

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

SECTION 1 - GENERAL RULES

1.1 GENERAL APPLICATION

The WISSOTA rules shall apply to each and every participant who participates in any WISSOTA-sanctioned racing event. All participants subject to the WISSOTA rules are expected to know the rules and any claimed ignorance of the rules will not be accepted or tolerated. All racers, competitors, suppliers or sponsors and any other participants having any question regarding the legality of any product must request the WISSOTA Tech Committee to review the same and render an opinion as to legality. All new products must be pre-approved by WISSOTA's Tech Committee. Any and all parts including but not limited to clutches, transmissions, engines, rearends, frames, and any and all other component parts of a racecar that have not been prior approved by the Tech Committee will be considered illegal until such time that the Tech Committee has reviewed the product and rendered its decision as to whether or not the products falls within the WISSOTA racing rules. The decision of the WISSOTA Tech Committee is final. The WISSOTA Tech Committee's decision will be premised upon the intent and spirit of these rules. The WISSOTA Tech Committee will delineate what is authorized and not authorized under the rules. WISSOTA reserves the right to adjust any and all weight differences as they see appropriate. Only WISSOTA's Tech Committee has the authority to review a product and render a decision as to whether the product falls with in WISSOTA's racing rules. No individual member of the Tech Committee, or individual promoter, tech inspector, nor any other person can render said decision. The decision must be rendered solely by the WISSOTA's Tech Committee. The product seeking approval must be shipped to the President of WISSOTA and the President will then forward the product to the Tech Committee members for review. The product must be shipped postage pre-paid to WISSOTA. The Tech Committee shall render a decision no later than 60 days after the product has been received by WISSOTA's President. WISSOTA does not waive its right to enforce the requirement of pre-approval of a product by the Tech Committee even though the product has been utilized by race car owners, drivers, mechanics or others prior to being submitted to the WISSOTA Tech Committee.

1.2 EFFECTIVE DATE

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

1.3 EXHIBITS AND DRAWINGS

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

1.4 AMENDMENT OF RULES

WISSOTA reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that WISSOTA deems necessary for the betterment and/or safety of racing. The WISSOTA rules may be amended at the annual meeting of WISSOTA, and subsequent publication in the WISSOTA rule book. In addition, the Board, pursuant to authority conferred by the promoters, may issue amendments during the racing season in the form of technical bulletins, which shall be published in "All The Dirt" and on the WISSOTA website, where they can be reviewed by competitors, promoters and track tech officials. Participants shall be responsible for being aware of and complying with all such amendments issued.

1.5 APPLICABILITY

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

1.6 COMPETITOR OBLIGATION

Every driver must inspect the racing surface and the race track area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe, and the driver shall report that condition in writing to a WISSOTA or track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

1.7 FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE

- 1.7.1 THE DECISIONS OF WISSOTA RACE OFFICIALS, OR TRACK OFFICIALS, AT A WISSOTA SANCTIONED EVENT, INCLUDING THE INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND NON-APPEALABLE, EXCEPT AS PROVIDED IN PARAGRAPH 1.8 BELOW.
- 1.7.2 ALL PARTICIPANTS, AS A CONDITION OF PARTICIPATING IN A WISSOTA-SANCTIONED RACING EVENT, AGREE THAT ALL DECISIONS OF WISSOTA RACE OFFICIALS, OR TRACK OFFICIALS, REGARDING THE INTERPRETATION AND APPLICATION OF THE WISSOTA RULES, AND THE SCORING OF POSITIONS, SHALL BE NON-LITIGABLE. ALL PARTICIPANTS FURTHER COVENANT AND AGREE THAT THEY WILL NOT INITIATE ANY TYPE OF LEGAL ACTION AGAINST WISSOTA, OR A WISSOTA PROMOTER, TO CHALLENGE SUCH DECISIONS, TO SEEK MONETARY DAMAGES, TO SEEK INJUNCTIVE RELIEF OR TO SEEK ANY OTHER KIND OF LEGAL REMEDY. IF A PARTICIPANT PURSUES ANY SUCH LEGAL ACTION WHICH VIOLATES THIS PROVISION, THEN THE PARTICIPANT EXPRESSLY AGREES TO REIMBURSE WISSOTA, OR THE WISSOTA PROMOTER, FOR ALL OF ITS ATTORNEY'S FEES AND COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

1.8 APPEAL RIGHTS AND PROCEDURES

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

1.8.1 Appeal Hearing

- 1.8.1.1 **Procedure** A participant desiring an appeal hearing of action taken by WISSOTA must submit a written request for appeal hearing, accompanied by any relevant documentation, within the time, and in the manner, specified in paragraph 1.8.1.3 below.
- 1.8.1.2 **Appeal Hearing Fee** The request for an appeal hearing must be accompanied by a fee of \$350.00 in cash, cashier's check or certified funds, which shall be non-refundable unless the hearing panel decides in the appealing participant's favor.
- 1.8.1.3 **Hearing** Within fifteen (15) days of the receipt of the request

for appeal hearing, the Board shall appoint an appeal panel

and shall notify the participant of the date, time and place of the appeal hearing, which shall be held at the next scheduled board meeting. The panel will decide on the appropriate procedure for conducting the hearing and shall not be bound by formal rules of evidence or procedure but shall pursue the best procedure for obtaining the relevant facts to reach a decision. The appealing participant shall appear in person at the hearing (but not through a representative or an attorney) and may be accompanied by not more than three witnesses. WISSOTA's head tech inspector, or other designated WISSOTA person, shall appear in person at the hearing (but not through any representative or an attorney) and may be accompanied by not more than three witnesses. No other persons shall be present during the hearing. The President of WISSOTA or his designate shall conduct the hearing. No record of the hearing shall be made by either the participant or WISSOTA by tape recording, court reporter or any other method.

1.8.1.4 Hearing Panel Decision After the hearing, a decision will be made by the hearing panel and will be mailed to the participant by certified mail, return receipt requested. The decision of the appeals panel shall not be further appealable within WISSOTA or to any court, it being the agreement and understanding that this appeal hearing is the sole and final remedy for appeal of fines or suspensions.

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

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

1.8.2.1 Composition of Appeal Hearing Panels

The appeal hearing panel shall consist of three (3) members, designated by the Board, none of whom were involved in the original determination resulting in the fine or suspension.

1.8.4 Continuation of Fines and Suspensions Fines and suspensions imposed shall remain in effect during the time period that any request for an appeal hearing is pending. If driver pays fine after suspension has been served, the driver waives his right for any further appeal hearing. Driver also understands that the suspension and hearing shall not be further appealable within WISSOTA or to any court of law, it being the agreement and understanding that by paying fine and serving suspension that this is the final remedy.

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

law under either the Federal Arbitration Act or the American Arbitration Association, Commercial Arbitration Rules. The alleged aggrieved party can only pursue provisional remedies in a state or federal court of the State of Minnesota pending the outcome of an arbitration hearing. The pursuit of provisional remedies in state or federal court of Minnesota is limited solely to seeking temporary injunctive relief or a restraining order and no other judicial relief is permitted. Seeking judicial relief shall not constitute a waiver of the requirement to arbitrate. The judgment upon the arbitrator's award may be entered in Hennepin County, Minnesota, and transferred to any applicable jurisdiction for enforcement. Arbitration is mandatory, binding and non-waivable except upon mutual consent of both WISSOTA and the party seeking arbitration.

The parties will have the arbitration administered either by the American Arbitration Association or the parties can agree to have a mutually agreeable attorney or judge arbitrate the proceeding. Only one arbitrator shall preside over the proceedings. The arbitrator shall be mutually selected by the parties. All arbitration proceedings shall be conducted in Minneapolis, Minnesota, or another location mutually agreeable between the parties. Under no circumstances will WISSOTA nor any other participant in the arbitration proceedings be liable for payment of any punitive damages, attorney's fees, costs or disbursements including witness fees, mileage, deposition costs, or other charges in connection with said arbitration claim. Any party seeking arbitration must do so within 6 months of any adverse decision rendered by WISSOTA or the claim/controversy is forever barred.

1.9 VIOLATION OF SPIRIT AND INTENT OF RULES & UNSPORTSMANLIKE CONDUCT

Any participant who defies or violates the intent or spirit of the WISSOTA rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by WISSOTA or track officials depending upon the nature of the infraction.

Unsportsmanlike conduct/fighting will result in a 30 day suspension, a \$1,000.00 fine, loss of all points (both national and track), and one year probation. Second violation while still on probation shall result in another fine (if applicable) of up to \$1,000.00 and a one year suspension from the date of the second violation. Any unsportsmanlike conduct is a non-appealable offense.

1.10 RESERVED PARTICIPATION RIGHT

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

1.11 CONDUCT

1.11.1 Driver Responsibility The driver is responsible for the actions of his pit crew in all respects. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters, and must talk with the chief WISSOTA or track official in charge regarding their conduct or behavior.

