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## GENERAL DISCLAIMER STATEMENT

The rules and regulations in this book are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules govern the condition of all events. By participating in these events, all participants agree to comply with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS.

These rules are a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director is empowered to impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM.

Any interpretation of, or deviation from, these rules are left to the discretion of the officials. THEIR DECISION IS FINAL.

## **WISSOTA BOARD MEMBERS & STAFF**

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## DEFINITIONS

The following terms, as used in this rule book, shall have the following meanings:

**“All The Dirt”** The official newspaper of record for WISSOTA. One of the primary means of communication between WISSOTA and its participants. Communication includes general information and amendment of rules .

**Board:** The WISSOTA Board of Directors. Members are duly elected at the annual meeting. The board member names are listed in this rule book

**O.E.M.** Means and refers to original equipment manufacturer.

**Participant** Every driver, car owner, sponsor, mechanic, crew member or any other pit personnel taking part in any way in any WISSOTA-sanctioned racing event. All participants have voluntarily become involved in a WISSOTA-sanctioned racing events, with the full understanding that they must abide by all rules and regulations of WISSOTA.

By participating in a WISSOTA-sanctioned racing event, participants acknowledge that they are fully aware of the risks involved in the sport of auto racing and that by participating in such a racing event they assume all such risks. This includes any licensed WISSOTA driver entering the pit area whether racing or not. Participants also include every inventor, manufacturer, distributor, supplier of racing parts sold, marketed, distributed, and/or are designed for use by WISSOTA drivers, car owners, sponsors, mechanics, and crew members.

**Promoter** An individual, partnership, corporation, association, or other legal entity that enters into a sanctioning contract with WISSOTA to conduct a racing event; whether regular, special, or probational. A promoter is responsible for the condition and safety of the facility where races take place.

Note: A driver possessing a promoter's pass cannot use that pass for any show in which they are a competitor, but the driver can use the pass to allow admission of one guest.

**Racing Event** Any WISSOTA racing event is defined as racing any/all of heat, consolation, feature.

**Track Official** An employee, independent contractor, or agent of a promoter who helps conduct or promote a racing event. A Track Official is responsible for interpreting and enforcing the rules at a promoter's racing facility.

**Track Rules** The rules for a racing event at a particular racing facility, as published by the promoter, posted at the racing facility, or announced at any drivers or pit meeting prior to any racing event

**WISSOTA** The common name for the sanctioning body, legally known as the WISSOTA Promoters Association, Inc., a Minnesota domestic non-profit corporation.

**WISSOTA Auto Racing** The registered trade name and service mark issued by the United States Patent and Trademark Office for the WISSOTA Promoters Association, Inc. WISSOTA is also seeking trade name and service mark protection for the word 'WISSOTA'.

**WISSOTA Office** The office of WISSOTA located at 2700 1st St N • Suite 209, St. Cloud, MN 56303. Phone 320-251-1360.

**WISSOTA Rules** The rules and procedures in this rule book. WISSOTA Rules are adopted by the WISSOTA promoters at their annual meeting. The rules are amended in accordance with paragraph 1.4 and are in effect for all WISSOTA-sanctioned racing events

**WISSOTA-Sanctioned** A promoter, or racing event, which is specifically sanctioned by WISSOTA based upon a regular, special, or probational sanctioning contract.

## **SECTION 1 - GENERAL RULES**

### **1.1 GENERAL APPLICATION**

The WISSOTA rules apply to every participant in any WISSOTA-sanctioned racing event. All participants subject to the WISSOTA rules are expected to know the rules and any claimed ignorance of the rules is not accepted or tolerated.

All racers, competitors, suppliers, or sponsors and any other participants having any question regarding the legality of any product must request the WISSOTA tech committee to review the same and decide whether the product is legal or illegal. All new products must be pre-approved by WISSOTA's tech committee.

All parts, including but not limited to clutches, transmissions, engines, rearends, frames and all other parts of a racecar that have not been previously approved by the tech committee are considered illegal until the tech committee has reviewed the product decided whether the part is legal or illegal. The decision of the WISSOTA tech committee is final.

The WISSOTA tech committee decides what is authorized and not authorized under the rules. WISSOTA reserves the right to approve weight differences. Only WISSOTA's tech committee has the authority to review a product and approve or reject. No individual member of the tech committee, or individual promoter, tech inspector, nor any other person can individually approve or reject a product. The decision must be rendered solely by WISSOTA's tech committee.

The product seeking approval must be shipped to the President of WISSOTA and the President sends the product to the tech committee members for review. The product must be shipped postage pre-paid to WISSOTA. The tech committee must decide within 60 days of the product being received by WISSOTA's President. WISSOTA does not waive its right to enforce the requirement of pre-approval of a product by the tech committee even if the product has been used by race car owners, drivers, mechanics, or others prior to being submitted to the WISSOTA tech committee.

### **1.2 EFFECTIVE DATE**

The WISSOTA rules, and any amendment of the rules, are effective upon the date of publication by WISSOTA, regardless of when a person subject to the rules receives actual notice of the rule.

### **1.3 EXHIBITS AND DRAWINGS**

Exhibits and drawings are deemed rules illustrations and are enforceable rules.

### **1.4 AMENDMENT OF RULES**

WISSOTA reserves the right to add, delete, supersede, or change any rules, exhibits, or drawings as needed for the betterment and / or safety of racing. WISSOTA may amend the rules at the annual meeting and subsequent publication in the WISSOTA rule book.

In addition, the WISSOTA Board, pursuant to authority conferred by the promoters, may issue amendments during the racing season in the form of technical bulletins. Technical bulletins are published on the WISSOTA website, where they can be reviewed by competitors, promoters, and track tech officials. Participants are responsible for being aware of and complying with all such amendments issued.

### **ADMINISTRATIVE:**

All administrative rule changes come from the membership, board, or staff as needed. All administrative rule changes require a 2/3 vote from the membership.

### **CAR RULES:**

Any safety issues or clarifications of safety during the racing season are addressed and corrected by the tech committee as needed.

Any new product issues or clarifications of products during the racing season are addressed and corrected by the tech committee as needed.

### **1.5 APPLICABILITY**

The WISSOTA rules are applicable to all WISSOTA-sanctioned events.

### **1.6 COMPETITOR OBLIGATION**

Before racing or participating in a WISSOTA-sanctioned event, every driver must inspect the racing surface and the race track area for defects, obstructions, or anything which, in the driver's opinion, is unsafe. The driver must report that condition in writing to a WISSOTA or track official.

Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

## **1.7 FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE**

**1.7.1** The decision of WISSOTA race track official, or any track officials, at a WISSOTA sanctioned event, including the interpretation and application of rules and the scoring of positions, is final, binding and non-appealable, except as provided in paragraph 1.8

**1.7.2** All participants, as a condition of participating in a WISSOTA sanctioned racing event, agree that all decisions of WISSOTA race officials, regarding the interpretation and application of the WISSOTA rules, and the scoring of positions, is nonlitigable. All participants further covenant and agree that they will not take any type of legal action against WISSOTA, or a WISSOTA promoter, to challenge such decision, to seek monetary damages, to seek injunctive relief or to seek any other kind of legal remedy. If a participant pursues any such legal action which violates this provision, then the participant expressly agrees to reimburse WISSOTA, or the WISSOTA promoter, for all of its attorney's fees and costs in defending against such legal action. In addition, I understand and accept that if I violate this provision and initiate any type of legal action against WISSOTA or a WISSOTA promoter as described above, that my WISSOTA competitors license will be immediately suspended and I will not be allowed to race again in the current year. Also I will not be issued a WISSOTA competitors license for a minimum of three (3) years from the date of the filing of such legal action. I also understand that the WISSOTA rule book expressly defines which decision of race officials or WISSOTA officials can be appealed and outlines the process by which the driver may appeal decision by officials.

