2026 WISSOTA MIDWEST MODIFIED RULES

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

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

1] ROLL CAGES

A. Main cage must consist of continuous hoops, minimum of 1.666 O.D.tubing, with a minimum wall thickness of .095, must be frame mounted in at least 6 places. A low-carbon or mild steel tubing is recommended. Other materials are subject to approval by WISSOTA. No pipe or square tubing allowed. No brazing or soldering allowed.

B. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Drivers head must not protrude above cage with helmet on and strapped in drivers seat. Roll cages must be securely supported and braced. Foot protection bar is required. A safety vent bar is mandatory on every car. It must run from top door bar to A pillar bar. A door plate is also mandatory on every car. Door plate must be minimum 18 gauge steel, must be attached to the outside of the door bars and must go from top door bar to bottom door bar. Door plate must also run from back of driver's seat to at least 5 inches in front of driver's seat. Door plate can be welded or bolted to the outside of the door bars. Racing seat is required and must be mounted with a minimum of four 3/8" bolts.

C. Door bars must be a minimum O.D. of 1.500 inches and a wall thickness of at least .083, a fourth door bar is highly recommended. Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the vehicle. Side bars must be welded to the front and rear of the roll cage members and must be attached to the frame in at least 4 places.

D. Bumpers must be used both front and rear. Front bumper 44" maximum width, using two parallel bars spaced no less than five (5) inches apart and a maximum of eight (8) inches apart; both bars must be completely even with each other. There may not be any square edges; all corners must be round. Front surface may be flat, NO excessive metal. [See diagram on bumper dimensions.] Pipe must be of at least 1 1/4-inch metal and must be able to support a lift by the wrecker. No body part can extend past front bumper. Front nose piece can be plastic but not lexan.

E. Rear bumpers and bars must not extend beyond width of rear tires.

F. Side rub rails must be securely fastened, consisting of 1 or 2 (if desired) parallel bars. If 2 bars are used, they must be connected and all corners must be rounded. No sharp edges. No excessive metal.

G. Rear bumper tubing must make a complete loopback to the frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails and must be capped with rounded edges. **Must not have any sharp edges.** Car must also have a mandatory fuel cell nerf bar/bumper, located a maximum of 14" off the ground, which protects the rear of the fuel cell.

H. Fuel cell straps 1/8” by 2” may be used around the fuel cell/can to hold the cell/can together if it comes out of the car. However, the straps should not be used to mount the cell/can to the frame of the race car.

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

J. 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

2) BODIES

A. Must have a minimum of three (3) windshield bars in front of driver.

B. Body must be the same width front to rear and parallel to the frame. No concave body parts.

C. Original roof line/rake must be maintained (see diagram MWM-1). Full size roof only, may be made from fiberglass, steel or aluminum. Must have front windshield and rear window support posts. Sail panels must be the same from side to side and may connect to the top of the spoiler in a straight line from the roof. Roof bead rolls/fins/supports cannot be more than 3/4” high off the flat of the roof with a maximum of 5 per roof and must run straight with roof from front to back No ground effects or louvers on the back of the roof except where stated by rules. No diffusers allowed. You may use a maximum of four bolts fastening the back of the roof. Any reinforcing lips on rear of sail panels must be 180 degree bends. Roof post/rear sail panel can have a maximum of 2” outward bow from top to bottom. **Both sides must be the same side to side.** Front of rear sail panel/ roof post can be no further forward than the back of the seat at shoulder height. Aftermarket plastic manufactured molded roofs and rear roof posts/sail panels are allowed. A composite nose and composite right hand door and quarter panels are allowed on the car and, if used, must be FVMSS approved. May have a 2 inch spoiler on the rear of the deck; no spoiler supports are allowed other than roof post/sail panel. No other spoilers, wings or ground effects are allowed anywhere outside or inside the car. The trailing edge of the spoiler must be turned down a minimum of 30 degrees, so it is below the top of the spoiler. Minimum side window opening is 12” measured at the lowest point at the top of the window, whether roof or roll cage, to the highest point at the bottom of window, whether interior or body. Driver and passenger-side windows must have at least 12-inch vertical minimum opening measured at the lowest point of the window, weather interior or body to highest point weather roof or roll cage.

Notes Related to Diagram:

Drivers Compartment: Drivers compartment must be totally sealed from engine and race track.

