

WDLMA Vision

"It is my wish and hope that these rules will make for a very competitive racing environment. It is my mission to move dirt track racing forward without starting another separate class. We need more cars at the events we have. We don't need a separate and restrictive set of rule and another class to dilute the field. I try to run the WDLMA as fairly as possible"

Bill Behling

Wisconsin Dirt Late Model Association 2016 Rules

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. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF 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. WDLMA officials shall be empowered to permit reasonable and appropriate 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 WDLMA officials. Their decision is final.

DRIVER SAFETY

- Drivers must wear fire resistant; driving suits, gloves, shoes and helmets at all times while on track.
- Head and Neck restraints are recommended.
- Driver's seat with padded shoulder and head supports on both the left and right side are recommended.
- Homemade seats are prohibited.

ENGINES

Series officials must approve all engines.

WISSOTA

- "steel or spec aluminum headed" engine
- 362 cubic inch maximum
- Cast-iron block
- Cast iron heads or aluminum spec heads
- All heads - no removal of material
- Stock valve angle + or - 1 °
- Chevy "Bowtie"/ World Products Sportsmen II No. 1115 casting # 1-037
- (Refer to WISSOTA book for clarification)
- Chrysler WZ heads,
- Ford SVO heads M-6049-E-351
- Ford SVO heads M-6049-N-351
- Aluminum heads - Brodix Spec heads
- Chevy - SPCH WISSOTA
- Ford - SPFO WISSOTA
- Mopar - SPMO - WISSOTA

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SPEC

- SPEC engines shall be available for inspection at any time
- Spec Engine Definition - Any engine meeting the following guidelines shall be defined as a "SPEC" engine
 - Block Steel, Max. bore of 4.060, 362 CID max
 - NO BIG BORE SHORT STROKE ENGINES ALLOWED
 - Crankshaft & Rods no titanium or aluminum allowed!
 - No undercut or scalloped crankshafts allowed.
 - 1" inspection plug required in the oil pan. Plug must be in-line with a crankshaft journal & cannot be obstructed by the windage tray. Plug should be accessible with the engine installed in the racecar.
 - Heads Brodix 11SPX-SUPR,
 - Valves No Titanium valves 5/16 or 11/32 valves only
 - Intake Brodix HV1000
 - SUPR Logo's must be un-altered in all cases in both heads & intake.
 - Pistons & Compression: 10.9:1 must use Flat Top pistons, Zero Deck.
 - Single 4-barrel carburetor for all engines
 - Intake ports may be matched to Fel-Pro 1206 Gasket refer to Supr rule book for more information

OPEN ENGINE COMBINATIONS

- Any engine not designated WISSOTA, SPEC or CRATE
- Aluminum blocks engines must run 50 lbs in front of the motor plate (Steel blocks are exempt)

CRATE

- 602/604 GM Crate motor cars will run same body rules as other classes.
- Factory sealed motors only

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DECK, WEIGHT, SPOILER BLADE AND SET BACK

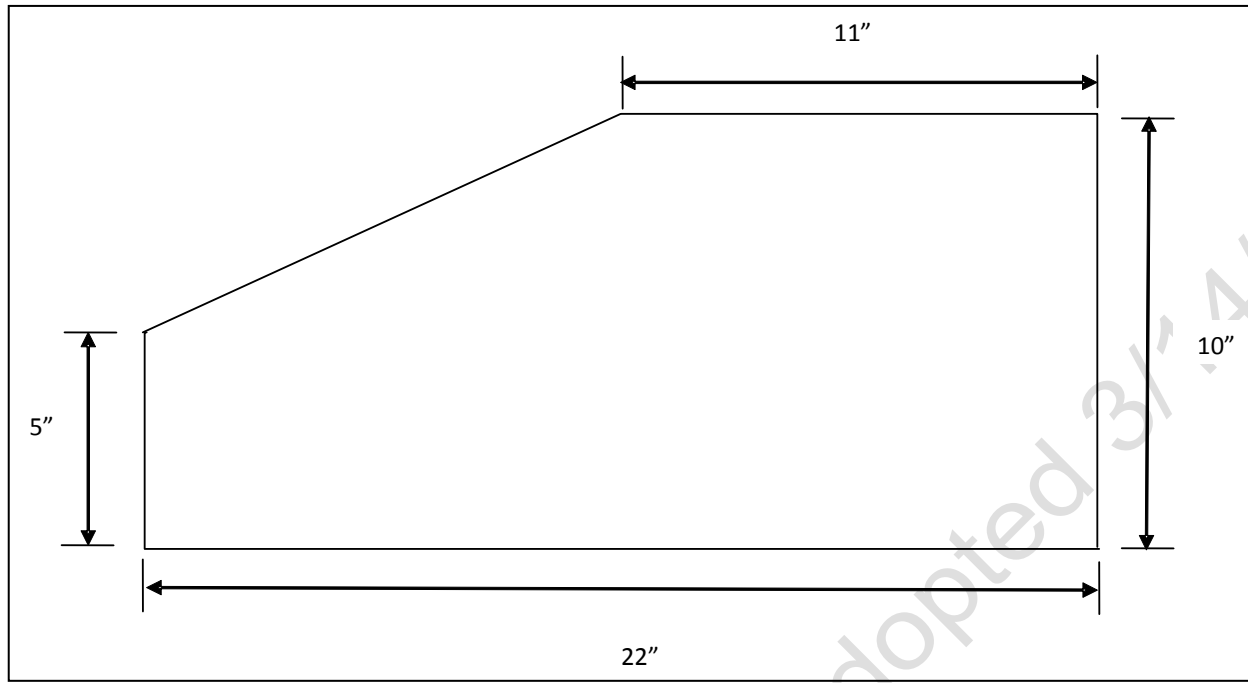
Engine Type	Weight	Set Back	Deck Height	Spoiler Blade
Open – Aluminum block	2350 lbs with 50 lbs in front of motor plate	6" max set back 25 ½" ball joint to motor plate	2016	Deck 38" + 8" spoiler blade = 46"
Open – Steel block	2350 lbs	6" max set back 25 ½" ball joint to motor plate		
WISSOTA	2300 lbs	10" max set back 29 ½" ball joint to motor plate		
Crate	2300 lbs	10" max set back 29 ½" ball joint to motor plate		
Spec	2300 lbs	10" max set back 29 ½" ball joint to motor plate	2016	Deck 38" + 10" spoiler blade = 48"
			2017	Deck 38" + 9" spoiler blade = 47"
			2018	to be determined

