-15GT track tire with the distinguishing MC on the sidewall. The MC being the prefix to the compound. The MC-2 or MC-3 compound permitted. The second option is a Hoosier 105/17-15 plated (HTMA) spec tire. The HTMA 2 or 3 compounds are permitted.
11. All cars must be registered to prevent duplicate car numbers. Please call the speedway office to register your car number,
12. All cars are subject to inspection and tear down at any time.
13. Any car using an engine block and/or cylinder heads that are visibly cut, ground or machined externally for the purpose of weight reduction must add 25 pounds to the car from the center line of the engine forward. Weight must be securely fastened but must be able to be removed to verify weight.

2012 LATE MODELS RULES

Chassis Specifications —

1. FRAME - Minimum wheelbase of 103 inches, tolerance of 1/2 inch. Frame rails must be either a minimum of 8 inches in circumference (2x2 box) and have a wall thickness of no less than .080 or a tube frame design with main rails of 1-3/4 OD tubing with a minimum wall thickness of .083. Front and rear sub-frames must be welded, not bolted to main frame rails. Six inch engine setback permitted measuring from base of number one spark plug to center of the upper ball joint. No torsion bar suspension.
2. ROLL CAGE - Roll bars to be a boxed frame, well braced of at least 1-1/2 O.D. steel pipe or tubing, with a wall thickness minimum of .080 DOM steel or .065 Chrome-moly tubing allowing for manufacturers tolerance. Driver's side must have a minimum of four protective sidebars, three protective bars on the opposite side of cage. Checking of wall thickness done by drilling a small check hole in the pipe or tubing.
3. Good brakes and shocks required on all four wheels, no plastic brake lines. Steel braided fuel lines recommended. Steel or aluminum wheels permitted, 14 inches maximum width excluding bead lock. Any type of upper or lower control arm may be used. Ball joint substitution is permitted.
4. Quick change rears permitted. Tru-track type rears permitted.
5. Cell must be encased in an approved material. The cell should be located far enough front of the rear bumper and support bars to decrease the possibility of the cell being punctured in a crash.
6. Minimum weight of car and driver of 2375 pounds with a 25 pound tolerance after any event. The weight to be measured by Williams Grove Speedway scales. Maximum weight is 2900 pounds. Weight distribution of 60% left side maximum. Any bolt on weight must be in front of rear bumper. Must use 1/2 inch or larger bolt to fasten weight and weight must be securely fastened. No weight added above deck. Weight must be painted white and have the car number on weight.
7. TIRES: Only an 11-inch Hoosier brand tire (either Hoosier Economy or Hoosier Spec) is permitted for competition. The largest tire permitted is the Hoosier Economy 11 inch tire measuring 16.75 inches from sidewall to sidewall with a 93 inch circumference. The tires must be a 1300/D-15 or harder compound.

Body —

BODY RULES AS PER NATIONALLY ACCEPTED LATE MODEL RULES

Any mid sized car body with a wheelbase of more than 100 inches originally may be adapted to the 103 inch frame. No subcompacts. No Pinto, Vega, Chevette type body. Stock steel body must remain stock appearing. After market body parts permitted. Limited use of lexan permitted. Lexan can be used for front roof supports and side panels of hatchback. Interior of car should allow for easy access to driver from either side of car and be clear of material or construction methods that could cause injury to the driver. No raised edges inside of car. Car must have a solid fire wall that meets approval of the technical committee.

Rear spoiler may have three 18 inch long solid supports no higher than 8-1/2 inches off the rear deck. Spoiler supports may not extend back beyond the rear edge of the spoiler. Roof side panels must be similar, symmetrical and the same length on both sides of car. Total front surface area of spoiler not to exceed 8-1/2 inches.

Body style and nose piece to match engine type being used.