1.11.2 Assault/Abuse of Officials/Participants and minor unsportsmanlike actions No participant shall engage in improper behavior on or off the track, in or out of the race car, nor shall he or she subject any WISSOTA official, track official, track employee, sponsor, or participant to any abusive or improper language at any time. Any driver who gets out of his/her race car, or any

participant who verbally assaults or threaten any WISSOTA official, track official, track employee, sponsor or another participant may be suspended for up to two weeks from the date of infraction, may be fined up to \$500.00, may lose all WISSOTA points (both national and track points), and may be placed on probation (or a combination of penalties). Loss of points are at the discretion of the track officials and based on the severity of the violation. Any violation of this rule is a non-appealable offense.

1.11.3 Alcoholic Beverages Consumption of beer or alcoholic beverages in the pit area, or being under the influence of beer or alcoholic beverages in the pit area, is prohibited until the entire program for all divisions is completed. If a participant is caught consuming alcoholic beverages in the pit area, or is deemed to be under the influence of alcoholic beverages in the pit area, before the entire program for all divisions is completed, he/she shall be immediately ejected from the race track premises and shall be subject to a mandatory fine of \$500.00 and a 90-day suspension.

1.12 WISSOTA DRUG POLICY

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

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

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

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

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

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

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

1.12.4.4 SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY WISSOTA:

1.12.4.5 Suspension from competition and eviction from all WISSOTA sanctioned tracks, and denial of further entry to WISSOTA sanctioned events for a period to be determined by WISSOTA officials.

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

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

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

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

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

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

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

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

1.13 REQUIREMENTS REGARDING WISSOTA FINES AND SUSPENSIONS

Except for conduct offenses under Rule 1.11, which race tracks may report to WISSOTA at their discretion, if there is a rules violation, offense or infraction at a race track, then the track must put the facts of the rules violation, offense or infraction in writing and send them to the WISSOTA office within seven (7) working days of the rules violation, offense or infraction and impose any necessary suspensions or fines.

1.14 PROBATION AND SUSPENSIONS

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

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

1.15 DURATION OF PENALTIES

All penalties will apply throughout the entire WISSOTA racing season and will apply to all WISSOTA sanctioned events. Any suspensions of ninety (90) days or less, which have not been fully served as of the end of the national point racing season as specified in paragraph 2.8, will commence with the beginning of the point season in

the following year as specified in paragraph 2.8 and continue until fully served.

1.16 ILLEGAL PARTS

- 1.16.1 Illegal Parts** Illegal parts shall be any parts or components of a race car, or any alterations or modifications to any such parts or components, that do not meet the particular WISSOTA rules and specifications of the class in which the race car is competing.
- 1.16.2 Illegal** Being illegal consists of any aspect of the race car which violates, or results in a violation, of any WISSOTA rules or specifications.
- 1.16.3 Disallowed If Not Allowed** If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component, then that part or component is disallowed.
- 1.16.4 Removal of Identifying Marks** Any grinding, defacing or otherwise removing or obliterating of casting marks, casting numbers or any other identifying marks or numbers on an engine or chassis part will automatically render that part illegal, except that this particular subparagraph shall not apply to Late Model engine blocks.
- 1.16.5 Penalty** Except for a specific penalty as otherwise provided, the penalty for illegal parts, or being illegal, as defined above, whether discovered through a post-race inspection, through tear down, as a result of a protest or in connection with a claim, shall be a \$1,000.00 fine (\$500.00 fine for Street Stocks, Midwest Modifieds, Mod Fours, Pure Stocks and Hornets), a suspension of thirty (30) days, loss of all points, including all national points and all track points earned at all tracks, and forfeiture of all money and awards earned for that event. The above prescribed suspension of 30 days is mandatory for the following infractions: refusal of a claim, refusal of tech inspection, misconduct, traction control or treated tires. If charged with infractions other than those, the driver may opt to instead pay a fine of twice the prescribed amount, then return to racing at any time after WISSOTA staff confirm receipt of the payment.
- 1.16.5.1 Illegal tires, all classes, first time offenders:** If a driver is found with improper (illegal) tires on the front or back of the car, that driver will be disqualified for that race and will lose all track and national points and prize money for that race. If this infraction occurs during a qualifying race, the driver will be disqualified from that race with the loss of track and national points for that race, but will be allowed to start at the rear of the B or A feature if the infraction is corrected. Should there be a full field already in the feature, the disqualification will stand for the entire race program. The driver will also be placed on a one year probation period beginning from the date of the infraction.
- 1.16.5.2 Illegal tires, all classes, second time offenders:** Loss of all track and national points year to date. \$500 fine to be paid before driver is allowed to race again plus a 30 day suspension of driver in all divisions.
- 1.16.5.3** No softening or conditioning of tires is allowed in any class. Any tire can be confiscated by a WISSOTA or track tech official on any race night at any track to be evaluated and returned within a reasonable period of time. Fines and punishment for illegally softening or conditioning tires will include a minimum \$1,000 fine and 12 month suspension.
- 1.16.5.4** Tire protest: A driver may protest the tires of another competitor in his/her class. The fee shall be \$100, remitted to the promoter. The promoter will send a sample of the protested tire(s) to an independent lab for analysis.

1.16.6 Penalties For Other Infractions

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

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

1.16.6.2 Minor Fineable Infractions including violations of booster height, carb spacer, gaskets, epoxy on carb, fuel will carry a penalty that includes a \$100 fine, loss of all track and national points, plus confiscation of illegal part(s). Driver may race again when fine is paid but will be placed on probation, and if caught with same infraction again during same calendar year, this will become a fineable infraction as described in 1.16.6.2 above.

1.17 RESERVED TEAR DOWN RIGHT

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

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

1.17.3 Fee for Tear Down WISSOTA, or the track official, shall advise the driver that a tear down is requested and shall post a tear down fee (cash only) that is equal to the protest fees set forth in Paragraph 6.5. If, after tear down, the engine is found to be legal, then the posted tear down fee will be paid to the driver. If, after tear down, the engine is found to be illegal, the posted tear down fee will be retained by WISSOTA, or the track official.

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

1.18 CONFISCATION OF ILLEGAL PARTS

1.18.1 All illegal parts or components discovered through inspection, through tear down or as a result of a protest or claim, shall be confiscated by track officials and forfeited by the participant to WISSOTA.

1.18.2 All such forfeited parts, after being tagged with numbered tamper-proof tags, shall be delivered by track officials to WISSOTA and shall become the property of WISSOTA to be disposed of in its discretion, after any fines for the

infraction are paid. All appropriate documentation must be submitted by the

promoter/track official to the WISSOTA office within forty eight (48) hours of the decision rendering the part(s) illegal.

- 1.18.3** Failure of a participant to surrender illegal parts for confiscation shall result in a separate penalty, in addition to any other penalties for illegal parts under these rules, of two (2) times the estimated retail value of the illegal parts (as determined by WISSOTA).

1.19 INDEPENDENT CONTRACTORS

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

1.20 COMPETITOR AGREEMENT REGARDING RULES

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

- 1.20.1** That he or she is familiar with and understands all of the WISSOTA rules and procedures as set forth in this rule book.
- 1.20.2** That by applying for a WISSOTA competitor's license, or by participating in a WISSOTA sanctioned racing event, he or she specifically agrees to abide by all of the WISSOTA rules and procedures.
- 1.20.3** That by entering a WISSOTA-sanctioned racing event, a competitor certifies that his or her race car meets all of the requirements of the WISSOTA rules for participating in a WISSOTA sanctioned racing event.
- 1.20.4** That, if as a result of an inspection, tear down, protest, or claim, a competitor's race car is determined to be illegal, it is the sole responsibility of the competitor, who bears the burden of proof, to prove that his or her race car is in compliance with the applicable WISSOTA rules and requirements.

SECTION 2 - GENERAL POLICIES

2.1 PREVAILING POLICY

- 2.1.1** Any disagreements over technical questions or operations will be resolved by WISSOTA or track officials. When their decision is rendered, such decision is final and binding, except as provided in Paragraph 1.8.
- 2.1.2** WISSOTA or track officials will establish the length, frequency and administration of all events and programs, and when their decision is rendered, that decision is final and binding and non-appealable.

2.2 LICENSING AND REGISTRATION

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

regardless of age, must have signed an application for a WISSOTA competitor's license, must have not been convicted of any illegal drug violation during the one year period prior to the date of application, must have paid the required fee and be in good standing. The license application for all drivers under the age of 18 must also include the signature of parent or legal guardian regardless of division. For any driver under the age of 17, a certified birth certificate must also be provided with the license application. All restricted licenses must be purchased through the WISSOTA office; they will not be available at any track. Restricted license drivers must contact race tracks at least 24 hours in advance to get approval to participate in any event.

