

# 2026 WISSOTA STREET STOCK RULES

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

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 CAGES

- A. Main cage must be minimum of 1.5 inches outside diameter .095" inch steel. Low-carbon, mild steel tubing is mandatory. No iron pipe or square tubing allowed. Must consist of continuous hoops not less than 1.5 inches outside and have a wall thickness of .095 inches.
- B. Must be frame-mounted in at least six (6) places. If side rails/bars are used, they must be flush with body. "Halo" must be a minimum 38 inches across (outside to outside) and a minimum of 29 inches deep (outside to outside). Must have a minimum of one cross bar in top of halo roll cage. Must consist of configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the WISSOTA Inspector. Driver's head must not protrude above cage helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.
- C. Door bars are mandatory and must be minimum O.D. of 1.5" inches and a wall thickness of at least .083" inches. 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 car. Side bars must be welled to the front and rear of the roll cage members and must be attached to the frame in at least 4 places. (Vent bars are also mandatory on both left and right side). Outside of door bars must be covered by a single sheet of steel with a minimum thickness of 16 gauge. Must be securely welled on all four (4) sides to the door bar. Must also be welded to the horizontal boor bars with a minimum of (3) equally spaced welds. This be done by drilling a minimum of 1/2 inches diameter holds in the sheet steel to weld sheet to door bars. All cage and any other bracing must be completely welded in. No brazing or soldering allowed.
- D. Rear bumper tubing must make a complete loop back to the frame. If not using complete loop bumper tubing has to be cut off maximum 2" from frame.
- E. 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. All weights must be secured to roll cage or support bars.
- F. Fuel cell straps 1/8" by 2" around the fuel cell/can to hold the cell/can together if it comes out of the car. However, the strap should be used to mount the cell/can to the frame of the race car. Must have a fuel cell nerf bar/bumper located a maximum of 14" inches off the ground which protect the rear of the fuel cell from frame rail to frame rail

**2) BODIES**

Refer to diagrams for details on 80es Monte Carlo Street Stock bodies. All body height/dimensions will be taken with the driver in the seat. Other bodies maybe used, but must have the right dimensions for body being used.

- A. **THE ONLY HOME MADE BODYS ALLOWED ARE THE 81-88 Monte Carlo.** {All other Car body's have to be 100% STOCK BODY PANELS}. Stock OEM or OEM Aftermarket Replacement steel body panels only are allowed.
  1. Homemade steel body panels are allowed but must have all body lines and also must have bend/shape of the stock body and be made of 22-gauge or 24 gauge steel or thicker. 22 gauge or thicker steel is RECOMMENDED. 2-PC fenders and rear quarter panels will be allowed to be used and put together as one piece to put on the car. But front fender, door and rear quarter panel must be able to come off car in one piece like stock OEM car body parts. 2 piece fenders and quarter panels and one piece home made panels must have smooth 1/8" min radius transition on the tops. (NO SQUARE EDGES). Max of 4" top of fenders and Quarter panels showing When hood and trunk are on car both sides. Bodies that appear to have flat sides, wedge shape, or do not have stock body shape appearance will not be permitted. If using a aftermarket body make sure it has all the right body lines in it. Back body panel may be steel or aluminum, must run full width of back opening, and from the trunk to the top of the frame rails (max 26" high) the same height straight across. You may use plastic from frame rails to the quarter panel, Must be attached on all sides, rear quarters cannot go past the back body panels.
  2. Body may be interchanged with frame and manufacturer. {STOCK} Bodies may be stretched or shortened. No Camaro, Firebird, Mustang, T-top, convertible or pickup truck bodies allowed. No compact or sub compact car bodies allowed. Stock OEM firewall and floor pan must be in stock location for frame being used. Floor must run from frame rail to frame rail behind the driver's seat. Firewall must extend out to the frame rails. OEM firewall and floor may be repaired or replaced with .049" steel but must remain OEM dimensions.
  3. Fabricated firewall must be flat or straight and may be moved back no more than seven (7) inches from the rear of the engine and made of a minimum thickness of .049" steel and must be positioned straight up and down and straight across. Fabricated firewall must be 24"-26" tall measured vertically from the top of the frame rail up. Suspension must be stock for the frame being used. Must have stock roof rake/ slope for make and model of body being used. Stock OEM roof or replacement composite OEM roof part numbers PRPF1015-81W or 45X040 from Performance Bodies are allowed. Can use composite A pillars that come with roof. No carbon fiber is allowed. Roof must be centered left to right and be square on the car. Vertical measurements from top of door front to rear must match and be same on both sides. The door Length must be same on both sides.
  4. Boxing-in of cockpit is allowed decking under roof may be aluminum, (this is the only part that can be aluminum other than parts specifically stated elsewhere in the rules). Decking can be aluminum from Fire wall to back bottom of C pillar. Decking from fire wall to back of seat must be flat and no higher than top of doors. From behind seat to back bottom of C pillar can be gradual rake of 5" max straight no bow or bends. Must be flat and no higher than top of doors. Internal panels may be removed. Hood, trunk gussets may be removed. No cutting or modifications allowed on outside of hood. Stock OEM hood or replacement steel hood is allowed, but must resemble OEM factory hood for car being used. No composite, aluminum or carbon fiber hoods are allowed. Steel hoods must be in OEM location, have factory lines, and be separate from the fenders. No welding the firewall to frame. OEM rubber bushings or homemade bushings of aluminum plastic or steel must be same size as OEM. For uni-body floorboards, see rule 3-B Chassis and Wheel Base.
  5. Back of car must be completely enclosed. Back of trunk must be level or lower than front of trunk. The maximum rear trunk height is 43"