## **1.8 APPEAL RIGHTS AND PROCEDURES**

If a track has reported an offense or infraction to WISSOTA according to Rule 1.13, then a participant who has been suspended or fined \$500.00 or more by WISSOTA may seek an appeal hearing regarding the fine or suspension.

By signing the WISSOTA Tech Form at the time of inspection, the driver is not admitting to the use of any illegal part (s). However, failure by the driver to sign the WISSOTA Tech Form constitutes a waiver of the driver's rights to appeal under Section 1.8—Appeal Rights and Procedures. Failure by the driver to surrender any illegal part(s) also constitutes a waiver of the driver's right of appeal under Section 1.8. **The date on the WISSOTA Tech Form marks the beginning of the infraction period and starts the five (5) day period in which the driver may submit a written appeal to WISSOTA. If a fine is paid by the participant, car owner, engine builder, chassis builder, or any other individual involved in the reason for the infraction, the party will not be eligible for an appeal hearing.**

**1.8.1.1 Procedure** A participant requesting an appeal hearing of action taken by WISSOTA must submit a written request for appeal hearing, accompanied by any relevant documentation, within the time, and in the manner, specified in paragraph 1.8.1.3.

**1.8.1.2 Appeal Hearing Fee** The request for an appeal hearing must be accompanied by a fee of \$350.00, paid either online, in cashier's check or certified funds, which is nonrefundable unless hearing panel decides in the appealing participant's favor.

**1.8.1.3 Hearing** Within fifteen (15) days of the receipt of the request for appeal hearing, the Board must appoint an appeal panel and notify the participant of the date, time, and place of the appeal hearing, to be held on or before the next scheduled board meeting.

The panel decides on the appropriate procedure for conducting the hearing and is not bound by formal rules of evidence or procedure but must pursue the best procedure for obtaining the relevant facts to reach a decision.

The appealing participant must appear in person at the hearing (but not through a representative or attorney) and may be accompanied by not more than three witnesses. No other persons can be present during the hearing. The President of WISSOTA or his designate conducts the hearing. No record of the hearing can be made by either the participant or WISSOTA by tape recording, court reporter, or any other method.

**18.1.4 Hearing Panel Decision** After the hearing, the hearing panel makes a decision and mails notification to the participant by certified mail, return receipt requested. The decision of the appeals panel cannot be further appealed within WISSOTA or to any court, it being the agreement and understanding that this appeal hearing is the sole and final remedy for appeal of fines or suspensions.

#### **1.8.2 Time for Filing, and Contents of, Request for Appeal Hearing**

A request for an appeal hearing must be made in writing by the participant and sent to the Board, at the WISSOTA office, with a postmark no later than five (5) days after the date of receipt of written or verbal notice by the participant informing him/her of the imposition of the fine or suspension. The written request must specifically state what parts of the WISSOTA action are to be reviewed, or are being appealed, and must set forth with particularity the grounds or reasons why the participant believes the WISSOTA action should be changed or overturned. Written notice by email is also an acceptable form and must be received by 22:59 P.M. central time of the fifth day.

**1.8.2.1 Composition of Appeal Hearing Panels:** The appeal hearing panel consists of three (3) members, designated by the Board, none of whom were involved in the original determination resulting in the fine or suspension.

**1.8.4 Continuation of Fines and Suspensions** Imposed fines and suspensions remain in effect while any requests for an appeal hearing is pending. If driver pays the fine after suspension has been served, the driver waives his right for any further appeal hearing. Driver also understands that the suspension and hearing cannot be further appealed within WISSOTA or to any court of law, it being the agreement and understanding that by paying fine and serving suspension that this is the final remedy.

**1.8.5 Arbitration Procedure:** Other than expelling, suspending, or terminating a promoter's association or membership with WISSOTA pursuant to M.S.A. § 317A.411, should any participant or promoter seek a further appeal of WISSOTA's decisions regarding the participant or promoter's actions or inactions despite the provisions as contained in paragraph 1.7.1, 1.7.2, and 1.8.1.4, all controversies, and claims must be resolved by binding arbitration under the Federal Arbitration Act. Or, if not applicable, pursuant to the American Arbitration Association, Commercial Arbitration Rules. The arbitrator must follow controlling law under either the Federal Arbitration Act or the American Arbitration Association, Commercial Arbitration Rules.

The alleged aggrieved party can only pursue provisional remedies in a state or federal court of the State of Minnesota pending the outcome of an arbitration hearing. The pursuit of provision remedies in state or federal court of Minnesota is limited solely to seeking temporary injunctive relief or a restraining order and no other judicial relief is permitted. Seeking judicial relief does not constitute a waiver of the requirement to arbitrate. The judgement upon the arbitrator's award may be entered in Hennepin County, Minnesota, and transferred to any applicable jurisdiction for enforcement.

Arbitration is mandatory, binding and cannot be waived except upon mutual consent of both WISSOTA and the party seeking arbitration. The parties must have arbitration administered by either the American Arbitration Association or the parties can agree to have a mutually agreeable attorney or judge arbitrate the proceeding. Only one arbitrator presides over the proceedings. The arbitrator is mutually selected by the parties. All arbitration proceedings are conducted in Minneapolis, Minnesota or another location mutually agreed to by the parties.

Under no circumstances is WISSOTA nor any other participant in the arbitration proceedings liable for payment of any punitive damages, attorney's fees, costs or disbursements including witness fees, mileage, deposition costs, or other charges in connection with said arbitration claim. Any party seeking arbitration must do so within six (6) months of any adverse decision rendered by WISSOTA or the claim/controversy is forever barred.

**1.10 RESERVED PARTICIPATION RIGHT**

WISSOTA or track promoter reserves the right to refuse to accept the entry of any car or participant. WISSOTA or track promoter reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the track premises, if WISSOTA or track promoter decides that a participant's presence or conduct is not in the best interest of the sport of auto racing, the other competitors, the spectators, track management, employees, or WISSOTA.

**1.11 VIOLATION OF SPIRIT AND INTENT OF RULES & UNSPORTSMANLIKE CONDUCT**

**1.11.1 Driver Responsibility** The driver is responsible their own actions and the actions of their pit crew in all respects. The driver is the sole spokesperson for their car owner and pit crew in any and all matters. The driver must speak with the chief WISSOTA member present or track official in charge regarding their conduct or behavior. Actions of the crew can be penalized under rule 1.11 at the discretion of track officials.

**1.11.2 Unsportsmanlike Conduct** Unsportsmanlike conduct may be handled by an individual track promoter in a manner consistent to those and 1.11.2.1 and 1.11.2.2. If a member promoter decides to request involvement from WISSOTA, the request and penalty cannot be appealed nor overturned once the conduct notice is written. Conduct violations cannot be appealed.

**1.11.2.1 Minor Unsportsmanlike Conduct** No participant can engage in improper behavior on or off the track, in or out of the race car, nor can he or she subject any WISSOTA official, track official, track employee, sponsor, or participant to any abusive or improper language at any time. Minor unsportsmanlike conduct also includes, but is not limited to, getting out of the race car on track or speeding in the pit area. The penalty for such conduct may be suspension of up to two weeks from the date of the infraction, may be a fine up to \$500, may lose all WISSOTA points (both track and national), and will be placed on probation for up to one year (or a combination of penalties). Under this rule the loss of points are at the discretion of the track officials.

