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

A. General Body

1. All cars must have a minimum one-half-inch (1/2”) and a maximum of one inch (1”) radius at the top of fenders, doors, and quarter panels. Sharp edge(s) will not be permitted.
2. The floorboards and firewall must completely cover the driver’s area with no openings.
3. Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.
4. Wedge shape cars and/or body styles will not be permitted.
5. “Belly pans” or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum one-eighth inch (1/8”) skid plate will be permitted.
6. Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
7. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The deflector may extend from mid plate and stop at the four-bar plate. The cover may only be mounted near the unit it is designed to protect and cannot extend above the upper frame rail or below the lower frame rail.
8. Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
9. Any style air cleaner scoop used must be positioned in front of/or around the air cleaner and must not exceed seven inches (7”) in height. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.
10. The top edge, measured from the ground, of the rear quarter, door, and front fender to the point where the fender flare attaches must be a straight line, within one inch (1”) on both sides of the car.
11. All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One (1) hole for interior (deck) mounted oil cooler is permitted.
12. The minimum ground clearance (including plastic) is three inches (3”).

B. Nosepiece

1. Only approved nosepieces will be permitted. Currently approved nosepieces:

    i. Dominator (must fit MD3 template)
    ii. MD3 – Performance Bodies
    iii. ARP Air Speed Nose
    iv. Five-Star MD3 type
    v. Performance Bodies/Five Star MD3 2015
    vi. Performance Bodies / Five Star 2016 Evolution
    vii. Performance Bodies / Five Star 2019 Evolution 2

2. Approved nose assemblies must be installed per the manufacturer’s instructions. All nose assemblies must meet the maximum/minimum dimensions, maintain manufacture appearance, and not be altered.
3. All nosepieces must be made of molded type material.
4. Nose filler panel must be flat, within one-half (1/2″), across to entire surface. Dishing or raising is prohibited. Bracing and structure underneath filler panel must maintain flat shape on the track at speed at the discretion of the technical director.
5. Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
6. The nosepiece must be mounted flat where filler panel and nosepiece meet. The nosepiece must be mounted in a manner that does not alter its original shape. The nosepiece will be checked with a template by pushing against the mounting supports to gauge its profile against the template.

7. Holes for cooling purposes must be within ten inches (10”) from the center point of the nose (where the left and right panels of nose and/or valance come together).
8. The nosepiece can extend a maximum of fifty-three inches (53”) from the center of the front hub to the farthest point extending forward.
9. The front fender flairs can extend a maximum of four inches (4”) above the filler panel or the hood.
10. The nosepiece of the car must be mounted within a maximum of five inches (5″) off-center when measured at the center/overlap of the nose.
11. Lower nose supports (support under front bumper at valance) must not exceed eight inches (8″) in width.

C. Roof

1. The roof length from front to back must be a minimum of forty-four inches (44”) with a maximum of fifty-four inches (54”).
2. The roof width from side-to-side must be a minimum of forty-eight inches (48”) to a maximum of fifty-two inches (52”).
3. The roof must be mounted with positive contact to all four (4) corners of the roll cage with a minimum of four (4) bolts, one near each corner, with no spacers.
4. The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
5. A maximum one and one-half inch (1-1/2”) roll, turned downward will be permitted along the front edge of the roof. A maximum one inch (1”), ninety-degree (90) bend, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.
6. Flat and/or odd-shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
7. Sun/anti-glare shields may not be used.
8. A maximum of two (2) roof edge bead rolls with a maximum height of one-half inch (1/2”) the length of the roof will be permitted.
9. The maximum thickness of the roof at any point will be one-half inch (1/2”).
10. The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

D. Roof Supports and Window Side Panels

1. All roof side panels must extend to the edge of the body.
2. The left and right sail panels must be between fifteen inches (15”) and seventeen inches (17”) at the top; between forty inches (40”) and forty-three inches (43”) inches at the bottom.
3. The window area may be covered with clear Lexan or transparent material. Both window openings must be covered, or both must be left open.
4. If sail panels are left open, they must maintain a border frame of two inches to three inches (2-3”) at the top and sides, and three inches (3”) at the bottom.
5. The maximum inside radius of either sail panel is three inches (3”).
6. The left and right window panels must match.
7. A maximum bow of two inches (2”) outward on the window side panels as viewed from behind will be permitted.
8. The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of four (4”) wide. The left and right front roof supports must match.
9. A minimum of three inches (3”) is required between sail panel and spoiler support.