- B. Brake and throttle pedal, steering wheel and master cylinder must be in stock location
- C. No wedges, foils, rudders, wings or pieces that may be added or built that are specifically designed to deflect, trap or form a wind break of any nature. No rear spoiler. Side skirts allowed: max. 3 inches of material other than steel and must maintain 4" ground clearance.
- D. Racing drivers seat must remain on left side of car. When the driver is in the seat, belted in, his or her shoulders can be no closer than 28" to the center of the rear axle. Seat must be securely fastened to frame or roll cage by at least four 3/8" bolts and have headrest. Approved racing seats only.
- E. No side-window enclosure. Rear roof post/C-pillar must match the body claimed, not the nose used. Must look like window.
- F. Must have minimum 3 bars in front of driver.
- G. Must use stock style front bumper. May or may not have plastic cover. May be aluminum but no sharp edges allowed. Rear bumper does not have to be stock. Aftermarket bumper cover must be manufactured, not homemade. Nose must look stock appearing when mounted and must be in stock location. Must be minimum of eight (8) inches off the ground under whole cover. No wedge-shaped nose allowed. Must have flat plated welded or bolted to bumper and fastened to front fenders and rear quarter panels if using stock bumper. May run loop from bumpers to frame. No super stock or late model style noses. No Chev Camaro or Ford Mustang nose allowed. Plastic allowed behind from bumper and in front of rear bumper (no Lexan). No part of car can stick past or through molded nosepiece.
- H. Hood scoop can start at a maximum of 4" in front of air cleaner and must end no further than 4" behind air cleaner. Scoop can be a maximum of 4" wider than air cleaner on sides and can be maximum of 3" tall.
- I. Rear firewall between driver and fuel cell must be made of steel or aluminum - no plastic.
- J. A sun visor is allowed. It may be made of no more than 6" wide piece of material and can run from front window post to front window post.
- K. Air ducts are allowed as long as they are through the nosepiece or below the nosepiece. They cannot be any further forward than the nosepiece and can be no wider than radiator.
- L. Only car equipped with the open compression engine are allowed to have up to 3 inch rear spoiler. Spoiler supports are not allowed. The bottom of the spoiler must attach to the trunk or rear quarter panel no more than 3 inches from the back of the car. The spoiler may only be as wide as the rear deck/trunk of the car, and must be straight side-by-side. Spoiler can be made of steel, aluminum or lexan.

