



# Victory Lane Speedway 2024 Rules and Procedures<sup>©</sup>

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Updates of the Rules and Procedure Available at:  
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## Overview

The rules and procedures outlined in this document are supplemental to the [2024 WISSOTA Rules and Procedures](#) and are applicable to all classes at Victory Lane Speedway (hereinafter referred to as the *SPEEDWAY*) regardless of whether the class is a WISSOTA class or not. Review applicable sections in the [2024 WISSOTA Rules and Procedures](#) when it states, *Refer to WISSOTA Rules and Procedures*.

## General Disclaimer Statement

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants agree to comply with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. These rules and/or regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The SPEEDWAY shall be empowered to impose any further restrictions that in the SPEEDWAY's opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM. Any interpretation of, or deviation from, these rules is left to the discretion of the officials. The SPEEDWAY's DECISION IS FINAL.

## Definitions

### OEM

Means and refers to original equipment manufacturer.

### Participant

Each and every driver, car owner, sponsor, mechanic, crew member, or any other pit personnel including a friend or family member taking part in any way in any SPEEDWAY racing event. All such persons have voluntarily become involved in a SPEEDWAY racing event, with the full understanding that he/she must abide by all of the rules and regulations of the SPEEDWAY. By their participation in a SPEEDWAY racing event, all such persons acknowledge that they are fully aware of the risks involved in the sport of auto racing and that by participating in such a racing event they assume all such risks. This includes any driver entering the pit area whether racing or not. Participant also includes each and every inventor, manufacturer, distributor, retailer, and/or supplier of racing parts sold, marketed, distributed, and/or are designed for use by SPEEDWAY drivers, car owners, sponsors, mechanics, and crew members.

### Racing Event or Event

Any SPEEDWAY racing or other event.

### Track Official

An employee, independent contractor, or agent of the SPEEDWAY who assists in the conducting and promoting of the racing event, and interpreting and enforcing the rules, at the SPEEDWAY.

### Track Rules

The rules for a racing event at the SPEEDWAY, as published by the SPEEDWAY, posted at the SPEEDWAY or on the SPEEDWAY'S website, or announced at any drivers' or pit meeting prior to any racing event.

## Section 1: General Rules

### 1.1 General Application

The SPEEDWAY rules shall apply to each and every participant who participates in any SPEEDWAY racing event. All participants subject to the SPEEDWAY rules and WISSOTA rules (if participating in a WISSOTA-sanctioned racing event), are expected to know the rules and any claimed ignorance of the rules will not be accepted or tolerated.

### 1.2 Effective Date

The SPEEDWAY rules, and any amendment of rules, are effective upon the date of publication, 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

The SPEEDWAY reserves the right to add to, delete, supersede, or modify any rules, exhibits, or drawings that the SPEEDWAY deems necessary for the betterment and/or safety of racing. The SPEEDWAY rules may be amended during the racing season and will be published on the SPEEDWAY website. Participants shall be responsible for being aware of and complying with all such amendments issued.

### 1.5 Applicability

The SPEEDWAY rules are applicable to all SPEEDWAY events.

### 1.6 Competitor Obligation: Refer to WISSOTA Rules and Procedures

### 1.7 Finality of Decisions and Interpretations and Covenant Not to Sue: Refer to WISSOTA Rules and Procedures

### 1.8 Appeal Rights and Procedures: Refer to WISSOTA Rules and Procedures

### 1.9 Missing from WISSOTA Rules and Procedures

### 1.10 Reserved Participation Right: Refer to WISSOTA Rules and Procedures

### 1.11 Violation of Spirit and Intent of Rules and Unsportsmanlike Conduct: Refer to WISSOTA Rules and Procedures

#### Additional Points Pertaining to the SPEEDWAY

The SPEEDWAY promotor, in consultation with SPEEDWAY officials, makes the final decision regarding any discipline, penalties, suspensions, or fines.

#### 1.11 Online/Social Media Conduct

All participants (see Definition of Participant) are to be respectful of other participants including the SPEEDWAY in all online and social media platforms including email. There is zero tolerance for disrespectful online behaviour and the SPEEDWAY will immediately block participants posting false information or “bashing” the SPEEDWAY or its related companies. Participants (including participants using alias profiles) posting on public, private, or secret sites, and/or emailing disrespectful messages about other participants or the SPEEDWAY, or bullying other participants or the SPEEDWAY, will be banned from all events at the SPEEDWAY.

### 1.11.2 Unsportsmanlike Conduct at the SPEEDWAY

The SPEEDWAY understands that at times and in the “heat of the moment” participants will act in an unsportsmanlike manner, which they later regret. The SPEEDWAY will carefully review all situations, talk to all parties involved to try to settle the situation, and in the very extreme circumstance determine whether or not the conduct necessitates suspension or other penalties over and above the below fines.

The following fines will be issued for unsportsmanlike conduct at the SPEEDWAY:

- Speeding in the pit area: \$100.00
- Participants going to another participant’s pit area and causing a disruption: \$100.00
- Deliberately hitting another car under caution or after the race is complete: \$250.00

Note: The above fines will be doubled with a repeat offence. The driver’s payout will be held until the fine is paid in full.

The financial penalties will not be publicly posted, nor officially announced in any online or in-person forum by the SPEEDWAY.

## 1.12 Drug Policy: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

### 1.12.1 Illegal Drugs Definition

Illegal drugs are those substances or drug substances defined and prohibited by Manitoba and/or federal laws. For this purpose of this document, Cannabis is considered illegal.

### 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 the SPEEDWAY, 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. If a participant is caught consuming illegal drugs on the SPEEDWAY property, or is deemed to be under the influence of illegal drugs on the SPEEDWAY property, he/she shall be immediately ejected from the SPEEDWAY premises and shall be subject to a mandatory fine of \$500.00 USD (or equivalent) and a 90-day suspension.

## 1.13 Requirement Regarding WISSOTA Fines and Suspensions: Refer to WISSOTA Rules and Procedures

## 1.14 Probation and Suspensions: Refer to WISSOTA Rules and Procedures

## 1.15 Duration of Penalties: Refer to WISSOTA Rules and Procedures

## 1.16 Illegal Parts: Refer to WISSOTA Rules and Procedures

## 1.17 Reserved Tear Down Right: Refer to WISSOTA Rules and Procedures

## 1.18 Confiscation of Illegal Parts: Refer to WISSOTA Rules and Procedures

## 1.19 Independent Contractors

All participants are independent contractors and are not the agents or employees of the SPEEDWAY. SPEEDWAY participants, as independent contractors, are solely responsible for preparing their race cars to perform in SPEEDWAY and WISSOTA (if applicable) sanctioned racing events in accordance with SPEEDWAY and WISSOTA (if applicable) rules and procedures. As independent contractors, participants are solely responsible for compensating their employees, agents, or pit crew members. 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 SPEEDWAY racing events, including, but not limited to, all provincial and federal taxes and fees, and worker's compensation insurance.