- 2.2.2** WISSOTA reserves the right to deny a competitor's license to any driver.
- 2.2.3** Any driver who permits someone else to use his/her competitor's license will be subject to a mandatory fine of \$500.00 and/or disqualification.
- 2.2.4** A current WISSOTA competitor's license and a driver's license or picture I.D. must be presented at the time of sign-in and registration.
- 2.2.5** A driver must have a WISSOTA license to receive any national or track points, and all points only go with the driver.
- 2.2.6** Only a fully-licensed WISSOTA driver may protest.
- 2.2.7** Temporary licenses may be issued; however, a temporary license may be protested but may not protest, may be claimed but may not claim and no points will be issued for a temporary license.
- 2.2.8** No driver or other participants may enter the race track or pit area until he/she has personally signed all releases, registrations and entry forms. No person will be permitted to sign the release sheet for any person other than himself/herself. Any participant who fails to sign all release and registration forms will be disqualified and any prize money will be forfeited.
- 2.2.9** **WISSOTA 100s Eligibility** - To participate in any WISSOTA 100 event, a driver must have a full WISSOTA competitor's license (not a temporary license).
- 2.2.10** **2019 WISSOTA Competitor Licenses & Fees:**

All licenses should be purchased online at www.wissota.org.

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

WISSOTA Late Model - \$130.00 • WISSOTA Modified - \$110.00

WISSOTA Super Stock - \$100.00

WISSOTA Midwest Modified, Street Stock or Mod Four - \$90.00

WISSOTA Pure Stock or Hornet - \$50.00 No driver may purchase a Hornet division license if they have ever raced in the Super Stock or any higher division. Any driver who has raced in the Midwest Modified division or lower class, for one season or less, may purchase a Hornet division license. Any driver who has won a national championship in any class (or two in Hornets), is ineligible to purchase a Hornet license.

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

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

2.3 PIT AGE REQUIREMENT

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

2.4 RACE PROCEDURES

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

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

2.4.3 All drivers are responsible for registering their cars and having a number drawn for their starting position in the heat race. A car may be registered and compete in only one class per night (event).

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

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

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

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

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

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

2.4.10 Restart Line-Up. All tracks will use double file restarts, Delaware style with the leader in front, alone in row one. Second place driver will get choice of inside or outside starting location. Fourth place will always be inside row three. Promoter may use discretion and revert to single file restarts if track conditions exist that warrant a single file restart in the spirit of good and fair competition; promoter is not required to revert to single file restarts at any time. Any abuse of discretionary actions by the track officials in deviating from the double file restarts may result in a fine, probation, suspension or any combination thereof. The intent of this rule is to provide consistent and unified procedures for the competitors.

2.5 DRIVER OR ENGINE CHANGES

2.5.1 No driver or car changes are allowed after the heat races.

2.5.2 The driver may qualify only one car in a class. In the event of a wreck in practice, the driver will be allowed to qualify another car provided that that car has not yet been qualified.

2.5.3 If a driver changes engines between the qualifying event and the next event, he or she will have to start in the last position in the main event. This rule will be exempt on multiple-day events.

2.6 POINT AVERAGE SYSTEM

2.6.1 For regular weekly events, all tracks must use the point average system:

- A.** A point-average system, involving a draw for the heat races and the use of a three-week point average (based upon the last three events that a competitor had competed in at that race track) for the feature race.
- B.** Specials may have the feature races lined up by any manner (examples: redraw, straight-up, dash, passing points etc.). For all heat races, drivers must draw for heat positions.
- C.** Opening regular night: draw for heats, redraw for feature. See 2.6.3 below for number of cars to be placed in redraw.
- D.** After opening night, when a driver that is in attendance for the first time for a regular night race and he/she makes the invert/"qualifies," he or she will be allowed to use a redraw for the feature race for a position of five on back in the invert. If there is only one heat, new drivers will draw for existing invert positions remaining. The first four positions will not be allowed in the redraw. This is a first-time option used only by a first time visitor after opening night of said track.
- E.** If a driver is disqualified for misconduct during any race event, that driver will lose all points for all races at that event. In this instance, the resulting zero point night will not be used in the calculation of the driver's three week point average; the average for the three events previous to the misconduct penalty will be used to calculate the driver's point average for the next event at that track.
- F.** If a driver is returning from a track suspension or complete WISSOTA suspension, that driver shall be treated as a new driver for line-up purposes and will be lined up according to rule D above at the first regular event back at that track. The results of that single regular event will then determine the point average for that driver (example: if a driver accumulates 50 points at that single event, that driver's average is 50 points; 50 points divided by one event). If that driver returns to the track again, the point average will be determined by averaging the first night back from suspension and the second night back after the suspension (example: if a driver accumulates 50 points at first event, then 54 at second event, the point average is 52; 50+54 divided by two). The results of the driver's third event back after the suspension will enable the driver to have a three-night point average.

2.6.2 Under the point-average system, the same number of cars as specified in paragraph 2.6.3 must be inverted for the feature race.

2.6.3 The inversion for all classes of cars is as follows: one (1) heat race, invert five (5); two (2) heat races, invert four (4); three (3) heat races, invert three (3); four (4) heat races, invert two (2); five (5) heat races, invert one (1).

2.6.3.1 Opening Night Redraw Mandatory: The redraw for all classes of cars is as follows: one (1) heat race, redraw five (5); two (2) heat races, redraw four (4); three (3) heat races, redraw three (3); four (4) heat

aces, redraw two (2); five (5) heat races, redraw one (1) per heat.

- 26.4** The driver must finish the heat race in order to be eligible for the invert. All cars that start but do not finish a heat race must be placed in the feature line-up behind all heat finishers. Drivers who did not start the heat race can be placed behind those who started but did not finish a heat, and any drivers disqualified from a heat race may be placed behind any heat race DNF cars.
- 26.5** In the event a driver does not participate in a B feature or feature event, that night will not count toward the driver's three-week point average. If this should occur at a track's opener or on the driver's first visit to the track, that driver shall be treated as a "new" driver the next time he races at that track and will be subject to the first time driver redraw policy (2.6.1D)
- 26.6 Special Events** Special events shall be defined as any event not held on a track's regular night, or an event held on two days including the track's regular night. Any event held after the first Tuesday after Labor Day shall also be considered a special event.

2.7 GOOD STANDING

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

2.8 RACING SEASON

The WISSOTA point season will begin the week of April 1st, and will end for the local/track point standings on the first Tuesday after Labor Day. The WISSOTA National point season will end after the sixth Sunday past Labor Day.

2.9 RACE CAR NUMBERS/LETTERS

Drivers are responsible for notifying WISSOTA of their current car number or number changes. Numbers/letters must be at least eighteen (18) inches high, must be in a contrasting color to the background color, and must be neatly displayed on both sides of the car and on the roof facing the grandstand. Reflective, mirror-like, or prismatic numbers, and hard-to-see car colors such as black, navy, maroon and brown, are strongly discouraged, and any competitor using such numbers risks not being scored properly at individual tracks. Driver assumes all risk for readability of his or her numbers. A six-inch-by-six-inch number of contrasting color must be on the front of car as well as the back of car.

2.10 POST-RACE SCALING

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

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

THEN: If in the heat race, shall be disqualified from the heat race and shall forfeit all points as well as all prize money for the heat race, but shall be allowed to start at the back of the last chance, consolation or feature race. If in the

feature race, shall be disqualified and shall forfeit all points as well as all prize money for the feature, but may still be subject to the claim rule, if applicable.

2.11 INSPECTIONS

2.11.1 Timing and Scope of Inspection All race cars competing in WISSOTA sanctioned racing events are subject to inspection by WISSOTA, or track officials, at any time, and to any extent or degree, as determined by WISSOTA, or track officials, in their sole discretion. The decisions by WISSOTA, or track officials, regarding the specific race cars to be inspected, and the timing, scope or extent of any inspection, are final, binding and non-appealable, except as provided in Paragraph 1.8.

2.11.2 Types of Inspection

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

2.11.2.2 Pre-Race Inspection An inspection, conducted in advance of a racing event, including a minimum specifications inspection, to determine whether a race car complies with applicable chassis and body specifications, safety requirements and any other rules or specifications, in the discretion of the track officials. Any deficiencies or rule violations discovered must be corrected before the race car will be allowed to compete in the racing event.

2.11.2.3 Post Race Inspection An inspection, conducted after a racing event, to determine whether a race car complies with all of the applicable rules and specifications, for that class of race car, with the scope and extent of the particular items to be inspected to be determined by WISSOTA, or the track officials, in their sole discretion.

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

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

2.11.5 Refusal or Termination of Inspection

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

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

2.11.5.3 All WISSOTA classes maybe asked to take intake manifold off for inspection.

SECTION 3 - MINIMUM SPECIFICATIONS**3.1 GENERAL**

- 3.1.1** At any time, before, during or after an event, WISSOTA or track officials may require additional measures or equipment, or make additional determinations, as they deem necessary to further reduce the risk to competitors.
- 3.1.2** All cars are subject to a minimum specification inspection at any time and a refusal of such inspection is subject to Rule 2.11. It is the responsibility of the driver to prepare his/her car to comply with all minimum specifications, to be free of defects, and in safe racing condition. Super Stock, Midwest Mod, Street Stock carburetor booster location will be measured using the Holley 4412-500 2 barrel booster location gauge. Gauge used can be purchased through TECH CHEC along with other carburetor tools.