E. Front Fenders, Fender Flares, and Hood

1. The hood must be level and flat from the left to the right side of the car.
2. The hood can drop two inches (2”) measured at the back edge of the hood and in front of the carburetor from the left to the right side of the car. Fenders must taper from outer edge to the hood in a straight line.

3. The fender top must have a ten inch (10”) minimum width.
4. The outside edges of the hood and/or the fender must remain inside the overall bodyline.
5. The front fender must be a minimum of thirty-six inches (36”) and maximum of thirty-eight inches (38”) in height, measured vertically from the ground to the top of the fender behind the front tires.
6. The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
7. The front fender flares must not extend beyond the front tires, with the wheels pointed straight, more than one inch (1”) per side to a maximum width, edge-to-edge, of ninety-one inches (91”) when measured at the widest point at the bottom of the valance.
8. Front fender flairs must not extend, bubble, or rise more than four inches (4”) at any point of the front fenders and/or hood.
9. The front fender flares must have collapsible supports.
10. The right front fender must be a minimum thirty-three inches (33″) from the outside edge to the center of the carburetor.

F. Doors

1. The door-to-door measurement must not exceed seventy-seven inches (77”) in width at the top of the doors.
2. The door-to-door measurement must not exceed ninety inches (90”) in width when measured at the bottom of the doors in the center of the car (including plastic).
3. The door-to-door measurement must not exceed ninety-four inches (94″) in width when measured at the bottom of the doors at the widest point of the car (including plastic).
4. The doors must not exceed thirty-seven inches (37”) in height when measured from the ground to the top of the door.
5. The door sides may not bow inward more than one inch (1”) from top to bottom (including plastic).

G. Quarter Panels

1. The maximum distance from the center of the rear hub to the top quarter of the panel is fifty-four inches (54”).
2. The quarter panel must not exceed seventy-six inches (76”) in width at any point as measured at the top of the panel.
3. The rear deck must taper from where the quarter panel and door meet to the rear spoiler with a minimum width of seventy-two inches (72”) and a maximum width of seventy-six inches (76”).
4. The maximum width for the quarter panels measured from outside-to-outside (including plastic) is eighty inches (80”).
5. The quarter panels may not break inward more than one inch (1”) from top to bottom (including plastic).
6. The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel is forty-nine inches (49”).
7. A minimum of two inches (2”) of tire clearance between the tire and the body will be required.
8. Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28”) with a maximum of thirty-three inches (33”).
9. Right rear wheel opening between the quarter panel and the door must be a minimum of twenty-nine inches (29”) with a maximum of thirty-two inches (32”).
10. Skirting that extends behind the rear quarter panel will not be permitted.

11. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33”) and a maximum of thirty-six inches (36”) (including plastic) when measured at the front and rear of the quarter panel.
12. The right rear quarter panel must extend downward from the deck twenty-seven inches (27”) without plastic, or thirty-one inches (31”) with plastic when measured at the front and rear of the quarter panel.

13. Deck height will be measured at the nose piece splitter at a max height of fifteen inches (15”) from the ground to the top. Deck height must be thirty-nine inches (39”) from the top of the rear deck to the ground.
14. Plastic on right side door and both right and left rear quarter panels permitted.

H. Right Side Body

1. The quarter panel, door (to the fire wall) must be within one inch (1”) of a straight line in all directions when measured at the top of the body.
2. The quarter panel, door, and fender (to the fender top) must be within two inches (2″) of a straight line in vertically when measured at the top of the body.
3. The quarter panel and door must be within one inch (1″) of a straight line where the skirting joins the door and the quarter panel.