## 1.20 Competitor Agreement Regarding Rules: Refer to WISSOTA Rules and Procedures

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### Section 2: General Policies

#### 2.1 Prevailing Policy: Refer to WISSOTA Rules and Procedures

#### 2.2 Licensing and Registration: Refer to WISSOTA Rules and Procedures

##### Additional and/or Highlighted Points

Drivers at the SPEEDWAY must be at least 12 years of age and must receive permission to race from the SPEEDWAY at least 72 hours prior to the first race of the season or any race in the season if previous approval has not been granted.

All minor drivers must participate in at least 4 practice sessions (or as determined by the SPEEDWAY) prior to being allowed to participate in a race.

No unlicensed drivers will be allowed to enter a WISSOTA-sanctioned race at the SPEEDWAY.

All applicable waiver forms must be signed electronically as per insurance requirements by all drivers and pit crew members (regardless of age) and must be on file to race or practice at the SPEEDWAY.

#### 2.3 Pit Age Requirement

All persons under the age of eighteen (18) must have an electronically signed minor release form on file at the SPEEDWAY. Children must be under the supervision of an adult at all times. Children are not allowed to ride in/on any open moving vehicle (e.g., golf cart, all terrain vehicles, etc.) in the pits. Failure to abide by the rules will result in an automatic expulsion from the pit area.

#### 2.4 Race Procedures

##### **2.4.1 to 2.4.10** Refer to WISSOTA Rules and Procedures

##### **2.4.11 SPEEDWAY Race Procedures**

###### **2.4.11.1 Cancellation or Addition**

An event may be cancelled by the SPEEDWAY at any time due to inclement weather, unsafe conditions, or at the discretion of the SPEEDWAY. The SPEEDWAY will make a decision regarding refunds on the day of the cancelled event. A point event may be added at any time (as approved by WISSOTA) at the discretion of the SPEEDWAY. Non-WISSOTA class point events may be added at any time at the discretion of the SPEEDWAY.

###### **2.4.11.2 Staging**

Drivers are responsible for knowing their position in the heats and features and when to be in the staging area for their race.

###### **2.4.11.3 Entrance and Exit**

Driver must enter the track at Turn 2 and Exit at Turn 1. Any car entering the track at Turn 1 will be disqualified.



#### 2.4.11.4 Flag Meanings and Rules

- **Green:** Start of the race.
- **Rolled Up Green:** Single file start (up and down motion); Going green next lap (pointed).
- **Rolled Up Green & Yellow:** Side-by-side start – 2 wide.
- **Rolled Up Yellow & Black:** One yellow flag rule.
  - If a race is continuously going yellow, the flag person may go to a one yellow flag rule.
- **Yellow:** Cars must slow down, no passing.
  - **Heats:** Cause one yellow flag and the driver must go to the pits for the remainder of the race.
  - **Features:** Cause one yellow flag, the driver must go to the tail end of the field. Second yellow flag, the driver must go to the pits for the remainder of the race. The one yellow flag rule may be used based on the SPEEDWAY's discretion if the driver purposely causes or forces a yellow flag (e.g., spins out and stops, has a flat tire and stops, can't start the car, stops on track, etc.).
- **Black:** Disqualified and leave the track immediately.
  - A driver may be black-flagged for a flat tire, loose parts, smoking, rough driving, etc.
  - If a car is not able to maintain a reasonable speed and is consistently being lapped, then that car may be black flagged and sent to the pits. The black flag would be treated as a mechanical DNF and the driver would still receive points based on a finish for laps completed.
- **Rolled Up Black:** Warning when pointed at a particular driver.
- **Crossed Flags:** Race is half over.
- **Red:** Stop. Unless unavoidable, do not pass the scene of an accident or the flag tower.
- **Blue Yellow:** Passing flag. A driver is about to become a lapped car or is about to be passed.
- **White:** One lap to go.
- **Checkered:** The race has officially ended and all cars must pass underneath the flag to be scored on the last lap.
  - If the checkered flag is out and a yellow comes out after the checkered flag, the race may be scored on the last completed lap. This will be the Race Director's decision based on the number of cars affected by the incident. The car(s) causing the yellow will be scored tail end or disqualified. The driver that takes the checkered flag will be the winner.

#### 2.4.11.5 Track Hand Signals

- **Go to the rear of the field:** Patting rear-end.
- **Tighten up:** Clapping of hands side-to-side.
- **Flat tire:** Clapping of hands up and down.
- **One lap to go:** Holding one finger up.

#### 2.4.11.6 Ignoring Directions

If a driver intentionally ignores the directions of the flag person and/or SPEEDWAY officials during a race, the driver will be fined \$100.00 USD (or equivalent), lose all track points, and may be suspended for one (1) race.

#### 2.4.11.7 Racing Incident

In the event a call on a driver(s) cannot be decisively made (i.e., no official could clearly determine which driver caused the incident) the cars will restart in the order of the last completed lap.

#### **2.4.11.8 Care and Control**

At all times, the driver must be in control of his/her car. Drivers must not take out another car as that will result in a warning or a black flag.

Races finish under green unless it is too dangerous to continue. A race may be stopped at the discretion of the SPEEDWAY officials at any time they consider it too dangerous or unsafe to continue.

#### **2.4.11.9 Starts**

A driver must not move out of position (side-by-side or bumper-to-bumper in line of the car ahead) or accelerate until the green flag is waved. If a car moves out of position before the green flag is waved, this will be considered a jump-start and the driver will be sent to the rear of the field. On the second jump-start, the driver will be black-flagged.

When a race is stopped after the completion of at least one lap, drivers will be lined up in the order in which they were running at the completion of the last full lap before being stopped. The car(s) causing the race to be stopped, if any, must start at the rear of the field.

#### **2.4.11.10 Driver Unable to Start**

If a driver is unable to start the race, all cars behind that car's position will advance one position. Drivers entering the track on a parade lap will start at the rear of the field, regardless of their qualifying position. Drivers not wishing to start in their position may start at the rear of the field.

#### **2.4.11.11 Single File Restarts**

All drivers must complete one lap before a single file restart is called. A single file restart will be called after a maximum of three (3) yellow flags starts or at the discretion of SPEEDWAY officials. Drivers will line up single file behind the car ahead based on the last completed lap, not the lap in which the yellow came out on. Lapped cars must start at the rear. On a single file restart, drivers will drive between the cone and the outside wall only.

#### **2.4.11.12 Re-entry**

Drivers are not allowed to re-enter the track while a green flag is out. Cars that leave the track may re-enter only if a yellow flag is waved and only under the direction of SPEEDWAY officials. A driver that pits during a race must start at the rear of the field.

