2026 WISSOTA SUPER 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.

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

1) ROLL CAGES

A. Main cage must consist of continuous hoops, minimum of 1.5” outside diameter, minimum .095 wall thickness tubing or a minimum wall thickness .062 chrome moly tubing. Must be frame mounted in at least 6 places.

B. Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the WISSOTA inspector. Driver’s head must not protrude above cage with helmet on and strapped in driver’s seat. Roll cage must be securely supported and braced.

C. Low-carbon, mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed.

D. Side bars must be parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed; must be attached to frame in at least four (4) places.

E. Door bars must be a minimum O.D.1-1/2” and minimum .095 wall thickness mild steel tubing or a minimum wall thickness .062” chrome moly tubing. A fourth door bar is highly recommended. A safety vent bar is mandatory on every car. It must run from top door bar to a pillar bar A door plate is also mandatory on every car. Door plate must be minimum 18 gauge steel, must be attached to the outside of the door bars and must go from top door bar to bottom door bar. Door plate must also run from back of driver’s seat to at least five inches in front of driver’s seat. Door plate can be welded or bolted to the outside of the door bar.

F. Bumper tubing must make a complete loop back to frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails and must be capped and have rounded edges.

G. Any weights used must be secured by at least two 1/2” bolts, must be painted white and must have your car number painted on or affixed in some manner.

H. Leg saver guard or drive shaft hoop required as described below:

1. Guard must mount between driveshaft and interior tin. Minimum 12-gauge steel or 3/16 thickness aluminum must run from back of the driver’s seat to the foot well and must be a minimum of 15” high. Driveshaft hoop must be a minimum of 5” from U-Joint and a maximum of 9” from U-Joint.

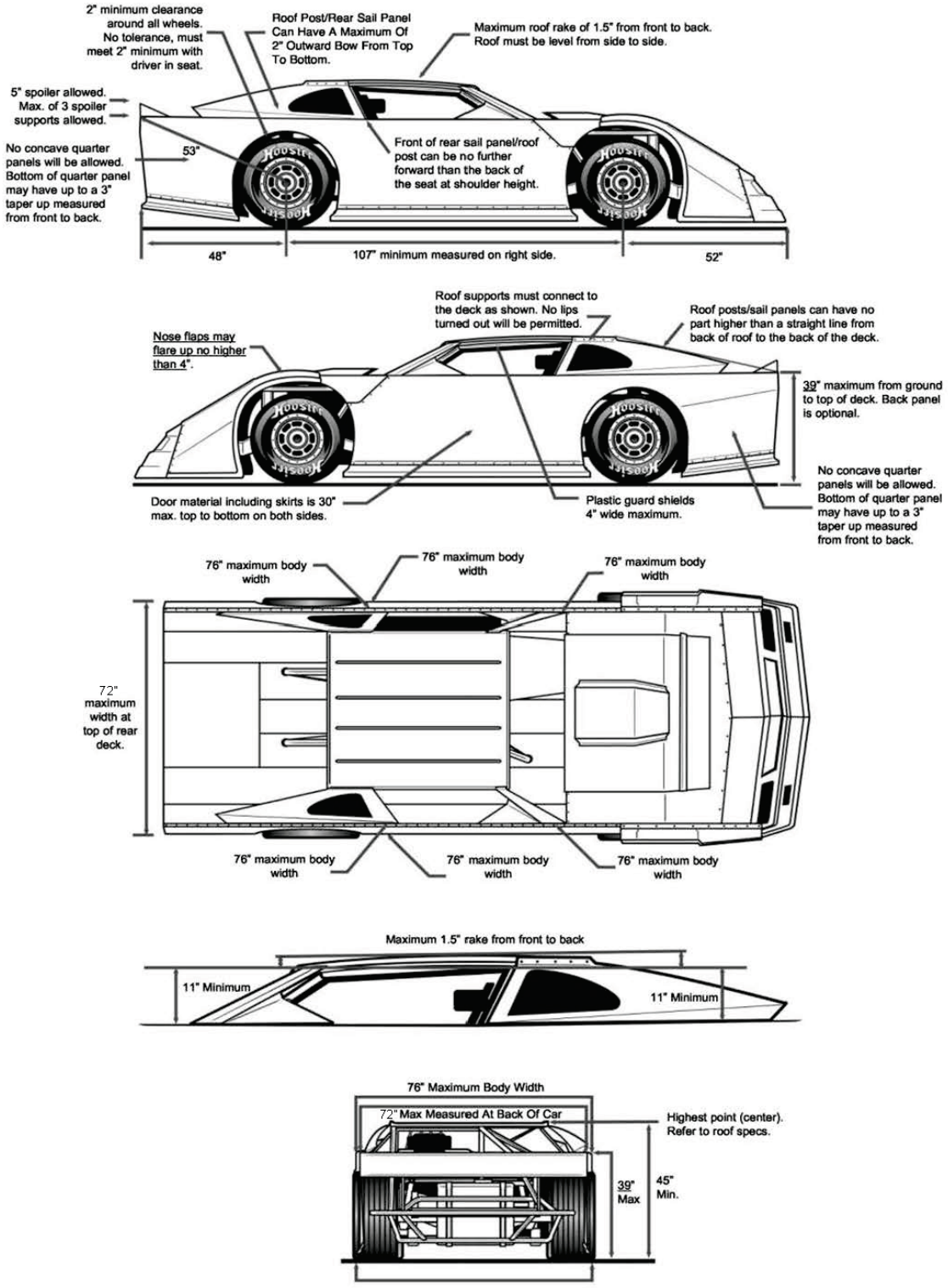
2. Driveshaft hoops may also be used. The first hoop must be no more than 36” from the motor plate; the second hoop must be 14” from the first hoop: and the third hoop must be 14” from the second hoop. All three hoops must be tied together with a minimum of one inch diameter tubing. Driveshaft hoops must wrap 360 degrees around the driveshaft, must be constructed of a minimum 1/4” by 2” steel.