I. Spoilers, Spoiler Braces and Spoiler Supports

1. Only aluminum rear spoilers will be permitted. A plastic breakaway panel of twenty-one inches (21″) is permitted. All spoiler sides and braces must be aluminum.
2. The maximum overall height of the rear spoiler will be eight inches (8”). The maximum width of the rear spoiler, including braces and/or supports, is seventy-two and three-eights of an inch (72-3/8”).
3. The rear spoiler must begin at the deck and extend eight and one-quarter of an inch (8-1/4”) from that point. Mounting hardware, hinges, etc. will be included in the eight and one-quarter of an inch (8-1/4”) measurement. Suspending the spoiler to create a wing-type device will not be permitted.
4. The rear spoiler must begin at the rear most point of the quarter panels.
5. Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
6. The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
7. In the event that aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.
8. The spoiler must be a single plane from top to bottom.
9. No offset spoiler sides permitted. Each spoiler side must be positioned in the same place at the T-bar on both left and rights sides.

J. Interior

1. The interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5”) below the top of the doors and minimum of twelve inches (12”) below the roll cage.
2. The side window opening(s) must be fifteen inches (15”) from the top of the door to the bottom of the roof.
3. Support bars that block the right window from the driver exiting the cockpit will not be permitted.
4. A rock guard (Lexan screen) can be no higher than seven inches (7″) and no farther back than the front edge of the right-side headrest. It must taper to the deck at the back of the seat.
5. If the interior is dropped at firewall/back of the hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2”) from the top of the hood.
6. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car at a maximum of seventy-degree (70) angle from the deck.
7. Interior must run in a straight line (vertical and horizontal) across the back of the car at the spoiler.
8. All interiors must be made of aluminum.

K. Driver Compartment

1. A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver’s compartment from front to rear, on both sides and floorboards.

2. All cars must be equipped with a quick-release type steering wheel that is a full circle.
3. Mirrors of any type will not be permitted.
4. Radios and/or electronic and/or data communication devices will not be permitted.
5. Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
6. A rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver.
7. Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes, or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

L. Body Skew

1. The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel cannot exceed fifty-four inches (54″). Measuring seventy-two inches (72″) from the left rear quarter panel to the right rear quarter panel, then ninety-six inches (96″) forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel must be a minimum of one-hundred seventeen inches (117″).

3) CHASSIS AND WHEEL BASE

A. Wheel base must be a minimum of 103 inches and there will be no tolerances. The measurement will be taken from the center of the front hub to the center of the rear hub on the right side of the car.

B. No in-cockpit weight adjustment of any kind. No weight adjustments allowed within driver's reach. Remote or external canister type shocks allowed.

C. If found with any visual rule violation but allowed to run, infraction must be corrected before you race the next Late Model race.

D. 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

4) SUSPENSION - FRONT AND REAR:

A. **Shocks and springs**

1. Shocks must be constructed of aluminum or steel but cannot be more than two-way adjustable. Canister shocks are permitted.
2. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
3. Compression adjuster and/or canister cannot be mounted within the reach of driver.
4. No cross connected shocks are allowed
5. No "Rod Through" designs are allowed. "Rod Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
6. No Inerters are allowed.
   A. No rotating parts inside the damper.
   B. No Interter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices are not permitted.
   C. No electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers.

7. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer, transmit or receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of wireless remote device/phone/computer/tablet/iPad/watch or a mechanical remote device.
8. Torsion bars are not allowed in rear. Spring rubbers are allowed.
9. Coil springs must be steel. Leaf springs my be composite or steel.
10. Only one shock per wheel is permitted at the left front, right front, right rear corners.
11. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
12. One 5th coil shock permitted.
13. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3” of the centerline of the rear ends center section.
14. Drop chain (limiting chain) is permitted. Must mount vertically between frame and clamp bracket.
15. Bump stops and/or bump springs are permitted. Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
16. A swing arm and/or Z-link suspension is permitted as long as the top and bottom solid links are mounted on rod end bearings and run in the opposite directions of the bird cage or the bottom radius rod

B. **New designs/products, materials, mounts:**

1. Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to WISSOTA for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before installment of new part is permitted.
2. Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
3. Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
4. Bolted components must match the correct bolt size with the hole (for instance 3/8 bolts in a 1/2 inch hole will be deemed illegal) and they must be torqued to a min. of 40ft. Pounds per inch.