**1.11.2.2 Major Unsportsmanlike Conduct** No participant can engage in discriminatory practices on or off the track, in or out of the race car. No participant can engage in fighting. No participant can intentionally wreck or hit another vehicle on or off the track, before, during or after the race. Major unsportsmanlike conduct also includes, but is not limited to, battery, assault, or vandalism. The penalty for a major unsportsmanlike conduct violation is a 30-day suspension, a \$1000 fine, loss of all WISSOTA points (both track and national), and a one-year probation. A second violation while still on probation results in another fine (if applicable) of up to \$1000, a one-year suspension from the date of the second violation, and a probation of one year upon reinstatement to WISSOTA racing. Driver may be required to attend a WISSOTA board meeting to determine eligibility for reinstatement. WISSOTA reserves the right to impose more severe penalties based upon the circumstances and the severity of the violation.

**1.11.3 Alcoholic Beverages** Consumption of beer or alcoholic beverages for 8 hours preceding the scheduled start time, or being under the influence of beer or alcoholic beverages in the pit area, is prohibited until after the entire program for all divisions is completed. All participants and drivers must adhere to absolute sobriety. If a participant is caught consuming alcoholic beverages the 8 hours before the scheduled start time or is deemed to be under the influence of alcoholic beverages in the pit area, before the entire program for all divisions is completed, the participant is immediately ejected from the racetrack premises and subject to mandatory fine of \$500 and a ninety (90) day suspension. Upon reasonable suspicion, by WISSOTA or track officials, participant must submit to a portable breath test (PBT).

**1.12 WISSOTA DRUG POLICY**

**1.12.1 Illegal Drugs Definition** Illegal drugs are those substances or drug substances defined and prohibited by state and/or federal laws.

**1.12.2 General Prohibition** Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at a WISSOTA sanctioned track, either on the race track grounds or in any area considered to be used in the operation of the race track, such as parking lots or leased properties.

**1.12.3 Participant** A participant is as defined in the definitions in this rule book. All such participants are responsible for their personal conduct.

**1.12.4 Specific Prohibition, Violations and Penalties** Any person who is:

**1.12.4.1** found to be in possession of, or under the influence of, any illegal drug or drug substance on the race track property; or

**1.12.4.2** arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether the offense occurred on or off the race track property; or

**1.12.4.3** formally charged by a court of law with any illegal drug violation, regardless of whether the offense occurred on or off the race track property,

**1.12.4.4 SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY WISSOTA:**

**1.12.4.5** found to be in possession of, or under the influence of, any illegal drug or drug substance on the race track property; or

**1.12.4.6** Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the level of the offense, upon WISSOTA being so advised, shall be suspended from all forms of participation at WISSOTA-sanctioned events until such time as the charges are fully adjudicated through the legal process.

**1.12.4.7** Any participant convicted of an illegal drug violation, regardless of the level of offense, by a court of law shall be prohibited from taking part in any WISSOTA sanctioned event for a minimum period of one (1) year from the date of conviction.

**1.12.4.8** In addition, during any suspension imposed above, all point fund money, both track and national, including all contingency awards, shall be held by the track or WISSOTA pending adjudication of the charges and shall be forfeited if the participant is convicted of the charges.

**1.12.5 Appeal and Hearing** Any participant suspended for violation of these drug policy rules will be granted a formal appeal hearing by a panel designated by the Board, provided the suspended participant requests such as a hearing, to the Board in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

**1.12.6 Reinstatements** A participant suspended for violation of these drug policy rules, EXCEPT IN THE CASE OF PERSONS CHARGED WITH SELLING DRUGS, may as the result of a decision reached through the appeal and hearing process be reinstated if:

**1.12.6.1** In the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state, certifying that he or she is drug-independent, as a result of random and periodic examinations and urinalysis testing, made at the request of WISSOTA.

**1.12.6.2** In the case of drug possession, that the participant produces evidence, satisfactory to the hearing panel, that he or she was not in possession of illegal drugs.

**1.12.6.3 Prescribed Drugs** If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any race track activities. Failure to so notify subjects the participant to penalties previously prescribed.

### **1.13 REQUIREMENTS REGARDING WISSOTA FINES AND SUSPENSIONS**

Except for conduct offenses under Rule 1.11, which race tracks may report to WISSOTA at their discretion, if there is a rules violation, offense or infraction at a race track, then the track must put the facts of the rules violation, offense or infraction in writing and send them to the WISSOTA office within 48 hours of the rules violation, offense or infraction and impose any necessary suspensions or fines.

### **1.14 PROBATION AND SUSPENSIONS**

**1.14.1 Probation** All fines and suspensions automatically carry a one-year-from-date-of-infraction probationary period. A second violation, within the probationary period, results in a fine (if applicable) and one-year suspension from the date of the second violation.

**1.14.2 Fines and Suspensions** A participant fined and suspended in one class is suspended from participating in all other classes until the expiration of the suspension and the payment of the fine. However, participants only lose national and track points in the class for which the fine and suspension was imposed.

### **1.15 DURATION OF PENALTIES**

All penalties apply throughout the entire WISSOTA racing season and apply to all WISSOTA sanctioned events. All suspensions which have not been fully served as of the end of the national point racing season as specified in paragraph 2.8, commence with the beginning of the point season in the following year as specified in paragraph 2.8 and continue until fully served.

### **1.16 ILLEGAL PARTS**

**1.16.1 Illegal Parts** Illegal parts shall be any parts or components of a race car, or any alterations or modifications to any such parts or components, that do not meet WISSOTA rules and specifications of the class in which the race car is competing.

**1.16.2 Illegal** Being illegal consists of any aspect of the race car which violates or results in a violation of any WISSOTA rules or specifications.

**1.16.3 Disallowed if Not Allowed** If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component, then that part or component is disallowed.

**1.16.4 Removal of Identifying Marks** Any grinding, defacing or otherwise removing or obliterating of casting marks, casting numbers or any other identifying marks or numbers on an engine or chassis part automatically render that part illegal, except that this particular subparagraph does not apply to late model engine blocks

**1.16.5 Penalty** Except for a specific penalty as otherwise provided, the penalty for illegal parts, or being illegal, as previously defined, whether discovered through a post-race inspection, through tear down, or as result of a protest or in connection with a claim, a \$1,000.00 fine (\$500.00 fine for Street Stocks, Midwest Modifieds, Mod Fours, Pure Stocks and Hornets), a suspension of thirty (30) days, loss of all points, including all national points and all track points earned at all tracks, and forfeiture of all money and awards earned for that event.

The above prescribed suspension of 30 days is mandatory for the following infractions: refusal of a claim, refusal of tech inspection, traction control or treated tires. If charged with infractions other than those, the driver may opt to instead pay a fine of twice the prescribed amount, then return to racing at any time after WISSOTA staff confirm the receipt of payment.

**1.16.5.1 Illegal tires, all classes, first time offenders:** If a driver is found with improper (illegal) tires on the front or back of the car, that driver is disqualified for that race and loses all track and national points and prize money for that race. If this infraction occurs during a qualifying race, the driver is disqualified from that race with the loss of track and national points for that race, but is allowed to start at the rear of the B or A feature if the infraction is corrected. Should there be a full field already in the feature, the disqualification stands for the entire race program. The driver will also be placed on a one (1) year probation period beginning from the date of the infraction.

**1.16.5.2 Illegal tires, all classes, second time offenders:** Loss of all track and national points year to date. \$500 fine to be paid before driver is allowed to race again plus a thirty (30) day suspension of driver in all divisions.

