

**IMPORTANT: Before you show up, purchase or start to build one of these beauties it is highly advised that you contact your division leader!**

## **Rules & Regulations for the Early Late Model Division**

1. Before you build or buy a car – call a division director. This is a must!!  
You need to know what division your car will be in.
2. American cars only
3. 1949 to 1967 bodies only
4. No El Camino, Ranchero, Pickups, Wagons, Convertibles, No Pony Cars
5. Stock main body- no glass bodies
6. Any American made, single carbureted, naturally aspirated, factory engine, with no more than 8 cylinders. Remember. They are old cars. They should look it!! Pre-80's engines look like that.
7. Any Transmission, automatic, 3 speed, 4 speed, 5 speed, OEM style
8. Any tires, any slicks, 8, 9, 10 wide, no cracks, cuts of canvas- no snows
9. Rear ends – solid housing only, leaf springs, coil springs, truck arms ok, and no independent rear axles. Racing axle on right rear highly recommended.
10. Chassis- new construction, no coil over, no rock & pinion steering,  
No pro-stock chassis as of 1/15/11 till this time forward.  
No Full Tube Chassis.  
Car must have at least a stock front clip.
11. **\*\*Any Fabricated Steel Panels Must Be as Close To Stock As Possible\*\***

***Please consider this... Make an effort to fulfill your commitment to your division. If you fail to fulfill your commitment it leaves the rest of the division hanging and could even result in the cancellation of the Hobby Race because of lack of cars. If you make a commitment to race at one or all of the events but something prohibits you from attending, you must call and communicate this to your division leader ASAP!***

Contact:

Parker Long, Early Late Model Director  
(207)350-2615

# Safety Regulations

## ALL CARS:

1. Must have a fire extinguisher within the reach of the driver. 5 lb. minimum. State dated tag or gauged style indicated.
2. Must be dated seat belts (5 years from manufacture date or build) 4 point minimum to secure cage, no chains and must be mounted no more than 2" below driver's compartment.
3. Must have a full firewall, front and rear, and floorboard in driver's compartment.
4. Must have full cage, minimum 8-point system. 3 bars minimum LH side, steel plate on LH side, 2 bars minimum RH side. Inspection of originals-vary-should be padded
5. Must have a racing seat only. No fiberglass seats. Secured to roll cage with minimum of six (6) bolts.
6. Must have at least ½ windshield with brace. Lexan OK. No other window glass.
7. Must have a window net on the driver's side front window.
8. Must have hoods and truck lids bolted, pinned or strapped securely. Doors welded or bolted. No loose body parts, bumpers, pipes etc.
9. Must have bumpers on front and rear.
10. Must have wheel studs that protrude from the wheel nuts, 1" racing nuts.
11. Must have an electric shutoff with a main disconnect and a fuel shut off in reach of the driver. No electric fuel pumps.
12. Must have a minimum of 2 mirrors.
13. Must have brakes, 4 wheel (no leaks) – No compression fittings – No copper line.
14. If battery is inside the car it must be secure and covered (not on the floorboards)
15. Fuel tanks must be a fuel cell only and be secured in trunk area only.
16. No glass fuel filters unless stock on fuel pump (covered)
17. Radiators, no antifreeze (1 gallon overflow minimum)
18. Must have 2 return springs on carburetors opposing.
19. Must have all suspension parts in good condition.
20. Must have nothing sharp in the car.
21. No exposed fuel lines. If in the car they must be enclosed. No rubber fuel lines more that 12 inches long. NO leaks.

**ALL DRIVERS MUST HAVE AN AUTOMOTIVE TYPE HELMET.  
RACING FIRE SUIT SFI 2.3A/1 OR BETTER. RACING GLOVES AND RACING SHOES!**

All cars will be inspected for safety at the beginning of the racing season. The division safety inspectors will schedule these inspections with the drivers.

If any minor problem is found on the car it can race that day, at the discretion of the Division Safety Director. The problem MUST be repaired before the next race.

Safety inspectors are: Kevin Waterhouse 890-8540  
Brian Hughes 650-4078



## **Wicked Good Vintage Racing Association**

### **Driver's Rules**

1. You must retain membership to WGVR \$25.00 annually.
2. You must attend at least one meeting between December and May: The Rules meeting or one regular meeting. It would be preferred if you attend more than just one meeting, your attendance is what makes this club work.
  - A. If a new or old member cannot make a meeting, they must make an arrangement before the practice of the first race they attend with the division director (s) to talk about the rules, or you will not race. No exceptions
3. All drivers need up to date helmets SA2020, SFI 1 rated race suits minimum, SFI 1 gloves minimum, race shoes SFI min, head and neck restraints mandatory (Outlaw Division) suggested for all. Up to date seat belts. And a fire extinguisher.
4. No in car radio communication. Lap counters are allowed.
5. All Outlaw Drivers must have a valid State issued Driver's license. All others must have some sort of racing experience. Karts, Minis or go to a track and have a division director or a fellow Wicked Good driver watch you practice.
6. All the new drivers will start at the back of the field for their first race and stay there so you can see how the rest of us race and so we can watch you. If you attend only one Wicked Good event a year you may not place higher than fourth position.
7. Race directors will line up cars on race day as they (the race director) see fit.

8. Your race car must have a valid inspection sticker. Make arrangements with the Safety inspector in your division before you race. No sticker = No racing. It is your responsibility to obtain an inspection sticker annually.
  
9. If you have racing issues with anyone or racetrack, bring your concerns to your division director or at the drivers meeting so it is addressed immediately. Do not address problems on your own. In case the division director is involved the rest of the division will decide what to do. The discussion / decision will be made by the end of the day of the incident.
  
10. We all must make Safety our top priority - for all of us, race track officials, and our spectators.
  
11. Call your division director on the Tuesday before the upcoming race to let them know if you are racing or if you are not racing. No call / you pay your admissions fees.
  
12. Remember the Division Directors have total control of their division at all race events, shows etc. They have the say on if you race or if you don't. For one race or a season of races depending on how the rest of the division feels on your offense, this could mean no racing in that division again. There is zero tolerance for any driver's misconduct, problem's in the pit area or on the racetrack against any member, spectator, or track officials etc.
  - A. If you don't want to scratch or dent your car leave it on the trailer! None of us want our cars wrecked, but it could happen. If you can't accept that – don't play. There will be no fighting or car bashing by this group. It will not be tolerated.
  
13. We try our best to create a great atmosphere of fun and safety amongst our members, but racing is a dangerous sport, and we must be proactive in all aspects when the safety of our members, officials and spectators could be at risk. This is a Vintage Racing club. This is about a *Wicked Good* times with your good friends, with what you can afford to do it with to make the fans want to see the group race. We are Not about the fastest car. It is about all the cars and putting on a rememberable show for the fans.
  - A. We are here for Fun, Fans and Fellowship. If you only want to win a race every week: race a weekly program at your local track.
  - B. If we are racing 20 laps – you do not have to have to go from 18<sup>th</sup> place to 1<sup>st</sup> place in 3 laps. There is plenty of time and lots of races. Racing the car beside you for a lap or two may be fun for all.

- C. We are all friends. Race that way. Give each other room. There will be no pushing or banging. Stay in your lane. Watch the flagger. Watch for driver signals. If your car is slower than others, move over and give the others room. Think! We are here for Exhibition Racing and to keep old style racing alive. If you want to race hardcore find somewhere else to do so.

**I have fully read and understand the Wicked Good Vintage Racing Association Drivers Rules and I agree to comply with them.**

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**Signed**

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**Date**