I. Fuel cell straps 1/8” by 2” may 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 frame of the race car.

2) CAR BODIES

Refer to diagrams for measurements on Super Stock bodies. All body height/dimensions will be

DIAGRAM SUPER-1



A. **Body Panels**

1. Standard dirt style bodies are required. (refer to body diagram for dimension).
2. No “wedge” style bodies. No roof-mounted spoilers or wings. No concave body parts allowed. On right side of car body, a (1”) tolerance from top front fender centered over wheel to very back of car to top of quarter panel will be measured with a string. There only can be a (1”) MAX tolerance up and down and side to side measured from the string to any part of body.
3. No lips allowed anywhere on the nose, body or roof.
4. All cars must have up to a 1.5” roll or a 90 degree angle/turn where deck and door meet. Door can be straight but must not be any higher than the deck.
5. No mirrors or anything that reflects images.
6. No part of deck lid may extend beyond the quarter panels at the rear. Maximum height of body - fenders, doors, deck lid, etc, at any point, from the ground, will be 39”. No tolerance will be allowed over this measurement.
7. Racing driver’s seat must remain in left side of car and be securely fastened to roll cage with a minimum of four 3/8” bolts. Must have full-length floor pan under driver (20-gauge minimum thickness steel or .125 aluminum).
8. No rudder allowed. A maximum 5” spoiler may be used (see spoiler diagram). The trailing edge of the spoiler must be turned down a minimum of 30 degrees.
9. Protrusion of air cleaner through hood will not exceed 4”.
10. Rock deflector near driver’s right hand may not be more than 4” high and cannot extend beyond steering wheel.
11. **Total body clearance of the lowest part including the nose must be a minimum of 4” inches including the nose from the ground.**

B. Interiors

1. The interior bodywork of the car may be dropped to a maximum of 3” below the top of the doors, and must also be a minimum of 11” below the roll cage.
2. If a dropped interior is used, the interior panel must fasten flush at the top of the doors and must taper gradually toward the center of the car without creating any lips. The minimum taper allowed inboard will be 8”.
3. If a dropped interior is used, it must taper up, in a straight line, from driver’s seat to the rear of the quarter panel/deck. Dropped interior may begin no further forward than the firewall, which in turn may be no further forward than the engine plate. At the firewall, across the center of the car, the vertical drop to the interior of the car may be a maximum of 3”.
4. If interior is flat throughout the car, it must maintain a minimum clearance of 11” from the roll cage to allow for easy exit.

C. **Nosepieces**

1. Fender flares may not extend up more than 4” above fenders. Fender flares must be made of flexible material. They cannot alter the original shape of the nosepiece and, if braced, must be mounted with collapsible or flexible supports.
2. Stock appearing nose must be made of molded type material. Material may not be removed from nosepiece. No cutting from top or sides. Material may be removed from center for narrowing purposes only.
3. Stock nosepiece may extend to a maximum of 52” from center of front hub furthest point forward and the bottom of nosepiece must be mounted parallel to the ground (not tilted back in any way). Bracing/structure underneath nose filler panel must maintain flat shape on the track at speed.

