

2026 WISSOTA PURE STOCK RULES

**NOTICE: PLEASE NOTE THAT THIS CLASS IS ALSO REQUIRED TO COMPLY
WITH ALL WISSOTA RULES SET FORTH IN FRONT OF THIS RULE BOOK.**

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WISSOTA Pure stock drivers must follow all WISSOTA safety rules found in the front of the rule book.

All options are subject to review or change as deemed necessary. Any part or modification not specifically allowed in the rules is prohibited.

1) BODIES

- A. All bodies must be stock production (steel) bodies. Stock steel replacement panels allowed. No manipulating of body contours is allowed. Steel hoods may be gutted. If the factory hood is aluminum, it cannot be gutted. Rear quarter windows can be tinned-in.
- B. Body and doors must match frame. No trucks except El Camino & Ranchero.
- C. Firewall, floorboards and trunk area must remain stock and in stock location. No welding firewall to frame. OEM rubber bushings or homemade bushings of aluminum, plastic, or steel must be same size as OEM. No cutting of floor boards, no boxing-in of the driver's compartment. Must repair and patch all holes in floor with steel.
- D. Wheel wells may be trimmed, but must remain stock appearing. Rear inner fenders must remain. Trunk area must be sealed off from driver's compartment.
- E. No ground effects, skirts or spoilers allowed.
- F. Anything you can unbolt, you can remove.
- G. Inner part of doors may be removed for door bars only. No gutting of any other interior body parts.
- H. All doors must be securely fastened.
- I. Radiator must remain in stock location. Radiator support not required.
- J. Racing radiators of stock design allowed.
- K. Aftermarket racing steering columns are allowed but must have a slip joint or a double U-joint. No solid shafts allowed. Quick disconnect steering wheels are allowed. Aftermarket floor shifters allowed. You can use a push button type ignition switch. **No Digital Tachs.**
- L. Numbers must be contrasting color and easily seen by lap counters. Numbers must be placed on both doors and roof facing grand stand and be minimum 18" tall and smaller on front and back of car.

- M. Front inner fender reinforcements may be removed.
- N. Aftermarket nose cones are permitted but must be stock in appearance.
- O. Must have stock trunk lid for type of car.
- P. No T-top roofs allowed. Top with a sun roof is allowed only if the sun roof area is filled in with steel.

2) CHASSIS AND WHEEL BASE

- A. Any Ford or GM full framed car, or Chrysler with a 108 inches or larger wheelbase, allowed with a 1 inch wheel base tolerance allowed (this does not mean 1 inch per side).
- B. No cars allowed with a strut assembly or rack and pinion steering or independent rear suspension.
- C. No four wheel drives or front wheel drives. No Camaros, Novas or Mustangs.
- D. Front bumper can be stock or tube bumper with a nose cone. Must use stock or stock appearing rear bumper. Both front and rear bumpers must have flat plate or tubing bolted or welded to fenders NO sharp corners.
- E. Two chains per bumper to be mounted solid to frame to secure bumper.
- F. Rear frame rails behind rear axle can be replaced.
- G. Hardened axles can be used and are recommended.
- H. Engines must remain in stock location with factory mounts or aftermarket steel mounts but must be mounted in factory V8 frame holes.
- I. No altering of suspension parts or mounting location.

3) SUSPENSION - FRONT AND REAR

- A. All front and rear suspension must remain stock for make and model.
- B. Sway bar must be connected and shims must be the same height on each side.
- C. Upper A frame bolts cannot be longer than 2-1/4" including shank and threads. No offset upper A frame mounts allowed.
- D. No racing springs, no cargo springs. Stock replacement only and must remain in stock position. No altering of springs allowed. No progressive springs allowed.
- E. Stock replacement springs allowed. For GM cars, an 18 mm wrench must fit over any portion of the front springs without any cleanup of the spring; a 15 mm wrench must fit over any portion of the rear springs with no cleanup of the springs. For Ford cars, a 17mm wrench must fit over any portion of the front springs without any cleanup of the spring; a 19mm wrench must fit over any portion of the rear springs with no cleanup of the spring.
- F. Springs must match side to side must have the same amount of wrap side to side; must have the same height side to side and must have the same coil rod size side to side.
- G. The free standing height on springs must be within one half inch side to side. Minimum 13" free height. **May not cut springs**
- H. Leaf springs must have the same arch, not to vary more than one half inch side to side. Left and right side must have the same amount of leafs. All of the leafs must be the same width and thickness.
- I. No helper springs.
- J. Locked rear ends allowed. Welded or mini spools only. No aluminum mini spools.
- K. Rear ends must be stock for car. No limited slip differentials. Rear end gears must come stock for the year and make of car being used. G-bodied cars: 227, 241, 256 or 273 gears