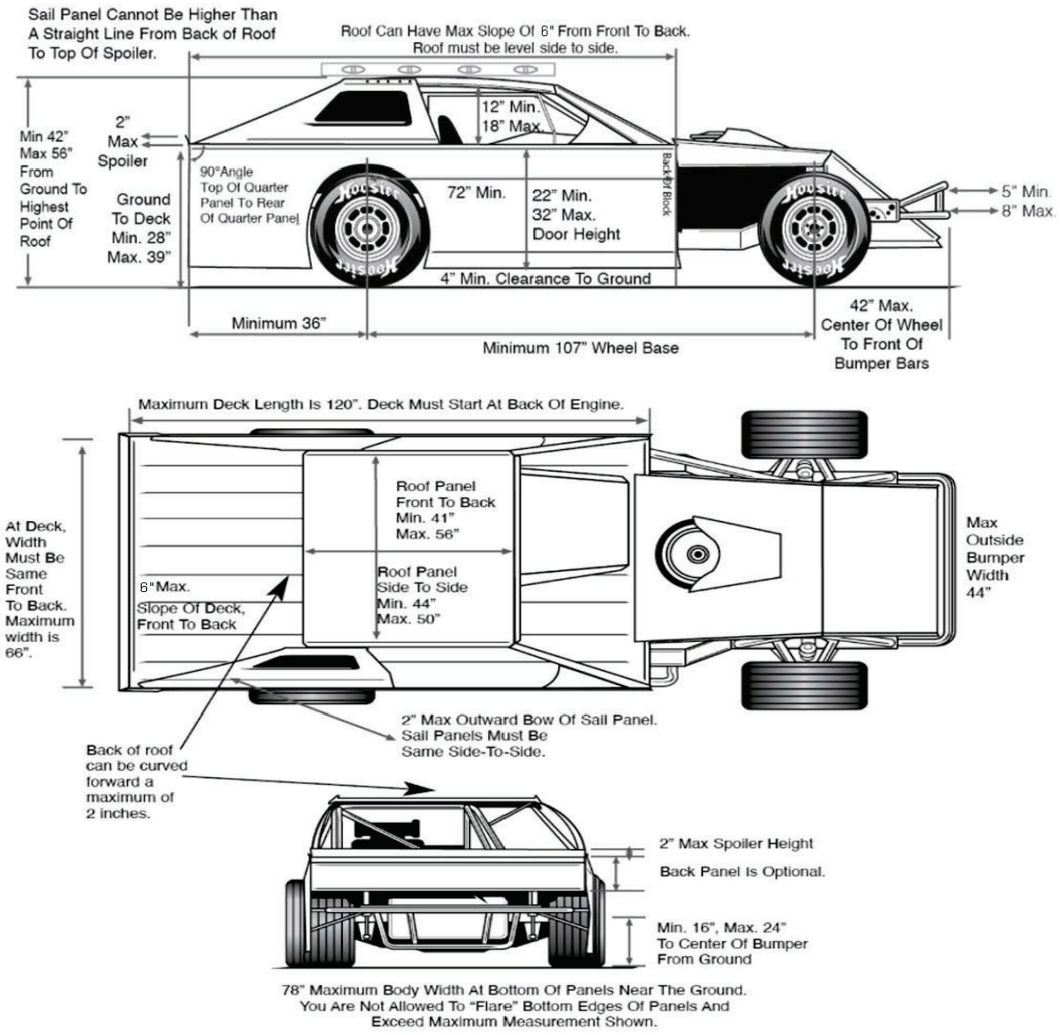
Slope of deck: There can be a maximum of 6” slope of deck front to back. There can be 3” of slope from front of cockpit to back of drivers seat and 3” of slope from back of driver’s seat of the deck. If deck is level from front of cockpit to driver’s seat. You may only have 3” of slope front back of driver’s seat to rear of deck. Top of interior must be flush with the top of doors and quarter panels.

Escape Hatch: an optional escape hatch may be used on right side of car by bringing the metal from top of right door down to the driver’s compartment no higher then 12” from the floor pan. Front and rear of escape hatch must be 90 degree angle to interior.

Doors: Front of door may stop in vertical line at or behind the back of the engine or may be raked front bottom to top as described in section (2) bodies.

Left Rear Tire: Left rear tire may be partially outside body and nerf bar and be visible from front, rear and top.

DIAGRAM MWM-1



D. Engine compartment will remain open (no side panels). No panel in front of right door to engine compartment, no inner panels. Hood sides may have no more than a 4 inch drop. Hood must be enclosed at the rear, maximum hood scoop height is 6 inches. Door panels can be a maximum of 32 inches from top to bottom including plastic runner at bottom of the door. Front doors must stop in a vertical line at or behind engine block

E. No car covers or covers on suspension parts. Boot covers are allowed on shock rods only.

F. Must have full-length floor pan under driver (20-gauge minimum thickness steel or .125 aluminum).

G. Must have minimum 2” clearance of body around circumference of all tires when car is sitting static at ride height with driver in seat.

H. Front roof post can be maximum 8” at bottom to 4” on top.

I. Nose must be flat side to side. No raised sides.

J. The top edge of the rear quarter panel and complete door where it joins the hood must be in a straight line, front to back and left to right with 1” tolerance, on both sides of car.

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

L. Deck height will be measured at the center of the deck at the rear of the car. The maximum height is 39” with a variation of plus or minus 1” side to side.

M. At the front of the doors, the maximum variation, side to side, from ground level is 2”.

N. Two (2) inch maximum spoiler height. The trailing edge of the spoiler must be turned down a minimum of 30 degrees so it is below the top of the spoiler.

3) CHASSIS/WHEEL BASE

A. Factory production complete full 1960 or newer parallel American passenger car frames only. May cut off both frame rails from the mid plate rearward. No front clip or tube-type frames allowed. Minimum wheel base 107 inches (no tolerance) both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tread to outside of tread.

B. Frames may not be widened or narrowed. Must be full and complete both sides. Front cross member must remain intact where joined at the frame rails; center of cross member may be notched for radiator and/or steering clearance only. Frame may be notched for tie rod clearance. Top of frame may be notched for A-frame clearance. Top of spring pocket must remain. Minimum frame and body height from ground is four (4) inches (exception is front cross member). No raising, altering or twisting of frame rails is allowed. No moving of suspension mounts/holes. No intermingling of frame pieces. Right outside corner of the frame rail cannot be higher than **7.50**” above the ground after the race.

