



## WISCONSIN INTERNATIONAL RACEWAY QUARTER MILE LATE MODEL SERIES (WIR QMLMS)

### 2026 WIR QMLMS Rules and Regulations

**Purpose:** All of our rules are designed to keep racing costs at a minimum and provide a way to get into an affordable low-cost late model stock car. This class will race on the WIR quarter mile every other week and travel to other race tracks, which will allow new drivers and teams to race, and experience setting up a late model chassis without the cost of more expensive classes. Our rules package will revive older late model chassis, get them back on the racetrack and help put more fans in the stands.

**General:** Rules and procedures will be set and enforced by the WIR QMLMS Advisory Board. WIR QMLMS tech officials will handle the technical inspection process. Changes due to safety, rule clarifications or equipment costs will be reviewed by the 5-member advisory board. All car owners and drivers must fill out and sign the WIR QMLMS Tech sheet before your first day of competition. All drivers must be FRRC members. Drivers must be at least 16 years of age to compete. A driver of age 13-15 may be allowed to compete with approval from the 5-member advisory board. Procedure for approval shall be as follows: The car owner must formally submit a driver request form documenting a minimum of at least 3 years of consistent racing experience to the 5-member advisory board. After reviewing this formal request, the final decision for approval will be made by the 5-member advisory board. Driver **MUST** receive approval prior to competing in any race events. Drivers under 16 and rookies **MUST** display stripe on bumper. Team driving is allowed. Driver(s) must notify the advisory board before competing. Points will be accumulated as a team instead of an individual driver. If a team intends to split driving on the same night, the following procedures will apply. Feature #1 line up position would follow WIR QMLMS line up procedures. Regardless of the finishing position in feature #1, the driver taking over in feature #2 would start in the rear of the field. Any questions regarding rules and regulations can be addressed by contacting advisory board members. (See Note 1 for contact list)

**Procedures:** A group scuff/practice session will occur each race night followed later by a group qualifying session. Races will consist of two 15 lap features. Money and gift certificates for payout come from FRRC and sponsors the WIR QMLMS advisory board has solicited. Please support these sponsors. Decals provided **must** be displayed in specified locations on the car to receive payout (See Note 3).

## **2026 WIR QMLMS Specifications**

### **SAFETY EQUIPMENT**

**1a. SEATS** - Approved aluminum driver's seat is required. Seat must be fastened to the frame/roll cage and located to give adequate distance from the driver's arm to door bars. Shoulder supports are required on both the right and left side of the seat along with a head support being required on the right side. Full containment seats are recommended (NO Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo.

**1b. SAFETY BELTS** - Belts must be in like new condition. No frays, fading or damage. Minimum 3-inch wide lap belt, 3-inch wide shoulder harness. Submarine (crotch) strap required. 2-inch HANS approved shoulder harnesses allowed. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required. Shoulder harness must not be anchored lower than 2-inches below the driver's shoulder height. 6-point belts (double crotch strap) are recommended.

**1c. DRIVING COMPARTMENT** – Cockpit must be completely sealed off from the engine compartment and fuel cell. Roll bar padding required around the driver. A securely mounted operational 2-½ pound minimum fire extinguisher visible gauge for inspection purposes is required. The extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net is required. Size minimum 16-inch x 20-inch ribbon or mesh style and must be mounted to the roll cage so the latch is at the top & front of the window. Clearly labeled push-pull or toggle type kill switch accessible from either side of the car. A gas pedal toe bar (kick-up) is highly recommended. No driver adjustable devices are allowed while the car is in competition except a brake adjuster. No carbon fiber interior components will be allowed. No digital gauges allowed.

**1d. DRIVER'S ATTIRE** – Complete SFI- approved fire-retardant driving suit and gloves are required. Eye Protection and a Snell SA-2015 or newer helmet required. Snell "M" or D.O.T helmets NOT allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. Officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update their safety equipment.