3.2 DISPLAY OF WISSOTA AND SPONSOR LOGOS

- 3.2.1** Drivers must support any and all official WISSOTA sponsors by displaying both WISSOTA patches and sponsor patches on the front of the uniform, somewhere below shoulders and above the belt line, or on the front/side of arm above the elbow. The required patches include WISSOTA, title sponsor and Hoosier.
- 3.2.2** Mandatory decal locations. The WISSOTA title sponsor (on top) & Hoosier Tire decals must be located on the upper corner on the front fender, directly behind the wheel opening on all Hornets, Pure Stocks, Street Stocks, Super Stocks and Late Models. The same decals must be located in the upper left corner of the left door and the upper right corner of the right door on all Mod Fours, Midwest Mods and Modifieds. All other required decals must be placed on the outside of the body panels or the sail panels, in the upright position using the correct colors and sizes. Required decals are not allowed on the side of nose piece, or the frame rails, roll bars, ground effects, wheels or tires. All decals may be incorporated into a graphic wrap provided you use the correct color and size (you may download file from the WISSOTA website).
- 3.2.3** Failure to display the required patches or decals, as set forth above, will result in loss of all points (both track and national) where the infraction occurred and forfeiture of all money and awards for that event.

3.3 SAFETY/OTHER

- 3.3.1 Helmets** All helmets must be rated SNELL SA2010 or SFI 31.1/2010 or newer. Manufacturer tag and SNELL/SFI sticker must not be removed. No SNELL KA or M rated helmets are allowed. Helmet must be worn at all times when the car is on the track and must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection, which must be in place while the car is on the track. A full-face helmet is strongly recommended. Head and neck restraint is strongly recommended.
- 3.3.2 Driving Suit** A driving suit and gloves of a flame-retardant nature must be worn by all competitors; they are both mandatory. If the driving suit is a two-piece suit, both the top and the bottom must be worn at the same time. It is recommended that there be a one-piece, minimum three-layer quilted suit of fire resistant material and under-wear, socks, shoes and hood of fire resistant material.
- 3.3.3 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 areas of possible fuel spillage. Car number must be present on the last piece of the exhaust. It is recommended that all pieces of exhaust be welded all the way

around. Exhaust must be sealed of with metal, not exhaust wrap, from driver compartment including footwell areas in all classes.

- 3.34 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 will not be considered a muffler, nor will 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 the use of 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.
- 3.35 Fuel/Fuel Cell** Safety-approved fuel cells are mandatory. Fuel cells must be enclosed in a metal case of 20-gauge steel or 16 gauge aluminum. All fuel cells must be mounted no further forward than the center of the 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, or a ball check valve must be used. All fuel cells must have a minimum of two (2) 2-inch X 1/8-inch metal straps or equivalent metal surrounding the fuel cell. Late Model fuel cells may not exceed 32 gallons. It is recommended that you use the smallest fuel cell possible.
- 3.35.1** Penalty for illegal fuel (all classes): \$200 fine, 30 day suspension, loss of all track and national points and one year probation. Driver can continue to race until test results come back. Driver can use the WISSOTA double fine option if he/she desires.
- 3.35.2** Fuel Protest Procedure: A driver may protest another driver's fuel for \$150 fee. The protest must be made prior to the start of the feature race, and the protesting driver must start the feature race.
- 3.3.6 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. Battery terminals must be covered with plastic or rubber.
- 3.3.7 Loose Objects** Loose objects, including weights, will not be allowed above the interior tin or deck or 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/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 will be disqualified for that race. If for any reason a muffler falls off, the car will be disqualified for that race.
- 3.3.8 Shoulder Harness, Belts, Restraints & Nets** A competition shoulder harness, at least three (3) inches wide, and a lap belt at least three (3) inches wide are required. Month, year and date of manufacture must be on all belts. No OEM factory-type shoulder belts or straps will be allowed. Metal-to-metal buckles are required on the shoulder harness and the lap belt. The harness must be mounted in at least FIVE (5) points below the driver's shoulders (substrap). Window nets with a quick release type latch at the top are mandatory in all classes. No homemade window nets, no banner nets or V-shaped nets, and no Y-

belts allowed. As a matter of safety and vision, drivers are not allowed to

mount anything that covers more than the top four (4) inches of the driver's window or the net (examples include but are not limited to tape, plastic, metal). Roll bar padding, neck braces, and/or head and neck restraints are highly recommended. Belts and harness cannot be over three (3) years old (by year and month or manufacturer's recommendation). When using a Hans or DeFender type head and neck restraint, you may use an SFI approved 2 inch belt system. These belts may only be used when using the head and neck restraint device.

- 3.3.9 **Fire Suppression** An onboard fire suppression system is strongly recommended.
- 3.3.10 **Driver's Seat** A full containment seat is strongly recommended.
- 3.3.11 **Kill Switch** A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on."
- 3.3.12 **Drive Shaft Hoops** Driveshaft hoops are required and must be constructed of at least the equivalent of 1/4-inch by 2-inch steel and must be mounted in such a manner as to contain the drive shaft in case of breakage. The drive shaft MUST be painted white. For Late Models an explosion-proof steel bell housing is recommended.
- 3.3.13 **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 track-issued Raceceiver unit which allows track officials to communicate with drivers.
- 3.3.14 **Steering Wheel** It is mandatory that all cars be equipped with a quick-disconnect steering wheel. Not applicable to Street Stocks.
- 3.3.15 **Brakes** All cars must have brakes on all four (4) wheels (not applicable to Mod Fours without dual master cylinders). Cars must be able to lock up all brakes for inspection. No carbon fiber brakes allowed, no titanium or exotic materials brakes allowed other than aluminum brake calipers in the Late Models.
- 3.3.16 **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 inventory the tires he/she needs.
- 3.3.17 **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 will consist of a five thousand (\$5,000.00) fine, a one (1) year suspension, and loss of all points (both track and national). Parts will be confiscated and sent for testing. Driver will be allowed to continue racing until test results are received by WISSOTA.
- 3.3.18 **Adjustable Timing Controls** - Adjustable timing controls will not be permitted within driver's reach. Retarded or ignition delays will not be permitted within driver's reach. RPM limiters will not be permitted within driver's reach. Distributors must be mounted in original mounting positions for the make and model of engine being used.
- 3.3.18 **Remote or External Canister Type Shocks** are not allowed in any WISSOTA class except WISSOTA Late Models.
- 3.3.18 **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.
- 3.3.20 **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 any race cars while racing.

- 3.3.21 Cylinder Head Valve Jobs.** In all competition valve jobs, all cuts must be concentric to the valve guide.
- 3.3.22 Transponders.** The following mounting locations are now mandatory for every competitor who mounts a transponder to be run at a WISSOTA facility. Late Models, Modifieds, Super Stocks, Midwest Modifieds, Mod Fours: mount the transponder on the right side of the midplate on the back side; you must make sure there is a direct signal to the ground with no object between transponder and track surface. Pure Stocks and Street Stocks: Mount the transponder on the right side, inside the frame, approximately 21-23 inches behind the lower ball joint. Hornets, transponder must be mounted approx. 34 inches behind the center of lower ball joint on the right hand side of car; cut a hole in the floor pan and bolt or weld a mount to the top side of the floor pan and mount transponder to it, making sure there is no obstruction between transponder and the ground. You must have your transponders mounted as described above for your class. If you have a transponder mounted in any location other than described above at a track where transponder scoring is used, you will be disqualified from that race if discovered through post-race inspection.
- 3.3.23 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 may have louvers, holes or 2 inch high scoop over oil cooler or tranny cooler. Louvers, holes or scoop cannot be any bigger than the coolers.
- 3.3.24 Travel Limit Chain** in Super Stocks, Midwest Mods, Street Stocks and Mod Fours cannot be tight with more than half inch of travel left of shock absorber; absolutely no biscuits or springs allowed on chains. Chains can be taped, but must be able to identify chain links through tape. Cable or nylon strap may be used instead of chain.
- 3.3.25 Fuel Pressure Regulator** is allowed in all classes.
- 3.3.26 Exotic Materials** No exotic materials, including tungsten, are allowed on any race car unless a rule specifically allows that material. A carbon fiber air cleaner housing is allowed.
- 3.3.26 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 is allowed. Raceceiver, transponder, GoPro camera or other similar recording devices are allowed when mounted as per WISSOTA rules.
- 3.3.26.1 Shocks** No electronically adjustable shocks are allowed. Maximum shock shaft outside diameter is 16mm (.629") for any shock on car. No air springs are allowed. One coil spring is required on each corner of the car. Bump sticks are not allowed in any WISSOTA class.
- 3.3.26.2 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 in to manufacturer any ignition/ignition controller to make sure it has not been altered and complies with class rules. No ignition retarder other than starting retard.
- 3.3.27 Composite Material Hoods** In the Modified, Super Stock, Midwest Mod and

Mod Four classes, hoods must be aluminum and cannot be made of a

composite or exotic material. Hood scoop can be made of composite material. Late Models can have composite hoods and nose filler piece.

3.3.28 Carburetors No floatless carburetors allowed in any class. 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.

3.3.29 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.

3.3.30 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.