4. Nose can be a maximum of (3") difference from side to side from ground to the bottom of the nose. **Measured from lowest part of nose to highest part of nose with driver in car.**

5. Tow hooks are strongly recommended regardless of the nosepiece used.

D. **Front Fenders & Hoods**

1. Must be level and flat from left side to right side of car and, at least as far back as the firewall/engine plate.
2. No part of fenders or hood may be below outside bodyline.
3. Hood must be removed from the car for technical inspection without taking air cleaner off.

E. **Doors**

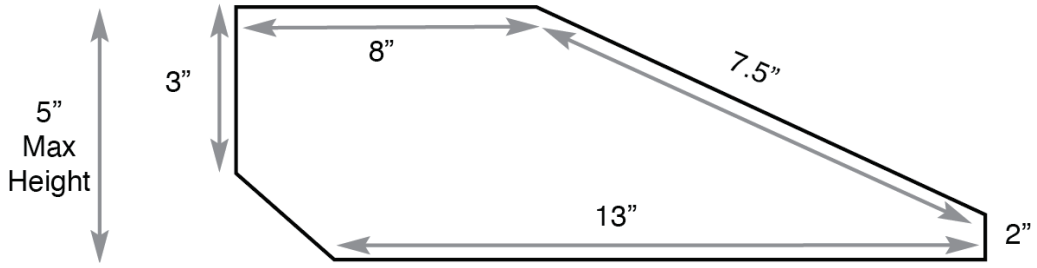
1. Top of doors, on both sides, can be no higher than **39"** from ground, with a maximum materials depth of **33"** from top to bottom including aluminum and plastic runner underneath. At no point may doors break in toward center of car. No concave doors.

F. **Roofs**

1. Roof must be flat or stock appearing and level and must run parallel to body (see roof line drawing in diagram Super-1). Roof posts/supports are mandatory. All posts must go from roof edge to outside edge of body on both sides.
2. If body style has roof supports that have windows, window openings may be filled with clear Lexan or be left open. If Lexan is used, both roof post openings must be filled. Decal package may be used for window.
3. Minimum roof size will be 40" long by 45" wide. Maximum roof size will be 54" long by 55" wide. No odd shape, partial or titled roofs (see roof line in diagram Super-1). Back of roof can be curved forward a maximum of two (2) inches.
4. A maximum 1.5 inch roll turned under is allowed along the front and rear edge of the roof for support.
5. Any sun/antiglare shields in driver's side window may be a maximum of 4" deep and must be hinged for easy exit.
6. No lips of any kind may be attached to front, rear or sides of roof or roof posts.
8. Roof posts/sail panels can have maximum of 2" outward bow from top to bottom. **Both sides must have the an outward bow same side to side**. Roof bead rolls/fins/supports cannot be more than 3/4" high off the flat of the roof with a maximum of five (5) per roof, straight from front to back on roofs full length front to back. No ground effects or louvers on the back of the roof except where stated by rules. No diffusers allowed, You may use a maximum of four bolts fastening the back of the roof.
9. Roof posts/sail panels can have no part higher than a straight line from back of roof to top of deck.
10. Front of rear sail panel/roof post can be no further forward than the back of the seat at shoulder height.

11. Both rear sail panel/roof posts must be same shape. Front roof post can be maximum of 8” at bottom to 4” on top. Aftermarket plastic manufactured molded roofs and rear roof posts/sail panels are allowed as long as they meet the class roof, rear roof post/sail panel dimensions.

SUPER STOCK SPOILER SUPPORT DIAGRAM



G. Rear Quarter Panels

1. No offset quarter panels front to back.
2. Tire clearance from doors and quarter panels must be a minimum of 2” with driver in seat. Tire must be fully visible from the side. No wheel skirts.
3. At no point may quarter panels break in toward center of car. No concave quarter panels. Lips running vertical on rear edge will not be allowed
4. Five (5) inch spoiler is allowed with a maximum of 3 spoiler supports (see diagram). The trailing edge of the spoiler must be turned down a minimum of 30 degrees, so it is below the top of the spoiler.
5. The leading edge of the quarter panels must have the same measurement from the top to bottom as the door panels. However, the quarter panel can be tapered toward the rear of the car up to three inches when measured from front to back.
6. Composite door right side and quarter panels are allowed on the car and if used, must be FVMSS approved.

H. **Bumpers**

1. Rear of the car must be protected by a bumper securely fastened to the frame. Rear bumper tubing must make a complete loop back to the frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails and must be capped with rounded edges.
2. Car must have a mandatory fuel cell nerf bar/bumper, located a maximum of 14” off the ground, which protects the rear of the fuel cell.

