

- No spacers allowed between throttle body and base plate.
- 8. No evacuation systems of any type are allowed. No vacuum type system allowed.
- G. Headers: No Tri-Y headers allowed, and no merge collectors allowed.
- H. Oil Pump: Wet sump only. No external oil pumps allowed, even if considered "wet." One single remote oil filter and lines to it are permitted. Maximum of 1 oil cooler is allowed.
- I. Distributor: No magnetos allowed. Electronic ignition is allowed. MSD type box is allowed.
- J. Traction Control: No crank triggers or devices inside car that allow adjustment of timing. No traction control devices of any kind are allowed.
- K. Fuel: Fuel must be unleaded gasoline. No racing fuels or additives allowed.

## 2008 WISSOTA SUPER STOCK RULES

[revised 11-07]

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

SECTION 1	.....	GENERAL RULES
SECTION 2	.....	GENERAL POLICIES
SECTION 3	.....	MINIMUM SPECIFICATIONS
SECTION 4	.....	POINT SYSTEM
SECTION 6	.....	ENGINE PROTEST RULE
SECTION 7	.....	ENGINE PUMPING RULE

IN FRONT OF THIS RULE BOOK.

**[1] ROLL CAGES**

- A. Main Cage must consist of continuous hoops, minimum of 1.5" outside diameter, minimum .095 wall thickness tubing or a minimum wall thickness .062 chrome moly tubing. Must be frame mounted in at least 6 places.
- B. Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the WISSOTA inspector. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.
- C. 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.
- D. Roll cage must have a 3/16-inch inspection hole in a non-critical area.
- E. 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 vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed; must be attached to frame in at least four (4) places.
- F. Door bars must be a minimum O.D. 1.5" and minimum .095 wall thickness mild steel tubing or a minimum wall thickness .062" chrome moly tubing. A fourth door bar is highly recommended. Side bars must be as parallel with the ground as possible and located perpendicular to the driver do as to provide maximum protection for the driver without causing undue difficulty in getting into or out of the vehicle. Side bars must be welded to the front and rear of roll cage members. Must be attached to the frame in at least 4 places. No brazing or soldering allowed.
- G. Bumper tubing must make a complete loop back to frame.

**[2] CAR BODIES**

- A. All cars must have a stock appearing body (refer to body diagram for dimensions). Bodies may be intermarried with frame. Door panels may be 30" maximum from top to

bottom including plastic or aluminum runner at bottom of door. If side rail/nerf bars are used they must be mounted flush with the body. Side window openings must be a minimum of 12". Measured from the lowest point at the top window, whether it be the roof or roll bar at the highest point at bottom of window, whether it be interior or body. No flat sides. Body must be centered on front stub. Back of car must be closed off with a panel extending from side to side and from the bottom of the deck straight down at least 9". Panel must be securely fastened and must be painted a bright color.

- B. Stock-appearing after-market molded nose section only. No homemade nose sections allowed. No wedge-type nose sections allowed. The length from center of front spindle to front-most portion of nose section must not exceed 42 inches. No part of car can stick past or through molded nosepiece.
- C. Driver's seat must remain in left side of car and be securely fastened to frame or roll cage. Must have headrest.
- D. Must have full-length floor pan under driver [20-gauge minimum thickness steel]. Super Stock door panels can be maximum of 30" from top to bottom including aluminum and plastic runner underneath.
- E. No rudder allowed. No spoilers. Maximum rear deck height is 37 inches.
- F. Protrusion of air cleaner through hood will not exceed four (4) inches.
- G. Must have full stock appearing roof with all side posts intact. Roof may be made out of steel or aluminum. Must meet measurements found in body diagram.
- H. No side window enclosures. Rear sail panel. See diagram SUPER-2.
- I. Must have screen or bars in front of driver.
- J. Interior must not be greater than a 3" drop.
- K. Car interior must measure a minimum of 12 inches below roll cage from front window to behind driver's seat, measured across full width of the interior cockpit. No wedges, foils, rudders, wings or pieces may be added or built that are specifically designed to deflect, trap or form a windbreak of any nature.
- L. Rock deflector by driver's right hand may not be more than four (4) inches high, and cannot extend beyond steering wheel.
- M. Leg saver guard or drive shaft hoops required as described below:
  1. Guard must mount between drive shaft and interior tin. Minimum of 12-gauge steel or 3/16 thick aluminum must run from back of drivers seat to the foot well and must be a minimum of 15" high. Drive shaft hoop must be a minimum of 5" from "U" joint and a maximum of 9" from "U" joint.
  2. Drive shaft hoops may also be used. The first hoop must be no more than 36 inches from the motor plate; the second hoop must be 14 inches from the first hoop; and the third hoop must be 14 inches from the second hoop. All three hoops must be tied together with a minimum of one inch diameter tubing.

