2026 WISSOTA MOD FOUR RULES

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

SECTION 1…..……..……...GENERAL RULES
SECTION 2……..….GENERAL POLICIES
SECTION 3..…… MINIMUM SPECIFICATIONS
SECTION 4…….POINT SYSTEM
SECTION 5……....ENGINE PROTEST RULE
SECTION 6……..……..ENGINE PUMPING RULE

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

Glossary: Various terms are used in this guide which are defined as follows. Unless otherwise specified, this is the only definition to be used.

1) ROLL CAGES

A. The frame is defined as the center of the front ball joint to the rear of the roll cage (minimum). Brackets for front of leaf springs or front of lower control arms must attach to square tubing.

B. Frame components must be a minimum of 14-guage, 2”X 2” square tubing or 14-gauge 1-1/2” X 2-1/2” rectangular tubing. No round tubing may be used in the frame.

C. The main four points of the roll cage must be constructed of a minimum 1-1/2” outside diameter X 13-gauge wall round tubing [see drawing].

D. The side exit openings must be a minimum of 12” high and a maximum of 20” high.

E. All T-welds in driver’s compartment must be gusseted, except where door plate is welded on door bars.

F. There must be foot/leg protective bars incorporated into the roll cage.

G. A bar diagonally across the top of the roll cage is required.

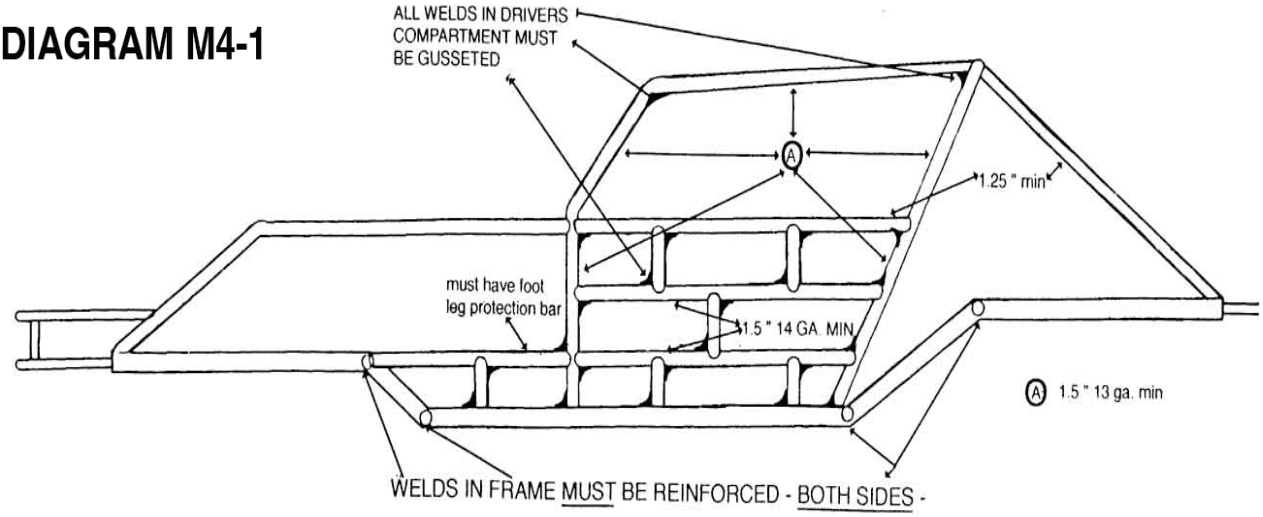
H. Full length floor panel must be constructed of minimum 18-gauge steel or 1/16” thick aluminum. Leg guard or panel between drivers seat and drive shaft, starting at back of foot well to the back of the drivers seat must be a minimum of 18 gauge steel or 1/16” aluminum.

I. A firewall separating the drier’s compartment from the fuel tank, engine and radiator is mandatory.

J. Bumpers and nerf bars may not have any sharp corners. 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 19 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 5” in front of driver’s seat. Door plate can be welded or bolted to the outside of the door bars.