3) CHASSIS AND WHEEL BASE

A. Any American car frame with a minimum wheelbase of 108 inches; a 1-inch tolerance will be allowed. If the frame/suspension you choose is not covered in the rules set forth in the WISSOTA rules, it will be your sole responsibility to prove legality of your frame/suspension.

B. Front stub may not be cut any further forward than the rear lower A-frame mount. Front stub may not be cut off further back than the front bolt of steering box.

C. All Super Stocks must weigh a minimum of 2800 lbs. including the driver, after the race. Car weight must be painted on upper portion of both front fenders or both window posts in clear view of officials.

D. If using a Ford Torino frame, the frame part being used must stay stock and all the steering parts match the frame, and be in the original locations, plus the strut rods need to have stock bushings on both side of the mount and be the same length with the same amount of threat sticking out of the nuts. The bushing must be stock type for the lower control arms and steering box must be in stock location with stock center link and they can use any spindles, but cannot bend the steering arm. The spindles can be put backwards left on right and right on left, but it must be one of each only.

4) SUSPENSION - FRONT AND REAR

A. Front suspension: all components must be steel unaltered O.E.M in O.E.M location and replaceable by O.E.M parts. Exceptions are: tube type upper A-frames are allowed and upper A-frame mounts may be moved in or out to adjust for camber. Aftermarket upper ball joints are allowed. Lower A-frames must be stock and may be cut for shock. Lower A-frame mounts must not be altered and must be in stock locations. Spindles and bottom control arms must be the same side-to-side. Bottom A-frame bushings must be in stock location. Bottom A-frame bushings must have bolt hole in the center of bushing, not an offset bolt hole. Lower ball joint may be aftermarket, but must be steel and must remain in stock location plus or minus .25”. Any stock anti-sway bar may be used. Steel swedge tubes with steel Rod end bearing joints are allowed (inner and outer Rod end bearing joints). Center link brace for steering is not allowed.

B. Stock passenger car hubs only. No fabricated hubs. Stock spindles and three-piece after market GM metric spindles by Speedway Motors (part number 91034501) are allowed. Intermarriage is permitted within manufacturers (GM for GM, Ford for Lincoln or Mercury) but rotors, calipers and spindles must match. Ford stub chassis may use Speedway Motors 3-piece spindle part number N34511 with a GM caliper. On stock-finned rotors, rotors must remain stock diameter. Must have brakes on each wheel, this includes 4 calipers and 4 rotors (no aluminum calipers) Must be able to lock up all 4 wheels, (brake shut-off allowed on right front). Lug nuts must be steel and a minimum 1”. Rear brakes may be drum or disc type, no floating brake caliper mounts allowed. No carbon fiber brakes (steel components only). Sixteen (16) vane rotors allowed. Slotted rotors are allowed. Front and rear rotors must be vented. Must use steel fasteners. Rear rotors must weigh a minimum of 6.5 lbs. Sliders allowed in rear leaf spring mounts only. Must use single piston OEM type cast iron brake calipers with stock calipers and stock caliper mounts. No lightening or grinding.

C. No air springs are allowed. One coil spring is required on each corner of the car. Leaf springs are allowed.

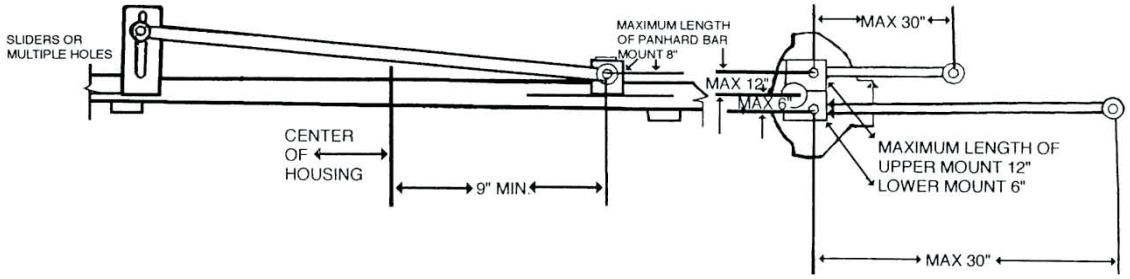
D. All coil springs whether front or rear suspension must be a minimum outside diameter of 4-1/2 inches. After market springs allowed. No progressive or welded springs are allowed. No spring rubbers are allowed. Spring wire diameter and coil spread must remain consistent from one end to the other and must be same outside diameter from top to bottom; last coil on each end must be closed and shaved off to create flat surface for mounting. Front springs must be shaved closed on top end and closed on other end. Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed. No limiting devices are allowed on front suspension components, including but not limited in relation to: springs, upper or lower A-frames except where specific class rules allow specific alterations; the maximum amount of travel limiting material on shock shaft is 1/2 inch; this means anything above/below the shock shaft threaded end. Adjustable bump stops cups are not allowed. No fiberglass leaf springs allowed. Multiple holes allowed on front leaf spring mount. Sliders allowed in rear leaf spring mounts only. Front coil springs must be 9.5” free height with 0.5” tolerance. Rear coil springs must be 11”-16” free height with 0.5” tolerance. May use left front steel chain or tether; must have slack at ride height.

