

WMMP RULES: Tiger 2016

1 Competing Models:

- Model year 1986 - 2007*. Approved cars ONLY under competing models are:
 - Buick: Century LeSabre Somerset Regal
 - Chevrolet: Celebrity Monte Carlo
 - Chrysler: LeBaron
 - Dodge: Intrepid
 - Ford: Taurus Thunderbird
 - Pontiac: 6000 Grand Am Grand Prix
 - Oldsmobile: Cutlass Ciera
- No station wagons, Jeeps, convertibles, sports cars, Camaros, Firebirds, Mustangs or Cougars. All glass except windshield removed. Windshield must be replaced with Lexan, supported by ne upright brace in center. Hoods, fenders, rear quarters, roofs and trunks must remain stock for make of body. Front fenders and rear quarters may not be cut or shortened. If in doubt, don't cut.

2 Frames:

- All cars must run GM 108.1 wheelbase metric frames with Chevrolet 350 CID motors ONLY. Eligible bodies listed in #1 above.

3 Bodies:

- Five Star fiberglass Spotsman short track body optional. ONLY PACKAGE "A" APPROVED FOR THIS OPTION. *SEE EXCEPTIONS BELOW. Options:
 - Monte Carlo #639-112
 - Grand Prix #339-112
- * Package #339-112 may be used optionally with Ford Taurus, Dodge Intrepid nose and tail.
- *In addition, Five Star plastics front fender #550-23P (L or R, W or W) maybe used.
- Five Star Sportsman Bodies approved:
 - 664-142 GM
 - 584-182 Ford
 - 474-142 Dodge
 - 724-142 Toyota
- NO MIXING OF BODY PACKAGES
- Windshield: Five Star #324-6325 ONLY approved option.
- NO REAR BACK WINDOWS ALLOWED. ONLY CLEAR REAR QUARTER SIDE WINDWOS MAY BE USED. NO LIGHT WEIGHT ROOFS ALLOWED. OPTIONAL BODIES MUST FIT FIVE STAR TEMPLATES AND MUST BE MOUNTED AS IS OUT OF THE BOX-NO CUTTING OR ALTERING WILL BE ALLOWED.
- THE ROOF HEIGHT ON THE AFTERMARKET FIVE STAR BODY WILL BE 51" FROM THE GROUND. TO BE MEASURED 10 INCHES (10") BACK FROM THE TOP OF WINDSHIELD TO GROUND.

4 Safety/Design:

- Full cage mandatory.
- Specifications for Perimeter Rollcage: Maximum offset allowed 1" from center line of tread width.
- Material to be used must be DOM or seamless, .090 minimum wall steel tubing. All cars required to have a 4 point or main structure of the rollcage must be symmetrical in all directions. Minimum length for door bars is 42 inches. Total height of rollcage to be 40-1/2" from bottom of frame. Halo to be no less than 1" lower. Width of halo to be no less than 46 inches outside to outside of tubing. Dashbar required, along with an X-type member across and behind driver. One piece of tubing running diagonally or perpendicular between halo in top of cage centered is required. Four curved horizontal door bars with minimum 6 inches between driver's side door bars and passenger side door bars, outside to outside. A so-called "Petty bar" must run from center of cage to upper right front halo. Require 1/8" minimum steel plating of driver door bars.
- Main frame rails and clips may not be pierced or drilled or otherwise altered for purpose of reducing weight.
- Pipe size used for roll cage must be minimum 1-3/4 inches O.D., with thickness minimum .095.
- Bumper brackets must be in stock locations. All bumpers must be mounted by shear pins.
- Doors must be securely fastened.
- Refer to diagram for roll cage and front hoop construction/front and rear hoops allowed. Mandatory 4 curved bars in driver's door, minimum 3 bars in passenger door constructed of .095 1-3/4" O.D. tubing. Inner door panel may be cut out. All roll cage tubing must be minimum .095".
- Interior cutting of floorboards allowed. Left side inner door panels for door bars can be removed, along with interior roof panels. Rear tubs may be removed. Inner fenders, front and rear, may be removed. (See #8 interior Detail below).
- Spoilers allowed maximum 3" height and maximum width of trunk only.
- Interior Detail:
 - A full width dash is required in all cars. Vertical surface of dash must project in a single plane across the car. Top horizontal plane of the dash should carry forward to the firewall and enclose entire area beneath windshield. Instruments must be neatly mounted to vertical plane of dash panel.
 - Interior of car must be completely enclosed in respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be minimum of .020 inch thickness of steel.
 - Right side floor pan may be level with transmission height or drop back down level with floor on driver's side. SEE DIAGRAM.
 - Only one 3 inch spot mirror inside car approved. Cannot extend outside of the windshield "A" pillar. No side mirrors.
 - No rub rails allowed outside car.