C. **Rear Suspension Mounts**

1. Single sheer mounts must be 1/4” minimum steel and/or 1/2” minimum aluminum.
2. Double sheer mounts must be 1/8” minimum steel and/or 1/4” minimum aluminum
3. Sheer mounts must use minimum 5/8” rod ends with minimum 1/2” grade 8 bolts only.
4. Double sheer mount must be no wider than 4 inches with a minim 1/2” inch grade 8 bolt with steel or aluminum spacers only.

D. **Lift Arm & Pull Bar**

1. Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
2. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
3. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock spring coilover combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
4. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
5. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

E. **Radius Rods**

1. All rear suspension radius rods must be of a no energy absorbing devices. No hydraulic cylinders, torsion bars, bump rods, spring rods or shock type radius rods permitted.
2. Radius Rods must be a minimum of 1” aluminum diameter OD or 7/8” steel OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
3. Rod end bearing joints must be a min. 5/8” and a max. 3/4” steel rod end bearing. No rubber bushings.
4. Only two (2) radius rods per side.

   A. Radius rods must be spaced on the frame of a minimum of 6”.

   B. Radius rods must be spaced on the birdcage a minimum of 6” and a max. of 12”.

   C. Measurements will be made from center of each radius rod bolt.

F. **Birdcages**

1. Limited one birdcage (1) per side. Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
2. Shock(s) and radius rods must mount to the birdcage.
3. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

G. **Axle Housing & Rear Differential**

1. The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts. The center section of the axle housing must be manufactured of either aluminum or magnesium.
2. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. Maximum thickness of steel axle tube is .30”. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

H. **Axle Housing Mounts**

1. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted are aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
2. When fabricating axle housing mounts, detail must be made to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

I. Rear Suspension Attaching (Radius) Rods

1. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.
2. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius) rods must be tubular with a maximum wall thickness of 3/16 inch

J. **Brakes, Brake Components, Wheel Hubs**

1. Brake Calipers must be manufactured of aluminum.
2. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
3. Brake rotors must be manufactured of magnetic or stainless steel.
4. Brake rotors must be used as produced by the brake rotor manufacturer.
5. Wheel hubs must be manufactured of aluminum of magnesium.
6. Wheel hubs must be used as produced by wheel hub manufacturer/
7. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

K. **Wheel, Wheel Discs, Wheel Spacers**

1. Only aluminum wheels will be permitted. Rim width must not exceed 14 inches. No knock-off hubs or wheels.
2. Carbon fiber wheels not allowed.
3. Wheels discs have to be fastened to the wheel using a minimum of three (3) 1/4” or 5/16” diameter magnetic steel hex head bolts or mounted under a bead lock. No wheel covers on the left side of the car other than soft mud plugs allowed on the left side.

L. **Springs**

1. Coil springs or leaf springs will be allowed.
2. Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or composite material.
3. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
4. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
5. Other than spring dampening by the shock absorber, hydraulic, pneumatic or electrically controlled adjusting devices (static or dynamic) that affect spring preload or race car heights will not be permitted.
6. No air springs are allowed. One coil spring is required on each corner of the car.

5) TIRES - DIRT

Hoosier W30 allowed on all four corners.

Hoosier W70 allowed right rear only.

Grooving allowed only on factory pre-molded cross marks and may not exceed the original marks. A #1 grooving head/blade is recommended.

No siping, pinning/needling.

Buffing allowed with no visible cuts; aggressive or traction-enhancing grinding results in DQ (pre- or post-race).

No defacing or altering any tire markings.

No tire softening. Any altered tire may result in immediate suspension, loss of all money and points for that event, and loss of all national and track points year-to-date at that track.

WISSOTA officials may confiscate any tire at any time for evaluation.