C. No Jeep, Bronco, etc. or four-wheel-drive frames allowed. No sports car frames allowed. No front-wheel-drive allowed.

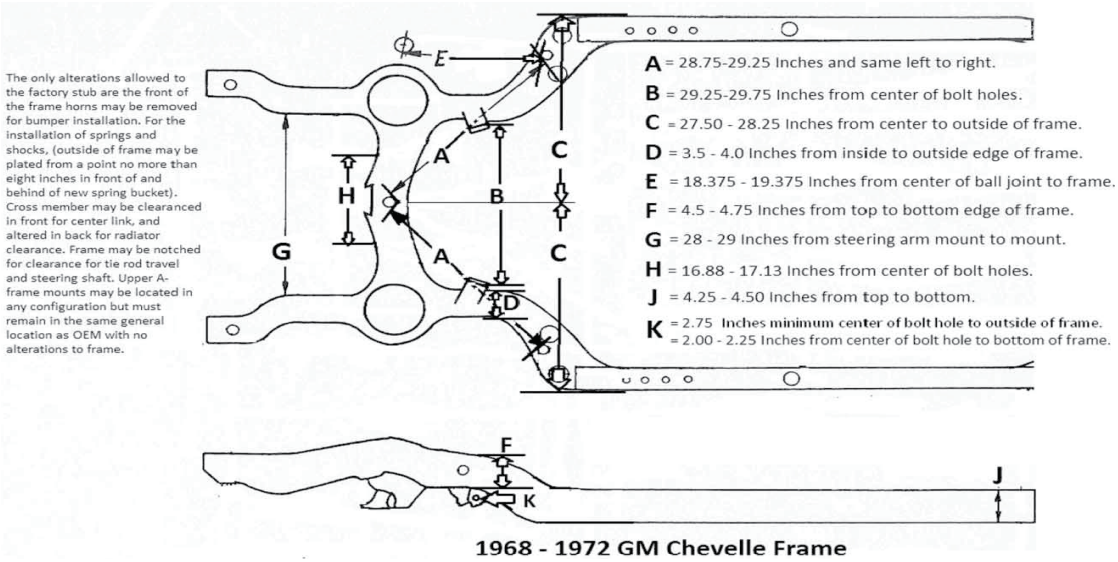
D. All Midwest Modified must weight 2625. If you are required to have weight in front of the mid plate that rule still applies.

4) SUSPENSION

A. All front suspension components must be steel unaltered O.E.M. in O.E.M location and replaceable by O.E.M. parts. Exceptions are: tube type upper A-frame cross shafts are allowed. Weight jack must be in original center line of spring. Spindles and lower control arms must be the same from side-to-side. Three-piece aftermarket GM metric spindles by Speedway Motors (part numbers 91034511 or 91034501) and Argo AMC Pacer spindle (part number RP929) are allowed. Must use same steering arm side to side. Ford Pinto spindles are allowed. Spindles with bolt-on caliper bracket may have the caliper on the front or back side of the spindle (must be same side to side). Ball joint end of the bottom A-arm can be removed for rotor clearance. Ball joint locations must follow ball joint rule. Welding a steel sleeve in the ball joint hole in the bottom A-frame is allowed. Bottom ball joints must be mounted with the pin pointed up; top ball joints must be mounted with the pin pointed down. Tie rod ends/rod end bearing joints can be mounted under the steering arm. A spacer is allowed under the steering arm. Both bottom A-frames cannot be altered or moved from stock location. Lower ball joint may be aftermarket, but must be steel and must remain in stock location, plus or minus .25 inches. Front sway bar must be O.E.M. No aluminum or fiberglass front suspension parts allowed. Steering box must be O.E.M., non-lightened, and must remain in original bolt pattern from frame being used. Center link brace for steering is not allowed. No rack and pinon steering allowed. In cockpit steering may be modified to suit driver, but must be kept on the left side of cockpit. No center steering allowed. May use left front steel chain or tether; must have slack at ride height.

B. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. No torsion bars allowed in rear.

DIAGRAM MWM-2



1968 - 1972 GM Chevelle Frame

C. No hydraulic, ratchet or electric weight jacks anywhere in or on car. No air shocks or air bags allowed.

D. One shock per wheel only.

E. Steel swedge tubes with steel rod end bearing joints are allowed.

F. Three link suspension rule:

Birdcages must be locked or welded to housing, unable to move. Bottom links must be 15 inches minimum length, 2 inch maximum length difference between left and right side bars. Bar angle must be visually parallel side-to-side with a 5 degree tolerance up and down. How rear bar angle is measured/checked: In a straight line from the center of the rod end bearing joint on the front of the bar to the center of the rod end bearing joint on the back of the bar on each side. Bars must be mounted off the center of axle tube at the six o'clock position under axle tube, same distance down from the bottom of the axle tube. Solid arms only, no biscuits or springs. Arms and rod end bearing joints must be steel. J-Bar, panhard bar are allowed, minimum of 19 inches long, measured straight line center-to-center, and must be solid. Coil springs must be steel. Shocks and coil springs must be mounted in the same position side-to-side, may use slider or coilover kit, dummy shock/slider cannot have Schrader Valve or any other ports. Dummy shock/slider cannot have any rod force. Rear dummy shocks or sliders cannot have packers, bump stops, biscuits, or any other materials on the shaft, and springs are not allowed to have any spring rubbers attached. Coils must be 4.5 inch minimum outside diameter and must be same diameter top to bottom. No progressive or welded springs are allowed. No spring rubbers are allowed. Spring wire diameter and coil spread must remain consistent from one end to the other; last coil on each end must be closed and shaved off to create flat surfaces for mounting. Front springs must be shaved closed on top end and closed on other end. Front coil springs must be 9.5" free height with 0.5" tolerance. Rear coil springs must be 11"-16" free height with 0.5" tolerance. Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed. No internal or external bump stops allowed. No limiting devices are allowed on front suspension components, including but not limited in relation to: springs, upper or lower A-frames (except where specific class rules allow specific alterations. Top link may have 2.5 inch outside diameter rubber or polyurethane bushing, may be up to 2.5 inches wide, must be round, bushing must be on front or back of solid link. Solid arms with two rod end bearing joints are allowed. .