1. **Front Bumper:**
   - A. Must be constructed of minimum 1” outside diameter X 13-gauge tubing.
   - B. Must be double tube-type with a minimum 1” outside diameter X 13-gauge tubing.
   - C. Horizontal tubes must be parallel, both in the horizontal and vertical planes.
   - D. Must be a maximum 40” width outside measurement.
   - E. Must be attached to frame.
   - F. Lower tube must be a minimum of 13” from ground, outside measurement.
   - G. Upper tube must be a maximum of 22” from ground, outside measurement.
   - H. Maximum 30” from ball joint to outside of bumper.
   - I. Cannot be more than 12” from end of nosepiece measured at frame height (see drawing).
2. **Rear Bumper:**
   - A. Must be constructed of minimum 1” outside diameter by 13-gauge round steel, or can be constructed of 1” X 1” X 13-gauge square tubing.
   - B. Rear bumper using complete loops back to the frame cannot extend more than 2” beyond the width of the rear tires. If loops are not used, the bumper must be cut off at a maximum of 2” outside the frame rail and capped with rounded edges.
   - C. Rear bumper must extend 2” minimum behind the rear of the rear quarter panels.
3. **Nerf Bars:**
   - A. No sharp edges or corners allowed.
   - B. Left side nerf bar may be no more than 2” from body if tire is flush with body. Nerf bar must be mounted no more than 6” from each end.
   - C. Right side nerf bar is required on car. May extend 2” max. beyond outside tires

DIAGRAM M4-1



2) BODIES

Refer to diagrams for details on Mod Four bodies. All body height/dimensions will be taken with the driver in the seat.

A. Roof height is 42” minimum measured from the ground. Roof bead rolls/fins/supports cannot be more than 3/4” high off the flat of the roof with a maximum of five per roof. 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.

B. Rear quarter panel length measured from center line of rear axle housing to rear of body must be a minimum of 28” and a maximum of 40”.

C. Wheel opening must have a 2” minimum clearance around circumference of rear tires when sitting static at ride height with driver in seat.

D. Door height must be a minimum of 22” and a maximum of 30”. This is to be measured in a straight line down and includes all metal, plastic and angles.

E. On front door panels, the bottom of door panel can extend up to 10” forward of the top panel. Door panels may not extend further back than the #4 spark plug. Door placement must be the same on both sides of the car.

F. All body components must be a minimum of 4” off the ground. No concave body parts.

G. Deck must be the same width front to rear and parallel to the frame. The deck may be no higher than the body side panels and no more than 3” below the door panels at any point. The maximum of 4” on each side at the middle of the panel. The maximum deck height is 39” measured up from the ground with the driver in the seat. The right and left side of body line must be in a straight line from front to rear, with a 1” tolerance up, down, left and right on both sides of car.

H. There can be a maximum 6” slope of deck from front to back. There can be 3” of slope from front of cockpit to back of driver’s seat and 3” of slope from back of driver’s seat to rear of deck.

I. Roof rake of 5” maximum, measured front to back. Roof must be level from side to side. Back of roof may be curved forward a maximum of two (2) inches. On a curved roof, this will be measured with a 4ft level. Must have maximum 2” clearance at rear of roof and a maximum of 4” clearance at the front of the roof.

J. A sun visor may be mounted at the top of the windshield opening, from front window post to front window post, but must not exceed 6” in height.

K. May use a 5” maximum spoiler on the rear deck. Rear spoiler supports may be a maximum of 6” tall and 13” long measuring from base of the spoiler forward. Must taper down to a maximum of 2” tall at the front of the spoiler support. May be 6” tall for a maximum of 8” forward from the top of the spoiler, then taper down to 2” at front of spoiler support. This will be measured with a template. Maximum of three (3) spoiler supports. If you use sail panels for supports, you can have one additional spoiler support. No other spoilers, wings or ground effects are allowed anywhere outside or inside the car. Engine side covers must be attached to frame and can not be mounted to door and can not go past mid plate. The trailing edge of the spoiler must be turned down a minimum of 30 degrees, so it is below the top of the spoiler.