**2. ENGINES** – GM 602 Crate engine is the only engine allowed in this class. Stock and Sealed GM 602 Certified or IMCA sealed 602 crate engine: P/N #19258602 or 88958602. Must be used as produced from factory: Crate engine may not be altered from factory specs. Different, altered or missing GM seal, bolts or cable locks will result in disqualification. A GM 602 crate motor may be rebuilt by any IMCA certified repair center or the UMA authorized repair center which is Wegner Automotive Research. Tech staff reserves the right to impound motors for inspection or dyno testing.

**2a. CARBURETOR** - Holley 650-HP P/N 80541 or stock 500 CFM 4412 two barrel. No modifications, 1 inch spacer Max 1.25 with gaskets tapered spacers and inserts not allowed. Double return springs required. 4412 50# weight break

**2b. IGNITION SYSTEMS-** HEI distributor with coil in cap only. **NO** multiple spark controllers allowed. MSD soft touch Rev control part # 018-8728 or 018- 8727 CT **required**. A maximum 6200 RPM chip required. Control must be mounted out of reach of the driver. All cars must have ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible for emergency personnel.)

**2c. HEADERS** – GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135 CM2: No modifications. Exhaust must exit behind the driver. Mufflers are mandatory.

**2d. AIR FILTER** – No cowl induction. Max 14” x 4” tall.

**2e. Engine location** - Engines will be allowed up to 4” set back. Engine must be located so that the center of number 1 spark plug is no more than 4” behind the front axle centerline. 2” offset of the tire centerline will be allowed. Oil pan may not sit lower than the frame kick up point. (See Note 2 with figure 2a shown). Engine skid shield recommended. 1/8<sup>th</sup> steel or 3/16<sup>th</sup> aluminum.

**3. CHASSIS & ROLL CAGE** Chassis must be at least 5 years old. Fabricated chassis 2 x 3 x .083 tubing minimum or stock stub allowed. 4 post utilizing 1.75 x .095 wall tubing. Door bars and foot box must be plated. No aluminum allowed in the structure of the chassis. Steel front and rear bumpers must be constructed as a late model type. NO heavy-duty bumpers or nerf type bars allowed. Officials will inspect and approve chassis construction. Exotic, Light weight or “Special” built cars NOT allowed (I.e. Toby Car, FURY, Rowdy). Exception to 2x3 rule would be older Coleman Chassis type with 2.5 x 2.5 and 2x2 allowed.

**4. WHEELBASE & TREAD WIDTH** - Minimum wheelbase 102". Maximum track width is 66 inches.

**5. BASE WEIGHT**- All cars 2800# with 60% Max left side. Total weight and deductions must be displayed on A-post. All weights include the driver. Weight is pre-race and qualifying with fuel allowance of one pound per lap for total weight. No moving weight devices allowed. Lead or steel type ballast mounted securely. All ballast must be painted white and lettered with car number.

**5a. Weight deductions 25 pounds each** – Four (4) GM style caliper with one or two pistons, manual rack, stock mount starter, Solid rear axles, 7-¼ clutch, steel drive shaft. The as produced GM 602 crate motors that are UMA, IMCA, certified and sealed. See also Rule 10 for sealed shocks. A maximum of four (4) weight deductions allowed.

**5b. Weight deduction 50 pounds** – If using 4412 carb, you may claim a maximum of (4) four weight breaks totaling 125 lbs for a minimum weight of 2675 (3-25#) and (1-50#)

**6. FRONT SUSPENSION & SPRINGS** - Independent front suspension with articulated upper and lower control arms are mandatory. Only (1) shock absorber, spring and spring rubber allowed per corner of the car is permitted. Front springs must meet 200# minimum spring rate and must be magnetic steel with maximum MSRP \$105 per spring. NO bump-stops/rubbers, compression/rebound limiting or coil bind set-ups. NO chains, bolts, strap devices to limit or stop suspension travel. Pre-loaders of any type are not allowed.