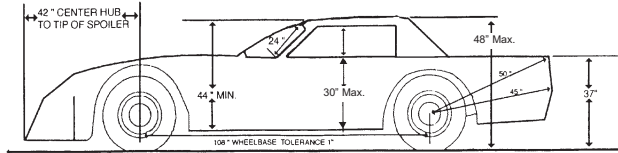
### [3] CHASSIS AND WHEEL BASE

- A. Any American car frame with a minimum wheelbase of 108 inches; a 1-inch tolerance will be allowed. If the frame/suspension you choose is not covered in the rules set forth in the WISSOTA rules, it will be your sole responsibility to prove legality of your frame/suspension.
- B. Front stub may not be cut any further forward then the rear lower A-frame mount. Front stub may not be cut off further back than the front bolt of steering box.
- C. All super stocks must weigh a minimum of 2800 pounds including the driver, after the race.

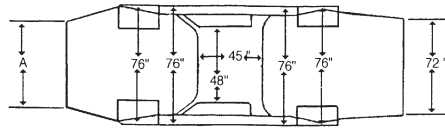
### [4] SUSPENSION - FRONT AND REAR

- A. Front suspension: all 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-frames are allowed and upper A-frame mounts may be moved in or out to adjust for camber. After market upper ball joints are allowed. Lower A-frames must be stock but may be cut for shock. Lower A-frame mounts must not be altered and must be in stock location. Any stock

**DIAGRAM SUPER-1**

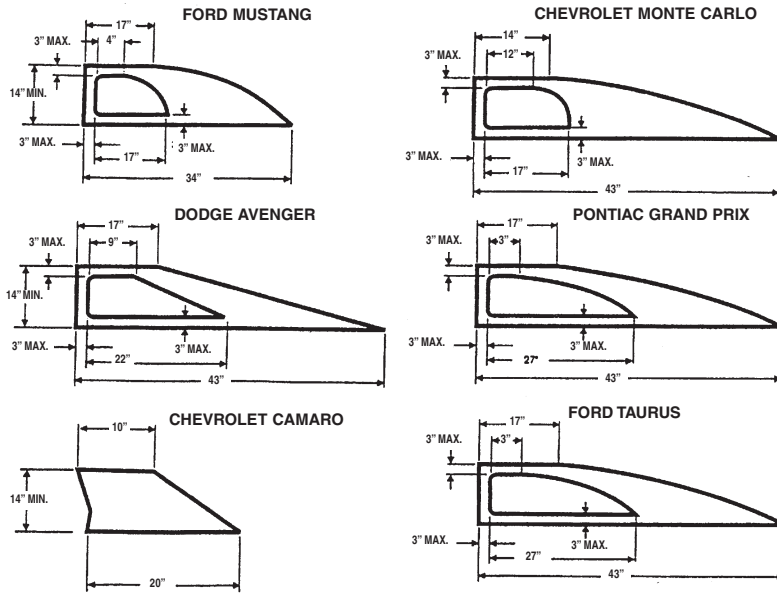


ALL BODY COMPONENTS MIN. 4" ABOVE GROUND.  
 TOP MUST HAVE FRONT WINDOW POST.  
 STANDARD ROOF --  
 NO HALF ROOF. 40" X 48".  
 NO SIDE SKIRTS.  
 NO WHEEL SKIRTS.  
 NO SIDE FINS.  
 REAR QUARTER PANEL NO  
 HIGHER THAN DECK LID.  
 A. WIDTH OF AFTER MARKET NOSE PIECE.  
 REAR OF CAR COMPLETELY ENCLOSED.