L. Sail panels must match roof line at the top but can be up to 6” tall above the rear deck at the back of the deck and the rear can be built at a 45 degree angle maximum away from the rear deck end. The spoiler must remain at 5” maximum above deck. Sail panels can have a maximum 2” outward bow from top to bottom. Sail panel top edges can have a gradual curve upward from rear edge of roof to the rear end of the panel not to exceed 3” above a straight line from rear edge of roof to the top corner of the sail panel.

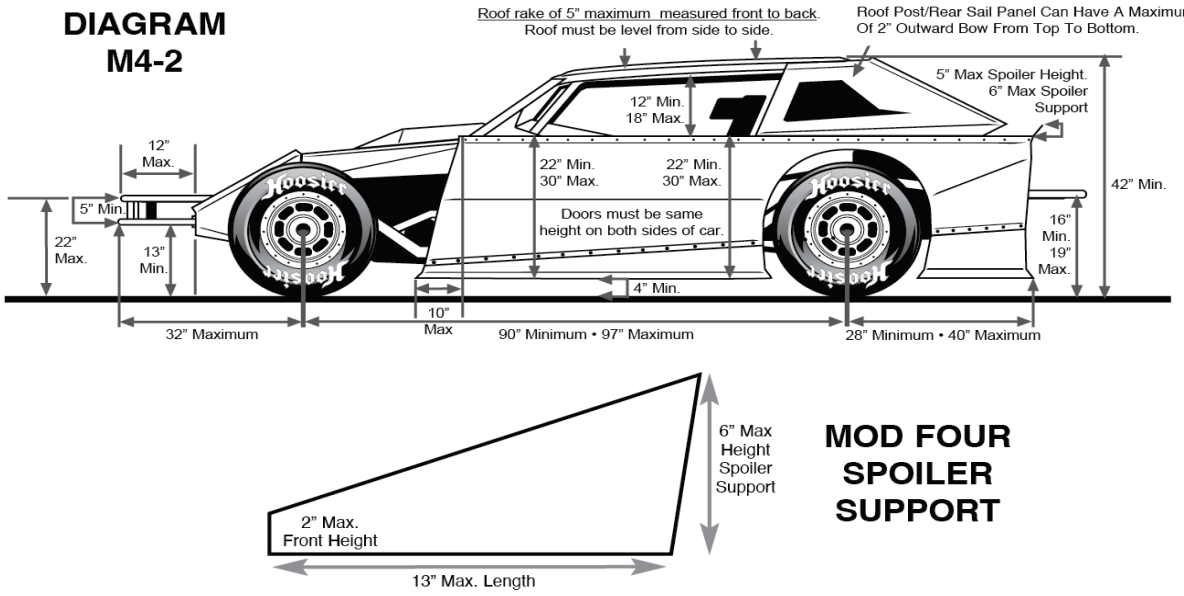
M. Window openings must be the same on both sides of the car. Side windows must be open. There must be 3 or more bars in front of driver. Lexan rear quarter windows are allowed. No open quarter windows allowed.

N. The front nose piece shall have a maximum width at any point of 36” and the nosepiece and fins can be no further back than the front of the radiator. Two nosepiece fins may be mounted, one on each side, must have both same size or none but cannot exceed 2” above the nosepiece at any point. Nose piece must be inside of bumper in front on sides. The rear of the hood must be enclosed. Engine sides may be covered.

O. The leading edge of the quarter panels must have the same measurement from top to bottom as the door panels. However, the quarter panel may be tapered toward the rear of the car up to three inches when measured from front to back.

P. Composite passenger door and quarter panels are allowed on the car and, if used, must be FVMSS approved. Composite/plastic material may also be used from the nosepiece and to protect the master cylinders, reservoirs and electronics at left front of foot well area.

DIAGRAM M4-2



MOD FOUR SPOILER SUPPORT

3) CHASSIS AND WHEEL BASE

A. Wheel base must be a minimum of 90” and a maximum of 97” measured from center of lower ball joint to center line of rear axle housing.