Top link including rod end bearing joints must be steel. Top link can be no more than 6" off center of rearend housing right to left. Top link must run visually perpendicular (90 degrees) to rear end housing; top link must be straight. No floating brake brackets or lift bars allowed

G. **Leaf spring rule:** Steel multi leaf springs allowed, welded mounts to housing. One shock per wheel, no other shocks. No other suspension parts allowed including coil springs, floating leafs, half leafs, mono leafs, or top springs. Aluminum lowering blocks and adjustable rear shackles allowed.

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

I. Shocks: Steel, one or two piece body, non adjustable, without bulb top. Shock body can utilize internal or external threads for attachment. Shock may be totally sealed or filled with gas by means of a Schrader valve or a fill port/ seal screw. May have an aluminum shaft end eyelet. No internal or external travel limiting material other than a 1/2 (or less) rubber/plastic travel indicator on 3 corners. The Rf corner is allowed a max of 2.5 inches of bump stop, packer, rubber, or washer/washers that free floats on the shaft. No bump coil spring, or adjustable threaded bump stop cup. Height may be only tuned by bump height,style, shape, or packer/washers.

5) TIRES AND WHEELS

A. The Hoosier WISSOTA 35W tire will be the only tire allowed. No softening or treating tires is allowed. Siping, grinding and grooving are allowed. No tire needling allowed.

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

C. No wheel covers allowed on left side of any car. Hard wheel covers allowed under bead lock rings or fastened to steel wheels with at least 3 - 1/4' bolts. Soft mug plugs allowed on left side of car.

6) DRIVE TRAIN, STARTERS, TRANSMISSIONS, BRAKES AND EXHAUST: Every driver must follow one of the following transmission rules (A or B below):

A. **Automatic Transmission**

1. All automatic transmissions must have an approved scatter shield, which must be constructed of 1/8-inch steel by 3 inches, 270 degrees around flex plate . Three (3) inch aftermarket SFI approved shield recommended. Aftermarket replacement bell-housings are allowed and an additional scatter shield is not required if aftermarket bellhousing is used. Flywheel/flexplate/ring gear must be full center flywheel. No spoked, cut or altered flywheels allowed. No lightweight flywheels allowed. No aluminum flywheels allowed.

2. Transmission coolers are allowed but cooler and connecting lines must be shielded from driver.

3. Driveshaft hoop is required. Driveshaft hoop must wrap 360 degrees around the driveshaft, must be constructed of at least 1/4-inch by 2 inch steel and must be mounted 6" from behind front U-joint. Driveshaft must be a minimum of 2 inch diameter, steel and painted white and must be conventional slip yoke design. If using a carbon fiber driveshaft, it must be white and must have minimum outside diameter of 2.25".

B. **Open Transmission**

1. All cars must have transmission with working clutch and be able to shift to forward and reverse with engine running.
2. All racing transmissions with internal working clutch must be able to shift in low gear and reverse with the engine running.
3. No in or out box transmissions are allowed and No ball spline type transmission allowed.
4. All cars must start and move both in forward and reverse without being pushed or pulled onto the race track.
5. Quick change transmissions permissible.
6. Spec steel bellhousing required, part number 910-27001 for Chevrolet and Ford from Speedway Motors, unaltered. Chrysler spec bellhousing is Lakewood - Quick Time part number RM-6070, unaltered Ford Spec steel bellhousing is Lakewood Quick time part number RM-6070 unaltered (applies only to manual transmissions). Starter must be in stock location. Flywheel/flexplate (ring gear) must be at least 12 inches in diameter. Flywheel/flex plate/ring gear must be full center flywheel. No spoke, cut or altered flywheels allowed. No lightweight flywheels or aluminum flywheels allowed.
7. Intermarriage of transmissions is allowed (example: Ford or Chrysler engines may use Chevrolet transmission).

C. **Starters**

1. All vehicles must have the capacity of starting without being pushed or pulled.
2. Starter must remain in stock location.

D. **Rearends**

1. Any passenger car or truck rear end may be used. A 9” rear end is allowed. Axle tubes must be same thickness on both sides of the rear end. Cars using the WISSOTA Midwest Modified Chevy 350 Concept or Ford 347 Concept must keep 25 lbs in front of the midplate.
2. Quick change rear ends are allowed with steel axle tubes with a maximum outside diameter of 3.0”, maximum thickness of 1/4”. No weighted rear ends and no tube sleeves. Mount must be non-moveable on rear end housing. Must use a 10” ring and pinion. Aluminum spool is allowed in the quick change rear end. No limited slip devices are allowed. Must be a steel solid locking spool only.
3. No cambered rearends allowed.

E. Brakes/Rotors

1. Brake must be operated on all four (4) wheels and must lock up all four wheels during inspection. Right front brake shut-off is allowed.
2. Brake calipers can’t be lightened. Must use single piston OEM type cast iron brake calipers, must be OEM. Rotors can’t be lightened. Rotors may be redrilled for different bolt pattern or large studs. No drilled lightened rotors allowed. Vented rotors only front and back. Sixteen (16) vane rotors allowed. Slotted rotors are allowed. Must use steel fasteners. Rear rotors must weigh minimum of 6.5 lbs.

F. **Exhaust** system must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage.

7) ENGINE

Cylinder Heads The following machining can be done to cylinder heads in the following engine combinations: 9.5:1 Compression Engine and WISSOTA Midwest Modified Concept Engine (This does not apply to the GM 602 Sealed Crate Midwest Modified Engine: 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 and seats 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.