Any top-ten finisher may buy the tire(s) of another top-ten finisher if questioned. Buyer pays full retail price, tax, shipping (if any), and mount/dismount fees. Tire(s) must be removed at the track immediately after scaling.

6) Drive Train: Drive train (must have transmission) and working clutch. No direct drives allowed. Must be able to shift to reverse with engine running and be operational.

7) ENGINES:

All weight must be painted on upper portion of both front fenders or both front window posts. If weight is changed you may tape over for that event. You must also display the engine type you are using (examples: Spec, Concept, Crate) on both front window posts.

A. Radiator must be mounted in front of engine in all classes.

B. Electric fans are not allowed in any class except for Mod Fours and Hornets.There can be a maximum of 25.5” from the center of the bottom ball joint to the front of the engine plate/engine bell housing flange. If measurement is over 25.5” *up to 29.5”), you must add 25 lb. in front of midplate. External coolant lines and external oil drain-back lines allowed on all engines.

C. No aluminum blocks, no titanium or exotic material parts except for valves and retainers, minimum 3/4” inspection hole in side of pan –1/2” down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector. Except for in the CT 525.

D. Engines may be interchangeable.

E. **0-362 c.i.d. Iron Head/Spec Aluminum Head Engine Intake Manifold Rule** Maximum height limit of 7-1/4 inches from bottom of intake at valve gallery rail to base of carb. Spacer may have four (4) holes or open plenum. A maximum of 300 thousandths of material is allowed between the bottom of the intake manifold and the lifter gallery rail.

F. **RPM Chip Rule** All cars must run a functioning 8500 RPM chip in the ignition system. Working dial RPM boxes are also acceptable. Ignition system components must not be within the driver’s reach while in the race car. A rotary or clicker box may be used to limit RPMs. More than one RPM chip/dial is allowed as long as they are set the same and meet the 8500 RPM rule as described above. Violation of the RPM rule is a speed infraction as defined in general rules.

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

(Following are descriptions of the types of engines allowed in the WISSOTA Late Model class:

Aluminum Spec Heads 0-362 c.i. Only (2300 lbs.)

A. WISSOTA approved Brodix Spec Aluminum heads allowed. Allowed part numbers include:
   1. Chevrolet - SPCH WISSOTA
   2. Ford - SPFO WISSOTA
   3. Mopar - SPMO WISSOTA

B. Absolutely NO removing, relocating, grinding, polishing or defacing of any letters or numbers cast into the Brodix WISSOTA Spec aluminum cylinder heads.

C. Heads may be angle milled, although valve angle must remail within 1 (one) degree of original manufactured specification.

D. Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way.

E. Absolutely no welding or adding material of any kind to the head

F. Removal of material from the head is only allowed as listed below:
   1. Chamber may be ground for dome clearance and polished.
   2. Intake Port - Intake bowl may be blended and polished from the valve seat to edge of the letter C in the word “Spec” on the roof and floor of the intake port. The side of the intake port may also be blended and polished from the valve seat to the same point as the roof and floor. Absolutely no grinding or polishing along the side walls where the spec logo is cast. Factory CNC port match must not be altered in any way.
   3. Exhaust Port - Exhaust seat may be blended into the exhaust bowl and exhaust port may be polished as long as the word “Spec” in the roof of the exhaust port is not touched and the exhaust port exit at the header flange remains in the original as cast location, size and shape.
   4. May machine for pushrod clearance.

G. Absolutely no enlarging, relocating or other altering of any head bolt hole, dowel hole, or threated hole in the head except as noted below:
   1. May spot face head bolt holes after angle milling head.
   2. Heli coils may be used for repairs.
   3. Absolutely no grinding or polishing of any kind anywhere on the casting, except in the combustion chamber, and in the areas of the intake port and exhaust ports as stated above, and for pushrod clearance.

H. Any internally repaired spec head must be recertified by Brodix.

I. Spec head checking fixtures will be used by WISSOTA officials to check all specifications and dimensions listed above.

J. Only one ignition box allowed.

WISSOTA Late Model Cast Iron Head Engine [0-362 c.i.d.]