B. Front end must be a O.E.M clip from an American-made pony car. Spec fabricated cross member allowed (unaltered) - (contract your class rep for questions).

C. Front-end width as measured at cross member may not be altered.

D. The minimum weight of the car with driver after the race must be 1700 pounds.

E. Any weights used must be secured by at least two 1/2” bolts, must be painted white and must have your car number

4) SUSPENSION - FRONT AND REAR

A. **Frames and Suspension**

1. No fiberglass leaf springs.

1. Rear weight jacks allowed.
2. No cockpit-adjustable rear weight jack allowed. No cockpit-adjustable shocks.
3. Rear trailing arms, panhard bar, lift bar or pull bar may have steel rod end bearing joints. Must be mounted in stock configuration. Trailing arms can be no shorter than 14 inches and no longer than 20 inches. Must be within 1 INCH in length of each other; arms may be adjustable. Sliders are allowed for leaf spring mounting.
4. No coil-over unit or torque-absorbing device on third link or lift bar other than rubber bushing. Coil spring must have minimum outside diameter of 4-1/2 inches. 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; last coil on each end may be closed and shaved off to create flat surfaces for mounting. Rear coil springs must be 11”-16” free height with 0.5” tolerance. Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed. Mounting brackets and control arms may be interchanged between different model differentials. Rear-end mounting brackets may be relocated.
5. No floating suspension components or bird cages.
6. Steel/Plastic adjustable spring shims are allowed on top of front springs.
11. Strut rods - Low carbon mild steel tubing can be welded into the shaft part of the strut rod but must be same length. Must be mounted with stock rubber bushing on both sides and front and back and be tight against frame mount. Cutting off the front bolt area is not allowed. Must remain OEM length and will be measured from frame mount to lower A-frame back bolt mount of strut rod with both bolts in and strut mount straight. Must be same length both sides.
12. Front shock absorbers must be mounted in the O.E.M. bottom mounts and in the O.E.M. location for the cross member being used.
13. All front suspension components must be O.E.M. and unaltered for the front cross member being used. Spindles, steering arms, “A” arms, and steering components may not be lightened, bent , shortened or altered in any way.
14. Upper “A” arms may be mounted in any location. Front upper A frame vertical mount bracket can only be 2 1/2” high from frame. Ball joint must mount from top of A-arm. Lower control arms must be mounted in O.E.M. mounts and in the O.E.M. location for cross member. Bottom A-frame bushing must have bolt hole in center of bushing, not an offset bolt hole.
15. Front sway bars allowed. Must be stock O.E.M. to cross member with stock mounting; can be mounted front or rear of cross member.
16. Intermarriage of spindles, steering arms, strut rods, hubs, “A” arms and steering components is permitted only within O.E.M; must be GM to GM, Ford to Ford.
17. The use of a left front steel chain or tether is allowed; must have slack at ride height.
18. No air springs are allowed. One coil spring is required on each corner of the car. Leaf springs are allowed.

B. **Steering**

1. 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. No adjustable dial or manual switches for power steering in the cockpit. No adjustable power steering at all.
2. Solid joint steering joint recommended.
3. No boxing-in of steering column.
4. A quick-release steering wheel is required.
5. A steering quickener is recommended but must pass safety inspection.
6. Steering wheel must be 13” minimum diameter.

C. **Brakes**

1. All brakes must be stock (any stock production) components after master cylinder; no proportioning valve or no shut-off valve. Residual pressure valve is allowed. No aluminum components after master cylinder except residual pressure valve. Racing break pads allowed
2. Brake and hub assemblies must be the same type on left and right front wheels. May use stock GM metric brake calipers on front end. Must use single piston OEM type cast iron brake calipers non lightened. May grind on Stock GM calipers to fit on mounts.
3. Disc brakes allowed on rear.
4. Brakes must be capable of locking three (3) wheels on dry dirt. Must have brakes on three (3) wheels. All three calipers must work when braking.
5. Master cylinder may be an aftermarket model.
6. No brake floaters. Dual master cylinders are allowed; if running dual master cylinders, no balance bar allowed, and must have working brakes on at least three corners of the car. Cars with dual master cylinders cannot be adjustable; they must be welded to the cross bar so brake balance cannot be adjusted.
7. No carbon fiber brakes allowed. No titanium or exotic material brakes allowed.