Engines —

1. Engines limited to 358 cubic inches.
2. Block must be a standard production block or approved after market block that was less than 358 cubic inches originally. No aluminum blocks. Chevy bow-tie block and Ford SVO block permitted.
3. Crankshafts must be factory production or stock dimension after market cast iron or steel crank Stroke must remain stock. Crank may be turned a maximum of .040 under. No swapping of cranks. Ford SVO crank with part number M6303-H351 permitted. MOPAR high performance crank with part number P4120312 permitted. All cranks must be a minimum of 46 pounds in weight. Penalty for using a light weight crank to be suspension for season in addition to penalties outlined in general rules.
4. RODS - A production rod from a V-8 engine under 358 cubic inches. Modification of rod length prohibited. Rods, block and crank to be used in the same combination that factory originally manufactured. Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Approved after market rod must be in factory condition, no polishing or reworking. No addition or removal of metal other than normal balancing. All 350 engines must have a 3/4 inch inspection hole in the left side of the oil pan opposite the number one rod journal. Any windage tray which would block the view of the rod must be removed. Ford permitted to use 6 inch length rod with SVO crank.
5. Flat top pistons only. Zero deck, piston may not be above the block.
6. Any factory steel head, or DART/ World Products Sportsman II steel head. DART/World Products head must have casting number of I037. Heads must have a 60 cc minimum combustion chamber, no grinding in chamber. No aluminum heads. No relocating rocker arm studs. No porting or polishing. Matching ports in the intake port of head only. Depth maximum for matching ports is 3/4 of an inch. Lifter bore must remain stock. The valve seat area can be cleaned up using a maximum 80 degree grinding stone. No additional hand or machine work permitted. CC measurement of intake runner of head to remain stock with the exception of matching port. Vortec heads permitted with approved casting numbers of: Small port #25534351 and Large port #25534371. RHS ProAction cylinder heads permitted for Ford engines with approved part numbers #35301, #35302, #35303.
7. Production valve or production replacement, steel or stainless steel only. Any spring, any retainer permitted. Roller rockers permitted. Stock valve guide angle. No relocating valve guides.

8. Flat tappet cams only. No mushroom or roller cams.
9. Block must be cast iron. All factory identification numbers and/or part numbers must remain on crank and heads. Main bearing cap must be iron or steel.

General Engine Specifications —

1. Maximum of four barrels of carburetion. Single carburetor only. No superchargers, fuel injection or turbochargers.
2. Any approved intake other than a smoke ram or tunnel ram. Intake height to be a maximum of 8 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold.
3. Balanced assemblies optional.
4. Must have a working clutch and starter. Multi-disc clutch permitted. Stock configuration clutch must have a full scatter shield of at least 1/4 inch thick steel or an approved bell housing. Failure to do so will result in an automatic suspension and loss of points.
5. Fuel - Racing gas or Methanol only. No additives of any kind including top lube. Methanol according to Federal Standards of Purity, Grade A or AA.
6. No electric fuel pumps or pressurized fuel systems. No inboard (in driver's compartment) fuel pumps.
7. Gear drive units permitted. No externally adjustable cam timing device.
8. Any battery ignition. No magneto.
9. No needle bearing cam, crank or rod bearings permitted.
10. No titanium rods.

General Specifications —

1. Exhaust and steering system must pass safety inspection.
2. Battery to be safely secured and covered to meet safety requirements.
3. Racing type bumpers permitted, if bumper extends more than three inches outside of frame rails, then ends must be rounded and bumper must meet the approval of technical committee. Skid rails must be tight to the body except a kick out of skid rail permitted 18 inches in front of rear tire but may not extend past tread of any tire at any time.
4. Competitors should wear fire retardant driver's uniforms and gloves whenever driver is on the track.
5. Window nets on driver's side or arm restraints mandatory.
6. No driver adjustable weight jacks.
7. The driveshaft is to be painted white.
8. One way driver radios mandatory.

2012 STREET STOCK RULES

ELIGIBLE MODELS —

North American made passenger cars from 1950 with a wheelbase of no less than 108 inches originally. Wheel base must remain stock except cars with a wheel

base of more than 108 inches may be shortened to 108 inches with approval of speedway tech personnel on a case by case basis. No Jeeps, trucks, sports cars, convertibles or station wagons.