- L. No 9 inch ford differentials.
- M. No concealing of any suspension parts.
- N. Trailing arms must match side to side. No offset trailing arm bushings. No greaseable bushings. Must be stock OEM rubber bushings. No extended length or low friction ball joints on top or bottom.
- O. Spindle arm saver allowed. May be bolted or welded.
- P. May use Speedway 3-piece metric spindles P/N 91034501
- Q. No air springs are allowed. One coil spring is required on each corner of the car. Leaf springs are allowed.

Brakes

- A. Stock type brakes only. Brake booster vacuum line must be hooked up and working.
- B. No racing brake pads.
- C. All cars must have working brakes on all four wheels at all times and must lock up all 4 wheels on inspection.
- D. Proportioning valve may be removed or altered. No adjustable brakes. No balance/bias bars allowed.

Roll Cage

- A. Main cage must be a minimum of 1.5 inch mild O.D .095 steel tubing or .062 chrome moly tubing. Must have at least three door bars in the left door excluding frame, and a fourth door bar is strongly recommended. A driver window vent bar is mandatory must run from top door bar to the roll bar which runs to halo. There also has to be an intrusion/halo bar running from halo bar above head rest down to door bar or back hoop at bottom of window opening. A minimum of 1/8 inch steel plate must be welded from top door bar extending down to at least the bottom door bar, extending the length of the drivers compartment. Any roll cage determined to be unsafe by tech officials may be disqualified.
- B. Cage must be mounted to frame in at least four places. If side rails are used they must be flush with the body and mounted solid to cage.
- C. Cage must consist of hoop over driver's head.
- D. All tubing welds must be full radius welds.
- E. No collapsing, hammering or smashing tubing to joint them. Must use properly notched tubing.
- F. No solid tubing allowed in the construction of cage, front or rear hoops and supports.
- G. Drivers racing seat is required and must be mounted with a minimum of four 3/8" bolts.
- H. Driveshaft hoop must wrap 360 degrees around the driveshaft, must be constructed of a minimum 1/4" by 2" steel and must be mounted 6" from behind front U-Joint. Driveshaft must be made of steel, must have a minimum 2" diameter, must be painted white, and must have conventional slip-yoke design.

4) TRANSMISISON

- A. Stock automatic transmission only (transmission must be able to bolt to engine without alterations).
- B. You may fabricate a transmission mount, but must use the stock cross member.
- C. Torque converter must match transmission and motor. Stock type torque converter only. No aftermarket stall converters. No converters smaller than 11 inches.

- A. Metric 200 transmissions are allowed. SFI Bellhousing allowed. No powerglides. Converter must have a 1/8' drain plug on outside of converter. Converter temperature and fluid volume may be measured to ensure compliance. Converter must be as warm or warmer than transmission. Converter when drained MUST measure a volume no less than three (3) quarts. Cooler lines must be blocked off before draining converter for measurement.
- B. No lock-up torque converters. No wires, cables or attachments other than shifting linkage and hydraulic fluid lines installed for cooler. Coolant lines cannot be inside car.
- C. All gears must stay in the transmission and work when checked.
- D. A transmission cooler is allowed. The cooler or cooler lines cannot be inside cockpit.
- E. A driver may protest another driver's transmission for inspection. The fee is \$200. The procedures for protests are outlined in Section 6 near the front of the rule book.

5) EXHAUST SYSTEM

- A. Stock exhaust manifolds only.
- B. Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit area of the vehicle and away from possible fuel spillage.
- C. Heat risers may be removed.
- D. No center dump exhaust manifolds.
- E. No header shaped manifolds.
- F. Exhaust manifold exit must measure under 2 1/4" cold. Must have manufactured mufflers. Exhaust can exit any place under car as long as it is directed away from the driver.
- G. All other components/modifications disallowed if not specifically allowed in rules.