WISSOTA Midwest Modified 9.5:1 Compression Engine

A All engines used in competition must be able to be used in conventional passenger cars. Only the motors listed in rule book allowed. No Pontiac, Buick, Oldsmobile, AMC, or other engines allowed. See section 1 general rules 1.1 general application. Casting and fittings must not be changed. No machine work on outside of engine or on front or rear of cam. No aftermarket blocks allowed. No Bowtie, SVO or any special production blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that was not produced as a 4 bolt main into a 4 bolt main block. No grinding or polishing of any kind allowed to the block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only. Lifter galley vent tubes are not allowed. Grinding for clearance for cam gear is allowed on front of block. You are allowed to clearance front of block for timing chain clearance.

B. No total “dry sump” systems allowed. “Wet” system must be operative and will go with engine if claimed. No external oil engine pumps of any kind allowed.

C. (1) single radiator only and must be mounted in front of engine.

D. Eligible engine CID and vehicle weight Chevrolet 305, 307, Ford 302, Chrysler 318 can weigh 2625 lb. minimum with driver after race. This may be adjusted at any time by WISSOTA tech committee. No Chevrolet 302 engine components allowed.

Chevrolet 305, 307 & Ford 302 w/aluminum intake: (max. overbore .060”) Chrysler 360: (maximum overbore .040”)

E. All engines must not exceed 9.5 to 1 compression ratio. No intermarriage of rods or crankshafts to block allowed.
Example: 305 Chevy must run 305 rods & crankshaft, 318 Chrysler must run 318 rods & crankshaft, 350 Chevy must run 350 rods & crankshaft, 351C Ford must run 351C rods & crankshaft

F. Crankshaft must be stock production with I.D. numbers intact or aftermarket crankshaft with approved part number only. The following aftermarket crankshaft and connecting rods are allowed on all engine options:

Chevrolet:

Eagle Rod SIR5700BBLW • Eagle Rod SIR5700BPLW

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

Scat Crank short P/N# 910442 • Scat Crank Short P/N# 910526, Scat Crank Short P/N#35700P, Scat Crank Short P/N# 25700P, Scat Rod P/N 25700 and Scat Rod P/N 35700

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

Ford 302:

Eagle Rod SIR5090FB • Eagle Rod SIR5090FP

Eagle Crank 103023000 • Eagle Crank 103023000-50

Ford 351W:

Eagle Rod SIR5956FP • Eagle Rod SIR5956FB

Chrysler 360:

Eagle Rod SIR6123CB • Eagle Rod SIR6123CP • Eagle Crank 103603580

Chrysler 318:

Eagle Rod SIR6123CB • Eagle Crank CRS103403310

The following aftermarket stock replacement steel crankshafts are also allowed: Chevrolet: Eagle 435034805700, Scat 4-350-3480-5700, Manley 190310, Performance Engine Products (PEP) DG3182D. Ford 302: Eagle 430230015090. Chrysler: Eagle 434033106123, Eagle one-piece rear main seal steel crankshaft P/N 435334806700. If using stock connecting rods and crankshafts, they must be O.E.M. to block. No lightening, grinding, knife edging or polishing of any type on any connecting rod or crankshaft, whether stock or aftermarket. Stroke must match block. No altered cranks. Balancing allowed, material removal by drilling only. No heavy metal allowed. No fluid balancers allowed (OEM balancers only). Balancer may be degreed but must meet measurements specified below. No hubs only allowed. Minimum diameter 283-307 and small journal 327, 6 1/8 x 3/4 inch thick. 305-350 and large journal 327 minimum diameter 6 3/4 x 1 3/16 thick. Resizing journals is allowed up to .030 under size.

G. GM (OEM) powdered metal rods allowed, must remain 5.7” length. Aftermarket rods allowed only if using approved part number. Rod length must match block. No grinding, polishing, sanding of rods allowed other than balancing rod ends. Maximum 3/8” bolts. No cap screws allowed on stock rods. A minimum of 3/4 inch (1” recommended) inspection hole in side of oil pan 2-1/2-inch down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector; if not, the inspector may require removal of oil pan. This must be done when engine is repaired and resealed. Floating wrist pins allowed.

H. Cylinder Heads must be stock cast iron production or one of the following specified aftermarket cylinder heads: Engine Quest EQ-CH3501 (Chevrolet) or EQ-CH318B (Chrysler) or Ford World Products Windsor Jr. p/n 5403. 1987-1995 Chevrolet “Swirl port” heads allowed. Ford “302” GTP heads may be used on both the 302 & 351W. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treatment or addition of material (chemical or otherwise) to the cylinder head ports or combustion chamber will cause the head to be declared illegal. Cylinder heads with multiple angle valve grinds permitted.

1. The following heads will NOT be allowed. No angle, plug, bowtie, SVO, W-2, Magnum, Vortec or any other aftermarket heads allowed at any time. Some of the Chevrolet casting numbers NOT allowed include: 186, 187, 291, 414, 492, 461, 461X, 462, 432, 040, 041, 370, 10239906, 14011083, 14096217, 1012532, 10208890, or 12554290. No Gen. II heads allowed.
2. No external sanding, grinding or removal of ID numbers.
3. Any relief cuts made below the valve seat must be made using a carbide cutter (No stones) and may not exceed more than 1/4-inch below the top of the valve seat. (No porting), polishing, grinding or port matching allowed at any time.
4. Stock production valve spring diameter only. The stock diameter of a Chevrolet valve spring is 1.250” (a tolerance of .015” will be allowed.) Ford valve springs max O.D. 1.437 (a tolerance of 0.015 will be allowed.) No bee hive or tapered valve springs allowed. No dual valve springs allowed on Chevrolet engine.
5. Screw-in studs, guide plates and valley pan allowed. Pinning of press in studs allowed.