3.3.31 Axles No torsion rear axles. Axles must be same outside diameter side-to-side.

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

3.3.33 Radiator Radiator(s) must be mounted in front of engine in all classes.

SECTION 4 - POINT SYSTEM

4.1 POINT SYSTEM

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

4.1.1 General Points go to the driver. The driver will receive feature points only, or B-feature points if unable to qualify for the feature. All drivers that fail to start or qualify for the main event are awarded 45 points. If you do not compete in a heat or B feature you will not receive the 45 points.

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

4.1.3 Show Points All drivers in each class participating in the race events at a track will receive show points based upon the number of cars participating in that class, as follows:

4.1.3.1 1 to 9 cars participating, ten (10) show points.

4.1.3.2 10 to 15 cars participating, eleven (11) show points.

4.1.3.3 16 or more cars participating, twelve (12) show points. Participating means that a car must take a green flag at some time during the racing program, including hot laps.

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

4.1.4 Heat Races

No points will be awarded for heat races.

4.1.5 Consolation Races/B Features

All drivers who fail to qualify for the feature event will receive 45 points.

4.1.6 Feature Races

Pos.	Points						
1st	100	7th	78	13th	66	19th	54

2nd	95	8th	76	14th	64	20th	52
3rd	91	9th	74	15th	62	21st	51
4th	87	10th	72	16th	60	22nd	50
5th	84	11th	70	17th	58	23rd	49
6th	81	12th	68	18th	56	24th	48

If starting more than 24 cars: 25th: 47 pts, 26th: 46 pts, 27th Back: 45 pts

4.1.7 NATIONAL POINTS

In the Late Model, Modified, Super Stock, Midwest Mod, and Street Stock classes, a driver's top 30 shows/races will be used to determine national points. For Mod Fours, Pure Stocks and Hornets, the top 20 shows will determine national points. If a tie occurs in the final national point standings, it will be broken by the number of 112 point shows, 111 point shows and then 110 point shows. If the tie is not broken by that method, it shall remain a tie.

4.1.8 STATE POINTS

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

4.1.9 ROOKIE STATUS

WISSOTA shall recognize a "Rookie of the Year" in each division each year. To be eligible for the Rookie of the Year award, the driver must clearly identify himself or herself as a rookie in his/her respective division by checking the appropriate box on the WISSOTA Competitors License Application. If this box is not checked on the original license application form, the driver will not be eligible for "rookie" status. To have rookie status in any class, a driver must not have competed in more than five (5) events in that class, or any higher class, at any track or under any sanction, in any previous years (cumulative). Rookie points will be awarded through the end of the WISSOTA racing season.

4.1.9.1 The order of classes, from highest to lowest, used to determine rookie status is as follows: Late Model, Modified, Super Stock, Midwest Modified, Street Stock, Mod Four, Pure Stock, Hornet. There are no lateral moves from class to class, only moves to higher or lower classes.

4.1.9.2 If the driver meets all of the above criteria, an asterisk (R) will appear next to his or her name in the national point standings published regularly in All The Dirt! as well as on the WISSOTA website, www.wissota.org.

4.1.9.3 If a WISSOTA official at any time determines that a driver who has applied for rookie status does not meet the criteria listed above, that driver's eligibility for the Rookie of the Year award will be revoked.

SECTION 5 - ENGINE CLAIMING RULE

5.1 APPLICATION

This engine-claiming rule is applicable to the WISSOTA Modifieds at all WISSOTA-sanctioned track openers, regular weekly shows and specials.

5.2 RACE CARS SUBJECT TO BEING CLAIMED (CLAIEMEES)

Race cars finishing in positions one through five in the feature event, whether running or not, and regardless of whether otherwise disqualified, which:

5.2.1 Have drivers who possess either a full or temporary WISSOTA driver's license.

5.2.2 Have a non-spec engine (0-410 cid.)

5.3 RACE CARS ELIGIBLE TO CLAIM (CLAIMERS)

Race cars finishing in positions six through twelve in the feature event, which:

5.3.1 Finished on the same lap as the fifth-place car in the feature event;

5.3.2 Are running at the end of the feature event and whose engine must be running in the claim area;

5.3.3 Have drivers who possess a full WISSOTA driver's license;

5.3.4 Are appearing at that race track for the second or later time; and

5.3.5 Meet the minimum class weight and are otherwise legal under WISSOTA rules.

5.4 RACE CARS NOT ELIGIBLE TO CLAIM

5.4.1 Those with drivers possessing only a temporary license.

5.4.2 Those appearing at that race track for the first time.

5.4.3 Those that do not meet minimum class weight or are otherwise illegal under WISSOTA rules.

5.4.4 Anyone owning more than one race car in a class at a race track, if one of their cars finishes in positions one to five in the feature race.

5.4.5 Have a spec engine (0-362 cid).

5.5 CLAIMS PROCEDURE

5.5.1 Race cars subject to be claimed (Claimees)

5.5.1.1 Claimees shall first proceed directly to the scales and then directly to the claiming area after the feature race. Even if a race car otherwise subject to being claimed does not meet minimum class weight, avoids the scales, or is otherwise disqualified, that race car still remains subject to being claimed.

5.5.2 Race cars eligible to claim (Claimers)

5.5.2.1 Claimers must first drive directly to the scale, meet the minimum class weight requirement and then proceed directly to the claiming area (no shopping around).

5.5.2.2 Each claimer must orally declare his/her intent to claim a specific race car engine to a WISSOTA or track official and must tender to the WISSOTA or track official \$400.00 in cash (equal to United States funds), and his/her WISSOTA driver's license. The cash and WISSOTA driver's license must be on the driver's person and driver is not allowed to collect either from anyone.

5.5.3 General Claim Procedures

5.5.3.1 The claim must be made within five (5) minutes of the end of the feature race, which time period will start after all cars that are subject to being claimed are in the claiming area.

5.5.3.2 Only the driver will be allowed in the claiming area. The claimee may look at and listen to the claimer's engine but is not entitled to touch or inspect the claimer's car, but the track official must pull a valve cover to check for roller rockers. At that time the claimee has the option to either:

5.5.3.2.1 Take \$400.00 cash and give up engine to the claimer; OR

5.5.3.2.2 Take the claimer's engine in exchange for the claimee's engine plus take \$200.00 cash from the claimer.

5.5.3.2.3 A claimee's first agreement to sell or refusal to sell upon being claimed is binding.

5.5.3.3 After claimee has made his/her election, both cars must be pushed to the removal area. No engine in either car will be started once claim is final. All claimed, or exchanged, engines must be removed from the race cars at the track. Once removal is started the claim is final. It is the responsibility of the claimee (and the claimer if there is an exchange) to lift his/her own engine in a safe and quick manner to complete the claim.

5.5.3.4 Only a driver may declare intent to claim and only a driver may agree to sell or refuse to sell an engine pursuant to a claim.

5.5.3.5 After claim is completed, claimer's license will be punched and claimee will receive the requisite cash, or claimer's engine plus the requisite cash, for the class.

5.6 THE CLAIMED (OR EXCHANGED) ENGINE DOES NOT INCLUDE:

(a) Flywheel - except if used as balance plate, (b) clutch, (c) clutch ball, (d) clutch arm, (e) pressure plate, (f) throw-out bearing, (g) bell housing, (h) headers, (i) carburetor, (j) carburetor adapter, (k) starter, (l) motor mounts, (m) sending units and switches for oil pressure and water temperature, (n) fan and pulleys, (o) dip stick, (p) water pump, (q) fuel pump, (r) distributor and wires, (s) if balance plate is used, it must go with the claim.

5.7 SPECIAL PROVISIONS RELATING TO CLAIMS

5.7.1 A driver may only declare an intent to claim one engine per race.

5.7.2 If more than one driver wants to claim the same claimee engine, then a hat-type draw will take place to determine the order of engine selection.

5.7.3 Each driver will only be allowed to claim two engines per year unless that driver has more than two engines claimed in one racing season, at which time he/she will be allowed to claim one additional engine for each additional engine that he/she has had claimed. If this occurs, the driver must contact the point director for the division in which he/she competes.

5.7.4 Only the tech inspector has the final word on the legality of the claimer's car.

5.7.5 No person shall prevent or interfere with the claims procedure or the enforcement of the claim rule. The track promoter shall enforce this.

5.8 PENALTIES OR SANCTIONS RELATED TO CLAIMS

5.8.1 Withdrawal of Claim If a driver expresses an intent to claim, and tenders the required cash amount and his/her driver's license, and then the driver changes his/her mind and withdraws the claim, then the driver will forfeit all money and awards for the event and shall also lose all points earned to date (both national and trackpoints).

5.8.2 Refusal of Claim A driver/claimee who refuses a claim shall be subject to the following penalties:

5.8.2.1 First Refusal Upon first refusal to sell, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the feature, plus loss of all points earned to date (both national and track points). The driver shall be fined \$1,000.00 and suspended for thirty (30) days.

5.8.2.2 Second Refusal Upon the second refusal, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the

event, loss of all points earned to date (both national and track points). In addition, driver shall be fined \$2,500.00 and suspended for one calendar year from the date of the infraction.