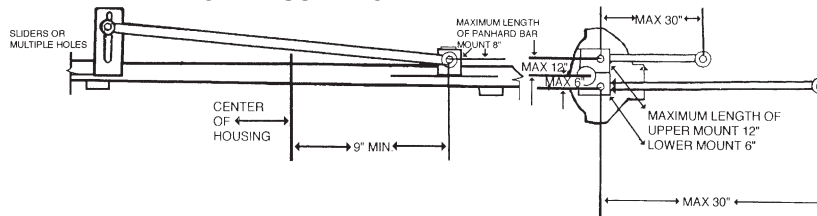


MIN 40" X 48"  
 MAX 45" X 54"  
 MAXIMUM BODY WIDTH DIMENSIONS

**DIAGRAM SUPER-2**



**DIAGRAM SUPER-3**



anti-sway bar may be used. **Steel heim joints and steel swedge tubes are allowed on outer tie rods.**

- B. Stock passenger car spindles and hubs only. No fabricated spindles or hubs. Inter-marriage is permitted within manufacturers (GM for GM, Ford for Lincoln or Mercury) but rotors, calipers and spindles must match. On stock-finned rotors, rotors must remain stock diameter with stock calipers and stock caliper mounts. No lightening or grinding.
- C. All coil springs whether front or rear suspension must be a minimum outside diameter of 4-1/2 inches. After market springs allowed. No fiberglass leaf springs allowed. Multiple holes allowed on front leaf spring mount. Sliders allowed in rear leaf spring mounts only.
- D. Rear suspension: multiple holes will be allowed on rear suspension mounts. Lower and upper control arm mounts must be mounted solid to the tube. No birdcages or adjustable mounts allowed. Springs, fixed or pivoting, must be mounted on the lower control arm or the axle tube itself, and must be the same on both sides. Springs may not be mounted behind axle tube. Weight jacks are allowed. No coil-overs or coil-over eliminators of any sort allowed on front or rear of car. Steel rear suspension arms only, any bushing for upper or lower control arms may be a maximum outside diameter of 2 1/2 inches and must be round. One (1) shock per wheel only with a total of 4 shocks per car. No remote or external canister shocks allowed. Shocks may have aluminum heims but no aluminum shocks. No anti-sway bar may be used on the rear. No lift bars, snubber bars, J-bars or any other traction devices allowed. Panhard bar allowed on 3-link suspension only.
- E. 3-link suspension: (refer to diagram) third link runs parallel with the frame, perpendicular to the axle. Panhard bar mount and upper control arm mount must be a minimum of 9 inches from the center of the housing on the right hand axle tube. Panhard bars must be mounted behind rear end.
- F. Must have brakes on each wheel, this includes 4 calipers and 4 rotors (no aluminum calipers). Must be able to lock up all 4 wheels, (brake shut-off allowed on right front). Rear brakes may be drum or disc type, no floating brake caliper mounts allowed. No carbon fiber brakes (steel components only). Sliders allowed in rear leaf spring mounts only.
- G. After market pedals with balance bar allowed. Proportioning valves allowed.
- H. Steering: Steering box must remain in stock location and be mounted in original holes. In cockpit steering may be modified to suit driver's taste. But must be kept on the left side of the cockpit. No center steering. Solid steel steering joint mandatory in steering shaft. Boxing in of steering column not allowed. After market steering reducers/quickeners allowed. No rack and pinion steering.
- I. Proportioning valves allowed. Aftermarket systems pedals okay. Balance bar brake systems allowed.

#### [5] TIRES

- A. **The WISSOTA stamped E-Mod H-40 tire is to be used on all four corners of the car. However, drivers may opt to use WISSOTA stamped E-Mod D40 or A40 tires on the front of the car until June 2, 2008. Siping, grooving and grinding are allowed. There will be no defacing or altering of manufacturer identification marks or numbers on the tire. No softening of tires is allowed.**
- B. WISSOTA-certified wheels only. Wheels must be stamped and stickered with WISSOTA logo. 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 total thickness and may be aluminum.
- C. Any hard-surface wheel disc, when used, must be mounted under a bead lock or bolted-on wheel with at least three (3) bolts. No other hard-surface wheel discs allowed. Wheel spacers/adapter may not exceed one (1) inch.