D. **Shocks**

1. **Steel, one or two piece body, non-adjustable, with maximum 2 inch cap on top of shock from edge of top cap to center of shock mounting rod end hole. Shock body can utilize internal or external threads for attachment. Shock may be totally sealed or filled with gas by means of a Schrader valve or a fill port/ seal screw. May have an aluminum shaft end eyelet. No internal or external travel limiting material other than a 1/2 (or less) rubber/plastic travel indicator.**
2. Rear shocks must be attached to rear end and frame [no linkages].
3. No coil-over shocks;

5) TIRES AND WHEELS

A. **Tires**

Hoosier tires allowed: 22.5/8.0-13 and 23/8.0-13, compound 1600. Cross hatches in the tire may be grooved with a #2 blade. This is the only modification you can perform, other than buffing the surface of the tires.

B. **Wheels**

1. Wheels must be steel and a maximum of seven (7) inches wide.
2. Bead-lock wheels are allowed on the right rear and right front only.
3. No lightweight wheels or oversized wheels which have an increased circumference of the bead flange. Minimum weight of a race wheel is 12 pounds.
4. An aluminum wheel spacer up to 1” max thickness may be used on any corner of car.
5. No wheel covers allowed on left side of any car. Soft mud plugs are allowed on left side.
6. Lug nuts must be a minimum of 1”.

6) DRIVE TRAIN

A. Transmissions

1. 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 convectional slip-yoke design.
2. Any pony car transmissions allowed. All gears must work; must have working reverse.
3. The car must have a working clutch and must have working starters in stock location.
4. Hydraulic throw-out bearing not allowed.
5. No automatic transmissions.
6. A 1.5” inspection hole shall be drilled in the bell housing which must be accessible for the tech inspector to see the clutch, flywheel, pressure plate, etc.
7. An explosion-proof bell housing or steel scatter shield is mandatory; minimum scatter shield dimensions is 3/16” thick by 4” wide and must be painted white. Mandatory scatter shield must be designed to contain flywheel/clutch assembly or direct it into the ground and must extend to frame rail top height on both sides. Holes may not be drilled in scatter shields
8. No aluminum driveshafts

B. Flywheel/Clutch

1. The car must have a working clutch that is functional. The clutch assembly may be of O.E.M. standard replacement or racing manufacture.
2. The method for checking for a legal flywheel shall be by use of a magnet on the flywheel. If a flywheel is non-magnetic, the flywheel is assumed to be aluminum and thus illegal.
3. RAM couplers will be allowed if used with a flex plate.
4. No aluminum flywheel

C. 8” Differential

1. Differential assembly must be from American-made pony cars.
2. Rear-wheel-drive only.
3. Rear-end gears may be locked by welding or installing mini-spool. No full spools allowed.
4. No quick-change rear-ends or floaters allowed. Rear-ends may not be narrowed.
5. No 9” Ford center section. No aluminum rear-end parts. No ratios deeper than 4.11 to 1.
6. No torque sensor devices allowed. No light weight or gun drilled axles allowed. No limited slip rear ends. No light weight rear end gears allowed. (polished gears allowed). Axles must be same outside diameter side to side.

D. 9” Differential

1. Differential assembly must be from American-made pony cars.
2. Rear-wheel-drive only.
3. Rear-end gears may be locked by welding or installing mini-spool. No full spools allowed.

4. No quick-change rear-ends or floaters allowed. Rear-ends may not be narrowed.
5. No aluminum rear-end parts. No ratios deeper than 4.11 to 1.
6. No torque sensor devices allowed. No light weight / gun drilled axles allowed. No limited slip rear ends. No light weight rear end gears allowed. (polished gears allowed). Axles must be same outside diameter side to side.