#### **2.4.11.13 Tire Change**

No tire changing time is allowed during heat races or a B-Feature. A maximum of three (3) laps are allowed in an A-Feature, if the driver did not cause the yellow.

#### **2.4.11.14 Presentations**

Presentations normally take place after each A Feature on the start-finish line. Following pictures and the presentation, everyone other than the driver must return to the grandstand area via the gate under the flag stand. There will be no riding in window openings or on the hood of a race car.

#### **2.4.11.15 Announcer's Tower**

Absolutely no drivers or pit crew are allowed in announcer's tower at any time, unless instructed to do so.

#### **2.4.11.15 Track Inspection**

At no time during an event, including intermission, shall a driver walk or drive on the track. Inspection is

only allowed prior to hot laps and only from the rim of the track. Walking or driving on the track will result in disqualification from the event.

2.5 Driver, Car, or Engine Changes: Refer to WISSOTA Rules and Procedures

2.6 Point Average System: Refer to WISSOTA Rules and Procedures

2.7 Good Standing: Refer to WISSOTA Rules and Procedures

2.8 Racing Season: Refer to WISSOTA Rules and Procedures

2.9 Race Car Numbers/Letters: Refer to WISSOTA Rules and Procedures

2.10 Post-Race Scaling: Refer to WISSOTA Rules and Procedures

2.11 Inspections: Refer to WISSOTA Rules and Procedures

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## Section 3: Minimum Specifications

3.1 General: Refer to WISSOTA Rules and Procedures

3.2 Display of WISSOTA and Sponsor Logos: Refer to WISSOTA Rules and Procedures

3.3 Safety/Other: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

3.3.2 Driving Suit

The SPEEDWAY reserves the right to deem any driver's suit usable or unusable for track and driver safety, based on condition of the suit.

3.3.6 Batteries

Batteries must be securely mounted and shielded. No batteries are allowed inside any driver areas.

3.3.8 Shoulder Harness, Belts, Restraints, and Nets

Head/neck restraints (HANS or similar device) are mandatory for drivers under the age of 18.

3.3.9 Fire Suppression and Extinguisher

Onboard fire suppression system is strongly recommended. All drivers must have an ABC type fire extinguisher, with the expiry date clear and visible, in their pit area at all times.

3.3.10 Driver's Seat

Only aluminum race seats are allowed. Full containment seats are recommended.

3.3.16 Tire Availability Disclaimer

It is each driver's responsibility to inventory the tires he/she needs.

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.

3.3.22 Transponders

A working transponder is mandatory for all classes at the SPEEDWAY. One warning per season will be given to a driver that does not have a working transponder at the start of the race (Note: A working transponder includes

providing the speedway with the correct transponder number). After one warning per season, the driver will be scored in last place regardless of placement in the race. Drivers are not allowed to share transponders with other drivers or move a transponder from one car to another.

Super Trucks: Mount the transponder behind the driver's seat on the back side of the firewall with a clear view to the ground (the closer to the driveshaft the better as there is less mud there). 4 Cylinder: Mount the transponder on the passenger side floor at the seat brace.

## Section 4: Point System

### 4.1 Point System: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

#### 4.1.6 Feature Races/A Feature

Position	Points	Position	Points
1.	100	15.	62
2.	95	16.	60
3.	91	17.	58
4.	87	18.	56
5.	84	19.	54
6.	81	20.	52
7.	78	21.	51
8.	76	22.	50
9.	74	23.	49
10.	72	24.	48
11.	70	25.	47
12.	68	26.	46
13.	66	27.	45
		Onward	
14.	64		

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

#### 4.1.9 Rookie Status

**A driver may not have participated in more than 3 races (including heats) at the SPEEDWAY or any other track combined in any number of years combined to be classified as a rookie.** This means, for example, if a driver started in 1 heat in one year, and 2 heats in another year, the driver is no longer a rookie. Only drivers participating in at least 70% of the scheduled races will be considered for a Rookie of the Year Award at the SPEEDWAY. Drivers that do not self-identify themselves as a rookie in MyRacePass will not be considered a rookie at the SPEEDWAY.

**Drivers cannot be classified as a rookie in a lower class after driving in a higher-level class for at least 3 races.** For example, a driver cannot move down from the Midwest Modified class (after participating in 3 races in the Midwest Modified class) to the Pure Stock class and be classified as a rookie in the Pure Stock class. The order of classes from lower to higher is: 4 Cylinder, Pure Stock, Super Trucks, Midwest Modified, Modified, Late Model.

**If a driver is not classified as a rookie by WISSOTA, the driver is not a rookie at the SPEEDWAY. However, a driver may be classified as a rookie by WISSOTA and still not be a rookie at the SPEEDWAY.**

All minor and rookie drivers must participate in at least 4 practice sessions (or as determined by the SPEEDWAY) prior to being allowed to participate in a race. Rookies will also start at the back of the heats/features for at least the first 2 races/starts.

Rookies must have a stripe of yellow tape (minimum 2 inches wide by minimum 10 inches long) on their back bumper for the duration of the season.

See WISSOTA rules for additional details regarding WISSOTA rookie status.

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Section 5: Engine Protest Rule: Refer to WISSOTA Rules and Procedures

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Section 6: Engine Pumping Rule: Refer to WISSOTA Rules and Procedures

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## Section 7: Class Specific Rules

WISSOTA Late Model Rules: Refer to WISSOTA Rules and Procedures

WISSOTA Modified Rules: Refer to WISSOTA Rules and Procedures

WISSOTA Midwest Modified Rules: Refer to WISSOTA Rules and Procedures

WISSOTA Street Stock Rules: Refer to WISSOTA Rules and Procedures

## WISSOTA Northern Pure Stock Rules

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

The SPEEDWAY reserves the right to refuse any car if it is not within the original concept or rules of this class.

### Cars

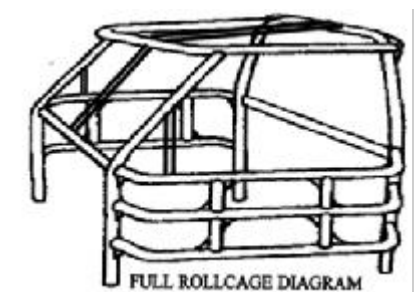
- a) Minimum wheelbase of 100 inches.
- b) No trucks, vans, or convertibles of any type.
- c) All bodies, steering parts, bumpers, transmissions, and frames must remain stock OEM and in stock locations unless otherwise specified.
- d) No add-on parts allowed unless specified.