5.8.3 Avoiding Scales or Claiming Area Any driver/race car subject to being claimed that avoids scaling, or going immediately to the claiming area, shall be considered to have refused a claim and shall be subject to the penalties for refusal of a claim.

5.9 SABOTAGE

Any sabotage to engines involved in a claim will result in specific penalties. For purposes of this rule, sabotage consists of any intentional damage or alteration to an engine or its components which make the engine impractical for use. This includes any change from stock configuration that requires the use of after-market parts or equipment in order to be able to operate the engine in its stock condition. When sabotage is suspected, a person involved in a claim must notify a WISSOTA official or track tech inspector at the time of the claim. If a participant is found to have committed sabotage on an engine, the participant will lose all points earned to date (both national and track points), all prize money and awards for the event, and shall be either: (a) suspended for one calendar year, or (b) fined \$1,000.00 and suspended for thirty (30) days. After any suspension is fully served, a participant deemed to have engaged in sabotage must apply for reinstatement with WISSOTA.

5.10 TWO-DAY EVENTS

5.10.1 With the heat races on the first day and the features on the second day, there will be a claim available on both days. In the heats on the first day, race cars finishing in positions one and two will be subject to the claim by race cars finishing in positions 3 through 7 which are on the same lap as the second-place car.

5.10.2 The claimed engine in the heat race will be sealed until after the feature race. If the seal is removed or broken in any way, then the claim is off and the claimee will be deemed to have committed sabotage and will be subject to the penalties for sabotage. The claimee has the option to sell or exchange the engine at the time the claim is made.

5.10.3 If the claim takes place on the first day in the heat races, and on the second day both cars involved in the claim finish in the top five of the feature, then both cars are subject to being reclaimed. If more than one claimer wants the same claimee engine, then a hat-type draw will take place, even though one of the engines had been claimed in the heats. If the race car that was claimed in the heats doesn't qualify for the feature event, then the original heat race claim is null and void; however, the car that was claimed in the heat race will be subject to be reclaimed in the feature, if it finishes in positions one to five in the feature.

SECTION 6 – ENGINE PROTEST RULE

6.1 APPLICATION

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

6.2 RACE CARS SUBJECT TO BEING PROTESTED

All race cars competing in the feature event.

6.3 RACE CARS ELIGIBLE TO PROTEST

All race cars competing in the feature event, which:

6.31 Have a driver who possesses a full WISSOTA driver's license for that feature class of cars.

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

6.4 RACE CARS NOT ELIGIBLE TO PROTEST

6.41 Those drivers possessing only a temporary license.

6.5 PROTEST FEE (CASH ONLY)

6.51 Late Model and Modified - \$200. Super Stock, Street Stock, Midwest Mod Pure Stock, Mod Four, Hornet - \$100 top end, \$300 total engine teardown. Sealed crate engine protest fee is \$700.

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

6.6 PROTEST PROCEDURE

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

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

6.62 Late Model restricted engine 0-410. Removal of valve covers, must meet all aluminum cylinder head specifications. Restrictor plate, adapter, and all spacers will be removed and must meet all restrictor plate specifications. Also engine will be pumped.

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

6.64 0 - 410 Open Modified engine with any iron head and a restrictor plate. Removal of intake manifold, header, head. Bore and stroke will be checked. Engine will be checked for roller cam and lifters.

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

6.66 Mod Fours and Hornets – Removal of necessary components to tear down upper end and complete engine.

6.67 Late Model Spec Aluminum Head - Removal of necessary components to

make sure heads meet all specifications outlined under the Spec Aluminum Head Rule.

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

6.7 SPECIAL PROVISIONS RELATING TO PROTESTS

- 6.7.1** Only the driver may protest.
6.7.2 A driver may only protest one engine per race.
6.7.3 Only the tech inspector has the final word on the legality of the race cars involved in a protest.
6.7.4 No person shall prevent or interfere with the protest procedure.

6.8 PENALTIES OR SANCTIONS RELATED TO PROTESTS

- 6.8.1** If any engine parts are found to be illegal, the provisions of Rule 1.16 regarding illegal parts, and Rule 1.18 regarding confiscation of illegal parts, shall apply.
- 6.8.2** **Withdrawal of protest** If a driver declares an intent to protest, and tenders the required protest fee, and then the driver changes his/her mind and withdraws the protest, then the driver will forfeit all money and awards for the event and shall also lose all points earned to date (both national and track points at the track where the infraction occurred).
- 6.8.3** **Refusal of Protest** A driver who refuses to allow an inspection/tear down pursuant to a protest shall be subject to the following penalties:
- 6.8.3.1 First Refusal** Upon first refusal to allow an inspection/tear down pursuant to a protest, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the feature, plus loss of all points earned to date (both national and track points), plus the driver shall be fined \$1,000.00 and suspended for thirty (30) days.
- 6.8.3.2 Second Refusal** Upon second refusal, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the event, and loss of all points earned to date (both national and track points). In addition, driver shall be fined \$2,500.00 and suspended for one (1) calendar year from date of the infraction.

SECTION 7 - ENGINE PUMPING RULE

7.1 APPLICATION

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

7.2 RACE CARS SUBJECT TO BEING PUMPED

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

7.3 PUMPING PROCEDURE

After the feature race, a track official will notify the drivers of the relevant race cars

that their race cars are to be pumped. The drivers of the race cars to be pumped shall then proceed directly to the area designated for inspection and tear down. The track officials will then proceed with the pumping as follows:

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

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

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

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

7.4 PENALTY OR SANCTIONS RELATING TO PUMPING

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

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

2019 WISSOTA MIDWEST MOD RULES

Revised 11-18

NOTICE: PLEASE NOTE THAT THIS CLASS IS ALSO REQUIRED TO COMPLY WITH ALL WISSOTA RULES SET FORTH IN:

SECTION 1GENERAL RULES
 SECTION 2GENERAL POLICIES
 SECTION 3MINIMUM SPECIFICATIONS
 SECTION 4POINT SYSTEM
 SECTION 5ENGINE RULES
 SECTION 6ENGINE PROTEST RULE
 SECTION 7ENGINE PUMPING RULE
 IN FRONT OF THIS RULE BOOK.

[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 five inches in front of driver's seat. Door plate can be welded or bolted to the outside of the door bars.
- C. Door bars must be a minimum O.D. of 1.500 inches and a wall thickness of at least .095, 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. No brazing or soldering allowed.
- D. Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed.
- E. 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.
- F. Rear bumpers and bars must not extend beyond width of rear tires.
- G. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges. No excessive metal.
- H. Side rub rails must be securely fastened, consisting of one or two (if desired) parallel bars. If two bars are used, they must be connected and all corners must be rounded. No sharp edges. No excessive metal.
- I. Rear bumper tubing must make a complete loop back to the frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails. 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.

[2] BODIES

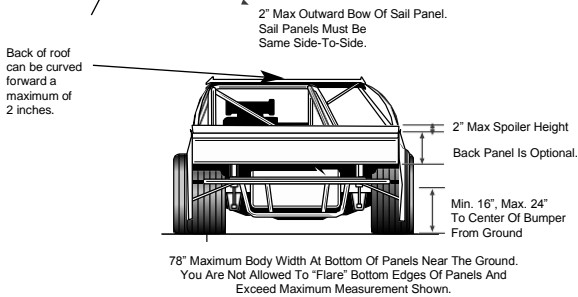
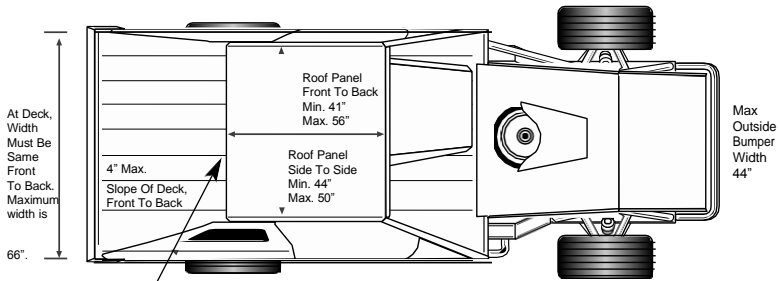
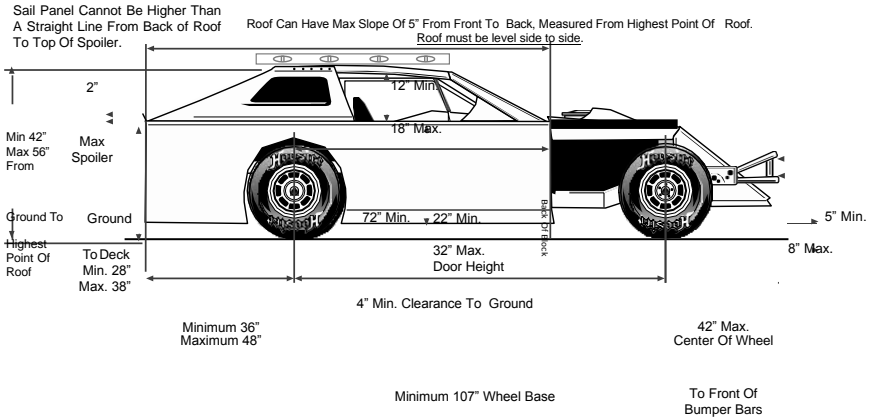
- A. 1970 or newer American compact passenger car only; no panel vans or station wagons. Stock-appearing front windshield and rear window support unit; painted roll bars are not an acceptable substitute. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Must have a minimum of three (3) windshield bars in front of driver.
- B. Firewall and floorboard are mandatory. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass. No plastic body parts allowed except for nosepiece, door runner and quarter panel runner. 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, plastic 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 five per 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. 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 as long as they meet the class' roof and rear roof post/sail panel dimensions. May use 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. Minimum side window openings is 12 inches measured at the lowest point at the top of the window, whether roof or roll cage, to highest point at bottom of window, whether interior or body.
- 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 door. Front doors must stop in a vertical line at or behind engine block.
- E. Driver- and passenger-side windows must have at least 12-inch vertical opening.
- F. No car covers or covers on suspension parts. Boot covers will be allowed on shock rods only.
- G. Must have full-length floor pan under driver (20-gauge minimum thickness steel or .125 aluminum).
- H. Must have minimum 2" clearance of body around circumference of all tires when car is sitting static at ride height with driver in seat.
- I. Front roof post can be maximum 8" at bottom to 4" on top.
- J. Nose must be flat side to side.
- K. The top edge of the rear or the rear quarter panel and complete door where it joins the hood must be in a straight line, within 1" tolerance, on both sides of the car.
- L. 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.