#### [6] DRIVE TRAIN - TRANSMISSIONS/CLUTCHES/REARENDS

- A. All cars must have transmissions with working clutch
- B. All transmissions with working clutch must be able to shift to forward and reverse with engine running.
- C. No in or out box transmissions are allowed.
- D. All cars must start and move both in forward and reverse without being pushed or pulled onto the race track.
- E. No ball spline type transmission allowed.
- F. 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.
- G. Quick change transmissions permissible.
- H. Steel explosion proof bellhousing required, 270 degrees (applies only to manual transmissions), no holes allowed above the centerline of the crankshaft, 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 light weight flywheels allowed.
- I. All drive shafts must meet a minimum specification of 2" outside diameter and must be of conventional slip yoke design.

**REAREND RULES**

- A. Any passenger car or truck stock appearance rear end may be used.
- B. Quick change rear ends are not allowed.
- C. No lightweight metal rear ends allowed including aluminum, titanium, or magnesium except aluminum leave spring blocks, shackles, trailing arms with steel heim joints, and aluminum drive plates and dust caps may be used but only on Grand National rear ends. Steel rear suspension arms only.
- D. No limited slip type rear ends allowed. (Gold Tracker, Detroit Locker, etc.)

**DRIVE TRAIN SAFETY**

- A. Steel explosion proof bellhousing required, 270 degrees, no holes allowed above the centerline of the crankshaft, starter must be in stock location. Flywheel/flex plate (ring gear) must be at least 12 inches in diameter.

**[7] ENGINE**

- A. Engine will be mounted no further back than center of number one spark plug hole in line with center lower ball joint [1-inch tolerance].
- B. No high-performance parts. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. No marine parts. Absolutely no strokers. Balancing is allowed. No after-market rods or crankshaft. Wrist pins may float.
- C. Maximum overbore – 360 Chrysler will be 0.40. Ford, Chevrolet, and 340 Chrysler will be 0.60.
- D. Stock cast iron 2 or 4 barrel intake manifolds only. No after market, marine or propane intake manifolds. No fuel injected intake manifolds. Absolutely no reworked intake manifolds including No coating, painting, grinding, port matching, polishing or acid porting work on the inside of the intake manifold. A maximum of 2 external cooling lines from the back of the intake manifold running along the top side of the valve covers and entering the thermostat housing or spacer is allowed. Cooling lines can not go to the water pump, side of the block or any other part of the assembly.
- E. No aluminum heads, intake manifolds or blocks allowed. No Bowtie or SVO blocks, cylinder heads or intake manifolds allowed. No oather after market blocks. Heads or intake manifolds allowed unless allowed by a specific rule outlined in this rule book. Grinding in the lifter gallery is allowed. No splayed main caps or after market main caps allowed.
- F. Maximum cubic inch – Chevrolet 360.4 c.i.d, Ford 362 c.i.d. and 360 Chrysler engine will be permitted a maximum displacement of 367 c.i.d. Any flat-top pistons allowed. Stock bore and stroke. Rods must match block. Chevy rod length 5.7, Ford Cleveland

rod length 5.78, Ford Windsor rod length 5.965, Chrysler 318-340 and 360 must use 6.123 length rods. GM (OEM) powered metal rods allowed, must be 5.7 in length. NO dome pistons. Stock block may be decked. Pistons may not protrude out of block on top dead center. Must be even or below block on ALL MAKES.