### **3) CHASSIS AND WHEEL BASE**

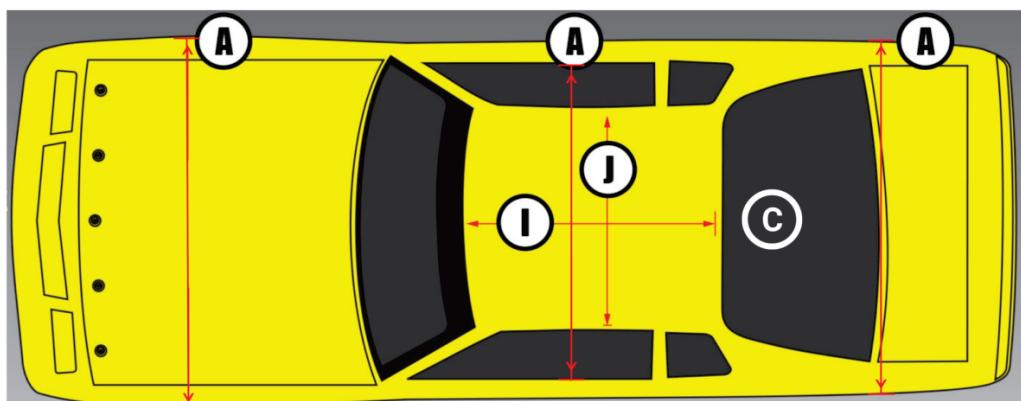
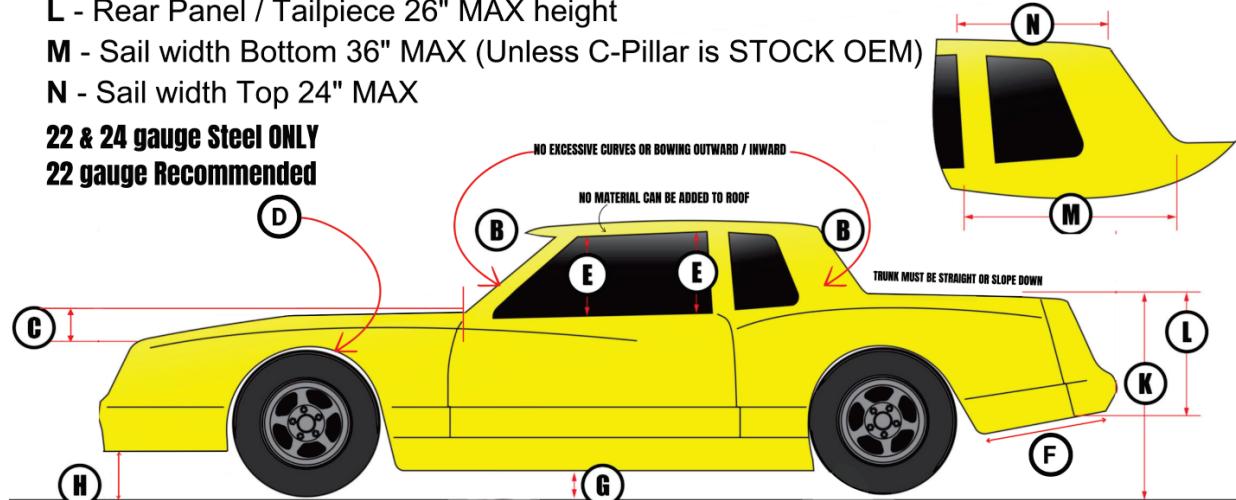
- A. Any American-made full-frame car with a minimum wheelbase of 108 inches with a 1/2-inch tolerance is allowed. Rear frame cannot be notched or altered for brake clearance. No maneuvering of wheelbase to meet minimum. No stretching frame, no altering stock frame.

Dimensions and diagram are for common built 81's - 88's Monte Carlo body. If you are NOT using a Monte Carlo body you must use STOCK Body Panels for any other body and maintain OEM shape. Decking & Rake rules apply to ALL cars.

- A** - Overall body width 74" MAX | Max Decking width 68" MAX
- B** - A & C Pillar must be straight or maintain OEM shape
- C** - Gradual Nose Rake 5" MAX (Measured at center of top nose to A Pillar)  
Gradual Deck Rake 5" MAX (Measured at back of seat to bottom back of C Pillar)
- D** - Minimum 2" Body clearance around all tires
- E** - Minimum 14" Window Opening
- F** - Rear Quarter Panel Must connect and taper to bottom of Rear Panel / Tailpiece  
Quarter Panel can't extend past Rear Panel / Tailpiece
- G** - Ground Clearance 4" Minimum
- H** - Front Ground Clearance 8" Minimum (Measured Any Place under Nosepiece)
- I** - Roof Length 58" MAX
- J** - Roof Width 52" MAX
- K** - Deck Height 43" MAX
- L** - Rear Panel / Tailpiece 26" MAX height
- M** - Sail width Bottom 36" MAX (Unless C-Pillar is STOCK OEM)
- N** - Sail width Top 24" MAX