6) ENGINES

- A. 305 GM, 302 Ford, or 318 Mopar only. No intermarriage of engine to frame.
- B. Engines may be bored to a maximum of .040 overbore.
- C. No fuel injectors. No turbos.
- D. Stock or stock replacement cast dish pistons only and must be an ashtray style piston. Must be full dish.
- E. No angle milling or performance enhancing work on heads or block.
- F. No vortex heads.
- G. No grinding of any castings. Surfacing to clean up cylinder heads allowed. Combustion chambers must still CC correct stock volume.
- H. Crankshaft may be cleaned up to .020 under on rods and mains.
- I. Valve springs must be the stock diameter for the cylinder head being used. The stock diameter of a Chevrolet valve spring is 1.250" (a tolerance of .015" is allowed). Ford Valve spring is max O.D. 1.437 a tolerance of .015 allowed. Valve springs may be shimmed. Rotators are not needed. Spring shield may be removed. Must use stock valve spring retainers. GM p/n 10241744 retainers are allowed. .
- J. Heads must match the make and C.I.D. of the engine.
- K. GM head numbers allowed: 10065205, 10065207, 10159551, 1059553, 12509859, 1410201, 14014415, 14014416, 14014440, 14020555, 140022301, 14022601, 14022801, 14039122, 1403912, 14101081, 14102187, 14102191, 354434, 358741, 276450.
- L. Ford 302 block numbers allowed: D80E, D70E, D50E.
- M. Ford cylinder head numbers allowed: F3ZE, F4ZE only.
- N. Ford cylinder head numbers GT40P and F77E are not allowed.

- O. Mopar cylinder heads allowed: 2658234, 2843675, 3769973, 4027163, 4027593.
- P. Rocker arm ratios allowed: GM 1.5, Ford 1.6, Mopar 1.5. Long slot rockers are allowed. May use tin oil deflector on rocker arms.
- Q. Must use stock value springs retainers. GM p/n10241744 retainers are allowed.
- R. Valves must be stock dimensions.
- S. Pinning of studs is allowed or you may use screw-in studs. All studs must be stock O.D. No collared studs. Only work allowed on stud towers is drilling for pinning and cutting for threads.
- T. No offset keyed cranks. Dampener must match C.I.D.
- U. Poly lock rocker arm nuts allowed.
- V. May degree cams. Double roller timing sets allowed.
- W. No roller cams. Max 420 lift on cam.
- X. No balancing of motors.
- Y. Stock cast iron or aluminum intakes only.
- Z. Stock distributor only (vacuum advance may be disconnected and removed. No MSD type high performance distributors.
- AA. Aftermarket coils allowed.
- BB. No propane or marine intakes allowed.
- CC. Must have stock oil pan.
- DD. Valve covers may have 2 breathers on driver's side and can be steel or aluminum.
- EE. Aftermarket air filters allowed. Air flow carburetor hats are not allowed.
- FF. Thermostat may be removed.
- GG. Alternator may be removed.
- HH. Aluminum engine pulleys allowed
- II. EGR valve may be removed and holes may be plugged.
- JJ. Aftermarket power steering pump is allowed.
- KK. May use stock replacement type fuel pump; you cannot alter frame for fuel pump.
- LL. Lifter galley trays are allowed.
- MM. Fuel regulators are allowed.
- NN. No cold air boxes under air cleaner.

7) CARBURETORS

- A. GM Quadrajet 4-barrel or stock Holley 4412 2-barrel carburetor allowed.
- B. Stock Ford Motorcraft 4-barrel or stock Holley 4412 2-barrel carburetor allowed.
- C. Mopar stock Holley 4412 2-barrel carburetor allowed.
- D. 4-barrel carbs must match intake.
- E. On Holley 4412 cast carburetor, air horn may be removed. Holley aluminum 4412 carburetor allowed. Casting number L6R1998, main body number R4412-14 or R4412-15. Cannot remove air horn. No adjustable screw in air bleeds Must meet all 4412-500 CFM tech tool measurements.
- F. Choke mechanisms may be removed from carburetor.