7) Engines: WISSOTA Mod Four Standard Engines

A. Stock configuration Ford 2000, 2300. GM 140. 151, Chrysler 2.2 engines.

B. Bore, stroke and rod lengths shell be:

	Bore	Stroke	Rod
GM 151	4.000”	3.000”	6.000”
GM 140	3.500”	3.625”	5.700”
Ford 2000	3.570”	3.030”	5.000”
Ford 2300	3.781”	3.126”	5.200”
Chrysler 2.2	3.440”	3.620”	5.945”

Cylinders may be bored to a maximum of .060 over stock

C. Exhaust systems must be mounted in such a way as to direct gasses down and/or back from the cockpit and away from area of possible fuel spillage.

D. Flat-top, valve relief or dished pistons only. Pistons must be three-ring. Floating wrist pins are allowed. Coated bearings and pistons are allowed. Piston, wrist pin and rings must weight a minimum of 510 grams. Wrist pin must be stock outside diameter (OD) for engine being used.

Wrist pin height-center of wrist pin to top of piston:

	Min.	Max.
GM 151	1.560	1.528
GM 140	1.480	1.480
Ford 2000	1.588	1.588
Ford 2300	1.578	1.598
Chrysler	1.572	1.573

E. Crankshaft and connecting rods must be OEM to block with no lightening, grinding or poli shing of any type. No marine parts. No strokers. Balancing is allowed. OEM stock steel rods only.

F. Camshaft may be performance type. Roller cams, roller followers, roller rockers and roller Lifters allowed. Valve lift shall be no more than .525 inches at the valve. No reverse rotation engines allowed.

G. No grinding, porting or polishing of any kind is allowed on heads and intake manifolds, including no matching of gaskets. Head may be milled or angle-milled on block mounting surface only. Head may be machined for solid cam. No acid porting allowed. Cam towers on head may be reinforced with welded on straps.

H. Valve diameter must be stock for engine. Valve seat cut: the lowest angle cannot extend more than .250 from the beginning of the 45° angle (valve seat). Stainless steel and underc cut valve stem valves are allowed. Valve stems and valve guides must be OEM stock size. No beehive/conical valve springs allowed. Intake and exhaust measurements must be:

	Intake	Exhaust
GM 151	1.720	1.500
GM 140	1.625	1.375
Ford 2000	1.653	1.418
Ford 2300	1.739	1.500
Chrysler	1.600	1.390

I. No dry-sump oiling. No external pump oiling. Homemade pans or aftermarket pans allowed. Must be removable for teching crank and rods. Factory oil filter mounted oil cooler allowed.

J. No dual camshaft heads.

K. No reverse cooling. Water pump and pulley must be O.E.M. to block. No aluminum water pumps on Fords.

L. No D-port heads, D-port intake manifolds, turbo heads or turbo intake manifolds.

M. Engine offset must remain inside frame rails.

N. Engine setback shall be a minimum 60” from center line of axle housing to the back of the engine block

O. No digital tachometers or gauges. Rev-limiters allowed. Driver may not have phone or watch in the cockpit of the race car.

P. Aftermarket timing belt tensioner allowed. Crankshaft power pulley is allowed. Aftermarket timing belt and adjustable timing belt pulleys or sprockets are allowed but must remain OEM diameter.

Q. One radiator only; must be mounted in front of engine and must not protrude from the car.

R. No titanium engine parts allowed.

S. 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.

T. No oil accumulators.

U. No cold air boxes under air cleaner.

V. Electric fans allowed.

W. Holley 4412 carburetor is allowed or Holley aluminum 4412 carburetor allowed. Casting number L6R1998, main body number R4412-14 or R4412-15. Cannot remove air horn. Can not have adjustable screw in air bleeds. Must meet all 4412-500 CFM tech tool measurements. A Holley 4412 carburetor may only be used with WISSOTA spacer/ restrictor from Speedway motors p/n 135-1955, with 1 1/4 “ max thickness with gaskets.