E. Rear suspension: multiple holes will be allowed on rear suspension mounts. Lower and upper control arm mounts must be mounted solid to the tube. No birdcages or adjustable mounts allowed. Springs, fixed or pivoting, must be mounted on the lower control arm or the axle tube itself, and must be the same on both sides. The center of the top of the rear coil spring and the center of the bottom of rear coil spring must be the same measurement side to side, with a maximum tolerance of 1". Springs may not be mounted behind axle tube. Weight jacks are allowed. No coil-overs or coil-over eliminators of any sort allowed on front or rear of car. Steel rear suspension arms only, any bushing for upper or lower control arms may be a maximum outside diameter of 2 1/2 inches and must be round. Bushings may be made of any material. All upper and lower control arms can have only one bushing (either front or rear). Rear shocks must be mounted behind the rearend. No anti-sway bar may be used on the rear. No lift bars, snubber bars, J-bars or any other traction devices allowed. Panhard bar allowed on 3-link suspension only.

F. Shocks - One (1) shock per wheel only with a total of 4 shocks per car. No internal or external bump stops are allowed. Front side of shocks can be covered. No remote or external canister shocks allowed. No more than two-way adjustable shocks. Shocks may have aluminum rod end bearings but no aluminum shocks. Aluminum shock extensions are allowed. **Bulb style shock top with built in rod end bearings may be steel or aluminum. Body of shock must be steel.**

G. 3-link suspension: (refer to diagram Super –2) third link runs parallel with the frame, perpendicular to the axle. Panhard bar mount and upper control arm mount must be a minimum of 9 inches from the center of the housing on the right hand axle tube. Panhard bars must be mounted behind rear end.

DIAGRAM SUPER-2



H. After market pedals with balance bar allowed. Proportioning valves allowed.

I. Steering: Steering box must be O.E.M and non-lightened, and must remain in stock location and be mounted in original holes. In cockpit steering may be modified to suit driver's taste. But must be kept on the left side of the cockpit. No center steering. Solid steel steering joint mandatory in steering shaft. Boxing in of steering column not allowed. After market steering reducers/quickeners allowed. No rack and pinion steering.

5) TIRES

A. The Hoosier WISSOTA 35W tire will be the only tire allowed on the car. There will be no defacing or altering of manufacturer identification marks or numbers on the tires. No softening or treating of tires is allowed. Siping, grinding and grooving are allowed. No tire needling.

B. WISSOTA-certified wheels only. Wheels must be stamped and stickered with WISSOTA logo. Steel wheels only: maximum 8 inch wheels; bead locks will be allowed on the right rear and right front wheels only; 3/4-inch tolerance will be allowed for bead lock. If screws are used the wheels may not exceed the 8-inch limit. No modifications allowed on wheels. Steel bead lock only. Wheel spacer and/or adapter may not have a diameter greater than 7.25 inches and they may only be made of aluminum and from the rotor to the rim cannot exceed 1-inch total thickness. No wheel spacers made of other materials or greater thickness or diameter may be used.

C. Any hard-surface wheel disc, when used, must be mounted under a bead lock or bolted-on wheel with at least three (3) 1/4" bolts. No other hard-surface wheel discs allowed. Soft wheel covers are allowed on left side of car.

D. Lug nuts must be a minimum 1".

6) DRIVE TRAIN—TRANSMISSIONS/CLUTCHES/REARENDS

A. All cars must have transmission with working clutch and be able to shift to forward & reverse with engine running.

B. All racing transmissions with internal working clutch must be able to shift into low gear and reverse with engine running.

C. No in or out box transmissions are allowed. No ball spline type transmission allowed.

D. All cars must start and move both in forward and reverse without being pushed or pulled onto the race track.

E. All transmissions must use a stock type slip yoke drive shaft. Drive shafts must be a minimum outside diameter of 2", painted white and constructed of steel.