**7. SWAY BAR** – 1 piece Sway Bar, or 3-piece splined bar.

**8. STEERING** - Power or manual steering allowed. No electronic power steering allowed. 25 pound weight break for manual steering.

**9. REAR SUSPENSION** - Rear suspension must be solidly mounted. Heim joints only, no rubber bushings, 3 link only, and no birdcages. Trailing arm must be under the rear axle tube and attached at 6 o'clock position. Only (1) shock absorber, spring and spring rubber allowed per corner of the car is permitted. No progressive springs allowed. Maximum MSRP \$105 per spring

**10. SHOCKS** - Shocks can be removed and/or disassembled for inspection at any time. Car owner is responsible for reassembling shocks after tech. WIR QMLMS Board reserves the right to choose the inspection facility.

Only one (1) shock and spring per wheel. There can only be one spring rubber / one coil per corner. No bump stops or cushioning devices, internal or external. Shock must not stop movement before the car bottoms out. Must be mounted as/in a conventional style and be hydraulic type. Coil over style only.

Any rebuildable nonadjustable shocks that have a \$280 MSRP or less excluding coil over kit are allowed. Any non-current shocks will be up to the discretion of tech to qualify for the \$280 MSRP rule. No external adjustments on any shock. The only part that can be changed is the shims for compression and rebound. Shock components must match for that make and model

Koni 30 series ACT sealed rebound adjustable shocks qualify for a 25lb weight break. Must have rubber bumpers removed. Must have Koni 30 series on all 4 corners for weight break.

Sealed non-serviceable non-adjustable shocks with MSRP of \$240 or less qualify for a 25lb weight break. Sealed non-serviceable non-adjustable shocks must be on all 4 corners for weight break.

Shock may have extensions for fitment.

No eliminators. Shock must extend/compress as the car is presented to tech. No pre-loaders on any shock. No shock covers.

**11. SPINDLES & HUBS** - Any steel spindle allowed. Aluminum steering-arm and ball-joint mounts allowed. Aftermarket hubs with 5/8 inch wheel studs required, no gun drilled studs permitted. Hub price - maximum \$225 MSRP. No magnesium hubs allowed. NO oil filled type hubs allowed. Roller bearing only, ball bearings not allowed.

**12. BRAKES & ROTORS** - Four wheel brakes required at all times. Four piston calipers with maximum MSRP \$250 each. Single or dual piston "GM" type calipers, 25 pound weight break.

**12a.** Dual master cylinder after-market brake pedal is allowed. Only one brake bias adjusting unit allowed.

**12b.** No scalloped, floating or self-centering rotors. No ABS units, brake recirculation systems, thermo lock pistons or floating caliper brackets. No brake ducting, "wheel fans" or blower motor devices allowed. Directional vane rotors allowed. Maximum MSRP \$130 each.

**13. REAR END** - Stock or quick change units with steel tubes, spool or locked, 10" ring & pinion. No cambered tubes or bolt on snouts allowed. Magnetic steel axles only and

must be a minimum 1.125" O.D. with the same size on both sides. Gun drilled axles must have the same ID and OD on both sides. Solid axles 25 Pound weight break. One piece straight spline drive plates only. No lightweight EDM ring and pinions, polished or light weight internal parts. Drain plugs must be safety wired.

#### **14. DRIVETRAIN - CLUTCH, TRANSMISSION & DRIVESHAFT –**

Transmission must be OEM 3 or 4 speed. Must have at least two (2) forward gears and one reverse, plus a neutral position, with engine running and car in still position, must be able to engage the car in gear and move forward, then backwards. Transmissions must be OEM, NO aftermarket Transmissions such as: Richmond, Roltek, G Force, Hightower and clutchless transmissions such as Bert Brinn Falcon are not permitted. Performance grade stock or racing clutch permitted. Minimum diameter 5.5". 7 ¼" clutch, 25 pound weight break. Spoked flex plates not allowed. No carbon fiber clutches allowed. Aluminum drive shaft minimum O.D. of 3". Steel driveshaft must be painted white 2 ½" O.D. min only, 25 pound weight break. Safety hoop required on front half of drive shaft. The driver must be protected from the drive shaft by a 1/8" plate along the right side of the seat and leg. All plugs must be safety wired.