6. Stock type stamped steel rocker arms only; may have oil hole deburred. No roller fulcrum or roller tip rocker arms. Rocker arm oil sprayers are not allowed.
7. No stud girdles allowed. Maximum valve size will not be specified. No polishing, grinding, adding of foreign material or cutting allowed to combustion chamber.
8. Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.
9. The following valve sizes apply for aftermarket heads: For EQ-CH350I, 1.94 intake valves & 1.50 exhaust. Valve sizes cannot be changed. Heads cannot be angle milled.
10. Chrysler engines are allowed to run the Engine Quest head EQ-CH318B with the following valve sizes: intake valve 1.920" and exhaust valve 1.624" or intake valve 1.94" and exhaust valve 1.60". These are the only valve sizes allowed on this cylinder head. No angle milling allowed.
11. Ford engines are allowed to run the Ford World Products Windsor Jr. head, valve size 1.94 intake, 1.60 exhaust, no angle milling allowed.

I. Intake Manifold:

Chevrolet 305, 307 cid: Weiand #7547, 7546 or 7547-1 aluminum intake only. Chrysler 318 cid: Edelbrock #5076 or Weiand 7545 aluminum intake allowed. (Note: The marketing division of Holley has replaced the Weiand brand name of some products to Team G. Be certain that you refer to the product number instead. Additional information can be found on the Holley website at www.holley.com.

Chevrolet 327, 350; Chrysler 340, 360: Ford 351 Cleveland and Windsor: only stock O.E.M. two or four barrel cast iron unaltered manifolds only. No aftermarket marine, bowtie, SVO, W2 or any other special production intake manifolds. No throttle-body type or fuel injection intake manifolds. No propane or Chevrolet raised plenum truck intakes (casting number 14088674, 14088675) or similar intakes. May drill center intake bolt holes to match 1987-1995 Chevrolet heads. Welded heat crossing over, milling, drilling bolt holes allowed. Ford 302: Weiand #7515 aluminum intake only or Edelbrock Victor Jr. p/n 2921 aluminum intake only.

J. Hydraulic cam and lifters only. No solid or roller cams and lifters. Lifters must match block being used. No gear drives allowed. No coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed. Lifters must collapse a minimum of .100", be made of magnetic material and be free to rotate. Maximum of three lifter bores may be bushed.

K. Flat top or dished pistons only; no domed pistons.

L. Distributors. Stock type distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual-point distributors allowed. Any coil used must fit in stock cap and must use stock coil cover. Can have external coil with Adaptacap. GM H.E.I. distributor can be interchanged with Ford and Mopar engines. Distributor may be welded.

M. May use aftermarket headers. No 2 in to 1 exhaust . **No header covers allowed.**

N. Engine Setback, Offset and Height: The rear of the engine must be mounted at least 72" forward from the centerline of rear axle. Engine offset must be kept within 2". Engine height minimum will be 11" if measured from pan rail to ground.

O. No crank trigger ignition allowed.

P. No vacuum pump/air pump allowed.

Q. External cooling lines: maximum of 2 lines from the back of the intake to enter into thermostat housing or spacer. No other external cooling lines allowed. Surge tank hose can enter into water pump. Surge tank cannot hold more than one half gallon of coolant and must be located in engine compartment.

R. No piston type fuel pumps allowed. Must be stock diaphragm type.

S. Midwest Modifieds valve timing configuration and firing order must match the engine used (example: Chevrolet 18436572)

T. All engines are allowed to run a valve train oil deflector.

U. No titanium or exotic material engine parts allowed.

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

W. No oil accumulators.

X. No coating of any crankshafts or rods allowed

Y. No cold air boxes under air cleaner.

8) ASPIRATION & FUEL

A. Carburetion will be limited to 1 stock Holley 500 CFM 2 Barrel, part #4412 with a 1-11/16" maximum throttle bore. Holley aluminum 4412-15. Cannot remove air horn on aluminum 4412. Must meet all 4412-500 CFM tech tool measurements. No grinding or polishing of any kind allowed. All carburetor component must be for a 500 Holley. Adjustable, changeable air bleeds allowed. No milling or grinding of throttle shaft allowed, shaft must stay round. No floatless carburetors allowed. EFI or mechanical injection is NOT allowed. Throttle plates must be round. Choke and air horn may be removed; this is the only reworking allowed on gasoline carburetors, all measurements must remain stock. Carburetors using ethanol may make the necessary changes to the metering block etc., but cannot make any alterations that increase the performance. No other changes allowed, all measurements must remain stock. No belt driven or electric fuel pumps allowed. Must have mechanical type fuel pump mounted in OEM stock location. Replacement high-volume fuel pumps allowed but must be mechanical type. Carburetor must be mounted with float bowl forward. Addition of foreign material to the carburetor is not allowed for any reason. Examples include but are not limited to glue, epoxy, silicone, etc. Linkage may be welded to the end of throttle shaft.

B. For all classes: no dimpling of material around carburetor venturis; venturis must all be consistent. No plastic, phenolic, resin, or any other exotic materials carburetors allowed in any class. No spacers of any kind between carburetor base plate and carburetor main body in any class. Air cleaner element height cannot exceed the maximum height of the hood scoop height measurement as allowed by each class.

C. Adapter Plate - Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and three eights (1-3/8) inches. No devices can be added to the inside of the intake to increase or redirect the airflow.

D. The promoter or any driver has the right to claim a carburetor from any car finishing the feature race in the top four (4) positions for $125 or $25 and exchange. Add $75 if the carburetor is converted to use ethanol.