**22 & 24 gauge Steel ONLY**

**22 gauge Recommended**



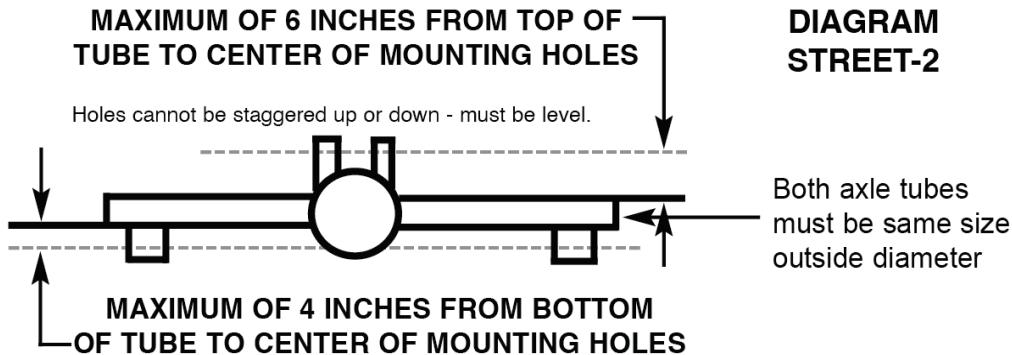
**\*BODY MUST BE CENTERED ON FRAME AND PARALLEL TO FRAME FROM FRONT TO REAR AND SIDE TO SIDE**

- B. Any American-made uni-body car with an original wheel base of 110 inches minimum will be allowed with a 1/2-inch tolerance.
- C. Total weight minimum of 3,200 pounds with driver after the race, put weight on both sides on A pillar or finders.
- D. **Speedway Motors frame may be used & the front stub & rear clip parts may be used to repair GM frames.**

#### 4) SUSPENSION - FRONT AND REAR

##### Frames and Suspension

- A. All front and rear suspension must remain stock. All suspension parts must match frame. No altering of suspension allowed. Stock passenger car hubs only. Stock spindles or aftermarket Speedway Motors 3-piece spindles allowed (part 91034501). No lightening or grinding of any suspension part allowed. Steering box must be stock and must be minimum 2.5 turns from lock to lock. Lightened steering boxes are not allowed. No rack & pinon steering; no independent rear suspension. No steering quickeners allowed. Stock steering components to include but not limited to drag link and stock length tie rod ends. Center link brace for steering is not allowed. No interchange of unibody, midsize metric, and big metric/steering parts. Spindles, rotors, calipers and bottom A-frames must match chassis being used. Steel lower A frame bushings are allowed. The hole must be in the center of the bushings.
- B. Shock absorbers must be mounted on the stock upper and lower mounts. Shocks cannot be mounted upside-down. No modifications allowed on shock mounts and mounts must be in stock locations. No multiple holes on any mounts. Shocks must be mounted straight behind rear trailing arm and shock spacer can be a maximum of 2".  
No tie rod end or aluminum rod end bearing or shocks allowed. One shock per wheel. No coil over shocks allowed. Must be stock-sized bushings only. Non-adjustable. No remote or external canister type of shocks allowed. The maximum amount of travel-liming materials on shock shaft is 1/2"; this means anything above/below shock shaft threaded end. **Shock must be steel body**, one piece or multi-piece allowed. No bulb tops, may have removable bushing on shaft end of body. Bushing holder/eyelet must be fixed to body. Gas fill ports. Schrader or bladder style valves allowed. Must use stock type shock end top and bottom. Front half of shock can be covered. No internal or external bump stops allowed.
- C. Springs must be in the stock location and position; stock spring hangers only. Any 4-1/2-inch minimum diameter spring allowed front and rear. Springs 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. Adjustable bump stop cups are not 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). No adjustable shim allowed. Front removable shims and adjustable spring cups (non-welded) are allowed. Steel shims allowed in rear only. Rear shims may be removable; shims do not have to be welded. Must not be adjustable. No weight jacks allowed. No added traction devices allowed. Leaf springs must be stock or replacement; must use original mounts; no adjustable shackles allowed. Lowering blocks allowed on leaf spring cars only. Lowering blocks must be steel.
- D. No air springs are allowed. One coil spring is required on each corner of the car. Leaf springs are allowed.