**15. RADIATOR/COOLING** - Overflow must exit underneath the car & *must* have a catch can, no anti-freeze. Radiator, hoses & cooling system must not exceed total \$500 (No high dollar radiator and oil cooler systems).f

**16. BATTERY** – 12-volt system max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch mandatory and must be located in center of driver compartment accessible to the safety team from the passenger side window. No alternator.

**17. FUEL & FUEL CELL** – 8 to 22 gallon fuel cell with flexible bladder and 1/8 / 11– gauge steel fuel cell can recommended. A 1/8 inch steel or 3/16 Aluminum fuel cell protector plate required front, side, and rear if you are using a plastic cell or if fuel cell can be made from steel less than 1/8 steel. The top of the can will use 18 or 20 gauge top and cell must be banded both ways with two steel (1" x 1/8") straps in each direction. No remote dry break fuel filters or U shape fuel cells, all fuel cells must be mounted behind the rear end. Fuel cell minimum height is 10 when checked on body inspection 4-inch blocks.

**17a. APPROVED PUMP FUEL ONLY** - Pump gas only that contains no race fuel, no alcohol, 93 octane maximum. No oxygen bearing or performance enhancing additives

may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. E- 85 is not allowed.

Fuel samples may be sent in from any team, at any time to be analyzed. All samples will follow the procedures laid out by the testing lab, sealed, signed by the car owner and sent to the testing facility.

**18. WHEELS** - Aftermarket made for racing, 15" x 10" inch maximum. Minimum wheel weight 17 pounds. Steel wheels only permitted. No tire pressure reliefs or bleeders of any kind allowed. Minimum 1" lug nuts required. No Aluminum.

**19. TIRES** – New tires are **PROHIBITED**. Used ★ST1 and ★ST2 Super Late Model take offs only! ★ST1 may be mounted on the left or right side. You will have a tire sheet at the start of each race event. Upon arrival the competitor/car owner must document the following for the 4 tires being used for competition that night & 2 spares: Tread depth, bar code, race team acquired from & where the tire was raced at. Tire sheet must be completed & turned in at the time race tires are inspected/checked by tech staff. Failure to submit a tire sheet at time of inspection will result in starting at the back of all race events for that evening.

The tech staff will determine a used tire based on the following criteria: Previous markings on SLM tire, where the used tire was raced at, race team acquired from, tread depth, durometer reading, along with physical condition of the tire. Maximum average tread depths allowed are as follows: ★ST1 = 6/32" & ★ST2 = 5/32".

Once approved, the four (4) tires that will be used for competition for that race event will then be marked before practice. If you need to change a tire for any reason prior during that race event, you **MUST** get approval from tech staff.

**19a. TIRE PENALTIES** - Chemical treatment of tires (softening), alteration of any marked SLM tires, bar codes, or misrepresentation/falsifying of tire sheet, will result in disqualification from the event, loss of prize money and points for the entire race night. You will also be suspended from the next racing event. A second offense will result in suspension for one calendar year. Tech staff decisions will be final. Tire samples may be sent in from any team, at any time to be analyzed. All samples will follow the procedures laid out by the testing lab, sealed, signed by the car owner and sent to the testing facility. Points and pay will be withheld until test samples have been declared legal. Please respect this tire rule. Used tires will provide equality, competitive racing, save money, and keep this class affordable.

**20. BODIES** – Only ABC and Nexgen ABC body. Spoiler must be clear & see through (No lettering or paint on either side). All measurements will be on 4 inch blocks.