E. Driver being claimed has the option of cash or exchange; promoter claim is cash only.

F. No driver may claim more than twice in one season. No driver can claim from the same car Twice in one season

G. Carburetor must have stock 4412 bodied carburetor only. No aftermarket or billet metering block allowed.

H. All carburetors must use Holley-style straight-leg or down-leg boosters.

I. Chevy 305 & 307 - Chrysler 318 - Ford 302, Chevy 327 & 350 - Chrysler 340 & 360 - Ford 351W & C. All may use up to E-98 Ethanol pump gas or racing fuel. May make changes to the carb to enable the use of ethanol, including removable air bleeds. The 350 c.i. engines must still run a stock cast iron intake. The minimum amount of hydrocarbon (gasoline) is 2%. Maximum percentage of methanol allowed is .5 vol. percent. No additional additives of any kind allowed.

WISSOTA Midwest Modified Chevrolet Concept Engine

A. Same bottom end as WISSOTA currently allows in the Street Stocks and Midwest Mods. 350 Chevy engines maximum over-bore .060.

B. Spec Icon flat top piston P/N S02733 or S02733LCA, or Mahle flat top piston P/N WIS50030F05, WIS50040F05, WIS50060F05, 197725130, 197725140, 197725150, 197725160. CP flat top p/n BC1021-030W, BC1021-035W, BC1021-040W, BC1021-0345W, BC1021-060W. Must use wrist pin that comes with piston package. Must use 1.5, 1.5, 3mm ring sets. No ring spacers allowed. No tapered rings allowed. No gas ported piston rings allowed.

C. Steel oil pan with inspection hole. **See page 76 (G) for location.**

D. No lightening of any internal or external engine parts including block.

E. Edelbrock intake P/N 2701.

F. 4 barrel carb or same carb as GM crate engine. Must use Holley-style straight-leg or down -leg booster carburetors, equalizer style carbs also allowed.

G. Spec 1” carburetor spacer mandatory: Speedway motors P/N 135-1960. There can be a maximum of 3/8” total gasket material between intake and carburetor.

H. Any hydraulic cam, maximum .450 valve lift. No hydraulic roller cams allowed.

I. Stock diameter steel lifters. Chev. Lifters are .845. Lifters must collapse a minimum of .100”

J. EQ-CH350I heads untouched. Valve size 1.94 intake 1.50 exhaust valve stem 11/32.

K. No hollow or titanium valves.

L. Minimum valve weight: intake 103 grams exhaust 87 grams.

M. Stock steel valve spring retainers. Stock diameter valve springs only. Spring diameter is 1.250 +or– .015. No beehive/conical valve springs allowed.

N. Stock stamped steel rockers 1.5 ratio.

O. Maximum compression 9.5 to 1.

P. Current Street Stock and Midwest Modified ignition.

Q. In 2027 only digital rev limiting box will be allowed. Ground must be within 4” of box and all wires must be visible going to the box and box mounted with screen facing up with easy access for checking. Maximum RPM 6200 limit. No chip boxes.

R. Maximum RPM 6200 limit.

S. Headers allowed, but no step or Tri-y headers or merge collectors. No split plates, no stainless steel headers. Straight headers only. No coating headers. **No headers covers allowed.**

T. Gas only up to 12% ethanol, no oxygenates. No other oxygenated fuel CHP.

U. Minimum weight of 2625 with driver in car after race, and 25 pounds in front of midplate. (display on both A pillars or finders)

V. Two (2) inch maximum spoiler height. **Check page 70 (N) about spoiler.**

W. Must follow all other WISSOTA Midwest Mod rules.

WISSOTA Midwest Modified GM 602 Sealed Crate Engine

A. Any four barrel gas carburetor. Must use Holley-style straight-leg or down-leg booster carburetors equalizer style carbs also allowed.

B. Spec 1” carburetor spacer mandatory: Speedway Motors P/N 135-1960. There can be maximum of 3/8” total gasket material between intake and carburetor.

C. Mandatory MSD soft touch P/N 8728 or P/N 8727 CT. Ground must be within 4” of box. In 2027 only digital rev limiting box will be allowed. Gound must be within 4” of box and all wires must be visible going to the box and box mounted with screen facing up with easy access for checking. Maximum RPM 6200 limit. No chip boxes.

D. Maximum 6200 RPM limit.

E. Straight headers only. No step headers. No merge collectors. No split plates, no stainless steel headers. No coating headers. **No header covers allowed.**

F. Minimum weight **2625** with driver in car after race. Weight and word crate posted on A pillar.

G. Can use same spoiler support as the WISSOTA Super Stocks. Roof post/sail panel can go from back of roof in a straight line to the top of the spoiler. Maximum 3 spoiler supports.

H. Gas only, up to E-98 ethanol allowed. No other oxygenates, no other oxygenated fuel, CHP.

I. Must follow all other WISSOTA Midwest Mod rules.

J. 4” spoiler maximum. **See page 70 (N) about spoiler**.

WISSOTA Midwest Modified Ford 347 Concept Engine

A. Crankshaft allowed: Eagle 103023400, Pep DG302B, Scat 93023

B. Connecting rods allowed: Eagle SIR 5400CB, Scat 25400927

C. No lightening of any internal or external engine parts.

D. Piston allowed: Mahle SBF090030116, 928905903100030, 928905903100040, or 928905903100060.

E. Steel oil pan only, main girdle allowed. **See page 76 (G) for inspection hole location**.

F. Intake manifold allowed: Weiand p/n 7515 or Edelbrock Victor Jr. p/n 2921.

G. Any four barrel carburetor allowed. Must use Holly-style straight-leg or down-leg booster carburetors, equalizer style carbs also allowed. Spec 1” carburetor spacer mandatory. Speedway Motors P/N 135-1960. There can be a maximum of 3/8” total gasket material between intake and carburetor.

H. Any hydraulic cam with maximum valve lift of .500. No hydraulic roller cams.

I. Stock diameter cast lifters only lifters must collapse.100. Stock Ford lifter is .875. Maximum intake valve size 1.94 inches, maximum exhaust valve size 1.6 inches.