- G. No stacking of gaskets. Maximum gasket material between carb and intake is 3/8". No carb spacers allowed with Quadrajet or Motorcraft carb.
- H. If carb adapter plate is required, spacer must have two round holes and be one-piece and maximum 1" thick. No high performance adapters allowed. Spacer opening must be perpendicular to the base of carburetor. Aluminum spacer only. No adjustable spacers or sliders allowed. Max. 3/8" total gaskets between intake and carb.
- I. For all classes: no dimpling of material around carburetor venturis; venturis must all be consistent. No plastic, phenolic, resin, or any other exotic materials carburetors allowed in any class. No spacers of any kind between carburetor base plate and carburetor main body in any class. Air cleaner element height cannot exceed the maximum height of the hood scoop height measurement as allowed by each class.

8) FUEL & ASPIRATION

- A. 110 octane maximum.
- B. Racing fuel allowed. No oxygenated fuel.
- C. No performance enhancing additives.
- D. Fuel cell straps 1/8" by 2" must be used around the fuel cell/can to hold the cell/can together if it comes out of the car. However, the straps should not be used to mount the cell/can to the trunk area of the race car. Vent tube must run to bottom of fuel cell and be fastened.

9) WHEELS AND TIRES

- A. 8 inch wheels with a 2" back space or greater will be allowed. All 4 wheels back spaces must match
- B. A 1" max wheel spacer will be allowed on R.R. only. Must have 5/8" wheel studs to use wheel spacers.
- C. 5/8" wheel studs are allowed and recommended.
- D. 1 inch lug nuts, steel only.
- E. Factory steel wheels are allowed; back space must match. 5x5 wheels are allowed.
- F. The Hoosier WISSOTA 35W used tire will be the only tire allowed, tread depth maximum of 7/32nd (.219). Siping, grinding and grooving are allowed. There will be no defacing or altering of manufacturer identification marks or numbers on any tire. No softening or treating of tires or needling is allowed.
- G. A bead lock wheel is allowed on the right rear only.
- H. Wheel covers allowed on right side of car fastened with 3 1/4" bolts. No wheel cover allowed on left side of car except soft mud plugs.
- I. **Tire & Wheel Monitors:** No tire air pressure monitors, tire temperature monitors, wheel spin monitors, or any other device that monitors tire or wheel performance or characteristics may be mounted to any part of the race car, wheels or tires, including the valve stem. No air bleeder valves of any kind are permitted on any wheels.

10) WEIGHT

- A. All cars must weight a minimum of 3200 lbs. Car weight must be displayed on upper front of both doors or both front window posts in clear view of officials.
- B. All added weight must be added in the trunk area and painted white. No other weight can be added in any other location including, but not limited to, the frame, under the hood, or any other location. All weights must have at least 2 1/2 bolts & have car number on them.

11) SHOCKS

All cars must run spec shocks KYB Front P/N 343127 Excel-G gas shock. Rear P/N 343157 Excel-G gas shock. Monroe Shocks Gas Matic Front #5840, #32132 Rear #5802, #33082. Can run same brand shock on front or back of car or all 4 the same brand. Must be same side to side. Front can be different from back. Stock type shocks only; no racing shocks (front and rear shocks must be the same length on each side compressed and extended). No modification of shocks or manufacturer's mounting location.

12) Other

Halo Height : Top of helmet must be below the top of the halo with driver buckled in the seat. The intrusion/halo bar 1-1/4" minimum material diameter with wall thickness of (13ga) .095". It fastens to the halo at or in front of seat headrest. Out and down to top door bar or angle back to the top door bar or B bar that goes up to the halo. One horizontal bar from extra bar to B bar - does not have to be 1-1/4". This is Mandatory.

Exhaust System: Exhaust systems must be mounted in such a way as to direct spent gases away from the cockpit area of the vehicle and away from the areas of possible fuel spill. Car number must be present on the last piece of the exhaust. WISSOTA recommends that all pieces of exhaust be welded all the way around. Exhaust must be sealed off with metal, not exhaust wrap, from driver compartment, including footwell areas, in all classes.

Exhaust Noise Suppression: All cars must use a manufactured muffler on the exhaust system. The mufflers must be manufactured by a company that is established as a manufacturer of noise suppression equipment (mufflers). A turn down is not considered a muffler, nor is any tube added to the end of the header merely to change the direction of the exhaust and sound emitted. This rule does not allow a muffler that is built by a chassis builder, engine builder or your local fabrication shop, or any non-recognized manufacturer of mufflers. Mufflers must meet all manufacturer specifications and cannot be altered in any way.