- E. Tubular upper A-arms allowed. Must be steel, must have stock or stock replacement cross shaft, cross shaft may be aluminum. Stock or stock replacement 4-bolt ball joints only. A-arms with bearings allowed. Steel rod end bearing joints are allowed on top A-arms. They must be non-adjustable. Frame mounts must be stock and in stock location (caged needle type bearings are allowed). Bottom A-frame mounts and bottom A-frame bushings must be in stock location. Bushings must have bolt hole in the center of bushing, not an offset bolt hole.
- F. Can use steel swedge tubes on tie rods but must use stock inner and outer tie rod ends.
- G. The use of a left front steel chain or tether is allowed; must have slack at ride height.

#### 5) Tires and Wheels

- A. The Hoosier WISSOTA 35W tire will be the only tire allowed. Siping, grinding and grooving are allowed. There will be no defacing or altering of manufacturer identification mark or numbers on the tire. No softening, treating of tire, or tire needling is allowed.
- B. Steel wheels only, up to eight (8) inches allowed. WISSOTA-certified wheels only; must have the WISSOTA sticker and stamp
- C. Bead lock allowed on all four (4) corners of the car. On the right side of the car only hard mug plugs can be used with bead locks or steel wheels with mud plugs fastened with 3 1/4" bolts minimum. No other attachments may be made to the wheels. Foam style mud plugs are allowed on all four wheels.
- D. Lug nuts must be steel and a minimum of 1"
- E. Wheel spacers and/or adapter may not have a diameter greater than 7.25 inches, and they may only be made of aluminum. No wheel spacers of other materials, or greater thickness or diameter, may be used. Wheel spacers cannot exceed one inch in total thickness and only 1 per wheel spacer or adapter.

#### 6) Brakes

- A. No aftermarket brake systems allowed. Steel components only. Brakes must be operating on all four (4) wheels and must lock up all four (4) wheels. Sixteen (16) vane rotors allowed. Slotted rotors are allowed. Must use steel fasteners. Rear rotors must weigh a mini min. of 6.5 lbs. Front and rear rotors must be vented. Master cylinder can be aluminum. No drilled or lightened rotors allowed. Steel hats only. Brake lines must be visible.
- B. Disc brakes allowed on all rear ends.
- C. Must use single piston OEM type cast iron brake calipers, non-lightened.

#### 7) Rear Ends

- A. Aftermarket stock length upper and lower non-adjustable steel rear control arms are allowed. Stock length for chassis being used. Steel bushings are allowed on rear suspension. The bolt hole must be in center of bushing. Spherical bushings are allowed. No offset bushings allowed. Bushings must be stock-sized only. Boxing of stock control arms is allowed.
- B. Any passenger car or truck stock appearance rear end may be used. Full floating rear ends allowed. Welded spiders or steel spools only. Axle tubes must be same thickness on both sides of rear end. No lightweight metal rear ends allowed including aluminum, titanium or magnesium. Only aluminum allowed will be drive plates and dust caps on grand national rear ends
- C. All mounts must be in stock location and stock configuration (see Diagram Street-2).
- D. No multiple holes on any mount.
- E. No limited slip type rear ends are allowed.

**8) DRIVE TRAIN** Every driver must follow one of the following transmission rules (A or B below)**9) A. Automatic Transmission**

- 1. All automatic transmissions may have an approved scatter shield, which must be constructed of 1/8-inch steel by 3 inches, 270 degrees around flex plate. Recommended 3 inch aftermarket SFI approved shield. Aftermarket replacement bellhousing is 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 approximately 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.**

**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. One individual hanging, firewall or floor mount clutch pedal will be allowed to be used for transmission engagement only.**
- 8. Intermarriage of transmissions is allowed (example: Ford or Chrysler engines may use Chevrolet transmission).**

No mid-plates allowed. (2 pic) Rear Motor mount is allowed.