A. Must weigh 2300 pounds or more with driver after every race.

B. WISSOTA-approved cast iron heads only. No polishing, porting, grinding or adding of foreign material to ports or runners. Combustion chamber may be polished.

1. Competition valve job permitted with the bottom cut not to exceed 3/4-inch below actual valve seat - Ford and Chrysler only. 1” below actual valve seat on the sportsman II head and 1-1/4 inch below actual valve seat on the bow-tie heads. Any cut over 60 degrees must be cut with cutter not by a stone. Cut must be concentric with valve guide.

C. The heads listed in C-1, C-2, C-3 and C-4 are WISSOTA’s choice of cast iron heads.

1. Chevy “bowtie” heads - intake port size 1.240 width, 2.140 height; exhaust port size 1.365 width, 1.300 height. No turbo heads.
2. World Products Sportsman II Part No. 1115, Casting No. 1-037. Early Sportsman port sizes: Intake width 1.235, height 2.010. Exhaust width 1.420, height 1.500. Later sportsman port sizes: Intake width 1.235, height 2.035; Exhaust width 1.425, height 1.345. Newer sportsman port sizes: Intake width 1.240, height 2.050; Exhaust width 1.425, height 1.420
3. Chrysler W-2 heads only. Intake port size 1.350 width, 2.250 height; exhaust port size 1.450 width, 1.440 height.
4. Ford S.V.O. cast iron head, part numbers M-6049-E-351 and M-6049-N351. Intake port size 1.10 width, 2.03 height; exhaust port size 1.20 width, 1.33 height.

WISSOTA Late Model Sealed Crate Engine—GM CT525

1. Only sealed crate engines are allowed. May not be altered from stock condition.
2. Must say “crate” on both front roof post.
3. Mandatory ignition controller MSD p/n 6014CT, maximum timing 26 degrees, rev launch 7,200, rev max 7,200. engine performance must follow this dedicated timing curve.

Engine Speed	Ignition Timing
0	15.0
900	20.0
2000	24.0
3500	24.0
5000	24.0
6000	26.0

4. Maximum RPM 7200.
5. May use any headers.
6. Minimum weight with driver, after race, is 2275 pounds.
7. 8.5 inch maximum spoiler allowed.
8. CT525 Cars racing at tracks with an elevation of 2000 feet or higher will follow the timing curve in the WISSOTA rule book with the timing, Advance limited to 30 degrees at these tracks only. Cars racing at tracks with a lower elevation will still be limited to the same timing Curve with total advance of 26 degrees. Max RPM for all elevations 7200
9. Must follow all other WISSOTA Late Model rules.