1. Body and frame must be same make, model and year. ***Interchanging permitted within “sister” cars only – i.e. Chevelle, Grand Prix and Monte Carlo; Camaro and Firebird etc. Prior approval for any interchanging of frame and body must be obtained from a track technical official.*** Body must be stock in stock location on frame. ***Stock firewall mounts and stock body mounts may be removed but the firewall on the left side must be no more than 20” from the left front weight jacker and the firewall on the right side must be no more than 29” from the right front weight jacker.*** No chopping, channeling or modifying. ***All roof pillars must be stock in shape but can be outer skins only with support being provided by the roll cage (car must appear “stock”).*** All glass, lights, trim and other objects that may come loose should be removed. Windshield permitted. No side skirts. Body panels must be bolted, not Dzus buttoned. Rocker panels can be fabricated but must be steel and remain stock appearing.
2. Must be complete steel body or stock-appearing body. All body panels must be steel. If using stock-appearing body, all lines and bends must match OEM body.
3. Must have front and rear firewall. ***Full firewalls must be present between driver and engine compartment and driver and fuel cell. Aftermarket floor pans and firewalls must be constructed of steel no thinner than 20-gauge.***
4. ***All cars must have a stock type front bumper. Rear bumper may be tubular.*** Stock front bumper cover may be replaced with an aftermarket stock-appearing bumper cover ***of same manufacturer and comparable model;*** variations must be approved. Non-visible reinforcing pipe may be used behind bumper, but it must be securely fastened to the frame. ***A rear bumper cover must be present at the start of any event.*** A bar may be used to protect the radiator as follows. A 3-piece design using a 1-1/4 inch pipe may be constructed which is no wider than the frame rails and no higher than 10 inches off the frame rails. A maximum of two bars may be attached to the top of the bumper from the protective hoop. Rear bracing of hoop is optional. Do not build a battering ram. Wrecker hook up point must be included. If bumper becomes loose or falls off during an event, car will be disqualified.
5. If rub rails are used, they must be a single rail design and be attached flush with the body contours. Skid rails must be tight to the body except a kick out of skid rail permitted 18 inches in front of rear tire but may not extend past tread of any tire at any time.
7. No sharp edges inside or outside of the cars, this includes bumpers.

8. All doors must be welded or bolted shut.

INTERIOR —

1. Seats and upholstery must be removed and a racing seat properly installed and firmly anchored. ***Driver's seat may be no farther back than 60 inches measured from the vertical section of the firewall to the back of the seat cushion area.***
2. Fuel tank must be replaced with a fuel cell which must be encased in an approved material and be secured with a minimum of two steel straps two inches wide.
3. Floor of trunk must be removed.
4. Battery to be securely fastened. If battery is located in driver's compartment it must be covered to prevent leakage in case of a crash.
5. Roll bars must be a four-post design boxed frame, well braced, using at least 1-1/2 inch OD pipe or tubing with a wall thickness of .095 minimum. The bars must be welded to the top of the frame and extend at least four inches above the driver's head. Driver's side must have a minimum of four protective side bars, three bars on the opposite side of the cage. Two bars must run from the top of the cage to the rear frame section. No threaded pipe or pipe fittings in cage. Roll cage kits permitted.
6. ***All roll cage seams and joints must be fully welded.***
7. ***The tunnel beside the driver's seat and above the transmission and driveline cannot be more than 10 inches higher than the floor pan, must be bent at 90 degrees and extend to the right door area.***
8. Interior may be aluminum and may be boxed-in behind driver's seat but must extend down to "X"-brace crossbar.
9. ***A steel driveline hoop is mandatory.***
10. ***Area of floor under driver's feet must be reinforced with at least 1/8-inch plate, steel or aluminum.***

FRAME AND SUSPENSION —

1. Frame must be the same make, model and year as body used ***with interchanging allowed only as discussed in "Eligible Models" section.*** No aftermarket kit frames permitted. No down-tube frames. ***Body and frame must match rear suspension type – coil-spring bodies on coil-spring frames, leaf-spring bodies on leaf-spring frames and torsion bar bodies on torsion bar frames only.***