5 Crate Engines:

- WMMP SUPER SPORTSMAN SPEC ENGINE OPTION I
- The ACT FTS spec engine options is available. The engine is received complete, less carburetor and pulleys and include an RPM Performer intake from Butler & MacMaster.
- WMMP SUPER SPORTSMAN SPEC ENGINE OPTION II
- FTS spec engine #RPM602 is available from RPM Engines in Georgia, Vermont.
- For pricing and ordering information for an ACT Tiger Sportsman spec engine, please contact builder, Butler & MacMaster directly at 207-623-8895 or Rick Paya at 802-524-7406
- The 602 crate motor has to use a 1 7/16" restrictor plate (Part #: RMP 1435)

6 Engines:

- Like engines of different year may be used if ALL measurements are alike and bolt-on equipment fits that engine.
- Any engine parts used must be stock for manufacturer's line including intake and exhaust. Intake manifolds may be interchangeable with option of stock intakes being swapped in tech inspections between teams and/or track officials at the direction of track officials. All Tiger motors will be required to run ACT restrictor plate at a cost of \$20.00. RESTRICTOR PLATE AVAILABLE ONLY THROUGH ACT OFFICE, OR THE ACT TECH TRAILER ON DAY OF RACE.
- Stock cast iron exhaust manifolds mandatory. Two and one quarter (2-1/4") inch inside maximum exhaust pipe extending front manifold to outlet must maintain 2-1/4" maximum INSIDE. Exhaust must extend driver's compartment and exit duals.
- Factory Stock engine components only.
- Piston must be four valve relief O.E.M. ONLY
- Maximum bore size .040 over stock.
- No planing, porting, polishing, decking or flowing heads or blocks. Factory Stock.
- Carburetor - 4412 Holley with 1" adaptor Canton part #85050 unaltered, with ACT restrictor plate. No carb hat air deflector devices allowed. Top of air cleaner must be metal or aluminum.
- NO HEADERS. Mufflers may be removed. No balance tubes or H pipes. No interconnecting exhaust tubes. Stock cast iron exhaust manifolds only.
- Alternators must be used and in working order, and run off front of motor.
- Aftermarket oil pans and oil pumps are allowed.
- All intakes and water pumps used must be cast iron.
- Electric fans allowed.
- Head rule with 1.72 valve head will be enforced. A one piece OEM stainless steel valve will be allowed.
- Maximum valve size listed below:
 - Chevrolet 1.72"IN 1.500"EX
- Aftermarket front motor mounts recommended. Bell housing rear motor mounts optional.
- Any flat tappet hydraulic or solid cam shafts allowed.
- Maximum 3/8" screw in studs allowed. Drilling and pinning of press-in studs allowed. 1 piece valves allowed.
- OEM starters or aftermarket high torque starters allowed.
- Maximum CID will be 8.5 compression. (.A .3 tolerance will be the MAXIMUM allowed. ABSOLUTELY NOTHING OVER 8.8 COMPRESSION WILL BE ALLOWED, AS DETERMINED BY OFFICIAL WHISLTER MACHINE).

7 Transmission:

- Transmission must be stock standard 3 speed, no automatic allowed. Steel type bell housing mandatory. Mandatory bell housing must remain 360° and shall not be altered, except for inspection hole not to exceed 2" in diameter to be drilled in bottom of bell housing.
- Standard clutch (10.4") and flywheel assembly only. One clutch, one diaphragm-type pressure plate only allowed. No lightening of pressure plate. No aluminum pressure plates allowed - must be completely steel. Inspection hole must be drilled in bottom of bell housing unit for inspection viewing. Flywheel, clutch and pressure plate must weigh minimum of 31 pounds.
- Drive shafts must be O.E.M. steel only and painted white. No aluminum drive shafts allowed.
- Transmission cross member NOT required, however rubber or solid mount for transmission IS required.