F. Quick change transmissions permissible.

G. Steel explosion proof bellhousing required, 270 degrees (applies only to manual transmissions), no holes allowed above the centerline of the crankshaft, starter must be in stock location. Flywheel/flex plate (ring gear) must be at least 12 inches in diameter. Flywheel/flex plate/ring gear must be full center flywheel. No spoke, cut or altered flywheels allowed. No light weight flywheels allowed.

REAREND RULES

A. Any Passenger car or truck stock appearance rear end may be used.

B. No limited slip type rear ends are allowed. Quick change rear ends are not allowed.

C. No lightweight metal rear ends allowed including aluminum, titanium, magnesium or exotic materials, except aluminum leaf spring blocks, shackles and aluminum drive plates and dust caps may be used but only on Grand National rear ends. Axle tubes must be same thickness on both sides of the rear end and same outside diameter side to side.

7) ENGINE

A. **Radiator** must be mounted in front of engine in all classes. Electric fans are not allowed in any class except for Mod Fours and Hornets.

B. There can be a maximum of 20.5" from the center of the bottom ball joint to the front of the engine plate/engine bellhousing flange.

C. No high-performance parts. The following aftermarket crankshaft and connecting rods are allowed on all Super Stock engine options:

Chevrolet:

Eagle Rod SIR5700BBLW • Eagle Rod SIR5700BPLW

Eagle Crank 103503480 • Eagle Crank 103503480CM • Eagle Crank 103523480

Scat Crank Short P/N# 910442 • Scat Crank Short P/N# 910526

Scat Rod P/N# 35700P • Scat Rod P/N# 25700P, Scat Rod P/N 25700, Scat Rod P/N 35700

Manley/WISSOTA H beam rods allowed P/N 14037W-8, Engine builders using this Rod are allowed to machine the block for clearance only.

Ford 302:

Eagle Rodd SIR5090FB • Eagle Rod SIR5090FP

Eagle Crank 103023000 • Eagle Crank 103023000-50

Ford 351W: Eagle Rod SIR5956FP • Eagle Rod SIR5956FB • Scat Crank SCA9351W05

Chrysler 360: Eagle Rod SIR6123CB • Eagle Rod SIR6123CP • Eagle Crank 103603580

Chrysler 318: Eagle Rod SIR6123CB • Eagle Crank CRS103403310

The following aftermarket stock replacement steel crankshafts are allowed:

Chevrolet : Eagle 435034805700, Scat 4-350-3480-5700, Manley 190310, Performance Engine Products (PEP) DG3182D. Ford 302: Eagle 430230015090. Chrysler: Eagle 434033106123, Eagle one-piece rear main seal steel crankshaft p/n 4353344805700. If using stock connecting rods and crankshafts, they must be O.E.M. to block. No lightening, grinding, knife edging or polishing of any type of any connecting rod or crankshaft, no coating of any crankshaft or rods, whether stock or aftermarket. No marine parts. Absolutely no strokers. Balancing is allowed. No rod cap screws allowed on stock rods. Wrist pins may float. Journals may be resized .030 max.

C. Maximum overbore: 360 Chrysler 0.40; Ford, Chevrolet, and 340 Chrysler 0.60.

D. Stock cast iron 2 or 4 barrel intake manifolds only. No after market, marine or propane intake manifolds. No fuel injected intake manifolds. Absolutely no reworked intake manifolds including No coating, painting, grinding, port matching, polishing or acid porting work on the inside of the intake manifold. A maximum of 2 external cooling lines from the back of the intake manifold running along the top side of the valve covers and entering the thermostat housing or spacer is allowed. Cooling lines cannot go to the water pump, side of the block or any other part of the assembly. Surge tank hose can enter into water pump. Surge tank cannot hold more than one half gallon of coolant and must be located in engine compartment.

E. No aluminum heads, intake manifolds or blocks allowed. No Bowtie or SVO blocks, cylinder heads or intake manifolds allowed. No other after market blocks. Heads or intake manifolds allowed unless allowed by a specific rule outline in this rule book. Grinding in the lifter gallery is allowed. No splayed main caps or after market main caps allowed. Lifter galley vent tubes are not allowed.