**20a. RUB RAILS** – 1x1 rub rails allowed with tapered ends.

**20b. AIR FILTER** – May stick through hood 1-1/2 inches

## **21. RADIOS – ELECTRONICS – TRANSPONDERS**

**21a. TRANSPONDER** - Mandatory and located 8" forward from center of rear axle.

**21b. RACE RECEIVERS** - Mandatory for race director communications. The frequency is 454.000. If a driver is found to not have communication with track receiver, whether through spotter communication or in the car, they are subject to additional penalty.

Penalty may include but is not limited to: Written warning, starting at the rear of the next race, or loss of points and/or pay for that race. This decision will be made by the WIR QMLMS board with influence from race control.

**21c. RACECEIVER LITECEIVER-** Highly recommended & may be mandatory in 2027.

**21d. RADIOS-** 2-way-radios are suggested. Not mandatory. Cars without radios must display a "No Radio" decal on the left corner of the spoiler.

**21e. ELECTRONICS** - No Data Logging gauges, or data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed. A maximum of (2) Go Pro type cameras allowed and must be pointing out the front or rear windows.

**22. TESTING POLICY** – No testing allowed on the same day as the racing event.

**23. TECH INSPECTION** - All cars are subject to inspection ANYTIME before, during, or after a race. Officials reserve the right to disqualify cars, require changes, and confiscate illegal parts.

**24. ILLEGAL EQUIPMENT**– Penalties & disqualifications can result in up to a 1-year suspension, loss of points and earnings. All illegal parts are subject to confiscation. The final decision on penalties and disqualifications will be determined by the 5 member advisory board. The board may seek input from the tech officials and division representative.

## **25. RULE INFRACTIONS**

**MAJOR RULE INFRACTIONS:** Altered from OEM spec 602 crate engine. Falsifying weight breaks, non-approved tires or chemical treatment of tires (softening). Traction control and unapproved fuel. Failure to tear down the car for tech inspection when

requested. Failure to surrender an engine or shock for dyno testing. Failure to surrender to WIR QMLMS Tech Inspector or Board member any part and or equipment found during an inspection that does not meet WIRQMLMS specifications. Harassment, verbal abuse or assault to any Tech Official, Board Member or any persons serving under the direction of the WIR QMLMS. A major infraction minimum penalty will result in a loss of points and money for the event. Depending on the severity of the infraction a suspension may also be given. Harassment, verbal abuse or assault will not be tolerated.

**MINOR RULE INFRACTIONS:** Anything that is not a major infraction. Depending on violation severity a minor rule violation penalties may include the following: a written warning, loss of pay and or points for that race. A minor violation may also include loss of pay points for the night event.

The WIR QMLMS Board and Tech Official will be the determining body for the appropriate penalty of any major or minor infractions.

## **26. PROCEDURES**

**26a. DRIVER CONDUCT:** The QMLM Board reserves the right to administer penalties due to poor driver conduct on and off the race track. Examples of poor driver conduct may include but not limited to: continued Not picking a lane or Blocking, over aggressive driving causing caution. Nonfunctional race receiver, speeding through the pits, unsafe behavior in tech inspection area, fighting and verbal abuse

Penalties may include, but not limited to: Written warning, starting at the rear of the next race, or loss of points and/or pay for the race. This decision will be made by the WIRQMLMS Board with advisory from FRRC race control.

**26b. APPEAL PROCESS** - Drivers may file an appeal in the event of an infraction or disqualification. Drivers may only file an appeal for themselves and not for fellow competitors. Drivers will be given until 9pm the following day of the infraction to file the appeal. The appeal shall be presented via written email or paper form to a WIR QMLMS Board Member or to the driver representative.

Please include:

1. The infraction/disqualification you are appealing
2. The reason(s) why you feel the infraction is not correct
3. Your desired outcome from the appeal

The WIR QMLMS Board will discuss the infraction further with the technical inspector and the driver representative. The Board will then vote on the appeal.

The cost of the appeal will be \$100. If you win your appeal, there will be no cost. If you lose your appeal you will be charged \$100. If you do not pay for your appeal it will be taken out of any future pay. The \$100 will then be added to the general WIR QMLMS race funds.