### Body

- a) Front and rear firewalls and floorboards must remain stock.
- b) Door skins and quarter panels may be replaced with stock OEM or sheet metal of the same thickness and must conform to the body and remain stock in appearance.
- c) All upholstery must be removed from the car.
- d) Wheel wells may be cut out and rounded.
- e) Rear trunk floor may be removed for both full frames and uni-bodies.
- f) Passenger and driver's side floor can only be repaired with sheet metal, but must be same minimum thickness as the stock metal floor or thicker.
- g) Closing in of the passenger-side compartment is allowed (cockpits).
- h) All window openings must remain open.

### Roll Cage

- a) Steel tubing for roll cage must be at least 0.095 inch (1.565 on micrometer) wall and 1.66 minimum outside diameter.
- b) No pipe fitting or galvanized tubing allowed.
- c) Must have a 3/16th inspection hole in a non-critical area.
- d) Roll cage must conform to interior.
- e) Driver's head cannot extend past top of roll cage.
- f) A 4-point or 6-point frame mounted roll cage is mandatory and must have one main rollover continuous hoop to extend from the frame up to the roof, across and back down to the opposite side frame.
- g) Must have two bars from top of the main hoop, going forward, bent (approx. 30 degrees) at the top of front window and (approx. 60 degrees) at the bottom of the window, continuing to front frame (both sides).
- h) All other cross bars to be gusseted and butt welded.
- i) A minimum 18 gauge door plate is mandatory. The door plate must be attached to the outside of driver's door bars and extend from the top of the door bar to the bottom of the door bar and extend the full coverage of the seat area with a minimum of 6 inches in front of the seat area.



- j) Minimum of 3 Torso or Kidney bars made of the same material standards as previously listed, must be welded horizontally and equally spaced between window opening and lower door jam. These bars must be welded to the roll cage with ¼ inch gussets along the inside of the driver's door.
- k) Roof bar, front window bar and front corner posts required.
- l) Must have an Earnhardt bar located in the middle of the *windshield* and be the same thickness and material as the roll cage.
- m) All bars must tie into frame with gussets.
- n) Full size uni-body cars must use a minimum 12-inch x 1/8th inch square floor plate bolted or welded to floor (for roll cage).
- o) Uni-body cars must use a sub-frame connector; minimum 2" x 2" x 0.125 inch square tubing.
- p) Full frame cars may replace rear frame rail from center of diff back with 0.125 square tubing: in stock location.
- q) Any other frame repair must use 0.125 wall metal.
- r) All doors must be bolted, chained, or welded shut.
- s) All cars equipped with a sunroof must cover sunroof opening with a 1/8th inch steel plate.

#### **Race Seat**

- a) Race seat mounted securely to roll cage at 4 points, bolted only with a minimum of 3/8" bolts.

#### **Crash Bars**

- a) No front or rear crash bars.
- b) All bars must remain within the perimeter of the frame (except door bars).
- c) Bars allowed in front of the rad must be flush. 1" tolerance.
- d) No front or rear bars past the end of the frame.
- e) No sharp edges.
- f) No excessive bars.

#### **Bumpers**

- a) Front and rear stock bumper mounts may be replaced with a 4-inch or 6-inch 0.125 square tubing mounted at a right angle to frame.
- b) Maximum length is 6 inches: bolted or welded.
- c) No sharp edges.
- d) Racing nose cones may be used with fabricated bumpers.
- e) Fabricated bumpers are to be made from the same round tubing as the roll cage with maximum of two (2) horizontal bars.
- f) Bars must be rounded at ends to avoid piercing through the sides of other cars.
- g) Must be mounted like a stock bumper. (Speedway Motors part number: 910-54721 as reference)
- h) No excessive fabricated bumpers made of square tubing or channel iron.

#### **Windshield**

- a) The windshield must be removed and either a heavy gauge screen or a minimum of 4 ¼" bars are to be mounted in front of the driver in the windshield opening.

#### **Hood**

- a) There may be a hole in the hood directly above the carburetor.
- b) No hood scoops, but a hood deflector is allowed.

## Engines

### Truck Engine: GM 5.3 Litre LS, Year 2000 and Up

**Note: All of these engines must be inspected, tagged, and sealed by Dragmart Performance, 1248 Main St., Winnipeg, Manitoba, prior to installation. Service fee paid directly to Dragmart Performance.**

- a) Factory GM iron-production engine block ONLY (Maximum overbore +.060).
- b) Factory GM style replacement pistons ONLY (1.5mm/1.5mm/3.0mm rings).
- c) Factory GM crankshafts must remain 3.622" stroke with no modifications allowed.
- d) Factory GM connecting rods only, must remain 6.098" length.
- e) Balancing of rotating assembly is permitted.
- f) 5.3 GM 862 or 706 casting head ONLY. Must remain with stock 1.89 intake valve, 1.55 exhaust valve, stock length, stock stem 0.313". No rectangular port heads allowed.
- g) No porting, polishing or angle milling allowed.
- h) Factory rocker arms ONLY. Rocker arm trunnions can be upgraded.
- i) Up to 562 cam shaft lift allowed.
- j) ONLY single beehive valve springs permitted. Must use factory GM valve spring retainers and locks.
- k) Ignition control MSD 6014CT box with stock GM truck coils.
- l) 8727 CT rev limiter to a maximum of 6200 RMP.
- m) Edelbrock RPM intake part #71187. Performance World 650021 LS1 dual plane carbureted intake manifold. No porting or polishing allowed.
- n) Holley 4412 2-barrel 500 CFM carburetor.
- o) Holley 80 red electric fuel pump.
- p) Holley safety fuel pressure switch 12-810.
- q) Pump gas only.

### Up to 400 ci and 602 CT 350

- a) All engines: 8-cylinder naturally-aspirated engines.
- b) 400ci max.
- c) Entire engine must remain OEM stock unless otherwise specified. GM 602 CT 350 (Sealed Crate) engines allowed. Must clearly display "Crate 602" on either side of the hood.
- d) Only GM motor allowed in GM, Ford in Ford, etc.
- e) No modifications to enhance horsepower.
- f) Air conditioning, alternator, pollution devices, and heater may be removed.
- g) No engine setback allowed. Engine must remain in stock OEM location.
- h) No racing or high performance parts allowed unless specified.
- i) 1¼" carburetor adaptor plate may be used.
- j) Distance from intake to base of carb must not exceed 1¾".
- k) One 2-barrel carb only.
- l) Choke may be removed: no other work allowed.
- m) Holley 4412 or 500 CFM carburetors allowed.
- n) Flat top or dished pistons only.
- o) Pistons cannot go past top of block.
- p) Maximum camshaft lift intake/exhaust is 0.450 inches including stock rocker ratio.
- q) Hydraulic cams only.
- r) No roller rocker/lifters.
- s) Aluminum intakes allowed (Do Not Apply to 602 Crate):
  - a. Weiand – GM 7547, Ford 7515-8023-7516, Dodge 8022
  - b. Edelbrock – GM 2701, Ford 7121-7181-7183, Dodge 2176