F. Maximum cubic inch - Chevrolet 360.4 c.i.d, Ford 362 c.i.d. and 360 Chrysler engine will be permitted a maximum displacement of 367 c.i.d. Any flat-top pistons allowed. Stock bore and stroke. Rods must match block. Chevy rod length 5.7, Ford Cleveland rod length 5.78, Ford Windsor rod length 5.965, Chrysler 318-340 and 360 must use 6.123 length rods. GM (OEM) powered metal rods allowed, must be 5.7 in length. NO dome pistons. Stock block may be decked. Pistons may not protrude out of block on top dead center. Must be even or below block on ALL MAKES.

G. G.M. may use any production head with a maximum intake valve diameter of 1.94; maximum exhaust valve diameter will be 1.60. No angle-plug heads allowed on Chevrolet. The only aftermarket heads allowed on G.M. are the World Products S/R, no.s 4351, 4361: 1.94 intake and 1.50 exhaust, the Dart SS#10024361 and Dart cylinder head P/N 10024360 with 1.94 intake and 1.50 exhaust, and the Engine Quest EQ-CH3501, 1.94 intake valves and 1.50 exhaust. Valve sizes cannot be changed. No “bowtie” or Vortec heads allowed. Vortec cast no. 10239906. Other casting numbers not allowed are 14011083 and 14096217, 10239906, 1012532, 10208890 and 12554290. No magnum head. Chrysler may use a 340 head on a 360 block. No W-2 heads allowed on Chrysler. Chrysler aftermarket Eq-CH318B with valve size 1.920 intake and 1.624 exhaust or 1.94 intake and 1.60 exhaust is allowed. For Ford, Windsorheads must match a Windsor block and Cleveland heads must match the Cleveland block. The only GT40 head castings allowed are FIZEAA and F3ZEAA. No A.R.D. heads allowed. The only aftermarket head allowed for Ford is the World Products Windsor Jr., part no. 5303, with 1.94 intake and 1.60 exhaust [casting no.1-056]. Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-top rockers allowed. O.E.M. –type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers except oil hole may be deburred. Rocker arm oil sprayers are not allowed. Guide plates are allowed. No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only. The stock diameter of a Chevrolet valve spring 1.250” (a tolerance of .015” will be allowed. Ford valve spring max O.D. 1.437 with tolerance .015. **Chrysler valve spring max O.D. 1.435 with tolerance .015.** No bee hive-conical type valve springs allowed. No dual valve springs allowed on Chevrolet engines. All other makes of engines must be WISSOTA approved before they are allowed to race.

H. Any flat tappet cam allowed. No mushroom cam or lifters allowed. Lifter bores may be bushed. Lifter size must match block being used. Lifters must be steel or iron and must be free to rotate. Oil deflector is allowed.

I. No grinding or polishing of any kind allowed on heads and intake manifolds. Valve seats may be ground no further than 1/4-inch below top of seat. Head may be milled. Push rod holes may be opened up. Block may be decked.

J. Any fan, water pump, or oil pump allowed; any type pulley allowed.

K. No dry sumps allowed. No gear drives allowed. No oil accumulators.

L. Any radiator allowed; must remain in approximate stock location.

M. Headers allowed. No weed burners. No exhaust in driver's compartment. See section 3 under minimum spec in front of rule book from noise suppression rule. [No 180-degree headers allowed.]

N. Stock type distributor only. Billet distributor allowed. No multiple spark boxes. No magnetos or dual point distributors allowed. Any coil used must be in stock location for the cap being used. May have external coil with AdaptaCap. GM HEI distributor can be interchanged with Ford and Mopar engines. No crank trigger ignition. Distributor may be welded.

O. No after-market harmonic balancers allowed. O.E.M stock balancers only. Balancer may be degreed but must meet size requirements below. No modifications of any kind allowed. No 283, 307, or 327 balancers allowed on any engine other than a 283, 307, or a small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305-350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inches thick. No fluid balancers. No hubs only - balancer must be two piece.

P. No titanium parts or exotic materials of any kind allowed.

Q. Minimum 3/4-inch inspection hole in side of oil pan 2-1/2 inches down form pan rail in line with a journal. Inspection hole must be easily accessible to inspector.

R. Valve timing configuration and firing order must match engine used. Example: Chevy 18436572.

S. No vacuum pump/air pump allowed.

T. Floating wrist pins are allowed.

U. No external engine oil pumps of any kind allowed.

V. Main girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.

W. Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.

X. You are allowed to clearance front of block under timing cover for timing chain clearance.

Y. All heads, including stock and aftermarket heads in all options, can have guide plates installed. Push tube area of heads can be opened up. Valve guide seals can be installed. You are allowed to replace valve guides but must follow stock geometry. Can use valve spring buckets/valve spring locators. Valve spring shims are allowed. Heads can be milled according to class rules and specific milling rules. Must follow all other class rules.