**1.16.5.3 No softening or conditioning of tires is allowed in any class.** Any tire can be confiscated by a WISSOTA or track tech official on any race night at any track to be evaluated and returned within a reasonable period of time. Fines and punishment for illegally softening or conditioning tires will include: first offense \$1,000 fine, 30 day suspension, one-year probation; and a second offense: \$1,000 fine and 12 month suspension.

**1.16.5.4 Tire protest:** A driver may protest the tires of another competitor in his/her class. The fee is \$100, remitted to the promoter. The promoter will send a sample of the protested tire (s) to an independent lab for analysis.

**1.16.5.5** Upon technical inspection, if a non-stamped and/or non-stickered wheel is discovered, the driver is penalized two finishing positions.

#### **1.16.6 Penalties for Other Infractions**

**1.16.6.1 Non-Fineable** infractions include a car that is found after a race with a short wheelbase, is light at the scale, has body parts that do not meet the rules, has any suspension part that does not meet the rules, or does not have the proper engine setback. This type of infraction results in a disqualification with loss of points and winnings for that race only. If the infraction is fixed, the car is eligible to run in the next race.

**1.16.6.2 Major Fineable/Suspension** infractions include a car that's found after any race with transmission or transmission parts that do not meet the rules, any differential part that does not meet the rules, or any engine parts that do not meet the specifications for that class. Specific examples include but are not limited to carburetors, cylinder heads, engine blocks, intake and exhaust manifolds, push rods, crankshafts, camshafts, lifters, rocker arms, guide plates, distributors or any other engine parts that do not meet the specifications listed for that division. The fine and/or suspension applied as described earlier in section 1.16.5.

**1.16.6.3 Minor Fineable Infractions** including carb spacer, gaskets, epoxy on carb, and fuel tampering, which carry a penalty including a \$100 fine, loss of all track and national points, plus confiscation of illegal part(s). Driver may race again when fine is paid but is placed on probation. If caught with same infraction again during the same calendar year, the infraction becomes a fineable as described in 1.16.6.2 above.

#### **1.17 RESERVED TEAR DOWN RIGHT**

**1.17.1 Tear Down** After the feature race, WISSOTA, or the track official, reserves the right to tear down the engine of any race car in any class and/or any place. This reserved tear down right is separate and distinct from any inspection to which any race car in any class is subject under rule 2.11.

**1.17.2 Procedure** A tear down consists of the disassembly of the upper end, or lower end, or both, of the engine. An upper-end tear down includes, but is not limited to, removing the carburetor, spacer plates adapters, valve covers, intake manifold, exhaust manifold, headers, valve train components and heads. A lower-end tear down includes, but is not limited to, removing the oil pan, crankshaft, rods, and pistons.

**1.17.3 Fee for Tear Down** WISSOTA, or the track official, advises the driver that a tear down is requested and the challenger posted a tear down fee (cash only) that is equal to the protest fees set forth in Paragraph 5.5. If, after tear down, the engine is found to be legal, then the posted tear down fee is paid to the driver. If, after tear down, the engine is found to be illegal, the posted tear down fee is retained by WISSOTA, or the track official.

**1.17.4 Illegal Parts** If any engine parts are found to be illegal, the provisions of Rule 1.16 regarding illegal parts, and of Rule 1.18 regarding confiscation of illegal parts, shall apply.

## **1.18 CONFISCATION OF ILLEGAL PARTS**

**1.18.1** All illegal parts or components discovered through inspection, through tear down or a protest or claim, are confiscated by track officials and forfeited by the participant to WISSOTA.

**1.18.2** All forfeited parts, after being tagged with numbered tamper-proof tags, must be delivered by track officials to WISSOTA and become the property of WISSOTA to be disposed of at its discretion, after any fines for the infraction are paid. All appropriate documentation must be submitted by the promoter/track officials to the WISSOTA office within forty eight (48) hours of the decision rendering the part(s) illegal or once the appellate period referred to in 1.8 Appeal Rights and Procedures has passed or whichever comes first.

**1.18.3** Failure of a participant to surrender illegal parts for confiscation results in a separate penalty, in addition to any other penalties for illegal parts under these rules, of two (2) times the estimated retail value of the illegal parts (as determined by WISSOTA). Failure to surrender illegal part(s) for confiscation is a waiver of the drivers right to appeal under rule 1.8 Appeal Rights and Procedures.

## **1.19 INDEPENDENT CONTRACTORS**

All WISSOTA participants are independent contractors and are not the agents or employees of WISSOTA or any WISSOTA sanctioned race track. WISSOTA participants, as independent contractors, are solely responsible for preparing their race cars to perform in WISSOTA sanctioned racing events in accordance with the WISSOTA rules and procedures.

As independent contractors, WISSOTA participants are solely responsible for compensating their employees, agents, or pit crew members. WISSOTA participants, as independent contractors, also assume full responsibility for reporting or filing any reports or tax returns with the appropriate authorities on any and all earnings or funds received as a result of their participation in WISSOTA sanctioned racing events, including, but not limited to, Federal Social Security taxes, Federal income taxes, state income taxes, Federal and state withholding taxes, unemployment taxes and workers compensation insurance.

## **1.20 COMPETITOR AGREEMENT REGARDING RULES**

A participant, by competing in a WISSOTA-sanctioned event, specifically agrees and acknowledges the following:

**1.20.1** That he or she is familiar with and understands all of the WISSOTA rules and procedures as set forth in this rule book.

**1.20.2** That by applying for a WISSOTA competitor's license, or by participating in a WISSOTA sanctioned racing event, he or she specifically agrees to abide by all of the WISSOTA rules and procedures.

**1.20.3** That by entering a WISSOTA-sanctioned racing event, a competitor certifies that his or her race car meets all of the requirements of the WISSOTA rules for participating in a WISSOTA sanctioned racing event.

**1.20.4** That, if as a result of an inspection, tear down, protest, or claim, a competitor's race car is determined to be illegal, it is the sole responsibility of the competitor, who bears the burden of proof, to prove that his or her race car is in compliance with the applicable WISSOTA rules and requirements.

## **SECTION 2 - GENERAL POLICIES**

### **2.1 PREVAILING POLICY**

**2.1.1** Any disagreements over technical questions or operations will be resolved by WISSOTA or track officials. When their decision is rendered, such decision is final and binding, except as provided in paragraph 1.8.

**2.1.2** WISSOTA or track officials will establish the length, frequency and administration of all events and programs. When their decision is rendered, that decision is final and binding and can not be appealed.

### **2.2 LICENSING AND REGISTRATION**

**2.2.1** To race in a WISSOTA sanctioned class, the driver must be at least 16 years of age. WISSOTA may issue any driver under 16 a (restricted) license. However any driver under 16 years of age with a (restricted) license must receive permission at each individual race track prior to racing at that facility.

All drivers, regardless of age, must have signed an application for a WISSOTA competitor's license, must have not been convicted of any illegal drug violation during the one (1) year period prior to the date of application, must have paid the required fee and be in good standing.

The license application for all drivers under the age of 19 must also include the signature of parent or legal guardian regardless of division. For any driver under the age of 17, a copy of a certified birth certificate must also be provided with the license application. Restricted license drivers must contact race track at least 24 hours in advance to get approval to a participate in any event.

**2.2.2** WISSOTA reserves the right to deny competitor's license to any driver for any reason.

**2.2.3** Any driver who permits someone else to use his/her competitor's license will be subject to a mandatory fine of \$500.00 and disqualification.

**2.2.4** A current WISSOTA competitor's license must be presented at the time of sign-in and registration.

**2.2.5** A driver must have a WISSOTA license to receive any national or track points, and all points only go with the driver.

**2.2.6** Only a fully-licensed WISSOTA driver may protest.

**2.2.7** Temporary licenses may be issued; however, a temporary license may be protested but may not protest, may be claimed but may not claim and no points will be issued for a temporary license.