8 Suspension:

- Any minimum 5" coil spring allowed on coil spring car. No spring rubbers will be allowed. Front "A" arms must be stock or aftermarket option upper steel tubular control arm:
 - UB Machine part #15-0809-5R (right)
- OR
 - UB Machine part #15-0829-6L (left)
 - Port City part #100-06-800RHS (right)
 - Port City part #100-06-820LHS (left)
- and shall not be altered in any way except steel or urethane bushings will be allowed in front end only. MONOBALL BUSHINGS OR MONO STYLE BALL JOINTS ALLOWED. Rear trailing arms must be mounted in urethane or rubber. Following rear trailing arms are allowed: stock or DCA RaceFab part #17811 Upper, #17812 Lower. Reinforcing allowed. One shock per wheel made of steel non-adjustable. Maximum one-inch sway bar. Stock sway bar with adjustable links will be allowed. Aftermarket sway bar with attaching "I" bolts will be allowed, and must be mounting in stock position. No heim joints allowed. Four (4) jacking bolts will be allowed. Right front hub mandatory safety or aftermarket. NO LEAF CARS ALLOWED. The Pro Shock WB steel bodied series is mandatory. Stock GM unaltered front spindles only, must measure same left and right.
- Minimum ride height of 6" will be strictly enforced, measured with driver in car.
- Frames must remain stock metric frame with no altering allowed except where rules permit. Stock rails over rear end must remain to at center of rear end. Springs must be mounted in stock upright position, mounted on top of housing tubes, to be positioned center of stock rails as stock. Original spring cars can be removed but springs must remain 34 inches apart center to center of jacking bolts centered between frame rails. Stock control arms must be used on stock frame mounts for rear end. (Refer to diagram). Stock steering boxes only. No aftermarket steering boxes (I.E. Sweet, Howe type) allowed. No steering quickeners. No spring rubbers allowed.
- Any stock steel racing replacement steering linkage is allowed.
- No heim joints allowed

9 Tires:

- 8" TRACK TIRE, RACING SLICK ONLY. All tires must be approved.
- NEW: 2016
- Opening race day teams may purchase a maximum of 6 tires. The second race that you race in you will be allowed to buy 1 tire then, and every other week thereafter. All race tires will be impounded after the event is over with a maximum of 14 tires in inpound shed at tall times. New cars after the first event may follow the same tire rule but must start all races in the rear of regular cars for 3 consecutive races to be eligible to get the handicap.
- About midseason, tire sizes always seem to change sizes. At a prior announced time, the track will allow teams to exchange TWO registered race tires from thier inventory for a different size to fit thier own tire program if needed. Left for left or right for right side only. This will be a one time deal on the announced date. One week after LMS exchange thier tires, your exchange tires must be unmounted.
- 5 lug 15" X 7" aftermarket race wheels only with equal offset from left side to right side will be used on all four wheels. No bleed-offs allowed.
- Maximum tread width 60.5". Wheel spacers may be used but must be equal left to right.
- Fenders may be cut for tire clearance. Determination will be what the technical inspector feels is REASONABLE. There will be no argument. If in doubt, don't cut.

10 Rear Ends:

- Open or locked rear allowed. Locked rear end must be Coleman part #SP-801-28 (28 spline) or #SP-802-31 (31 Spline) ONLY. OEM rear disc brake mandatory. Brake bias device allowed. (Aftermarket brackets allowed - stock manufacturer's rotors, calipers, etc. ONLY). No cambered rear ends allowed. Must be driven with solid flange drive plates. All rear ends are MANDATORY floater type rear end. No aluminum tubes, no titanium or gun drilled axles and no aluminum center sections allowed.
- Gears with ratio between and including 3.55 and 5.19 will NOT be allowed. Maximum final drive ratio is 6.00.

11 Gas Tanks:

- The original gas tank must be removed from the original location under the trunk area, and fuel cell height must be 12" from ground to bottom of mandatory steel box housing can, must be safely secured in the trunk, horizontally centered between frame rails. All cars will have a minimum 15 gallon, maximum 22 gallon fuel cell MANDATORY, and a check valve in vent line is mandatory. Fuel cell must be enclosed in 20 gauge steel container.