- G. G.M. may use any production head with a maximum intake valve diameter of 1.94; maximum exhaust valve diameter will be 1.60. No angle-plus heads allowed on Chevy. The only aftermarket head allowed on G.M. is the World Products S/R, no.s 4351, 4361; 1.94 intake and 1.50 exhaust. No "bowtie" or Vortex heads allowed. Vortex cast no. 10239906. Outer casting numbers not allowed are 14011083 and 14096217, 10239906, 1012532, 10208890 and 12554290. No magnum head. Chrysler may use a 340 head on a 360 block. No W-2 heads allowed on Chrysler. For Ford, Windsor heads must match a Windsor block and Cleveland heads must match the Cleveland block. The only GT40 head castings allowed are FIZEAA and F3ZEAA. No A.R.D. heads allowed. The only aftermarket head allowed for Ford is the Dart Windsor Jr., part no. 5303, with 1.94 intake and 1.60 exhaust [casting no. 1-056]. Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-tip rockers allowed. O.E.M.-type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers. Guide plates allowed. No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only. All other makes of engines must be WISSOTA-approved before they are allowed to race. No beehive/conical valve springs allowed.
- H. Any flat tappet cam allowed. No mushroom cam or lifters allowed. Lifter bores may be bushed. Lifter size must match block head used. Lifters must be steel or iron and must be free to rotate.
- I. No grinding or polishing of any kind allowed on heads and intake manifolds. Valve seats may be ground no further than 1/4-inch below top of seat. Head may be milled. Push rod holes may be drilled larger.
- J. Any fan, water pump, or oil pump allowed; any type pulley allowed.
- K. No dry sumps allowed. No gear drives allowed.
- L. Any radiator allowed; must remain in approximate stock location.
- M. Headers allowed. No weed burners. No exhaust in driver's compartment. SEE SECTION 3 UNDER MINIMUM SPEC IN FRONT OF RULE BOOK FOR NOISE SUPPRESSION RULE. [NO 180-degree headers allowed.]
- N. Stock type distributors only. GM, HEI distributor can be interchanged with Ford and Mopar engines. Coil location must match distributor being used. No multiple spark boxes allowed. No magnetos allowed. No crank trigger ignition.
- O. No after-market harmonic balancers allowed. O.E.M. stock balancers only. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or a small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305-350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inches thick. No fluid balancers. No hubs only - balancer must be two piece.
- P. No titanium parts of any kind allowed.
- Q. Minimum 3/4-inch inspection hole in side of oil pan 2-1/2 inches down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector.
- R. Valve timing configuration and firing order must match engine used. Example: Chevy 18436572.
- S. No vacuum pump/air pump allowed.
- T. Floating wrist pins are allowed.
- U. No bee hive-conical type valve springs allowed.
- V. No external oil pumps of any kind allowed.

#### [8] ASPIRATION - FUEL

- A. Carburetor: must use stock 4412 carburetor body only. No adjustable/changeable air bleeds. No after market or billet metering blocks allowed. Carburetor must be mounted with float bowl facing forward. Carburetion will be limited to one (1) stock Holley 500

CFM 2-barrel, part number 4412, with a 1-11/16-inch maximum throttle bore. No grinding or polishing of any kind allowed. All carburetor components MUST be for a 500 Holley. No milling or grinding of throttle shaft allowed; shaft must stay round. The choke and air horn may be removed: this is the ONLY re-working allowed; must have stock measurements. Adapter plate: maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and-three-eighths (1-3/8) inches.

- B. Fuel must be gasoline only; 10% ethanol-enriched gasoline allowed.  
NO ALCOHOL, NO NITROUS OXIDE, OR NITRO, NO NITROUS DEVICES ALLOWED,  
NO METHANE, NO PROPYLENE OXIDE.
- C. No Electric belt driven or piston type fuel pumps allowed. Must be stock diaphragm type fuel pump.
- D. Fuel cell must be located within the vicinity of the trunk with complete metal fire wall behind driver. Mandatory is a ball check or equivalent in fuel cell.
- E. Carburetor must be mounted with float bowl forward.

**[9] ALUMINUM**

- A. Aluminum or exotic metals not allowed, wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shaft, weight jacks, shocks, heim joints and trailing arms. No other aluminum suspension parts allowed.
- B. Aluminum allowed: shackles, lowering blocks and aluminum heims on shocks.  
Aluminum roofs allowed. Aluminum radiators allowed.

**[10] MOTOR CLAIMING RULES: N/A**

**[11] ENGINE PROTEST RULE: SEE SECTION 6 IN FRONT OF BOOK**

**[12] ENGINE PUMPING RULE: SEE SECTION 7 IN FRONT OF BOOK**