**9) ENGINES**

**Cylinder Heads** The following machining can be done to cylinder heads in the following engine combinations: WISSOTA Street Stock Concept Engine (this does not apply to the GM 602 Sealed Crate Street Stock 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 valve 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. No blowers or turbo chargers. Must follow all other class rules.

**WISSOTA Street Stock Open Compression engine**

No intermarriage of engines [G.M for G.M., Ford for Ford, etc., only]. No Pontiac, Oldsmobile, AMC or other engines allowed. See section 1 general rules, 1.1 general application.

**In 2027 the open headed GM motor will be eliminated. In 2027 the EQ headed open motor will be the only one allowed.**

- A. No aluminum or aftermarket blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that wasn't produced as a 4 bolt main into a 4 bolt main block. No grinding or polishing of any kind allowed to 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.
- B. All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. Aftermarket rods or crankshaft allowed by specific part number only. The following aftermarket crankshaft and connecting rods are allowed in 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 Rod P/N# 35700P • Scat Rod P/N#25700 • Scat Rod P/N 25700P

Manley/WISSOTA H beam rods allowed P/N 14037W-8

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 and Eagle one-piece rear main seal steel crankshaft P/N 435334805700. 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. No marine parts. Absolutely no strokers. Balancing is allowed. No aftermarket harmonic balancers allowed. Stock balancers only. Balancer may be degreed but must meet measurements below. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305, 350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inch thick. No fluid balancers. No hubs only - balancer must be two piece. Floating wrist pins allowed. No rod cap screws allowed on stock rods.

C. The maximum engine over bore permitted will be .040 on the 360 Chrysler engine. On Chevrolet, Ford and 340 Chrysler, the maximum over bore permitted will be .060. Stock-type flat top or dished pistons only. Pistons must be below deck on all engines.

1. Chevrolet engines will be permitted on a maximum displacement of 360.4 c.i.d.
2. Ford engines will be permitted a maximum displacement of 362 c.i.d.
3. 360 Chrysler engines will be permitted a maximum displacement of 367 c.i.d.

D. Distributors. Stock type distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual-point distributors allowed. Any coil used must **fit under stock type coil cap**. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines. May have external coil with Adaptacap.

E. Stock cast iron two or four barrel intake manifolds only. No aftermarket, marine, propane, throttle body or fuel injected manifolds. No raised plenum truck manifolds. Absolutely no reworked intake manifolds. No coating, painting, grinding, port matching, polishing or acid porting work in the inside of the intake manifold. Center intake bolt holes may be drilled to match 1987-1995 Chevrolet heads.

F. Cylinder heads O.E.M. only; no angle milling allowed. EQ part number EQ-CH350I cylinder heads are allowed on the open/regular engine. Maximum compression is 10.5:1. Valve size of 1.94 intake and 1.50 exhaust. Valve stem must be 11/32. No hollow or titanium valves. Minimum valve weight for intake is 103 grams. Minimum valve weight for exhaust is 87 grams. Stock steel valve spring retainers. Stock diameter valve springs only. No beehive or conical valve springs allowed. Stock stamped steel rockers only with 1.5 ratio.

1. No angle plug, Vortec or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414, 492, 461, 461X, 462, 432, 041, 040, 370, 10239906, 14011083, 14096217, 1025320, 10208890, 12554290. Also, no A.R.D. heads, no GT40 or magnum heads allowed.
2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time.
3. No porting, polishing, grinding or port matching allowed at any time. Valve seats may be ground no further than 1/4-inch below top of the seat.
4. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler. No 1.6 exhaust valves.
5. Stock ratio rockers only; no fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. Guide plates allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers except oil hole may be deburred. Valley pans allowed. Rocker arm oil sprayers are not allowed.
6. Valve springs must be the stock diameter for the cylinder head being used. The stock diameter of a Chevrolet valve spring is 1.250" (a tolerance of .015" is allowed). Ford valve spring max. O.D. 1.437+ or - .015. No beehive-conical type valve springs allowed. No dual valve springs on Chevy engines.
7. Engine must have stock rubber mounts or steel mounts and must be in stock location for the type of engine being used. No midplate. Must be eight (8) cylinder.
8. No titanium parts of any kind allowed.
9. Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.