8) ASPIRATION - FUEL

A. Carburetor: No Floatless carburetors allowed. EFI Mechanical injection is NOT allowed. Throttle plates must be round. Must use stock 4412 carburetor body only. Holley aluminum 4412 carburetor allowed. Casting number L6R1998, main body number R4412-14 of R4412-15. Cannot remove air horn on aluminum 4412. Must meet all 4412-500 CFM tech tool measurements. Adjustable/changeable air bleeds are allowed. No after market or billet metering blocks allowed. Must use Holley-style straight-leg or down-leg boosters only. Carburetor must be mounted with float bowl facing forward. Carburetion will be limited to (1) stock Holley 500 CFM 2-barrel, part number 4412, with a 1-11/16 inch maximum throttle bore. No grinding or polishing of any kind. All carburetor components MUST be for a 500 Holley. No milling or grinding of throttle shaft allowed; shaft must stay round. Addition of foreign material to the carburetor is not allowed for any reason. Examples include but are not limited to glue, epoxy, silicone, etc. Linkage may be welded to the end of the throttle shaft. The choke and air horn may be removed: this is the ONLY re-working allowed; must have stock measurements. Adapter plate: maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and-three-eights (1-3/8) inches. No devices can be added to the inside of the intake to increase or redirect airflow.

B. 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.

C. Fuel may be pump gas, racing fuel or use up to E-98 Ethanol. No oxygenated fuel other than ethanol is allowed. May make changes to the carb to enable the use of ethanol, including removable air bleeds. No alcohol,. No nitrous oxide or nitro, no nitrous devices allowed. No methane, no propylene oxide.

D. No electric belt driven or piston type fuel pumps. Must be stock diaphragm type fuel pump.

E. Fuel cell must be located within the vicinity of the trunk with complete metal fire wall behind driver. Mandatory is a ball check or equivalent in fuel cell and must have over flow hose running to bottom of fuel cell and fasten.

F. No cold air boxes under air cleaner.

F. Fuel/Fuel Cell: Safety-approved fuel cells are mandatory. Fuel cell must be enclosed in a metal case of 20-gauge steel or 15 gauge aluminum. All fuel cells must be mounted no further forward than the center of rearend and must be between the frame rails. The fuel cell overflow hose must go to the bottom of the cell on the outside and must be fastened at the bottom of the cell, even if a ball check valve is used. All fuel cells must have a minimum of (2) 2-inchx1/8-inch metal straps or equivalent metal surrounding the fuel cell. Straps can not be used to fasten fuel cell. It is recommended that you use the smallest fuel cell possible. Fuel/fuel line cooler are not allowed. You can wrap fuel lines. Fire Suppression Onboard system is strongly recommended. But the tank can not be mounted in drivers compartment area.

G. Fuel pressure regulator is allowed in all classes.

9) ALUMINUM

A. Aluminum or exotic metals not allowed, wheels, hubs, hats, rotors, calipers, A-frames, spindles, drives shaft, weight jacks, shocks, rod end bearing joints and trailing arms. No other aluminum suspension parts allowed.

B. Aluminum allowed: shackles, lowering blocks and aluminum rod end bearings on shocks. Aluminum radiators allowed. Aluminum pulleys, pumps and brackets in engine compartment are allowed

10) OTHER

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 or 16 volt battery. 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.

Brakes: All cars must have brakes on all four (4) wheels (not applicable to Mod Fours). Cars must be able to lock up all brakes for inspection. No carbon fiber brakes allowed. No titanium or exotic material brakes allowed other than aluminum brake calipers in Late Models**.**

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. No electronically controlled timing curves other than the Late Model GM CT525. 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. Spoilers: The trailing edge of all spoilers must be turned down a minimum of 30 degrees so it is below the top of the spoiler.

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.

Air Boxes: No air boxes allowed in any class.

Car Covers: No car covers allowed anywhere on the race car outside pit stall.

Radiator: Must be mounted in front of engine in all classes. Electric fans are not allowed in any class except for Mod Fours and Hornets.

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

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.

Deck Height: Rear deck height will be measured in the middle of the rear deck, side to side, with driver in the car and front wheels pointed straight forward. No additional tolerances for deck height will be allowed; the stated maximum height is absolute.

Breakaway Right rear T-Bar: Mandatory right rear corner deck support is mandatory for late Models, Modifieds, Super Stocks, Midwest Modifieds and Mod Fours.

Rock Deflector: Near driver's right hand may not be more than 4" high and cannot extend beyond steering wheel.