**2.2.8** No driver or other participants may enter the race track or pit area until they have personally signed all releases, registrations and entry forms. No person will be permitted to sign the release sheet for any person other than themselves. Any participant who fails to sign all release and registration forms is disqualified and any forfeits any prize money.

**2.2.9 WISSOTA 100s Eligibility** - To participate in any WISSOTA 100 event, a driver must have a full WISSOTA competitor's license (not a temporary license).

**2.2.10 2026 WISSOTA Competitor Licenses & Fees:**

Licenses are available for purchase online at <https://www.wissota.org>.

If a driver is unable to purchase online, they can mail a license application to the WISSOTA office as outlined on the license application form. ALL licenses purchased at the track carry a \$25.00 service fee in addition to the cost of the license, as follows:

WISSOTA Late Model - \$155.00

WISSOTA Modified - \$135.00

WISSOTA Super Stock - \$125.00

WISSOTA Midwest Modified, Street Stock, or Mod Four - \$115.00

WISSOTA Pure Stock or Hornet - \$75.00.

No driver may purchase a Hornet division license if they have ever raced in the Super Stock or any higher division. Any driver who has raced in the Midwest Modified division or lower class, for one season or less, or has not raced in the past five years, may purchase a Hornet division license. A Hornet driver may also hold a license in the Pure Stock division only. Any Hornet driver purchasing a Mod Four or higher division license during the year cannot go back to the Hornet if raced in the other class. Any driver who has won a national championship in any class (or two in Hornets), is ineligible to purchase a Hornet license. If you are found to have violated this restriction, WISSOTA retains the right to cancel your Hornet license and you are not eligible for any refund of your license fee.

**2.2.10.1** Each license will include an excess medical insurance policy for the driver as well as a digital subscription to All The Dirt! Racing News.

**2.2.10.2** Temporary Licenses - \$55.00 for Late Model, Modified, Super Stock, Midwest Mod, Street Stock or Mod Four, \$25 for Pure Stock or Hornet (valid for one event only, cannot be credited toward full license upgrades). Temp licenses may only be purchased at the track.

**2.3 PIT AGE REQUIREMENT**

All persons under the age of eighteen (18) must have signed minor release form on file at each race track where they want to race. Forms available at each track.

**2.4 RACE PROCEDURES**

**2.4.1** Every person driving a race car on the track must wear the required helmet and cinched harness and lap belt whenever in the race car, including track packing, warm-ups, hot laps and races.

**2.4.2** No person, except the driver and WISSOTA and/or track officials, is allowed on the race track at any time after the race starts.

**2.4.3** All drivers are responsible for registering their car and have a number drawn for their starting position in the heat race. A car may be registered and compete in only one WISSOTA sanctioned division per event.

**2.4.4** If a car is unable to start the race, all cars behind that car's position will advance one position (either directly, or by crisscrossing their cars, at the track's option).

**2.4.5** When a race is stopped after the completion of at least one (1) lap, cars shall be lined up in the order in which they were running at the completion of the last full lap before being stopped. The car or cars causing the race to be stopped, if any, move to the rear of the field. If a car causes a race stoppage twice in the same race, that race car will be sent to the pits, but is scored and receive points for its finishing position as if it had dropped out of the race at that time.

**2.4.6** A race may be stopped at the discretion of the starter or officials at any time they consider it dangerous or unsafe to continue. If a car loses front bumper or back bumper or fuel cell guard, the car must go to the pits for the remainder of the race.

**2.4.7** Any car being lapped consistently by the field may be blacked-flagged at the flagman's discretion.

**2.4.8** Track promoters may run multiple heats in any class, but there must be a minimum of 5 cars in each heat. If a heat race is run with less than 5 cars when more than 5 cars are in attendance, no points will be issued for that race and the promoter/track is subject to a fine of \$250.00. Nine (9) or fewer cars entered in any class shall be limited to 1 heat race. Drivers can only start the heat race that he/she was scheduled to start.

**2.4.9** RACEreceivers and transponders are required, but only for track officials to communicate with drivers and score cars. No radio communication is allowed between competitors, crew members, fans or other participants.

**2.4.10 Restart Line-Up.** Tracks' choice from the following 3 for feature only.

1. Delaware style with the leader in front, alone in row one. Second place driver has choice of inside or outside starting location. Fourth place always lines up inside row three.
2. Choose Cone where the driver makes a choice of high or low at the cone in the middle of the track at the flag stand.
3. Delaware style with the leader in front, alone in row one. Second place drivers has choice, if driver choice is inside then all the even places go inside and odd places go outside or vice versa.

The promoter can use their discretion and revert to single file restarts if track conditions exist that warrant and a single file restart is in the spirit of good and fair competition. The promoter is not required to revert to single file restart at any time. Any abuse of discretionary actions by the track officials in deviating from the double file restarts may result in a fine, probation, suspension, or any combination thereof. The intent of this rule is to provide consistent and unified procedures for the competitors.

**2.5 DRIVER, CAR OR ENGINE CHANGES**

**2.5.1** No driver changes allowed after heat race or qualifying.

**2.5.2** If a driver changes engine or car between heat/qualifying, they must start at the rear of the next event. On multiple day events, they start in the spot they qualified for on the previous day.

**2.6 Good standing:** You must be in good standing with the WISSOTA Promoters Association to receive any point fund money and/or other awards. All fines must be paid, all suspensions must be fully served, and all outstanding debts to WISSOTA must be fully paid in order to be considered to be in good standing with WISSOTA. WISSOTA reserves the right to offset the amount of any outstanding fine or other monies due to WISSOTA from a participant against any point fund money or other award to which the participant may be entitled. This includes any participants who have fines, suspensions, or debts pending with WISSOTA .

**2.7 RACING SEASON:** The WISSOTA point season will begin April 1st, and will end for the local track/state point standings on the first Tuesday after Labor Day. The WISSOTA national point season will end after the sixth Sunday past Labor Day.

**2.8 RACE CAR NUMBERS/LETTERS:** Drivers are responsible for notifying WISSOTA of their current car number or number changes. Number/letters must be at least eighteen (18) inches high, must be in a contrasting color to the background color, and must be neatly displayed on both sides of the car and on the roof facing the grandstand. Reflective, mirror-like, or prismatic numbers and hard to see. Car colors such as black, navy, maroon, and brown are strongly discouraged. Any driver using such colors risk not being scored properly at individual tracks. Driver assumes all risk for readability of their numbers

## 2.9 POST-RACE SCALING

In all classes, a minimum of the top three (3) race cars in each qualifying race and a minimum of the top five (5) race cars in their feature race must scale. Any driver required to scale, immediately following the qualifying and/or feature events, who:

- A.** Does not go directly to the scales, or
- B.** Avoids going to the scales, or
- C.** Does not remain at the scales until scaled, or
- D.** Does not meet the minimum weight for the class, according to the scale at the race track for the event,

**THEN:** If failing scale in the heat race, driver is disqualified from the heat race and forfeits all points and prize money for the heat race, but can start at the back of the last chance, consolation, or feature race. If failing scale in the feature race, driver is disqualified and forfeits all points and prize money for the feature.

## 2.10 INSPECTIONS

**2.10.1 Timing and Scope of Inspection** All race cars competing in WISSOTA sanctioned racing events are subject to inspection by WISSOTA, or track officials. Inspection can happen at any time, and to any extent or degree, as determined by WISSOTA, or track officials in their sole discretion. The decisions by WISSOTA, or track officials, regarding the specific race cars to be inspected, and the timing, scope or extent of any inspection, are final, binding and cannot be appealed, except as provided in Paragraph 1.8.