**26C. FEATURE LINE UP** - *Feature #1* will be lined up with a maximum invert of 12 cars in the qualifying order. The 13<sup>th</sup> place qualifier and all cars in positions below will start behind the invert. Any car that qualifies .500 seconds slower than fast time will be lined up at the rear.

*Feature #2* will be lined up based on the finishing order of the first feature and qualifying times. Drivers finishing in the top half of *Feature #1* are automatically inverted to the rear. (Example: In a 13 car field, 1st-7th would be inverted to the back). Drivers finishing in the bottom half of *Feature #1* will be inverted at the front based on qualifying times. (In a field of 13 cars, 8th-13th would be inverted based on qualifying time towards the front of the second feature). Any car that qualifies .700 seconds slower than fast time will be lined up at the rear for *feature #2*.

No car will start on the front row of both features at any time. If the lineup works out so that a car is scheduled to lineup on the front row of both *Feature #1* & *Feature #2*, that car will line up behind the inverted cars for *Feature #2*. All cars 1 lap down or more will start at the rear.

In the event qualifying is cancelled or does not occur for any reason, the lineup for *Feature #1* will be inverted based on current point standings with a maximum invert of 12. *Feature #2* will be a full invert of the finish of *Feature #1*. All lap down cars from *Feature #1* will start at the rear for *Feature #2*

**26D. POINTS SCHEME**

Position	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Qualifying	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
Feature	62	59	57	55	53	50	48	46	44	42	40	39	38	37	36	35

**RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events sanctioned by WIR QMLMS and to establish minimum acceptable requirements for WIR QMLMS sanctioned events. These rules shall govern the condition of all WIR QMLMS events, and by participating in WIR QMLMS events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF 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 WIR QMLMS advisory board shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her 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.

Any new components including engine components, body designs, frame type utilized in competition must be approved by WIR QMLMS officials prior to being introduced into competition.

All rules are designed and implemented to support a balance between competition and entertainment value. *The WIR QMLMS advisory board may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.*

**Notes:**

**5 Member Advisory Board:**

Pete Berken	920-915-7630	Peteauto04@yahoo.com
Brandon Reichenberger	920-284-1915	brandon.reichenberger@gmail.com
Clint Smith	920-740-2356	cbsracingclintman@gmail.com
Jeff Vandermolen	920-279-3048	jsvracing3033@gmail.com
Lowell Bennett	920-428-7612	lowellbennett02@gmail.com

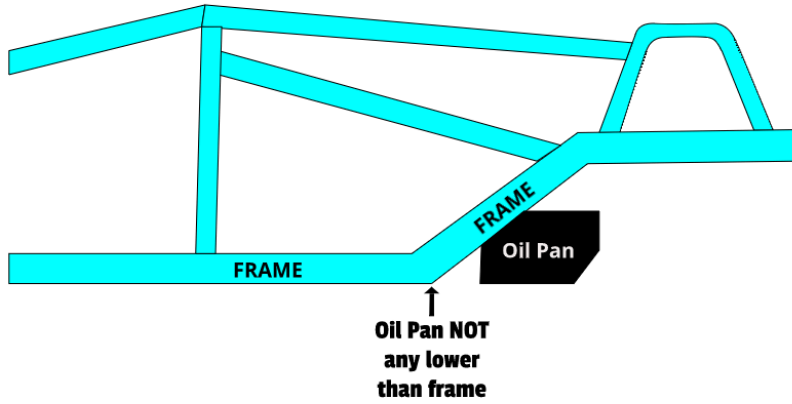
**Driver Representative**

**Head Tech Official**

Dan Watry                      Cell: 920-716-4452      Email: danw67@att.net

**NOTE 2: Figure 24 – Oil Pan height**

**Right Side Frame View**



**NOTE 3: Sponsor and contingency decal placement**

All contingency sponsor logos/decals provided to teams, **Must** be placed in the specified locations on the front fenders. Windshield & roof.