J. No hollow stem or titanium valves. Minimum valve weight: 103 grams for intake, 87 grams for exhaust.

K. Cylinder heads allowed: Ford 302 GTP, GT40 or World Products Windsor Jr 5303.

L. Steel valve spring retainers only. Stock diameter valve springs only. No conical or beehive valve springs allowed. Ford valve springs max. O.D.1.437 + .015

M. Stock type rocker arms only with 1.6 ratio.

N. 9.5:1 maximum compression.

O. Must use same ignition as outlined in other Midwest Mod engine packages.

P. Must use MSD 8727CT only with a maximum RPM of 6400. Ground must be within 4 inches of box. Mandatory MSD soft touch P/N 8728 or P/N 8727 CT. Ground must be within 4" of box. In 2027 only digital rev limiting box will be allowed. Gound must be within 4" of box and all wires must be visible going to the box and box mounted with screen facing up with easy access for checking. Maximum RPM 6200 limit. No chip boxes.

Q. Header allowed, but no step or Tri-Y headers or merge collectors. No split plates, no stainless steel headers. Straight headers only. No coating headers. **No header covers allowed**.

R. Gas only up to 12% ethanol, no other oxygenates. No other oxygenates fuel CHP.

S. Two (2) inch maximum spoiler height. Trailing edge of the spoiler must be turned down a minimum of 30 degrees so it is below the top of the spoiler.

T. Must follow all other WISSOTA Midwest Mod rules.

U. Minimum weight of 2625 with driver in car after race, and 25 pounds in front of midplate. Weight and word Concept posted on A pillar.

WISSOTA Midwest Modified Chrysler/Dodge Concept Engine

A. Same bottom end as WISSOTA currently allows in Midwest Mod class. The maximum overbore is .040.

B. Race Tec pistons P/N W126 must be used, weight 548 grams. Must use wrist pin that comes with piston package. Must use 1/16 1/16 3/16 mm ring sets. No ring spacers allowed. No tapered rings allowed. No gas port rings allowed.

C. Steel oil pan must be used and must have inspection hole. **See page 76 (G) for location**.

D. No lightening of any internal or external engine parts, including engine block.

E. Must use Edelbrock intake part number 5076 or Weiand part number 8022WND.

F. May use same Carburetor as outlined in GM crate engine rule.

G. Spec 1" carb spacer is mandatory. Use Speedway Motors part number 135-1960. There can be a maximum of 3/8" total gasket material between intake carburetor.

H. Any hydraulic cam may be used, but may have maximum valve lift of .450. No hydraulic roller cams allowed.

I. Must use stock diameter steel lifters. Lifters must collapse a minimum of .100". Stock Mopar lifters is .904.

J. Must use EQ cylinder head part number CH318B only. Valve size 1.94 intake, 1.625 exhaust, 11/32 stem only.

K. No hollow or titanium valves.

L. Minimum valve weights are 103 grams for intake and 87 grams for exhaust.

M. Must use steel valve spring retainers. No beehive or conical valve springs allowed. Valve springs must be 1.437 outside diameter + or- .015.

N. Must use GM style stamped steel rocker arms 1.5 ratio.

O. Engine may have maximum compression of 9.5:1.

P. Must use ignition system that is outlined elsewhere for the Midwest Mod class in this book.

Q. **In 2027 only digital rev limiting box will be allowed. Ground must be within 4" of box and all wires must be visible going to the box and box mounted with screen facing up with easy access for checking. Maximum RPM 6200 limit. No chip boxes**.

R. Straight headers only. No step, Tri-Y headers or merge collectors. No split plates or stain less steel headers. **No header covers allowed**.

S. Fuel must be gas only, with up to 12% maximum ethanol. No other oxygenates allowed, no other oxygenated fuel CHP.

T. Minimum weight with driver in the car after the race is 2,625 lb. Weight and word Concept posted on A pillar.

U. Maximum spoiler height is 2". The trailing edge of the spoiler must be turned down a minimum of 30 degrees so it is below the top of the spoiler.

V. Must follow all other WISSOTA Midwest Mod rules.

9) FUEL & FUEL CELL

A. No piston type fuel pumps allowed, must be stock diaphragm type.

B. No part of fuel cell should be lower than protective tubing. Protected tubing should be no wider than 6 inches on both sides of fuel cell.

C. Fuel (large engines) Chevy 327, 350; Chrysler 340, 360; Ford 351W & C. All may use up to E-98 Ethanol pump gas or racing fuel. May make changes to the carb to enable the use of ethanol, including removable air bleeds. The 350 c.i. engines must still run a stock cast iron intake.

D. No nitrous oxide allowed.

E. No oxygenated fuel allowed in any engine option other than ethanol as described in the rules for that specific engine option.

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

G. Fuel pressure regulator is allowed in all classes.

10) ALUMINUM

A. No aluminum or exotic metal wheels, hubs, hats, rotors, calipers, A-frames, spindles, driveshafts, or weight jacks. Any other aluminum or exotic metal parts other than the ones listed under letter B.

B. Aluminum parts allowed are leaf spring spacer blocks and shackles, and radiator. Pumps, pulleys, and brackets in engine compartment are allowed. Aluminum drive plates and dust caps may be used on Grand National rear ends

11) DISPLAY OF ENGINE AND REAR END 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, and if you are using a quick change rear end, you must also place "QC" alongside the car weight.

12) Other

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

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

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

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

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

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

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

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.

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.

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.

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

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

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

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

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

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

Shocks: No electronically adjustable shocks are allowed.

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

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

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

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

Air Boxes: No air boxes allowed in any class.

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

Radiator: Must be mounted in front of engine in all classes.

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

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