### 2.10.2 Types of Inspection

**2.10.2.1 Minimum Specifications Inspection** An inspection, usually conducted at the beginning of a racing season or a racing event, to determine whether a race car complies with the minimum applicable chassis and body specifications and all safety requirements. Any discovered violations must be corrected before the race car can compete in the racing event.

**2.10.2.2 Pre-Race Inspection** An inspection, conducted in advance of a racing event. Pre-race inspection includes a minimum specifications inspection to determine whether a race car complies with specifications, safety requirements and any other rules, at the discretion of the track officials. Any discovered violations must be corrected before the race car can compete in any racing event.

**2.10.2.3 Post race Inspection** An inspection, conducted after a racing event. Post-race inspection determines whether a race car complies with all applicable rules and specifications, for that class of race car, as determined by WISSOTA, and/or the track officials, in their sole discretion.

**2.10.2.4 Effect of Prior Inspection** The fact that a race car passed a minimum specifications inspection, a pre-race inspection, or any inspection at another race track or event, is no guarantee or assurance that the race car will pass a post-race inspection.

**2.10.3 Cooperation of Driver** In connection with any type of inspection, the driver must cooperate with WISSOTA, and/or track officials, to enable a complete an inspection, including removing or disassembling various parts or components. The driver and tech official are both required to sign WISSOTA's tech form.

**2.10.4 Refusal or Termination of Inspection**

**2.10.4.1** Any driver who refuses to allow a pre-race or a minimum specification inspection to be conducted will not be allowed to compete in the racing event.

**2.10.4.2** Any driver who refuses to allow a post-race inspection, or who terminates an inspection in progress, will be fined \$1,000.00 suspended for thirty (30) days, lose all points (both national and track points) and forfeit all money and awards for that event.

**2.10.4.3** All WISSOTA classes may be asked to take intake manifold off for inspection.

**SECTION 3 - MINIMUM SPECIFICATIONS****3.1 GENERAL**

**3.1.1** At any time before, during or after an event, WISSOTA or track officials may require additional measures or equipment, or make additional determinations, as they deem necessary to further reduce the risk to competitors.

**3.1.2** All cars are subject to a minimum specification inspection at any time and a refusal of such inspection is subject to Rule 2.11. It is the responsibility of the driver to prepare their car to comply with all minimum specifications, to be free of defects, and in safe racing condition.

**3.2 DISPLAY OF WISSOTA AND SPONSOR LOGOS**

**3.2.1** Drivers must support any and all official WISSOTA sponsors by displaying both WISSOTA patches and sponsor patches on the front of the uniform, somewhere below shoulders and above the belt line, or on the front/side of arm above the elbow. The required patches include WISSOTA, title sponsor if applicable and Hoosier.

**3.2.2** Mandatory decal locations. The WISSOTA, title sponsor if applicable (on top), and Hoosier Tire decals must be located on the upper corner on the front fender, directly behind the wheel opening on all Hornets, Pure Stocks, Street Stocks, Super Stocks and Late Models. The same decals must be located in the upper left corner of the left door and the upper right corner of the right door on all Mod Fours, Midwest Mods and Modifieds. All other required decals must be placed on the outside of the body panels or the sail panels, in the upright position using the correct colors and sizes. Required decals are not allowed on the side of nose piece, or the frame rails, side engine enclosure, roll bars, ground effects, wheels or tires. All decals may be incorporated into a graphic wrap provided the correct color and size is used.

**3.2.3** Failure to display the required patches or decals, as set forth above, may result in loss of all points (both track and national) where the infraction occurred and forfeiture of all money and awards for that event. You can download file from the WISSOTA website <https://www.wissota.org/rules/>

**3.3 SAFETY**

**3.3.1 Helmets:** All helmets must be rated SNELL SA2020 or SFI 31.1/2020 or newer. Manufacturer tag and SNELL/SFI sticker must not be removed. No SNELL KA or M rated helmets are allowed. Drivers must wear a helmet at all times when the car is on the track. The helmet must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection, which must be in place while the car is on the track. A full-face helmet is strongly recommended. Head and neck restraint is strongly recommended.

**3.3.2 Driving Suit:** A flame-retardant driving suit and gloves are mandatory. Two-piece suits must have both pieces worn together. WISSOTA recommends a one-piece, three-layer fire-resistant suit, along with fire-resistant underwear, socks, shoes, and hood. No flammable clothing may be worn outside the suit. Driving suits and gloves must be free of holes or

**3.3.3 Fuel Illegal:**

**3.3.3.1** \$200 fine, thirty (30) day suspension, loss of all track and national points, and one year probation. Driver can continue to race until test results come back. Driver can use the WISSOTA double fine option if desired.

**3.3.3.2** Fuel Protest Procedure: A driver may protest another driver's fuel for \$150 fee. The protest must be made prior to the start of the feature race, and the protesting driver must start the feature race.

**3.3.4 Shoulder Harnesses, Belts, Restraints & Nets:** A minimum 2-inch shoulder harness and 2-inch lap belt are required. All belts must show the manufacture month, year, and date and cannot exceed the manufacturer's expiration. OEM factory-type belts are not allowed. All belts must use metal-to-metal buckles and be mounted in five-point configuration (with sub-strap).

Window nets with a top quick-release latch are mandatory in all classes except for Late Models. No homemade nets, banner nets, or V/Y-style belts are permitted. Nothing may cover more than the top 4 inches of the driver's window or window net (e.g., tape, plastic, metal).

WISSOTA strongly recommends roll bar padding, neck braces, and head-and-neck restraints.

**3.3.5 Fire Suppression:** WISSOTA strongly recommends an onboard fire suppression system.

**3.3.6 Driver's Seat:** A full containment racing seat is strongly recommended, and any racing seat used must be fastened to the frame/cage using a minimum of four 3/8" bolts. .

**3.3.7 Kill Switch:** A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. The kill switch must be clearly marked OFF and ON.

**3.3.8 Shocks:** Remote or External Canister Type Shocks are not allowed in any WISSOTA class except WISSOTA Late Models, Maximum shock shaft outside diameter is 16mm (.629") for any shock on car. All shocks and struts must be able to collapsed by hand all the way with no rod showing. You are not permitted to release gas pressure from the shock before collapsing them. If caught doing that the shock will be deemed illegal.  
Bump sticks are not allowed in any WISSOTA class.

**3.3.9 Transponders:** The following mounting locations are mandatory at all WISSOTA facilities:

**Late Models, Modifieds, Super Stocks, Midwest Modifieds, Mod Fours:** Mount on the right side of the midplate (back side) with a clear, unobstructed signal to the ground.

**Pure Stocks & Street Stocks:** Mount on the right side, inside the frame, 21–23 inches behind the lower ball joint.

**Hornets:** Mount 34 inches behind the center of the lower ball joint on the right side. Cut a hole in the floor pan and bolt or weld a mount on top of the pan, ensuring no obstruction between the transponder and the ground.

Your transponder must be mounted as described for your class. Any transponder found in a different location at a track using transponder scoring will result in disqualification from that race. Transponders can be purchased at [mylaps.com/transponders](http://mylaps.com/transponders) — use the TR2 (red bottom) model for cars. Transponders can be purchased at [mylaps.com](http://mylaps.com)

**3.3.10 Rear Travel Limit Chain** in Super Stocks, Midwest Mods, Street Stocks and Mod Fours.

When the chain is tight there can't be more than a half inch of travel left of shock absorber; absolutely no biscuit or springs allowed on chains. Chains can be taped, but must be able to identify chain link through tape. Cable or nylon strap may be used instead of chain.