- t) Cast iron exhaust manifolds or Hooker header part number 7543HKR and 2466HKR is allowed. No stainless, no ceramic, no merge collector, no X-pipes, no 2-into-1, and no heat tape. May remove three-bolt flange. Must have a manufactured muffler and a turn down on each exhaust pipe. Must have a 3" exhaust pipe and must exit from engine compartment and under the car. Minimum of 18" and maximum of 24" length of exhaust pipe including the muffler, pipe and turn down. Length measurement is measured from the weld on the 3" collector from the factory spec header to the end of the completed exhaust pipe.
- u) No center dumps or factory tuned manifold.
- v) No LT1 manifolds.
- w) Stock-type ignition system for that make of car.
- x) No performance ignition parts. Must remain stock for make of engine. Max overbore 0.060. Max 9.5 compression.
- y) Oil pan must have inspection hole that can be accessed and removed at the track.
- z) Cooling System: Belt-drive water pumps only. Any radiator in stock location. Mechanical fans only. No electric cooling fans allowed.
- aa) Small Block Chevrolet: 327ci + must use a cylinder head with a minimum of 72cc, 1-cc tolerance. No centre hole (valve cover) heads (e.g., Vortec).
- bb) Small Block Ford: 351ci+ must use a cylinder head with a minimum of 60cc. 1-cc tolerance. No Boss heads.
- cc) Small Block Chrysler: 360ci + use a cylinder head with a minimum of 72cc, 1-cc tolerance. No magnum heads.
- dd) No Vortec heads allowed except 602 Crate.

### **Transmission**

- a) Stock-type automatic transmissions only: GM with GM; Ford with Ford, Chrysler with Chrysler.
- b) No standard transmissions allowed.
- c) No power glides allowed.
- d) No in-and-out transmissions allowed.
- e) Stock-type torque converters only, with a minimum of 10" in diameter.
- f) Car must be able to idle in gear (1000 RPM or less).
- g) No torque converter lock-ups.
- h) All ranges must work (e.g., Park, Reverse, Drive, 2nd, 1st).
- i) Any size transmission cooler allowed.
- j) Cooler must be mounted away from driver as to not spray on driver if ruptured.

### **Differential**

- a. Stock passenger rear-ends only. GM with GM, Ford with Ford, Chrysler with Chrysler.
- b. No moving mounts to fit.
- c. Differentials may be locked or welded.
- d. OEM for that make of the car.
- e. Any stock gear ratio allowed for make of vehicle.
- f. No traction control devices.
- g. If not a factory/stock part that came with the differential for the make and model of the car
- h. After-market C-clip eliminators are not allowed.
- i. Ford 9" rear axle/rear-end (or any make or model) is allowed.

### **Drive Shaft**

- a. Must be painted white and have a front continuous loop around the drive shaft within 6 inches of the front universal joint.
- b. Loop must be made out of steel at least ¼ inches thick by 2 inches wide.
- c. No chains.

## Battery

- a. Mandatory approved shut off/disconnect in reach of the driver.
- b. Battery must be either mounted in front passenger floor area or trunk area in a marine battery case only and securely mounted with a hold-down strap (e.g., seat belt).

## Steering Column

- a. Steering column must be collapsible.
- b. After-market steering columns are allowed, but must have a slip-joint or a double U-joint.
- c. No solid shafts allowed.
- d. Quick-disconnect steering wheels are allowed.

## Shocks

- a. Only one (1) shock per wheel stock mounted in stock location.
- b. No coil-overs allowed.
- c. No adjustable shocks.

## Suspension

- a) OEM upper control arms may be replaced using aftermarket tubular upper A-frame (steel or aluminum cross shaft allowed)

## Fuel System

- a. Pump gasoline only; no racing fuel. Maximum 10% ethanol enriched. No nitro, alcohol, or additives allowed.
- b. Fuel cells are mandatory.
- c. Mechanical fuel pumps only, no electric fuel pumps allowed.
- d. Max 3/8th inch steel fuel line recommended inside the car.
- e. No excessive fuel line or size.
- f. No filler spots on fuel tanks.

## Brakes

- a. Four wheel working stock OEM brakes are mandatory.
- b. All four must lock up and they will be checked at the track.
- c. No adjustable brake bias valves.

## Tires and Rims

- a. Maximum tire size 275-60 series radial tires only.
- b. No off-road, recaps, or snow tires allowed.
- c. Used Hoosier racing tires allowed; can be grooved and siped.
- d. No new tires allowed. DOT – All-season M&S tires allowed.
- e. No M&S truck tires unless all-season radials.
- f. No defacing of any tires.
- g. Tread must measure 7/32 or less in one of the grooves, as marked in the image to the right.
- h. Steel rims only: 8 inches maximum.
- i. Oversized wheel studs and nuts recommended: max 5/8 inch stud.
- j. No rims with bead locks allowed.
- k. One-inch wheel spacers allowed; must have 5/8 wheel studs to use wheel spacers.



**Weight Rule**

- a. Minimum 3200 pounds with the driver after the race and no allowance for missing body parts.
- b. All cars that cannot meet the 3200 pound rule may add weight mounted anywhere on the car with a minimum ½" diameter bolts.

## Super Truck Rules

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

This class is designed to look like factory production trucks.

### Chassis and Wheelbase

- a) Any North American car frame with a minimum wheelbase of 108 inches; a 1-inch tolerance will be allowed.
- b) Front stub may not be cut any further forward than the rear lower A-frame mount. Front stub may not be cut off further back than the front bolt of steering box.

### Body

- a) Trucks must have complete stock appearing 95 or newer standard cab body, with a stock side window opening.
- b) No flat sides.
- c) Must be centered on front stub.
- d) Back of truck must be closed with a stock appearing after market molded tail section only.
- e) No homemade tail section allowed.
- f) Stock appearing after market molded nose section only; no homemade nose sections allowed.
- g) Maximum body width 82 inches. 2020 or older body kits allowed.
- h) Bodies may intermarriage with frames.
- i) Driver's seat must remain in left side of truck and be securely fastened to frame or roll cage. Must have headrest.
- j) Must have full-length floor pan under driver (20-gauge minimum thickness steel).
- k) Air cleaner may not protrude through hood, no hole for air cleaner allowed.
- l) Must have full stock appearing after market or factory steel roof with all side posts intact, centered on body. No slope.
- m) Rear spoiler allowed. Maximum height/length 5-inches. Maximum 3 panel spoilers allowed. Spoiler panel max. size: 12-inches long, 1.25-inches at front and 5-inches at rear (height). May be adjustable to extend the width of the tailgate maximum 72-inches.
- n) No side window enclosures.
- o) Must have screen or bars in front of driver.
- p) Hood, interior, and box must be parallel to the ground/frame and of the same height.
- q) Truck interior must be level with the bottom of window opening. No wedges, foils, rudders, wings or pieces may be added or built that is specifically designed to deflect, trap or form a wind break of any nature on any part of the truck except for the rear spoiler.
- r) Top of truck box area must be closed in. No venting of rear box interior or tail section at any time.
- s) Rock deflector by driver's right hand may not be more than 4-inches high, and cannot extend beyond steering wheel.
- t) Cab must be in stock location for make of truck. A maximum of 76 inches measured from front spindle to back of cab.

