

Northwest Jr. Late Model Series 2021

This is a SERIES in 2021 that will compete at Wenatchee Valley's Super Oval, Hermiston Raceway and Stateline Speedway. This is a series to promote

Driver eligibility;

1- Drivers must have prior racing experience and each driver must present a racing resume for approval. E-mail Jeremy@wvso.com

2- Drivers must be no younger than 12(11 with previous Jr Late Experience) and no older than 16 years of age. Drivers that turn 16 during the season and have already begun the championship are eligible to continue for the remainder of that season. (Note, there is an exception process we have set up for drivers older than 16 that lack the proper experience to compete in the Jr Late Model Series. Please contact Jeremy for more information about this process).

3- The parent or legal guardian of a driver must sign the minor's release available at wvso.com .

2021 NW Jr Late Model Rules

- BODY and CHASSIS - Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body, body must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than a small opening at the windshield for air to the carburetor, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location.

No under body air deflectors or wings of any kind. Teams are allowed to mount two ½" tall roof rails running front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid. No passenger windows are allowed, maximum for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door up to the A-post. No fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal. Ride height rule; all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales, if your car drags on the scales you will not pass tech and will be forced to return to your pit area for corrections.

Rear Spoiler may be no wider than 60", and no taller than 6 1/2". Spoiler must be centered on the rear bumper cover and may not be offset in any direction. There may be NO forward support of any kind, no boxed ends or runners. No Gurney lip, or any type of wicker bill on the upper edge of the spoiler. It is mandatory that the Upper 2/3's of the spoiler and the rear window of the car be made of "clear" lexan to enable other drivers to see through them. Maximum quarter panel height is 34.5".

2. ENGINES - Any cast iron block wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only a single 4bbl carburetor allowed. The open engine car weight for a straight rail chassis is 3,000lbs and a maximum of 58% left side weight. The open engine car weight for a perimeter chassis is 2,950lbs and a maximum of 58% left side weight. Maximum RPM for the open engine is 6,000 and cars must run a 6,000 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192.

602 crate engine cars that have a straight rail chassis are to be a minimum of 2,900lbs total weight and a maximum of 60% left side weight. 602 crate engine cars that have a perimeter chassis are to be a minimum of 2,850lbs total weight and a maximum of 60% left side weight. Maximum RPM for the 602 crate engine is 6,000 and cars must run a 6,000 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192. 602 engines must remain OEM from factory and may be either GM factory break off bolt seals or new GM factory style seals. All crate engines may be removed for inspection at any time after an event, especially if they are the old style break off bolt seals.

All cars must run a 6,000 rpm chip; this includes 602, and the open engine in the Jr. Late Model Series.

The engine set-back rule is 2" back for all open engines (the center of the forward most spark plug hole to the center of the upper ball joint on the same side). Maximum engine set-back for the 602 crate engine is 6" measured the same way. Any single 4bbl carburetor allowed on all engine packages.

Restrictors / You may run any four barrel carburetor. All cars must run a Keyser ½" governor plate part number 100 12600 with the 1.000 inserts/restrictors in them. The part # for the inserts is 100 126100. The only spacer allowed is the ½" Keyser plate.

The cost of the Keyser Governor plate is roughly \$67.00, and the cost of a set of restrictors is \$30.00. They can be purchased from Keyser Manufacturing (Port City) at 800-472-2464 or from Summit Racing at 800-230-3030.

NOTE, All stock type steering box cars with stock type lower a-arms (cars without rack and pinion) with 5" or bigger diameter springs on the front suspension will receive a 30 pound weight break off all engine and chassis combinations.

3. TIRES AND WHEELS - Tires are the Hoosier 8.0-15/970 treaded tire. Tires MAY NOT be cut, soaked or altered in any way. Any team wishing to run used tires must submit the tires for inspection and scanning prior to qualifying.. Wheels must be steel and not exceed 8" in width. Competitors must start the race on the tires they qualified with.

4. SUSPENSION - Minimum wheel base is 101", rear wheel drive cars only. Any steel shock, all external parts must be steel (Aluminum rod end on the shaft end ok, and an aluminum thread in body cap on the shaft end is ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock. REAR SUSPENSION – No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No bird cages of any kind (3 or 4 link). Trailing arms must mount to

the rear end and chassis in a solid manner (heim allowed). No springs, sliders, rubber biscuits allowed on any of the rear trailing arms. Truck arm suspensions will be approved on a race by race basis. Any non-traditional rear suspension layouts will be approved on a race by race basis.

All cars will not exceed 79" inch track width, it will be measured from the bulge outside to outside of the front tires at the spindle height. No independent rear suspension.

5. No traction control devices. Only one ignition box allowed and ignition box will be mounted as far to the right side of the car as possible with the chip or RPM dial facing the right side. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.

6. FUEL - All cars must run 110 race fuel, E-85 race fuel or Stock 91 Octane with no additives or No mixing of multiple fuels.

7. Drive shaft, NO carbon fiber drive shafts allowed.

8. SAFETY – Approved seat belts and double shoulder harness and a crotch strap is required, no older than five years. A full face helmet required with a 2010 (recommended 2015) Snell sticker. SFI rated full driving suit and gloves for fire protection mandatory, SFI undergarments are recommended. Driver's window must be equipped with a safety net and quick release latch of minimum size 22" wide by 16" high. Resilient padding must be installed anywhere the driver can reach on roll bars. Onboard charged Fire System Mandatory. Head and Neck Restraint System mandatory. All teams must have a 10lb fire extinguisher in their pit at all times. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew. Batteries must be securely mounted outside of the driver's compartment. 1/16" steel side plate in driver's door is mandatory. Roll cage must be constructed of 1 3/4" o.d. x.090 round tubing, the main frame and bolt on clips from the radiator area to behind the fuel cell must be made of steel, main frame must be minimum 2"x3" rectangular steel.

Top of Front Window is reserved for Sponsor Sticker provided by Tracks/Series.

Drivers Must have Spotter in Spotter stand at alltime the car is on the track. Spotters must monitor raceveiver or race control at all times.