2. Cars of uni-body construction must use a frame of eight inches in circumference (2"x2" box tubing) to tie front and rear frame rails together. Eight-inch circumference tubing is a minimum requirement.
3. All frames may be reinforced with round steel tubing to the front fire wall and to the rear fire wall but all frame components must remain in stock position.
4. No part of chassis may be moved or relocated from its original position except where noted.
5. Rear sub-frame *may be fabricated from tubing duplicating length and location of factory rail – diagrams of Chevelle/Monte Carlo and Camaro/Firebird frames follow (other frame types will be added as needed)*. Rusted areas may be reinforced with a steel channel iron or tubing.
6. *Spring part of suspension must remain stock and be mounted in stock position on stock fixtures*. Rusted areas of stock fixtures may be replaced with other material but must remain in stock position. No straight front axles.
7. Stock appearing rears and stock appearing Ford 9-inch rears permitted. No Grand National or floater rears permitted. Rear must be locked. Must be mounted in stock position on stock fixtures. No offsetting. Interchanging of rears permitted within manufacturers line, integral type for integral type or non-integral for non-integral. Any steel spool, replacement axles and C-clip eliminators permitted. Minor modification to length of stock rear control arm permitted but must remain stock.
8. Stock spindles made by manufacturer of car being used only. No interchanging. No NASCAR type spindles. Front upper control arm may be a tubular aftermarket non-adjustable arm mounted on stock mounts.
9. *Engine set-back is not permitted. The #1 cylinder spark plug on Chevrolet small-block V8s must be at least 1" forward of the left upper ball joint or weight jacker*. Steering quickeners are permitted.
10. No double shocking. Racing shocks permitted, front and rear shock location optional. If stock spring pockets are rusted or damaged, they may be remanufactured but must closely resemble stock and remain in original stock position. Shock mounts may be relocated. Weight jacks permitted.
11. Steel wheels only, 12-inch maximum width. Racing wheels recommended. If stock wheels are used, wheels must be reinforced with a 1/4-inch steel center plate. Reverse racing rim permitted and beadlocks are permitted on any wheel. No wheel covers of any kind. Foam mud plugs are permitted.

12. Four wheel brakes must be in good working order at all times. Rear disc brakes are optional. Aftermarket master cylinder permitted. Master cylinder may be moved to inside driver's compartment on inside of firewall. In-line proportioning valves permitted. No plastic brake lines.
13. FoMoCo chassis cars {T-Birds and Cougars) from 1983 thru 1988 with a 104 inch wheel base may be stretched to meet the 108 inch wheel base rule by adding a section to the floor pan. The body would be made to fit the chassis in a similar manner.
14. *No McPherson strut suspensions are permitted.*

ENGINES —

1. Production V-8 engines limited to 366 cubic inches and must be in chassis originally cataloged by manufacturer. Block must be a standard production cast iron block that was less than 366 cubic inches originally. No aluminum blocks. Stroke to remain stock. Crankshaft must be factory production or stock dimension aftermarket steel or cast iron crank with stock stroke. No swapping of cranks. Crank may be turned to a maximum of .040 under. Chevrolet Bowtie and Ford SVO blocks permitted. Ford SVO crank with part number M6303-D351 permitted. MOPAR high performance crank with part number P4120312 permitted. Minimum crankshaft weight is 46 pounds.
2. Connecting rods must be production items from a V8 engine less than 365 cubic inches. Any stock dimension steel rod (no titanium) may be substituted. Modification to rod length prohibited. Rods, block and crank to be used in the same combination that the factory originally manufactured. Ford permitted to use 6 inch length rod with approved SVO crank.
3. Flat top pistons only, zero deck (piston may not travel above block deck).
4. Cylinder head options:
Option I - Any factory steel head or bowtie head having a 60cc minimum combustion chamber. No aluminum heads. No relocating of rocker arm studs.