## Roll Cage

- a) Main cage/door bars must be a minimum of 1.5 O.D. 0.095 wall mild steel tubing.
- b) Door bars are mandatory. It is strongly recommended that 4 door bars are used.
- c) Must consist of continuous hoops, minimum of 1.5" outside diameter, minimum 0.095 wall thickness tubing or a minimum wall thickness 0.062 chromoly tubing.
- d) Must consist of a configuration of front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the SPEEDWAY.
- e) Must be frame mounted in at least 6 places.
- f) Driver's head must not protrude above the cage with a helmet on and strapped in the driver's seat.
- g) Roll cage must be securely supported and braced.
- h) Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval.
- i) No iron pipe allowed.
- j) No brazing or soldering allowed.
- k) Roll cage must have a 3/16" inspection hole in non-critical area.
- l) Side bars must be as parallel with the ground as possible, and location perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into/out of vehicle.
- m) 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 then frame in at least four (4) places.
- n) Must have foot and leg protection.
- o) 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.
- p) A fourth door bar is highly recommended.
- q) A safety vent bar is mandatory on every car. It must run from top door bar to a pillar bar.
- r) A door plate is mandatory on every car.
- s) Door plate must be a 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.
- t) Door plate must run from back of driver's seat to at least five inches in front of driver's seat.
- u) Door plate can be welded or bolted to the outside of the door bars.
- v) Bumper tubing must make a complete loop back to frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails.
- w) If rub bars are used they must be one flat bar flush with body. Max. width 1"x2" rectangular or 1 3/4" round. No sharp ends and parallel to the ground. Acrylic decal saver bars may be used if desired.
- x) Main roll cage must be within the limits of the cab. The roll cage to extend the full height of the cab. Center of front hub to back of main roll cage 76" max.

## Front Suspension

- a) All front suspension components must be steel unaltered OEM in OEM location and replaceable by OEM parts. Exceptions include tube type upper A-frames with (or without) cross shaft and mounts can be moved.
- b) After market upper ball joints are allowed.
- c) Weight jack must be in original center line of spring.
- d) Center link brace for steering is not allowed.
- e) Bottom A-frame mounts and bottom A-frame bushings must be in stock location.
- f) Bottom A-frames may not be altered, lightened or moved, and must match side-to-side.
- g) Bottom A-frame bushings must have bolt hole in the center of bushing, not an offset bolt hole.
- h) Stock passenger car spindles only, no fabricated spindles. Ford Pinto spindles are allowed. Three-piece aftermarket GM metric spindles by Speedway Motors (part number 91034501) and Argo AMC Pacer spindle (part number RP929) are allowed. No other fabricated spindles are allowed.
- i) Spindles must match from side to side.

- j) Spindles with bolt-on caliper bracket must have the caliper on the back side of the spindle.
- k) Must use same steering arm side to side.
- l) Lower ball joint may be aftermarket, but must be steel and must remain in stock location plus or minus .25 inches.
- m) Any stock anti-sway bar may be used.
- n) Ball joint end of the bottom A-arm can be removed for rotor clearance.
- o) Ball joint locations must follow ball joint rule.
- p) Welding a steel sleeve in the ball joint hole in the bottom A-frame is allowed.
- q) Bottom ball joints must be mounted with the pin pointed up; top ball joints must be mounted with the pin pointed down.
- r) Stock outer tie rod ends can be replaced with swedge tube w/ heim joints and can be mounted under the steering arm. A spacer is allowed under the steering arm.

### **Hubs**

- a) Stock passenger car hubs only. No fabricated hubs. Inter-marriage between manufacturers is permitted (i.e., Granada hubs on GM frame).
- b) On stock-finned rotors, rotors must remain stock diameter with stock calipers and stock caliper mounts. No lightening or grinding.

### **Springs**

- a) All coil springs whether front or rear suspension must be a minimum outside diameter of 4-1/2 inches.
- b) After market springs allowed.
- c) No progressive or welded springs are allowed.
- d) No spring rubbers are allowed.
- e) Spring wire diameter and coil spread must remain consistent from one end to the other; last coil on each end may be closed and shaved off to create flat surfaces for mounting.
- f) Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed.
- g) No limiting devices are allowed on front suspension components, including but not limited in relation to shocks, springs, upper, or lower A-frames.
- h) The maximum amount of travel limiting material on shock shaft is one half inch.
- i) No fiberglass leaf springs allowed.
- j) Multiple holes allowed on front leaf spring mount.
- k) Sliders allowed in rear leaf spring mounts only.

### **Rear Suspension**

- a) 3-Link Rear suspension: Birdcages must be locked or welded to axle tube, unable to move. Bottom links must be 15 inches minimum length.
- b) 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 on both sides. Solid arms of fixed, solid design only, no biscuits or springs.
- c) Arms and heim joints must be steel. J-Bar, or panhard bar are allowed, minimum of 19 inches long, measured straight line center-to-center, and must be solid (no springs/bushings).
- d) Coil springs must be steel.
- e) Shocks and coil springs must be mounted in the same position side-to-side, may use coilover eliminator (aka spring slider). Coilover eliminator cannot have Schrader Valve or any other ports. Coilover eliminator cannot have any rod force. Coilover eliminators cannot have packers, bump stops, biscuits, or any other materials on the shaft, and springs are not allowed to have any spring rubbers attached.
- f) No anti-sway bar may be used on the rear.

- g) Springs may also be mounted on axle tubes.
- h) Limiting chains may be used on both sides, but all connections to chassis and rear-end must be “hard” (i.e., No springs, bushings, etc.). Bolts directly connected to limiting chain only.
- i) No 4-link/4-bar suspensions.
- j) Top link (aka 3rd link) may have one single 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 must run visually perpendicular to rear-end housing; top link must be straight. No bushing, biscuit or spring type pullbars allowed. No lift arms allowed.

### **Shocks**

- a) One (1) shock per wheel only with a total of 4 shocks per truck.
- b) No internal or external bump stops are allowed.
- c) Front side of shocks can be covered.
- d) Rear shocks must be mounted behind the rear-end.
- e) All shocks must be sealed, steel body shocks.
- f) No adjustable, rebuildable, or re-valvable shocks permitted.
- g) Shocks may be gas pressurized (i.e., Bilstein), but shock gas pressure cannot be adjustable in any way whatsoever.