BODY & CHASSIS

- Any UMP, World of Outlaws, WISSOTA or Lucas Oil legal combination allowed unless specifically included within these rules
- The roof must be mounted parallel to interior deck and near center of the car.
- Fenders and hood must be level and flat from left to right side of car.
- Fenders are not permitted to gain height from rear to front of car.
- Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors.
- Door to door cannot exceed eighty- two inches (82") in width at the bottom in the center of the car.
- The B/C post/rear window panels must be the same right & left side. If they are not closed they must have a minimum of 2 ½ inches of aluminum on all sides.
- Window openings must be the same size on both the left and right sides. They must be in the same location and orientation on both the left and right sides.
- See drawing for spoiler board size for Spec & Crate
- Spoiler boards must both be closed.
- No Tolerance on deck height being over limit

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SPOILER TEMPLATE



WEIGH-IN PROCEDURE

- Finishing positions noted below will weigh at scales immediately after event. Failure to weigh after events means disqualification for that event. If you choose to protest the scales, a \$250.00 protest fee will need to be paid. Car will then be impounded and weighed on another set of scales. If underweight WDLMA will keep protest fee. If not underweight, protest fee will be returned. Minimum positions required to weigh are:
 - Heat races – top 3 positions
 - B-Main – top 3 positions
 - A-Main – top 5 positions

WHEELBASE

- The minimum average wheelbase permitted will be 103 inches (to check turn steering wheel until left side measures 103" - do not touch wheel and check right side - it should measure 103" minimum).

SPRINGS AND SHOCKS

- All suspension springs must be steel alloy, NO titanium or composite springs will be allowed.
- Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
 - The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- No cross connected shocks are allowed.
 - The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- No "Rod-Through" designs are allowed.

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- “Rod-Through” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- No Inerters are allowed
 - No rotating parts inside the damper.
 - No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.
- Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts may be required to disassemble for complete inspection before use of new part is permitted.
- Springs must be made of steel. Torsion bars are not allowed in rear.
- Coil springs must be steel. Leaf springs may be composite or steel.
- Shock Locations
 - Only one shock per wheel is permitted at the left front, right front, right rear corners.
 - Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
 - One 5th Coil Shock permitted.
 - One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3” of the centerline of the rear ends center section.
- Drop Chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.
- Bump stops and/or bump springs are permitted.
- Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
- A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link 25 rear suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS

- Any new chassis design or component design and or technology pertaining to and/or containing suspension mounts may be required to disassemble for complete inspection before use of new part is permitted.
- Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
- Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch

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- Rear Suspension Mounts.
 - Single sheer mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
 - Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
 - Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
 - Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.
- Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
- Lift Arm & Pull Bar
 - Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
 - Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coil-over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
 - 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
 - Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
- Radius Rods
 - All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
 - Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
 - Heim joints must be a minimum 5/8", and a maximum 3/4" steel heim. No rubber bushings.
 - ONLY - Two (2) radius rods per side.
 - Radius rods must be spaced on the frame a minimum of 6"
 - Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
 - Measurements will be made from center of each radius rod bolt.
- Birdcages
 - Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel 26 birdcage.
 - Limited one birdcage (1) per side.
 - Shock(s) and radius rods must mount to the birdcage.
 - Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

REMOTE CONTROL SUSPENSION DEVICES

- NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted (This includes fifth [5th] coils, etc.) ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION.