Option II - Vortec and DART/World Products Sportsman II steel head with casting number of 1037 permitted as follows: Must have a 60cc minimum combustion chamber. No relocating rocker arm studs. No porting or polishing except for matching ports in intake port of head only. Depth maximum for matching port is 3/4 of an inch. Lifter bore must remain stock. The valve seat area can be cleaned up using a maximum 80-degree grinding stone. No additional hand or machine work permitted. CC measurement of intake runner of head to remain stock with the exception of matching port.

Option III - Vortec heads permitted with approved casting numbers of: Small port #25534351 and Large port #25534371. RHS ProAction cylinder heads permitted for Ford engines with approved part numbers #35301, #35302, #35303.

5. Production valve or production replacement valve using steel or stainless steel only. Any spring and retainer permitted. Roller rockers permitted. No roller cams. No dry sump systems.
6. All factory identification numbers and or part numbers must remain on crankshaft and heads. Main bearing caps must be iron or steel.
7. Limited to one two-barrel carburetor that was originally manufactured as a two barrel carburetor *for original equipment use, i.e. Carter, Holley, Rochester*, etc. No Predators, Dominators *or custom-made carburetors*.
8. Any approved aluminum intake other than a Smoke Ram or Tunnel Ram. Intake height to be a maximum of 8 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold.
9. Headers permitted; *may be inside-the-rail, over-the-rail or 180-degree with collector and extend to or beyond firewall. "Tri-Y" style not permitted.*
10. Starter must be in working condition at all times. Battery ignition only. Stock distributor with aftermarket components permitted, no modification to housing. No MSD ignition. Ford may use the Ford ignition box.
11. Gasoline only; *no additives of any kind*. No electric fuel pumps or pressurized fuel systems.
12. Stock clutch or stock appearing aftermarket clutch of stock diameter only. No aluminum flywheels or pressure plate. No multi-disc clutch or racing clutch. Must use a stamped steel blow proof bell housing with a 2x3-inch inspection hole located three inches from the transmission mounting surface for clutch inspection.
13. Stock manual transmission or stock automatic transmission only with a working reverse. Automatics must use a working stock appearing torque converter.
14. Protest fee as per general rules. Any car disqualified receives no payoff for that event.

TIRES —

Only an 11-inch Hoosier brand tire (either Hoosier Economy or Hoosier Spec) is permitted for competition. The largest tire permitted is the Hoosier Economy

11 inch tire measuring 16.75 inches from sidewall to sidewall with a 93 inch circumference. The tires must be a 1300/D-15 or harder compound.

GENERAL RULES —

All drivers must use a Raceceiver radio. ***Failure to have a working radio can result in disqualification.***

Quick release safety belt and shoulder harness must be installed.

Roll bars to be padded in driver's area. Full windshield screen for driver protection strongly recommended.

Drivers are responsible for wearing an approved racing helmet and an approved fire retardant driver's uniform and gloves.

A window net or arm restraints to be used.

Cars must weigh at least 3,000 pounds including driver after any event.

All weights to be securely fastened and painted white with car number painted on weight. Must use 1/2- inch or larger bolt to fasten weight and weight must be securely fastened. No weight added above the deck.

All driveshafts to be painted white.

All cars must be presentable to the public at all times and must be clearly identified with numbers 18 inches high. No duplicate numbers.

All electronic control devices are illegal, including traction control systems. Penalty for first offense shall be forfeiture of points and money won that day, a two-race suspension and a \$500 fine that must be paid prior to the car being entered in another race at Williams Grove Speedway. A second offense will have a penalty of the forfeiture of ALL points for that season, money won that day, a five-race suspension and a \$1,000 fine. Penalties for any subsequent offenses will be determined by track management.

Cars from other speedways are welcome to compete at Williams Grove Speedway but are expected to comply with all Williams Grove engine, tire and weight rules. A one-race grace period will be allowed for compliance with all other rules.

THE ABOVE RULES ARE INTENDED TO BE A GUIDELINE IN CONSTRUCTING A CAR. THE DECISION OF TRACK OFFICIALS IS FINAL. CALL BEFORE YOU BUY OR BUILD.

Contact:

Williams Grove Speedway

1 Speedway Drive

Mechanicsburg, PA 17055

Phone: (717) 697-5000