12 Safety Equipment:

- All cars must have seat belts and shoulder harness - quick release aviation-type minimum 3" safety belts required. Stock passenger seat belts and harness not allowed. All seat belts must be bolted (NOT spot welded) to roll cage. No cam lock seat belts allowed.
- Aluminum racing seat is mandatory. Seat must appear as close to stock position as possible, securely fastened (bolted, not tack welded). (See diagram for installation instructions).
- There MUST BE a horizontal bar which attaches behind seat to prevent it from collapsing backward. A support for headrest or seatback extending to support back of head is mandatory. Splash guard is required behind head and shoulders.
- An approved driver's window screen mandatory. Required seat belt type latch. Must be attached at top and bottom front by single seat belt locking device and 3/8" steel rod top and bottom.
- It is mandatory that a fire extinguisher with working gauge be attached to the car interior, on driver's right side crossbar. Must be within reach of driver and accessible to safety crews from both left and right side, with a quick release. No taping allowed.
- All cars must have safety cut-off switch on driver's right side crossbar. Must be within reach of driver and accessible to safety crews from both left and right side, with a quick release. No taping allowed.
- Driver's fire retardant suits and gloves are highly recommended. The following are suggestions to aid in your safety: goggles, fire retardant socks, undergarments, racing type helmets - DOT or SNELL approved.

13 Safety:

- Minimum height - lowest 6", measured with driver in car Includes rocker panels, nose, frame, and lead mount.
- Height: a point measured 10" back from top of windshield to center of roof must be minimum 51" from ground.
- Minimum weight before race: 3,000 lbs.
- Weight may be added (lead bars must be 5 lbs. minimum and bolted securely to frame rails and may not be concealed). All weight (bolt-on) must be located ahead of centerline of rear axle and above or on inside factory frame rails. All lead must be painted white, with car # painted in contrasting color. Bolts must pass through lead, and must be secured with properly sized bolt and nut. No pinch bolts allowed.
- Maximum 55.0% left side weight rule (55.0% ABSOLUTE).

14 Miscellaneous:

- All brakes must be in working order. Front Rotors must be minimum 1" thickness.
- Hood thickness and trunk hinges are mandatory. Minimum three fast release hood pins must be in hood and two trunk pins required.
- Drive shaft must be painted white with safety loops.
- No two-way radios allowed.
- Driver must purchase driver license, and must present proof of issuance of license. Only licensed members will be allowed in pits at reduced fee.
- Battery must be housed and mounted securely behind driver seat, but remain outside of driver's compartment, and cannot be mounted beyond center line of rear axle.
- Entire front fenders and vertical sides of nose panels must be free for participating contingency award companies decals.
- Numbers will be assigned on the driver's license.
- Numbers will be at least 18 inches high and three inches wide NEATLY lettered. It is recommended that all numbers be as large as possible to facilitate scoring. Numbers must be in contrast to car body color. There will be numbers on each side of the car. There will be a number on the roof lettered to be readable from the scoring booth (on the right hand side of the car). There will be a number on the headlight cover lettered to read head-on, and one on the tail light cover for scoring and to aid in the line-up. There will be a number in the upper right (passenger) corner of front windshield to aid in line ups. Metallic numbers are not allowed.

15 Diagram Downloads (You will need to print each diagram individually):

- Diagram 1: Chassis
- Diagram 2: Interior
- Diagram 3: Fuel Cell
- Diagram 4: Seat Belts

16 New For 2016

- Opening day teams may purchase a maximum of 6 race tires. The second race that you race in you will be allowed to buy 1 tire then every other week there after. All race tires will be impounded after the event is over, with a maximum of 14 tires in impound shed at all times. New cars after first event may follow same tire rule: but must start all races in the rear of regular cars for 3 consecutive races to be eligible to get handicap. About midseason tire sizes always seem to change sizes, so at a prior announced time the track will allow teams to "exchange" 2 (TWO) registered race tires from your inventory for a different size to fit your tire program if needed. Left for left or right for right ONLY. This will be a one time deal on the announced date, one week after LMS exchange there tires. Exchanged tires must be unmounted!!

17 Other

- IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.
- 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 obtained, read and understood a copy of the current rules, and complied with

these rules. NO EXPRESS 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.

- Rules subject to change
- For more information call: White Mountain Motorsports Park: 603-745-6727