WISSOTA Late Model Sealed Crate Engine - GM 604

1. Car must say “604” on both front roof post.
2. Maximum RPM 6800.

3. May use any headers.
4. Minimum weight with driver, after race, is 2250 pounds.
5. 10” maximum spoiler allowed.

Must follow all other WISSOTA Late Model rules

WISSOTA Late Model concept Engine

1. Any cast iron block, no unnecessary machine work inside or outside of block. No lightening, no coating, painting, or any other work to inside of intake manifolds, heads and block lifter galley allowed. Minor deburring is allowed.
2. 362 cubic inch maximum.
3. 14:1 maximum compression.
4. Steel oil pan only, wet sump oil system, cast iron oil pump in stock location. Oil pan must have an inspection hole.
5. Aluminum intake untouched. 7.25 inches from bottom of intake to base of carburetor, including spacer and gaskets.
6. WISSOTA spec. Brodix Chevrolet SPCH, Ford SPFO, or Mopar SPMO spec heads, port as cast. Absolutely no removing, relocating, grinding, polishing, or defacing of any letters or number cast into the Brodix WISSOTA Spec aluminum cylinder heads. No work on the inside of heads including combustion chamber. Heads may be angle milled, although valve angle must remain with 1 (one) degree of original manufactured specifications. Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, or thinned, or shortened in any way. Absolutely no welding or adding of material of any kind to the head. May machine for pushrod clearance. Absolutely no enlarging, relocating or other altering of any head bolt hole, dowel hole, or threaded hole in the head except as noted below. May spot face head bolt holes after angle milling head. Heli coils may be used for repairs. Absolutely no grinding or polishing of any kind on head casting except for pushrod clearance. Any internally repaired spec head must be recertified by Brodix. Spec head checking fixtures will be used by WISSOTA officials to check all specifications and dimensions.
7. Stud mount rocker arms only, no shaft rockers, 1.6 max. ratio, stud gridle allowed.
8. Steel valve spring retainers/locks only. No hollow stem or titanium valves. Valve stem must be 11/32 in size.
9. Cast iron flat tappet cam, stock diameter journals, conventional stock diameter cast iron lifters, no mushroom lifters. Tooled steel lifters allowed.
10. Timing chain only; no gear drive.
11. Stock diameter babbit cam bearing only.
12. Cam must be stock firing order, in stock location; no raised cams.
13. 7800 maximum RPM limit.
14. No crank trigger ignition.
15. Crankshaft: no under cutting of counterweights. No gun drilled mains, no low mass crankshafts. Crankshafts must have a minimum weight as follows: Chevrolet 45 lbs., Ford 42 lbs., Mopar 45 lb.
16. Steel rods only
17. Steel balancer only.
18. Maximum spoiler height of 10 inches with same spoiler supports as late Models using 0-362 WISSOTA engine as described in current rule book.

19. Total weight after race, with driver included, must be a minimum of 2,250 pounds.
20. Alcohol fuel only.
21. Must follow all other WISSOTA Late Model rules.
22. All rule and engine options are subject to review/change as deemed necessary by WISSOTA at any time. If rules do not specifically say you can have said part, it means you cannot have said part or alterations to said part.

8) ASPIRATION AND FUEL

A. Fuel must be gasoline, ethanol-enriched gasoline or alcohol. No oxygenated fuel other than methanol or ethanol is allowed. No nitrous oxide, or nitro. No nitrous devices allowed. No nitro-methane or propylene oxide.

B. Any 4 barrel carburetor allowed. EFI or mechanical injection is NOT allowed.

C. 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.

D. No fuel injection.

E. **Fuel Pressure Regulator** is allowed in all classes.

F. **Fuel/Fuel Cell:** Safety-approved fuel cells are mandatory. Fuel cell must be enclosed in a metal case of 20-gauge steel or 15 gauge aluminum. All fuel cells must be mounted no further forward than the center of rearend and must be between the frame rails. The fuel cell overflow hose must go to the bottom of the cell on the outside and must be fastened at the bottom of the cell, even if a ball check valve is used. All fuel cells must have a minimum of (2) 2-inch x 1/8-inch metal straps or equivalent metal surrounding the fuel cell. Straps can not be used to fasten fuel cell. Late Model fuel cells may not exceed 32 gallons. It is recommended that you use the smallest fuel cell possible. Fuel/fuel line cooler is 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.

9) 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.

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

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

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

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

Tire Availability Disclaimer: -ATTENTION DRIVERS: Be advised that not all race tracks have tire vendors with large supplies of the various tire sizes. It is each driver's responsibility to supply their own tires.

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

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

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

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

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

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

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

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

Shocks: No electronically adjustable shocks are allowed.

Timing Control: No programmable timing control in ignition control/ignition box. No electronically controlled timing curves other than the Late Model GM CT525. WISSOTA and/or official from any WISSOTA track may confiscate and send to manufacturer any ignition/controller to make sure it has not been altered and complies with class rules. No ignition retarder other than starting retard.

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

Spoilers: The trailing edge of all spoilers must be turned down a minimum of 30 degrees so it is below the top of the spoiler.

Tire & Wheel Monitors: No tire air pressure monitors, tire temperature monitors, wheel spin monitors, or any other device that monitors tire or wheel performance or characteristics may be mounted to any part of the race car, wheels or tires, including the valve stem. No air bleeder valves of any kind are permitted on any wheels.

Air Boxes: No air boxes allowed in any class.

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

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

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

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

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

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