**3.3.11 Composite Material Hoods** in the Modified, Super Stock, Midwest Mod and Mod Four classes, hoods must be aluminum and cannot be made of a composite or exotic material. Hood scoop can be made of composite material. Late Models can have composite hoods and nose filler piece.

## **SECTION 4 - POINT SYSTEM**

### **4.1 POINT SYSTEM**

Points will be awarded at all WISSOTA sanctioned events on the following basis:

**4.1.1** For regular weekly events, all tracks must use the draw/redraw. For all sanction events drivers must draw for heat positions.

**4.1.2 General** Points go to the driver. The driver will receive the best point finish between the heat race or the consolation race event before entering the feature (one event only)

**4.1.3 Eligibility for Points** If a race car pulls out onto the race track at the beginning of the race, under its own power, with the intent to race, then the driver will receive the points for the finish in the race.

**4.1.4 Show Points** All drivers in each class participating in the race events at a track will receive show points based upon the number of cars participating in that class participating means that a car must take a green flag at some time during the racing program, including hot laps.

**4.1.4.1** 1 to 9 cars participating, ten (10) show points.

**4.1.4.2** 10 to 15 cars participating, eleven (11) show points.

**4.1.4.3** 16 to 25 cars participating, twelve (12) show points.

**4.1.4.4** 26 or more cars participating, thirteen (13) show points.

**4.1.4.5 DNF** (did not finish). Points awarded to DNF cars based on the order in which they were lined up at the start of the race (1st lap) or number of laps completed. Any car judged to be at fault for restart/accident will be scored behind any others who completed the same number of laps or were involved in the same incident.

**4.1.4.6** A DQ (disqualification) in any race will result in zero points for that race. If a driver is DQ'd (disqualified) for misconduct during any race event at the track level, the driver will lose all points for all races at that event.

**4.1.5** The regular weekly redraw for all classes of cars is as follows: one (1) heat race, redraw five (5); two (2) heat races, redraw four (4); three (3) heat races, redraw three (3); four (4) heat races, redraw two (2); five (5) heat races, redraw one (1) per heat.

**4.1.6** The driver must finish the heat race in order to be eligible for the invert. All cars that start but do not finish a heat race must be placed in the feature line-up behind all heat finishers. Drivers who did not start the heat race can be placed behind those who started but did not finish a heat and any drivers disqualified from a heat race may be placed behind any heat race DNF cars.

**4.1.7 Special Events** An event is considered a special event if one or more of the following apply to the event and must be properly scheduled with the WISSOTA office.

- The event is on the day that is not the day of week chosen in 1.5 (1.1.1) OR
- When the track uses a line up scheme that is not the accepted weekly point scheme (or current scheme of the current WISSOTA racing season). Specials may have the feature races lined up by any manner (examples: straight up, dash, passing points etc. For all heat races, drivers must draw for heat positions.
- When a WISSOTA division that is not part of your weekly sanctioned division(s) selected in 1.8 is added to the event Or
- The date is after the first Tuesday after Labor Day of the current year.

**4.1.8 Heat Race**

Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points
1st	10	4th	7	7th	4	10th	2
2nd	9	5th	6	8th	3		
3rd	8	6th	5	9th	2	(All other cars in race receive 2 points)	

**4.1.9 Consolation Race/B Feature**

Pos.	Points	Pos.	Points
1st	5	4th	3
2nd	4	5th	2
(All other cars in race receive 2 points)			

**4.1.10 Feature Race**

Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points
1st	35	7th	28	13th	22	19th	16
2nd	33	8th	27	14th	21	20th	15
3rd	32	9th	26	15th	20	21st	14
4th	31	10th	25	16th	19	22nd	13
5th	30	11th	24	17th	18	23rd	12
6th	29	12th	23	18th	17	24th	11

(All other cars in race receive 11 points)

**4.1.11 National Points**

In the Late Model, Modified, Super Stock, Midwest Modified, and Street Stock classes, a driver's top 30 show/races will be used to determine national points. In the Mod Four, Pure Stock and Hornet classes the top 20 shows will determine national points. If a tie occurs in the final national points standings, it will be broken by the number of 58 point shows, 57 point shows, 56 points shows and then 55 point shows. If the tie is not broken by that method, it shall remain a tie. National points will be awarded through the end of the racing season.

**4.1.12 State Points**

A driver's top 20 shows will be used to determine any state champion awards that may be provided by WISSOTA. The state raced in, not lived in, will determine where points are given. The provinces of Canada will be grouped & considered as one state. State points will be awarded through the first Tuesday after Labor day each year.

**4.1.13 WISSOTA Rookie of the Year Eligibility**

WISSOTA shall recognize a "Rookie of the Year" in each division each year. To be eligible for the Rookie of the year award:

**4.1.13.1 Declare Rookie Status:**

You must check the "Rookie" box on your original WISSOTA Competitor's License Application.

If this box is not checked when you first apply, you cannot be considered a rookie for that season — even if you meet all other criteria.

A rookie year runs from January through December of the calendar you are competing.

**4.1.13.2 Experience Limits:**

You cannot have raced in more than five (5) events total in that division or in any higher division, at any track, under any sanction, or even in unsanctioned races and/or class that uses similar rules. All races entered will be counted as a separate event, regardless of the finishing results. If it is later discovered at any time that you did not meet this qualification, your rookie status for any potential awards will be denied.

This limit is cumulative — meaning all prior years' experience counts toward the five-event limit.

**4.1.13.3 Class Hierarchy:** Rookie eligibility depends on the class order, from highest to lowest: Late Model → Modified → Super Stock → Midwest Modified → Street Stock → Mod Four → Pure Stock → Hornet. Moving between classes only counts as moving up or down this order — there are no lateral moves (for example, switching from Midwest Modified to Mod Four to Midwest Modified doesn't reset rookie status).

**4.1.13.4 Recognition:** Drivers who meet rookie criteria will have an "(R)" displayed next to their name in all official national point standings.

**4.1.13.5 Verification:**

WISSOTA reserves the right to review rookie status. If WISSOTA receives notification that a rookie status is questionable then it will be looked into, meaning WISSOTA will look into MRP or any other reference to see the race history, then if there is any class that is questionable, WISSOTA will look at the rules package for that class to see if it compares to the class that driver is running rookie for.

If officials determine that a driver doesn't meet the eligibility criteria, they may revoke that driver's rookie status and remove them from Rookie of the Year consideration.

**4.1.13.6 Analysis and Key Points for Rookie Status:**

The declaration is mandatory: The most common mistake is failing to check the rookie box on the license application. Without that, even a brand-new driver cannot be considered a rookie — there are no retroactive corrections.

Cumulative experience rule: Experience in any previous season counts. Even if a driver raced only a few events several years ago, those still add up toward the five-event limit.

Cross-division experience matters: Racing in a higher division disqualifies a driver from rookie eligibility in any lower class. Example: If a driver previously raced 6 nights in a Super Stock, they can't be a rookie in a Midwest Modified later. This includes all other sanctioned bodies, all unsanctioned classes and events.

No "sideways" switches: Drivers can't move between two classes at the same level and claim rookie status again. Once you've raced a comparable or higher-level car more than five times, you've aged out of rookie consideration in similar divisions.

WISSOTA's discretion: Even if a driver is initially listed as a rookie, officials can later remove that status if they discover ineligible past participation — maintaining fairness across the field.

Timing: Rookie points accumulate through the full WISSOTA season, so even late-season changes in eligibility can affect standings.

**SECTION 5 - ENGINE PROTEST RULE**

**5.1 APPLICATION :** The engine protest rule is applicable to all WISSOTA classes at all WISSOTA sanctioned track openers, regular weekly shows and specials.