### **Brakes**

- a) Must have brakes on each wheel, including 4 calipers and 4 rotors (no aluminum calipers).
- b) Must be able to lock up all 4 wheels.
- c) Brake shut-off allowed on right front.
- d) Rear brakes may be drum or disc type, no floating brake caliper mounts allowed.
- e) No carbon fiber brakes.
- f) Steel components only.
- g) Sixteen (16) vane rotors allowed.
- h) Slotted rotors are allowed.
- i) Front and rear rotors must be vented.
- j) Must use steel fasteners.
- k) Rear rotors must weigh a minimum of 6.5 lbs.
- l) No drilled, scalloped, or lightened rotors allowed.
- m) After market pedals with balance bar allowed.
- n) Proportioning valves allowed.

### **Steering Column**

- a) Steering box must be OEM and non-lightened, and must remain in stock location and be mounted in original holes.
- b) In cockpit steering may be modified to suit the driver, but must be kept on the left side of the cockpit.
- c) No center steering.
- d) Solid steel steering joint mandatory in steering shaft.
- e) Boxing in of steering column not allowed.
- f) After market steering reducers/quickeners allowed.
- g) No rack and pinion steering.
- h) Quickened steering boxes allowed.
- i) No lightweight steering boxes.

## **Tires and Rims**

- a) Tires allowed: Hoosier WISSOTA 35W; 8.0/26.5-15 H500; 8.0/27.0-15 H500; 8.0/27.5-15 H500
- b) No defacing or altering of manufacturer identification marks or numbers on the tires.
- c) No softening or treating of tires is allowed.
- d) Siping, grinding, and grooving are allowed.
- e) No tire needling.
- f) Used tires must be used on 3 out of 4 wheels.
- g) 5.2 steel wheels only.
- h) Maximum 8-inch wheels.
- i) Bead locks will be allowed on the right rear wheels only.
- j) Steel bead lock only.
- k) 3/4-inch tolerance will be allowed for bead lock.
- l) If screws are used the wheels may not exceed the 8-inch limit.
- m) No modifications allowed on wheels.
- n) Any hard-surface wheel disc, when used, must be mounted under a bead lock or bolted-on wheel with at least three (3) fasteners (bolts or dzus clips allowed).
- o) Wheel spacer and/or adapter from the rotor to the rim cannot exceed 1-inch total thickness and may be aluminum.
- p) Wheel spacers may not have a diameter greater than 7.25 inches, and they may only be made of aluminum.
- q) No wheel spacers made of other materials, or greater thickness or diameter, may be used.

## **Drive Train, Transmission, and Clutch**

- a) All trucks must have a transmission with working clutch or torque converter
- 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 trucks must start 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.
- g) Drive shafts must be a minimum outside diameter of 2", painted white and constructed of steel.
- h) Quick change transmissions permissible (i.e., Bert, Falcon, Brinn).
- i) 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.
- j) 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.
- k) Stock 3 or 2 speed automatic transmissions only with a stock working torque converter (min diameter 10 inches) no lock ups, must be able to idle in gear, all 3 or 2 forward gears and reverse must work.

## **Rear-End**

- a) Any passenger car or truck stock appearance rear-end may be used.
- b) Quick change rear ends are allowed but with steel tubes only. Aluminum spool allowed in quick change only.
- c) No gear changes after the heat race.
- d) All suspension mounts, 3rd link mounts, panhard or j-bar mounts, and all other bolt-ons must be steel.
- e) No weighted rear ends.
- f) Axle tube must be one piece.
- g) The outside diameter of axle tube must not exceed 3 inches.
- h) Axle tube inserts or external sleeves will not be permitted.
- i) Axles tubes must be steel with a maximum thickness of 1/4 inch.
- j) Aluminum center section on quick change rear-end is allowed.



- k) Magnesium rear-end parts of any kind are not permitted.
- l) No lightweight metal rear-ends allowed including aluminum, titanium, magnesium or exotic materials, except aluminum leaf spring blocks, shackles, and aluminum drive plates and dust caps may be used but only on Grand National rear-ends.
- m) Steel rear suspension/trailing arms only.
- n) Axle tubes must be same thickness on both sides of the rear-end.
- o) Gun drilled axles allowed.
- p) Axles must be same diameter side to side.
- q) No limited slip type rear-ends allowed. (Gold Tracker, Detroit Locker, etc.)

## **Engine**

### **Truck Engine: GM 5.3 Litre LS, Year 2000 and Up**

- a) See WISSOTA Pure Stock section in this document for details.

### **Up to 360 CID and 602 CT**

- a) Drivers must select either the Super Truck Stock engine package (rules 8.1.2 thru 8.23) or GM 602 crate engine package.
- b) The SPEEDWAY reserves the right to apply weight/spoiler/restrictor plate/performance handicaps as required to encourage a level playing field amongst both engine packages.
- c) 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].
- d) Intake Manifold: Aluminum intakes unmodified in anyway include: GM-Edelbrock [non-Vortec] 2101, 2975 Wieand 7546 or 7547 Ford [M-351 or O.E.Windsor head] M-424-C358-M 9424-Z351 Edelbrock 2151 [O.E. Windsor head] 2980 or 2981 AMC – Edelbrock 2035 or 2930 Mopar – Edelbrock 2176 or 2915 Stock factory aluminum or cast iron, bowtie allowed.
- e) No sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material of any alteration to the original form on cylinder heads or intake allowed.
- f) Maximum 360 CID. Naturally aspirated factory stock OEM North American motor only. Entire engine must remain OEM stock unless otherwise stated in these rules. No modifications to enhance horsepower. No racing or high-performance parts allowed unless specified. 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. Flat top or dished pistons only, maximum overbore .060 inches, maximum compression 9.5 to 1
- g) Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-tip rockers allowed. OEM-type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers except hole may be deburred. Guide plates allowed.
- h) No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only. All other makes of engines must be Track Approved before they are allowed to race. No beehive/conical valve springs allowed.
- i) Hydraulic Camshaft and lifters only (Maximum lift .450 intake and .450 exhaust with stock rocker ratio). No mushroom cam or lifters allowed. Lifter bores may be bushed. Lifter size must match block bead used, Lifters must be steel or iron and must be free to rotate. Oil defector is allowed. Roller timing chain allowed.
- j) Factory OEM cast iron heads only for size of motor. Small block Chevy; (327ci plus) must use a cylinder head with a minimum of 72cc with a 1cc tolerance, no vortec heads. Small block Ford; (351ci) must use a cylinder head with a minimum of 60cc with a 1cc tolerance, no boss heads. Small block Chrysler; (340ci plus) must use a cylinder head with a minimum of 72cc with a 1cc tolerance, no magnum heads.
- k) No grinding or polishing of any kind allowed on head and intake manifolds.