WISSOTA Mod Four Ford Duratec Engine

A. Bore 89mm, stroke 100mm, compression ratio 9.7:1.

B. Stock 2.5 pistons, crankshaft and rods only, with no modifications.

C. No dry sump oil systems.

D. Balance shaft may be deleted.

E. Stock 2.5 camshaft only, must be set at factory specifications.

F. Stock valves, valve springs and retainers.

G. Stock VCT solenoid must remain in place but cannot be used (no wires to solenoid).

H. No porting or bowl work on cylinder head.

I. Under-drive crank pulley is allowed.

J. Rebuilding or freshening of engine is not allowed. Stock OEM build only.

K. Electric fan is allowed.

L. Stock Ford 2.3 oval port intake as used on current engine - no port matching.

M. Must use Holley 4412 carburetor. Spacer cannot exceed 1” height. Unaltered canton spacer p/n 85-040.

N. Cylinder head-to-intake adapter part #HA2500. (contract your class rep for questions). Cannot be modified.

O. No racing fuels allowed. Must use unleaded pump gas only,. 93 octane or lower.

P. Exhaust must be Schoenfeld part number F3235V only.

Q. Stock Ford EDIS ignition unit only.

R. Steel flywheel only, P/N#0636 (contract your class rep for questions). Flex plate with mini clutch or the stock, Duratec flywheel only. Steel bell housing part FF2.5DBH (contract your class rep for questions).. Must have flywheel inspection hole.

S. Claim rule: Duratec to Duratec claim only, with $700 exchange. Claim includes engine long block, valve cover to oil pan, with crankshaft pulley and intake adapter only. Claimed must finish on lead lap and have a running engine.

T. Rules subject to change at any time in the best interest of competition.

8) ASPIRATION - FUEL

A. 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. 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.

B. A fuel cell hoop of minimum 1-1/4” X 14-gauge in the back and extending down below the fuel cell is required.

C. Single 5200-series pony car carb; E.G.R. plate O.E.M. to engine, if used, must be bolted - not welded - to manifold. On GM 151 c.i.d. engines, the use of a redrilled EGR plate, bolted - not welded - to the manifold, is the only acceptable mounting. Choke plates may be removed. No milling or grinding on choke tower, top of carburetor or intake. Chrysler and GM 151 c.i.d. - large venturi goes outside. Carb fuel inlet is always forward. Number 6500 carburetors are not allowed. Replacing throttle shaft bushings in carb base is allowed.

D. Bottom of carburetor can be no more than 1” above the E.G.R. plate [or intake manifold, if no E.G.R. plate is used]. No spacer between E.G.R. plate and manifold may be used. EGR plate, if used, may be modified. No devices can be added to the inside of the intake to increase or redirect the airflow.

E. Carburetor throttle plate & bore must be stock: primary throttle bore 32.0 mm maximum and secondary throttle bore 36.00 mm maximum. Primary venturi diameter 26.00 mm, secondary bore 27.0 mm maximum.

F. No floatless carburetors allowed. EFI or mechanical injection is NOT allowed. Throttle plates must be round.

G. No blowers or turbo-chargers.

H. Stock O.E.M. to engine 2-barrel intake manifold only.

I. Distributor must be stock. Ford 2000 may use Ford 2300 ignition system. Ignition box must match distributor and must be O.E.M. Aftermarket distributor gear and intermediate shaft is allowed. Ford TFI ignition system allowed on Ford engines only. This system has the module mounted to the distributor. OEM aftermarket coil is allowed.

K. Fuel: Gasoline only, up to E-98 Ethanol is allowed. May make changes to the carb to enable the use of ethanol. No alcohol, nitrous oxide or nitro. No nitrous devices allowed. No methane. No oxygenated fuel other than ethanol is allowed.

L. One (1) fuel line only connected to carb. No vacuum lines on carb or on intake manifolds.

M. Electric fuel pump allowed, but they must be wired into the oil pressure system to prevent them from pumping without oil pressure.

N. 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

O. Car weight must be displayed on both front roof posts in clear view of officials.

P. Fuel pressure regulator is allowed in all classes.

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 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.)

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.

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.

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.

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.