TIRES

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- The tire rule will be as follows:
 - The W30S tire (Wissota 30 tire) will be allowed on all four corners of the car.
 - The M30S tire (UMP tire) will be allowed on all four corners of the car.
 - The W70 tire (Wissota tire) will be allowed on the Right Rear.
 - **The SPEC or Wissota WRS I & II D55 tire will be allowed on all four corners of the car.**
 - Any combination of the above mentioned tires will be allowed.
 - Grooving, siping, and grinding of tires will be allowed.
- Tire soaking/ treatment is illegal.
 - The WDLMA will confiscate any tire that we find that has been treated
 - Tire testing will be done at the discretion of the WDLMA officials, refusal to allow testing to be completed will result in disqualification, including loss of points and pay for the entire event, without exceptions.
 - Testing will be conducted on tires used by the top five finishers during the current event only – selection of tire is at WDLMA discretion.
 - Tire testing may include use of a durometer, sniffer, and sample evaluation by Blue Ridge Labs.
 - Prior to removal of a tire sample for testing by Blue Ridge Labs the competitor will sign a release stating that he understands:
 - The test will be performed by Blue Ridge Laboratory and if the sample is found to not conform with benchmark tire specifications they will be disqualified.
 - Additionally, WDLMA cannot be sued, litigated, or challenged based on the result and procedure, nor will WDLMA overturn the findings of the lab test.
 - The lab test will prevail as the final ruling in the tire inspection process.
 - If the competitor chooses not to sign the waiver they will be disqualified for refusing inspection.
 - When samples are to be sent to Blue Ridge Labs the competitor will use his own tool to remove four (4) sample strips from the tread of the tire 1-2" long
 - The sample will be placed by the competitor into a vile and then the vile will be sealed.
 - The sealed vile will be placed into an evidence bag and signed, dated and numbered by the competitor and inspector.
 - The witnessing WDLMA official will send the sample to Blue Ridge Labs for testing.
 - Blue Ridge will test the sample in comparison to a sample provided to them by the tire manufacturer.
 - Blue Ridge will declare the tire to conform or not conform with the benchmark sample from the manufacturer.
 - If the sample conforms to the benchmark the competitor will be declared within the series rules.
 - If the sample does not conform to the benchmark the competitor will be found in violation of the series rules and will be disqualified.
 - The competitor's pay will be held until testing is complete and found to conform with benchmark tire specifications.
 - If the tire does not conform to benchmark tire specifications, competitors pay must be paid to WDLMA to be deposited in the points fund and competitor must pay \$500 cash for each tire that did not conform before participating in any WDLMA sanctioned event.
 - If the tire does not conform with benchmark tire specifications points will not be awarded to competitor for that event.

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- Tire testing may be requested by any driver participating in the event with the car using the tire to be tested by submitting a written protest to the a WDLMA official within ten minutes of the first car in the event driving on to the scales
 - A protest may only be filed against cars finishing in the top five in the event
 - The individual making the protest must include the following information in the written protest
 - Car # and driver being protested
 - Tire(s) to be tested
 - Date and time of the protest
 - Car # and Driver filing the protest
 - Event
 - The individual making the protest must include \$100 cash per tire being protested with the protest
 - The cash will be returned to person making the protest if the tire is found to not conform per the procedure outlined above.
 - The driver found to have used a tire that did not conform will be charge \$500 cash for each tire that did not conform.

WHEELS

- 14 inch rules all the way around.

MUFFLERS

- Competitors must comply with track muffler and noise rules.

MISCELLANEOUS

- Designate if car is burning alcohol with letter "A" on window pos or roof on both sides
- No antifreeze
- No 2 way radios
- You may earn points with one car per event. The car you qualify or run in the heat race is the only car you can earn points with.
- Disqualifications for any reason for any rule infraction or unsportsmanlike conduct will be cause for loss of points for that event and may, at WDLMA officials' discretion, cause loss of points for entire season.
- Race-ceivers are required for every driver

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UNSPORTSMAN-LIKE CONDUCT

- While WDLMA understands that auto racing is a highly emotional sport, it will not tolerate public displays of poor sportsmanship.
 - Anyone who destroys WDLMA or race track property,
 - Abuses or threatens (physical or verbal) WDLMA officials, or
 - Enters the scoring tower or flag stand and/or stops their car on track to debate a scoring decision is subjecting themselves to forfeiture of all WDLMA points for the season and any compensation for the event
 - Blatant incidents of rough driving will be dealt with in a similar fashion.
- Drivers and owners are responsible for the actions of their crews and visitors in their pit area.
- Drivers and owners can be disqualified at anytime by the WDLMA or by “track officials” after consultation with WDLMA officials.
- Teams WILL conduct themselves as professionals!

CAR NUMBERS

- In addition to number on each side, four-inch numbers must be displayed on the nose of the car.
- Four-inch number must be displayed on the back of the spoiler of the car.
- The minimum legal weight of the car must be displayed on both sides of the windshield posts.

PENALTIES

- Unless expressly stated above, failure to comply with the rules may result in the forfeiture of all WDLMA points for the season and any compensation for the event. All penalties are at the discretion of the WDLMA officials.