G. Hydraulic camshafts and lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifter. Must be able to remove lifter from top of lifter galley at any time. Bushing of lifter bores is not allowed. Lifters must be steel or iron and must be free to rotate. Any timing chain allowed. No gear drives allowed. Valve timing configuration and firing order must match engine used. Example: Chevy 18436572.

**H.** Stock cast iron exhaust manifolds allowed; no center-dump manifold or LT1 manifold allowed. Manifold exit must measure under 2.25" cold, which means the following Chevrolet casting numbers, as well as others not listed, will not be allowed: 10168494, 10168495, 10168496, 12524289, 10108700 and 10168544. Stock replacement exhaust manifolds allowed for cast iron stock manifolds currently allowed by the rules. No other aftermarket or reworked manifolds allowed. Hooker header part number 2466HKR or 7543HKR, also can use Schoenfeld Headers 1485 or 1485CM2 are allowed. No stainless, no ceramic, no merge collector, no X-pipes, no 2-into-1, and no heat tape. May remove three-bolt flange. Must have a manufactured muffler (refer to rule 3.3.4) and a turn down on each exhaust pipe. Must have a 3" exhaust pipe and must exit from engine compartment and under the car. **Exhaust can be up to 6" inches behind drivers seat.**

- I. One (1) radiator only; must be in stock location. Aluminum radiator allowed.
- J. No crank trigger ignitions allowed.
- K. No vacuum pump/air pump allowed.
- L. 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.
- M. All engines are allowed to run a valve train oil deflector.
- N. No coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed. No coating of any crankshaft or rods is allowed.
- O. Stock diameter steel lifters only Chev is .842. Lifters must collapse a minimum of .100". Can repair up to 3 lifters.
- P. No external engine oil pumps of any kind allowed.
- Q. Starter must be in stock location.
- R. Main cap girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.
- S. Minimum 3/4" inspection hole required in the side of the oil pan 2-1/2" down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector.
- T. No oil accumulators.
- U. You are allowed to clearance front of block for timing chain clearance.
- V. No cold air boxes under air cleaner on any engine type.

#### **WISSOTA Street Stock Chevrolet Concept Engine**

- A. Same bottom end as WISSOTA currently allows in the Street Stocks & Midwest Mods. 350 Chevy engines maximum over-bore .060.
- B. Spec Icon flat top piston P/N SO2733 or S2733LCA, or Mahle flat top piston P/N WIS50030F05, WIS50040F05, WIS50060F05, 197725130, 197725140, 197725150, or 197725160 or 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 piston rings allowed. No gas ported piston rings allowed.
- C. Steel oil pan with inspection hole. **See page 96 (H) for inspection hole 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 only Chev is .842. Lifters must collapse a minimum of .100". Can repair up to 3 lifters.
- 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 Chevrolet valve spring is 1.250"(a tolerance of .015" is allowed). Stock stamped steel rockers 1.5 ratio.
- N. Maximum compression 9.5:1.
- O. Current Street Stock and Midwest Modified Ignition.
- P. 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.**
- Q. Stock exhaust manifold or headers. See (H) under WISSOTA Street Stock Open Compression Engine.
- R. Gas only up to 12% ethanol, no other oxygenates. No other oxygenated fuel CHP.
- S. Must follow all other WISSOTA Street Stock rules.