Batteries: Only one battery may be used in each car. This applies to all divisions. Batteries must be securely mounted and shielded. Batteries mounted inside the vehicle must be in marine-type cases. Positive battery terminal must be covered with plastic or rubber. No lithium batteries in any class. 12 volt battery only. No voltage converter of any kind are allowed.

Loose Objects: Loose objects, including weights, are not allowed above the interior tin or deck in the driver's compartment. Any weight added to other areas of the vehicle must be securely mounted using a minimum of two (2) 1/2-inch bolts through the weights. Weights must be mounted to the frame or cage only. Weight cannot move while race car is in motion or on track. Weights must be painted white and have your car number painted on them. If for any reason a weight falls off, the car is disqualified for that race. If for any reason a muffler falls off, the car is disqualified for that race.

Mirrors and Radio: No mirrors are allowed in car at any time. The only radio or communication device allowed in any race car is a single RACEceiver unit which allows track officials to communicate with drivers. Two way communication devices in or attached to the race car or driver will not be permitted. (Cellular, satellite, wi-fi, GPS tracking devices. Cell phones & smart watches or any kind of antennas.)

Steering Wheel: All cars must be equipped with a quick-disconnect steering wheel.

Air Boxes: No air boxes allowed in any class.

Tire Availability Disclaimer: -ATTENTION DRIVERS: Be advised that

not all race tracks have tire vendors with large supplies of the various tire sizes. It is each driver's responsibility to supply their own tires.

Traction Control Devices: Electro-mechanical, computer-controlled, or electronic traction control devices of any type or kind are not allowed in any WISSOTA class. Penalty is a five thousand (\$5000.00) fine, a one (1) year suspension, and loss of all points (both track and national). Parts are confiscated and sent for testing. Driver can continue racing until test results are received by WISSOTA.

Adjustable Timing Controls: Adjustable timing controls are not permitted within driver's reach.

Retarded or ignition delays are not permitted within driver's reach. RPM limiters are not permitted within driver's reach. Distributors must be mounted in original mounting positions for the make and model of engine in use. If your car is equipped with a switching device that controls ignition trigger input to the ignition box, ONLY one input circuit can be used in competition. Any other circuitry must be unhooked and not connected to any switches.

Composite Or Exotic materials Intake Manifolds: are not allowed in any WISSOTA division. Intakes must be made of either steel or aluminum, as described in each division's rules in this book.

In-Car Cameras/Lights: Video cameras and/or recording devices are not allowed. Anywhere on any race car, in any class, other than in the cockpit above the interior deck tin. No lights, LED lights, or any other illuminating devices allowed to be turned on under or outside any race car while racing.

Cylinder Head Valve Jobs: In all competition valve jobs, all cuts must be concentric to the valve guide.

Louvers: or holes on the deck and on the back of the car or sides of the car are considered ground effects, and ground effects are not allowed. You can have louvers, holes, or two (2) inch high scoop over oil cooler or tranny cooler. Louvers, holes, or scoop cannot be any bigger than the coolers. No ground effects on the back of the roof except where stated by rules. You may use a maximum four bolts fastening the back of the roof.

Exotic Materials: No exotic materials of any kind, including tungsten, are allowed on any race car unless a rule specifically allows that material. A carbon fiber air cleaner housing is allowed

Electronic Components: No electronic components are allowed in or on a race car or driver except those specifically allowed by WISSOTA and/or track. No computerized dash instrumentation allowed. All electronic gauges—analog, digital, or dash modules—are allowed. The tachometer may have only one input from its sensor. No outputs of any kind are permitted. RACEceiver, transponder, GoPro camera or other similar recording devices are allowed when mounted as per WISSOTA rules.

Shocks: No electronically adjustable shocks are allowed.

Timing Control: No programmable timing control in ignition control/ignition box. WISSOTA and/or official from any WISSOTA track may confiscate and send to manufacturer any ignition/controller to make sure it has not been altered and complies with class rules. No ignition retarder other than starting retard.

All classes: no part of component on the race car can be controlled or adjusted by Bluetooth or any other wireless communication method or device. Drivers cannot have cell phone or watch in car.

Wheel Covers: No wheel covers allowed on left side of any cars. Soft foam mud plugs allowed on the left side of all race cars.

Gas Lines: in cockpit/driver's compartment must be made of steel