[3] CHASSIS/WHEEL BASE

- A. Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36 inches from center of rear-end housing. No front clips or tube-type allowed.
- B. Frames may not be widened or narrowed and must be able to support roll cage on both sides. 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

DIAGRAM MWM-1



Notes Related To Diagram:

Driver's Compartment: Driver's Compartment Must Be Totally Sealed From Engine And Race Track.

Slope Of Deck: There Can Be A Maximum Of 4° Slope Of Deck Front To Back. There Can Be 2° Of Slope From Front Of Cockpit To Back Of Driver's Seat And 2° Of Slope From Back Of Driver's Seat To Rear Of The Deck. If Deck Is Level From Front Of Cockpit To Driver's Seat, You May Still Only Have 2° Of Slope From 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 Than 12" From The Floor Pan. Front And Rear Of Escape Hatch Must Be 90° Angle To Interior.

Doors: Front Of Doors Must Stop In Vertical Line At Or Behind The Back Of The Engine.

Left Rear Tire: Left Rear Tire May Be Partially Outside Body And Nerf Bar And Be Visible From Front, Rear And Top.

Rear Panel: Rear Panel Must Be Solid And Attach To Deck, And Must Extend To Both Quarter Panels. It Must Be Securely Fastened.

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).

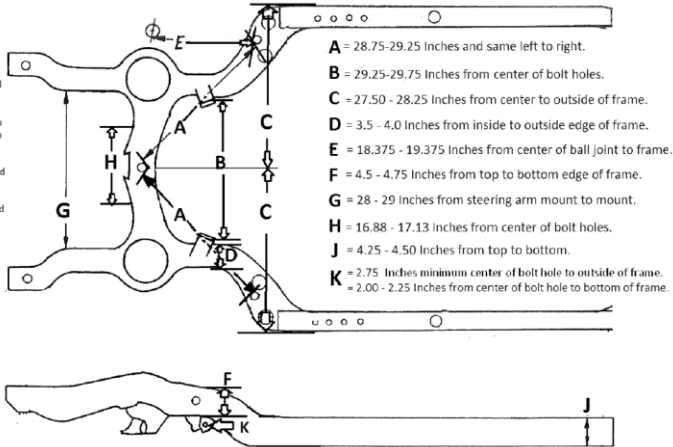
- C. No Jeep, Bronco, etc. or four-wheel-drive frames allowed. No sports car frames allowed. No front-wheel-drive allowed.
- D. No raising, altering or twisting of frame rails is allowed. No moving of suspension mounts/holes. No intermingling of frame pieces.

[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 with or without cross shaft and mounts can be moved. Aluminum top 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 must have the caliper on the back side of the spindle. 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/heim 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. Brake calipers cannot be lightened and must be OEM. Rotors cannot be lightened. Rotors may be redrilled for different bolt pattern or larger 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 a minimum of 6.5 lbs. 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 for frame being used. Center link brace for steering is not allowed. No rack and pinion steering allowed. In cockpit steering may be modified to suit driver, but must be kept on the left side of

DIAGRAM MWM-2

The only alterations allowed to the frame horns are the front of the frame horns may be removed for bumper installation. For the installation of springs and shocks, (outside of frame may be plated from a point no more than eight inches in front of and behind of new spring sockets). Cross member may be clearanced in front for center link, and altered in back for radiator clearance. Frame may be notched for clearance for the rod travel and steering shaft. Upper A-frame mounts may be located in any configuration but must remain in the same general location as OEM with no alterations to frame.



- A = 28.75-29.25 Inches and same left to right.
- B = 29.25-29.75 Inches from center of ball holes.
- C = 27.50 - 28.25 Inches from center to outside of frame.
- D = 3.5 - 4.0 Inches from inside to outside edge of frame.
- E = 18.375 - 19.375 Inches from center of ball joint to frame.
- F = 4.5 - 4.75 Inches from top to bottom edge of frame.
- G = 28 - 29 Inches from steering arm mount to mount.
- H = 16.88 - 17.13 Inches from center of ball holes.
- J = 4.25 - 4.50 Inches from top to bottom.
- K = 2.75 Inches minimum center of bolt hole to outside of frame.
= 2.00 - 2.25 Inches from center of bolt hole to bottom of frame.

1968 - 1972 GM Chevelle Frame

cockpit. No center steering allowed.

- B. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. No torsion bars allowed in rear.
- 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. Front side of shocks can be covered.
- E. 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.
- F. Steel swedge tubes with steel heim joints are allowed.
- G. Three link suspension rule:

Birdcages must be locked or welded to housing, unable to move. Bottom links must be 15 inches minimum length, two inch maximum length difference between left- and right-side bars. Bar angle must be visually parallel side-to-side with a five degree tolerance up and down. 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 heim 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. 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: shocks, 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 heim joints are allowed. Top link including heim 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 to rear end housing; top link must be straight. No floating brake brackets or lift bars allowed.

- H. Leaf spring rule:
Steel multi leaf springs allowed, welded mounts to housing, same amount of leaves side to side. 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.

- I. Shock rule:
Shocks must be steel non-adjustable. No remote or external canister type shocks allowed. Shocks can have multi-piece steel bodies. No bulb tops allowed. May have removable bushing on shaft end of body. Bearing holder/eyelet must be fixed to body. No Schrader or bladder style valves allowed. May have aluminum heim joint on shaft end. Aluminum shock extensions are allowed. No internal or external bump stops allowed. The maximum amount of travel limiting material on shock shaft is one half inch; this means anything above/below shock shaft threaded end.

[5] TIRES AND WHEELS

- A. The Hoosier WISSOTA 35W tire will be the only tire allowed. No softening or treating of

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 wheels only: 3/4-inch tolerance will be allowed for bead lock. If screws are used, the wheels may 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 a 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.

[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 4 inches, 270 degrees around flex plate and torque converter. Four inch aftermarket SFI approved shield recommended. Aftermarket replacement bellhousings 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 and must be constructed of at least 1/4-inch by 2 inch steel and must be mounted no closer than 5" nor further than 9" back from the center of the 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. Must have a working clutch and must be able to shift to forward and reverse with engine running.
2. No in or out box transmissions are allowed.
3. All cars must start and move both in forward and reverse without being pushed or pulled onto the race track.
4. No ball spline type transmission allowed.
5. All transmissions must use a stock type slip yoke drive shaft. Drive shafts must be a minimum outside diameter of 2", painted white and constructed of steel.
6. Quick change transmissions permissible.
7. 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-6066, 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.
8. Inter-marriage of transmissions is allowed (example: Ford or Chrysler engines may use Chevrolet transmission).
9. Transmission coolers are allowed but cooler and connecting lines must be shielded from driver.

C. Starters

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

D. Rear ends

1. Any passenger car or truck rear end maybe used. Axle tubes must be same thickness on both sides of the rear end.

2. No quick-change devices allowed. No cambered rear ends allowed.

3. No limited slip devices allowed. Must be a steel solid locking spool only.
- E. Brakes & Exhaust
1. Brakes 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. 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 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.

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. Castings 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.
- 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 (minimum weight for all listed engines is 2600 lbs.).
Chevrolet 305, 307, & Ford 302 w/aluminum intake: (max. overbore .060")
Chrysler 318 w/aluminum intake: (maximum overbore .040")
Chevrolet 327, 350; Chrysler 340; Ford 351's: (maximum overbore .060")
Chrysler 360: (maximum overbore .040")
Chevrolet 305, 307, Ford 302, Chrysler 318 can weigh 2600 lb. minimum. This may be adjusted at any time by WISSOTA Tech Committee.
No Chevrolet 302 engine components allowed.
- 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 Rod P/N# 35700P • Scat Rod P/N# 25700P, Scat Rod P/N 25700 and
Scat Rod P/N 35700

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.