**5.2 RACE CARS SUBJECT TO BEING PROTESTED** All race cars competing in the feature event. That took the green flag.

**5.3 RACE CARS ELIGIBLE TO PROTEST** Any race cars competing in the feature event, which:

**5.3.1** Have a driver who posses a full WISSOTA driver's license for that feature class of car.

**5.3.2** Have a driver who executes a protest with a track tech official prior to the start of the feature race and has tendered the required class protest fee (cash only, US funds or equivalent)

**5.4 RACE CARS NOT ELIGIBLE TO PROTEST**

**5.4.1** Those drivers possessing only a temporary license.

**5.5 PROTEST FEE (CASH ONLY)**

**5.5.1** Late Model and Modified - Top end \$500.00 & complete engine teardown \$1000.00. Super Stock, Street Stock, Midwest Mod, Pure Stock, Mod Four, Hornet - \$300.00 top end, \$600.00 complete engine teardown. Sealed crate engine protest fee is \$700.

**5.5.2** Disposition of protest fee: If after tear down, the engine is found to be legal, the protest fee will be paid to the protested driver, less \$25.00 which will be paid to the race track. If after the tear down, the engine is found to be illegal, \$75.00 of the protest fee will be returned to the protesting driver and \$25.00 of the protest fee will be paid to the race track.

**5.6 PROTEST PROCEDURE:** After the feature race, a track official will notify the driver of the relevant race car that his race car has been protested. The protested driver shall then proceed directly to the area designated for inspection and tear down pursuant to a protest. After the inspection or tear down has begun, track officials will notify protested driver the name of the driver who posted the protest, if asked by the protested driver. Track officials will proceed, in accordance with the class of race car protested, to tear down the engine in the protested race car, as follows:

**5.6.1 Late Model small cast-iron head engine** - Upper end only. An upper end teardown includes, but is not limited to, the removal of the carburetor space plates or adapters, valve covers, intake manifold, header, valve train components and a head. Head must meet all specifications outlined under iron head rule.

**5.6.2 Modified spec engine 0-362** Removal of carburetor, intake manifold, headers, heads and valve train components. At this time bore and stroke will be checked. Heads must meet all specifications outlined under iron head rules.

**5.6.3 Super Stocks, Street Stocks, Midwest Modifieds and Pure Stocks** - Top end only - Removal of necessary components to check bore, stroke, heads, piston deck height and also pull intake and exhaust valves to check seat cut and also check for any grinding. Also make sure lifter and lifter bore/size meets class rule. Lower end - Remove necessary components to check rods and crankshaft. On a complete engine tear down, a rod and piston must be removed and inspected also.

**5.6.4 Mod Fours and Hornets** - Removal of necessary components to tear down upper end and complete engine.

**5.6.5 Late Model Spec Aluminum Head**—Removal of necessary components to make sure heads meet all specifications under the Spec Aluminum Head Rule.

**5.6.6 GM Sealed Crate 602, 604, CT525 Engine Protest** - Protest fee is \$700.00. WISSOTA will take the engine to a certified GM sealed crate repair shop of WISSOTA's choice. A portion of the \$700.00 protest fee will be used to pay the repair shop to take the engine apart to check for legality. The remainder of the protest fee will go to the protested driver if engine is determined to be legal. If engine is determined to be illegal, the remainder of the protest fee will be returned to protester. Driver will be allowed to continue to race until legality of engine is determined.

## **5.7 SPECIAL PROVISIONS RELATING TO PROTEST**

**5.7.1** Only the driver may protest.

**5.7.2** A driver may only protest one engine per race.

**5.7.3** Only the tech inspector has the final word on the legality of the race cars involved in a protest.

**5.7.4** No person shall prevent or interfere with the protest procedure.

## **5.8 PENALTIES OR SANCTIONS RELATED TO PROTEST**

**5.8.1** If any engine parts are found to be illegal, the provisions of Rule 1.16 regarding illegal parts, and Rule 1.18 regarding confiscation of illegal parts, shall apply.

**5.8.2 Withdrawal of protest** If a driver declares an intent to protest, and tenders the required protest fee, and then the driver changes his/her mind and withdraws the protest, then the driver will forfeit all money and awards for the event and shall also lose all points earned to date (both national and track points at the track where the infraction occurred).

**5.8.3 Refusal of Protest** A driver who refuses to allow an inspection/tear down pursuant to a protest shall be subject to the following penalties:

**5.8.3.1 First Refusal** Upon first refusal to allow an inspector/tear down pursuant to a protest, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the feature, plus loss of all points earned to date (both national and track points), plus the driver shall be fined \$1,000.00 and suspended for thirty (30) days.

**5.8.3.2 Second Refusal** Upon second refusal, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the event, and loss of all points earned to date (both national and track points). In addition, driver shall be fined \$2,500.00 and suspended for one (1) calendar year from date of the infraction.

## **SECTION 6 - ENGINE PUMPING RULE**

**6.1 APPLICATION:** This engine-pumping rule is applicable for all WISSOTA classes at all WISSOTA-sanctioned track openers, regular weekly shows and specials.

**6.2 RACE CARS SUBJECT TO BEING PUMPED:** Any race car finishing in the feature event, whether running or not, and regardless of whether otherwise disqualified is subject to being pumped. This usually will include, but is not limited to, pumping the top three (3) finishers in the feature race, plus one other feature finisher drawn from positions 1-10.

**6.3 PUMPING PROCEDURE:** After the feature race, a track official will notify the drivers of the relevant race cars that their race cars are to be pumped. The drivers of the race cars to be pumped shall then proceed directly to the area designated for inspection and tear down. The track officials will then proceed with the pumping as follows:

**6.3.1** The track official will advise the driver which cylinder will be pumped.

**6.3.2** The selected cylinder will be pumped, using the appropriate P&G gauge, in accordance with the manufacturer's instructions.

**6.3.3** The reading obtained will be multiplied by eight (8), four (4) on four cylinder engines, to get the total cubic inches of the engine.

**6.3.4** The exhaust port size may also be checked, which will include the removal of the header. (This does not apply to open Late Model engines and non-spec Modified engines.)

#### **6.4 PENALTY OR SANCTIONS RELATING TO PUMPING**

**6.4.1** If the engine is found to exceed the cubic inch limits for the class, the provisions of Rule 1.16 regarding illegal parts, and Rule 1.18 regarding confiscation of illegal parts, shall apply.

**6.4.2 Refusal to be Pumped** A driver who refuses to be pumped shall be subject to the same penalties as a refusal of a post race inspection under paragraph 2.11.5.2.

## **2026 WISSOTA LATE MODEL 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.**

### **1) ROLL CAGE**

- A. Full roll cage required with minimum of 1.5-inch O.D., .095 mild steel tubing or .062 chrome moly tubing, with three [3] bars in left hand door excluding frame (a fourth door bar is strongly recommended) plus two bars in right side of door excluding frame. Any roll cage determined by WISSOTA to be unsafe may be disqualified.
- B. Bars must be in front of driver.
- C. Rear bumper tubing must make a complete loop back to the frame. Bumper may be cut off 2 inches maximum outside of frame rails and must be capped and have rounded edges. 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. Car must have rear bumper bar (braces .095 tubing) and must be at least 1" below the cell.
- D. Driver side intrusion plate is mandatory, minimum of 1/8" thick, 16" high and 26" long and made of magnetic steel. Must be welded, bolted or clamped on.
- E. Window net is optional if you run a full containment seat with shoulder supports/straps.

All racing seats must be mounted with a minimum of four 3/8" bolts