#### **WISSOTA Street Stock Ford 347 Concept Engine.**

- A. Crankshafts allowed: Eagle 103023400, Pep DG302B, Scat 93023
- B. Connecting rods allowed: Eagle SIR 5400CB, Scat 25400927
- C. C. No lightening of any internal or external engine parts.
- D. D. Piston allowed: Mahle SBF090030116, 928905903100030, 928905903100040, or 928905903100060.
- E. E. Steel oil pan only, main girdle allowed.
- F. F. Intake manifold allowed: Weiand p/n 7515 or Edelbrock Victor Jr. p/n 2921.
- G. G. 4 barrel carburetor allowed. Must use Holley-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 max. of 3/8" total gasket material between intake and carburetor.
- H. H. Any hydraulic cam with maximum valve lift of .500. No hydraulic roller cams.
- I. I. Stock diameter cast lifters only Ford is .875, Can repair up to 3 lifters. Lifters must collapse .100. Maximum intake valve size 1.94 inches, maximum exhaust valve size 1.6 inches.
- J. J. No hollow stem or titanium valves. Minimum valve weight: 103 grams for intake, 87 grams for exhaust.
- K. K. Cylinder heads allowed: Ford 302 GTP, GT40 or World Products Windsor Jr 5303.
- L. L. Steel valve spring retainers only. Stock diameter valve springs only. No conical - Ford valve springs max. 1.437 + .015. No conical or beehive valve springs allowed.
- M. 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 Street Stock engine packages.
- P. Must use MSD Soft Touch p/n 8728 or 8727CT only with a maximum RPM of 6400. Ground must be within 4 inches of box.
- Q. Gas only up to 12% ethanol, no other oxygenates. No other oxygenated fuel CHP.
- R. Must follow all other WISSOTA Street Stock rules.
- S. Must use spec Speedway Motors headers (part number H8482-B). No stainless, no ceramic, no merge collector, no X-pipes and no heat tape. May remove three-bolt flange. Must have a manufactured muffler (refer to rule 3.3.4) and a turn down on each exhaust pipe. Must have a 3" exhaust pipe and must exit from engine compartment under the car. **The length of exhaust pipe including the muffler pipe and turn down can run to 6" inches behind drivers seat.** Length measurement is measured from the weld on the 3" collector from the factory spec header to the end of the completed exhaust pipe.

#### **GM 602 Street Stock Sealed Crate Engine**

- A. Four barrel gas carburetor allowed. No floatless carburetors allowed. 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 a maximum of 3/8" total gasket material between intake and carburetor.
- C. **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.**
- D. Must use same exhaust as all other WISSOTA Street Stock engine combinations.
- E. Minimum weight 3200 lbs. with driver after race.
- F. Gas only, up to 12 percent ethanol. No other oxygenates, no other oxygenated fuel, CHP.
- G. Must follow all other WISSOTA Street Stock rules.
- H. **Must have minimum 3/4" inspection hole in the side of the oil pan 2 1/2" down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector. This must be done when the engine is repaired and resealed.**

*All engine options subject to review/changes as deemed necessary. If rules do not specifically say you can have said part, it means you cannot have said part or alterations to said part.*

#### **10) ASPIRATION AND FUEL**

- A. Carburetion will be limited to one (1) stock Holley 500 CFM 2-barrel, part no. 4412, with a 1-11/16-inch throttle bore. Holley aluminum 4412 carburetor allowed. Casting number L6R1998, main body number R4412-14 or R4412-15. Cannot remove air horn. Must meet all 4412-500 CFM tech tool measurements. No grinding or polishing of any kind allowed. No floatless carburetors allowed. EFI or mechanical injection is NOT allowed. Throttle plates must be round. All Street Stock carburetors must use Holley-style straight-leg or down-leg boosters only. All carburetor components must be for a 500 Holley. Adjustable, changeable air bleeds allowed. No milling or grinding of throttle shaft allowed. Shaft must stay round. Choke can be removed but NOT the air horn. Must have stock measurements. 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.** Adapter plate for open compression engine: Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and three eighths (1 3/8) inches. No devices can be added to the inside of the intake to increase or redirect the airflow. All air entering the engine will be required to enter through top of carburetor.

C. Fuel: race fuel is allowed. May use up to E-98 Ethanol. May make changes to the carb to enable the use of ethanol, including removable air bleeds.

D. No electric fuel pumps allowed. No belt-driven fuel pumps allowed.

E. Carburetor must be mounted with float bowl forward. Carburetor must have stock 4412 bodied carburetor only. No aftermarket or billet metering block allowed. No piston type fuel pumps allowed. Must be stock diaphragm type.

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

G. 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 rear end 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.

H. Fuel pressure regulator is allowed in all classes

I. 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.

## 11) ALUMINUM

No aluminum or exotic metal suspension, body or drive train parts allowed. Aluminum radiators allowed. Aluminum pumps, pulleys and brackets in engine compartment are allowed.

## 12) DISPLAY OF ENGINE TYPE

You must also display the engine type you are using (examples: Spec, Concept, Crate) on both front window posts.

## 13) OTHER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Shocks:** No electronically adjustable shocks are allowed.

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

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

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

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

**Air Boxes:** No air boxes allowed in any class.

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

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

**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.

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