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.

No lightening, grinding, knife edging or polishing of any type allowed. 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. 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 5303. 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, SV0, 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. No bee hive or tapered valve springs allowed. No dual valve springs allowed on Chevrolet engines.
 5. Screw-in studs & guide plates allowed. Pinning of press in studs allowed. Valley pan 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 sizes 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-CH3501, 1.94 intake valves and 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 cross over, milling, drilling bolt holes allowed.
 Ford 302: Weiand #7515 aluminum intake only.
- J. Hydraulic cam and lifters only. No solid or roller cams and lifters. No bushing of lifter bores allowed. 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.
- 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. Battery - (1) single 12 volt battery only. Dry or acid cell allowed. Battery must be securely mounted and shielded.
- P. No crank trigger ignitions allowed.
- Q. No vacuum pump/air pump allowed.
- R. 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.
- S. No piston type fuel pumps allowed. Must be stock diaphragm type.
- T. Midwest Modifieds valve timing configuration and firing order must match the engine used (example: Chevrolet 18436572)

72 2019 WISSOTA Rule Book

- U. All engines are allowed to run a valve train oil deflector.
- V. No titanium or exotic materials engine parts allowed.
- W. Main cap girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.
- X. No oil accumulators.
- Y. No coating of any crankshafts or rods allowed.
- Z. Two (2) inch maximum spoiler height.

[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. No grinding or polishing of any kind allowed. 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. No floatless carburetors allowed. Choke and air horn may be removed; this is the only re-working allowed on gasoline carburetors, all measurements must remain stock. Carburetors using ethanol may make the necessary changes to the metering block etc., but can not 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. Adapter Plate - 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.
- C. 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.
- D. Driver being claimed has the option of cash or exchange; promoter claim is cash only.
- E. No driver may claim more than twice in one season. No driver can claim from the same car twice in one season.
- F. Carburetor must have stock 4412 bodied carburetor only. No aftermarket or billet metering block allowed.
- G. You are allowed to clearance front of block for timing chain clearance.
- H. No Midwest Mod can use a floatless carburetor; all carburetors must use Holley-style straight-leg or down-leg boosters.

WISSOTA Midwest Modified 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 SO2733 or SO2733LCA, or Mahle flat top piston P/N WIS50030F05, WIS50040F05, WIS50060F05, 197725130, 197725140, 197725150, or 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.
- C. Steel oil pan with inspection hole.
- 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.
- 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. Lifters must collapse a minimum of .100"

J. EQ-CH3501 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. 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. MSD soft touch box P/N 8728 or MSD P/N 8727CT only. Ground must be within 4 inches of box.
- 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.
- T. Gas only up to 12% ethanol, no other oxygenates. No other oxygenated fuel CHP.
- U. The word "Concept" must be in bold letters on hood, hood scoop or on left front window post in clear view of officials.
- V. Minimum weight of 2,625 with driver in car after race, and 25 pounds in front of midplate.
- W. Two (2) inch maximum spoiler height.
- X. Must follow all other WISSOTA Midwest Mod rules.

GM 602 Midwest Modified Sealed Crate Engine

- A. The word "Crate" must be in bold letters on hood, hood scoop or on left front window post in clear view of officials
- B. Any four barrel gas carburetor
- C. 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.
- D. Mandatory MSD soft touch box P/N 8728 or P/N 8727 CT.
- E. Maximum 6200 RPM limit.
- F. Straight headers only. No step headers. No merge collectors. No split plates, no stainless steel headers.
- G. 4" spoiler maximum.
- H. Minimum weight 2,550 with driver in car after race.
- I. 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.
- J. Gas only, up to E-98 ethanol allowed. No other oxygenates, no other oxygenated fuel, CHP.
- K. Must follow all other WISSOTA Midwest Mod rules.

Ford 347 Concept Engine

- A. Crankshafts 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.
- F. Intake manifold allowed: Weiland p/n 7515 or Edelbrock Victor Jr. p/n 2921.
- G. 4 barrel carburetor 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 lift of 500. No hydraulic roller cams.
- I. Stock diameter cast lifters only Lifters must collapse .100. 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.
- 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 Soft Touch p/n 8728 or 8727CT only with a maximum RPM of 6600. Ground must be within 4 inches of box.
- O. Headers allowed, but no step or Tri-Y headers or merge collectors. No split plates, no stainless steel headers. Straight headers only.
- R. Gas only up to 12% ethanol, no other oxygenates. No other oxygenated fuel CHP.
- S. The word "Concept" must be in bold letters on hood, hood scoop or on left front window post in clear view of officials.
- T. Two (2) inch maximum spoiler height.
- V. 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.

All 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.

FUEL & FUEL CELL

- A. Racing fuel cells required and must be mounted by at least two steel straps that are at least 1/8" thick and two inches wide around cell. Fuel cells must be enclosed in metal container and must also be protected in rear of car by roll cage tubing securely mounted. 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 cell size: 32-gallon maximum. Fuel capacity: max. of 16 gallons recommended.
- D. Fuel: (small engines) Chevy 305 & 307; Chrysler 318; Ford 302: Either pump gas, racing fuel or ethanol. The maximum amount of ethanol allowed is 98%, the minimum amount of hydrocarbon (gasoline) is 2%. Maximum percentage of methanol allowed is .5 vol. percent. No additional additives of any kind allowed.
- E. 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.
- F. No nitrous oxide allowed.
- G. No oxygenated fuel allowed in any engine option other than ethanol as described in the rules for that specific engine option.

[9] ALUMINUM

- A. No aluminum or exotic metal wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shafts, or weight jacks. Any other aluminum or exotic metal parts other than the ones listed under letter B or C below are not allowed.
- B. Aluminum parts allowed are leaf spring spacer blocks and shackles, and radiator. Pumps, pulleys and brackets in engine compartment are allowed.
- C. Aluminum drive plates and dust caps may be used on Grand National rear ends only.

[10] POST RACE TECH INSPECTION PROCEDURES:

- A. Top (5) finishers in feature race must scale and be at or above minimum weight for the engine size. Top (3) scale after heat race.
- B. All top (5) cars will have a general inspection conducted by tech officials.
- C. By use of a random draw procedure, the first place driver will select the position number (1 thru 5) of the car that will have a more detailed inspection conducted.
- D. Track officials reserve the right to conduct a tech inspection on any car at any time.

E. The detailed inspection may include but not limited to the following (track official option):

Compression test, cubic inch displacement test, carburetor, intake, heads & valve train inspection, transmission & torque converter inspection, rear end differential inspection, crank & rod inspection.

PENALTY IF ILLEGAL: If deemed illegal or using illegal parts, the driver shall be fined \$500.00, suspended for 30 days, loss of all points, including both national and track points earned at all tracks (year-to-date) and forfeiture of all money & awards earned for that event and confiscation of all illegal parts.

- [11] You must display the type of engine option you are using (examples: Spec, Concept, Crate) on the left front window post, side of the hood or hood scoop.
- [12] **ENGINE PROTEST RULE: SEE SECTION 6 IN FRONT OF BOOK**
Note: Any driver may protest another no matter what engine size is being used.
- [13] **ENGINE PUMPING RULE: SEE SECTION 7 IN FRONT OF BOOK**

2019 Rule/Tech Clarifications:

The 2019 WISSOTA Rule Book is available online using the link above. Rules for all classes are in the rule book. Updates or clarifications needed during 2019 will be posted here and also published in All The Dirt! Racing News. If you have any questions pertaining to any car rules, contact: Bill Engelstad at (218) 208-7844 or bill@wissota.org.

2019 WISSOTA Rules & Procedures

All-Class Clarifications

3/12/2019

REMINDER - Must follow fuel cell rules on page 18 rule 3.3.5 Make sure your fuel cell follows the metal straps rule.

6/11/2019

REMINDER/ADVISORY - Engine fan blades have ratings and other safety measures that all drivers should be aware of. These ratings vary by manufacturer, so it is recommended that you check with you manufacturer. Things to check for include, but are not limited to, cracks, chips, and bent blades.

7/23/2019

No spacers of any kind between carburetor base plate and carburetor main body.

Midwest Modified Clarifications

2/23/2019

6.D.3 (Page 69) - No limited slip type rear ends allowed.[Gold Tracker, Detroit Locker.. etc.] This includes the Gleason type rear ends.

3/4/2019

page 67 rule [4] G - 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. There is a coil spread/separation rule being researched and to be put in place this spring.

4/24/2019

Page 72 rule WISSOTA Midwest Modified Concept Engine (B) - No gas ported piston rings allowed.

5/14/2019

Page 73 rule GM 602 Midwest Modified Sealed Crate Engine (D) - Ground must be within 4 inches of box. Please note this is a clarification.

6/11/2019

In an effort to keep competition on a level playing field on June 17 WISSOTA will be changing the maximum RPM on the 347 Ford concept engine to 6400 RPM.

In July WISSOTA will reevaluate this decision.