- l) 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. Block may be decked.
- m) Any fan, water pump, or oil pump allowed; any type pulley allowed.
- n) No dry sumps allowed. No gear drives allowed. No oil accumulators.
- o) Any radiator allowed; must remain in approximate stock locations.
- p) Headers allowed. No weed burners. No exhaust in driver's compartment. (NO 180-degree headers allowed.)
- q) 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. No magnetos allowed. No crank trigger ignition. Distributor may be welded.
- r) No aftermarket harmonic balancers allowed. OEM stock balancers only. Balancer may be degreed but must meet size requirements below. 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 inch thick. No fluid balancers. No hubs only – balancer must be two piece.
- s) No titanium parts of any kind allowed.
- t) Minimum 3/4-inch inspection hole inside of oil pan 2-1/2 inches down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector.
- u) Valve timing configuration and firing order must match engine used. Example: Chevy 18436572
- v) No vacuum pump/air pump allowed.
- w) No external engine oil pumps of any kind allowed.
- x) Main girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.
- y) Deburring is allowed on engine blocks, head and intake on the outside machined edges only, not to exceed .040 inches.
- z) GM 602 Sealed Crate Engine: The word "Crate" must be in bold letters on hood, LH driver rock guard, or on left front window post in clear view of officials. See other sections for rules re: carburetor, carburetor spacer rule, and headers.

#### **Aspiration - Fuel**

- a) 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.
- b) No grinding or polishing of any kind allowed.
- c) All carburetor components must be for a 500 Holley.
- d) No milling or grinding of throttle shaft allowed, shafts must stay round.
- e) The choke and air horn may be removed (this is the only re-working allowed) - must have stock measurements.
- f) Adapter plate – maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and three-eighths (1.38) inches.
- g) Fuel must be pump gasoline only.
- h) Ethanol-enriched gasoline may be used 10% max.
- i) The following is not allowed: race fuel; alcohol; nitrous oxide; nitrol; nitrous devices; methane; proplene oxide; or oxygenated fuels.
- j) Engine mechanical fuel pump only.
- k) No electric fuel pumps allowed.
- l) No belt-driven fuel pumps.
- m) Fuel cell must be located within the vicinity of the box with complete metal fire wall behind driver.

**Aluminum**

- a) Aluminum or exotic metals are not allowed on the following components: wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shaft, roofs, weight jacks, shocks, suspension heim joints, or trailing arms.
- b) Aluminum components allowed include: leafspring shackles, drive flanges, lowering blocks, shock absorber heims ends, and shafts on upper A-arms.
- c) Aluminum radiators allowed.
- d) Aluminum pulleys, pumps and brackets in engine compartment are allowed.

**Transponder**

- a) Transponder must not be mounted any further forward than rear of engine midplate.

**Weight Rule**

- a) Minimum 2800 pounds with the driver after the race and no allowance for missing body parts.

## 4-Cylinder Rules

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

The 4-cylinder race car class is intended to be an entry level or hobby racing class. These rules have been written to: (1) promote participant and track official safety; (2) to establish minimum acceptable requirements; (3) to keep costs under control; and (4) to ensure each driver has a fair and competitive chance.

Aside from safety items and emission control items, all aspects of the car are to remain factory stock in function and appearance. Any changes to a car not explicitly listed below must be approved by the SPEEDWAY.

### Cars

- a) The car can be any naturally aspirated passenger car that is at least 5 years old.
- b) Front wheel drive (FWD) or rear wheel drive (RWD).
- c) Automatic or manual transmission.
- d) Cars not allowed include: 4x4s, convertibles, rotary motor vehicles (e.g., Mazda RX7).
- e) All vehicle and component identification numbers (i.e., VIN, motor, trans, etc.) must remain intact and unaltered.
- f) The car must have a wheelbase of 105 inches or less (measured at the SPEEDWAY).
- g) The combined factory horsepower and torque rating is not to exceed 290 for FWD or 300 for RWD (i.e., 145hp/145tq or any combination not to exceed a combined total of 290).

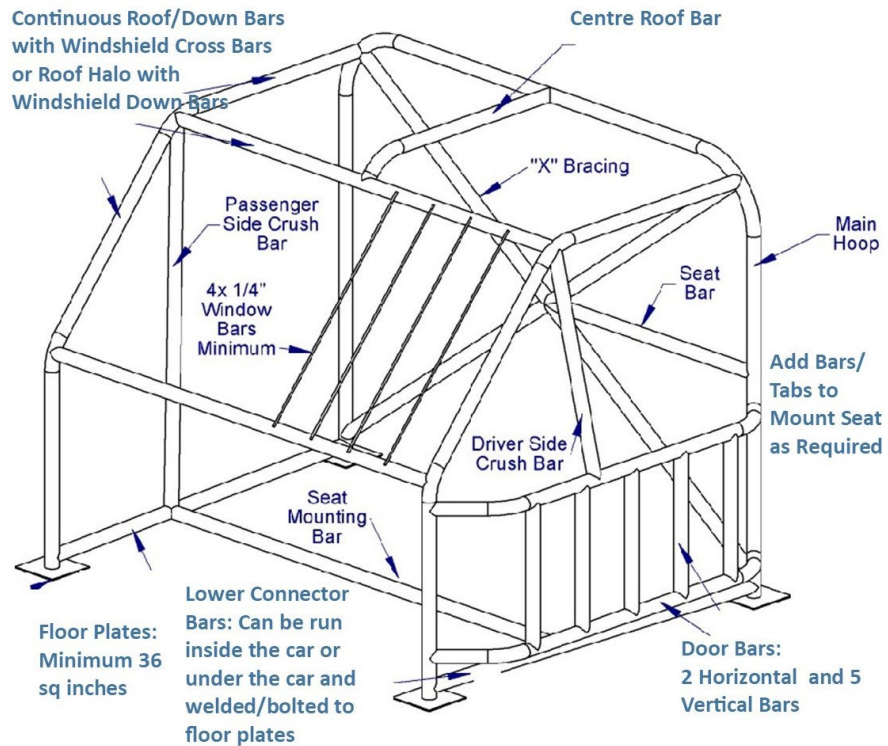
### Maintenance/Repair

- a) Interchange of parts between same make, model, and generation is allowed. "Generation" refers to the same make and model manufactured for a period of time between major styling or mechanical changes to the car.
- b) Interchange of parts between different sub-models (i.e., LX, LS, GT, SE) of the same generation and same make and model is allowed, with the exception that it does not violate any of the other rules described herein.

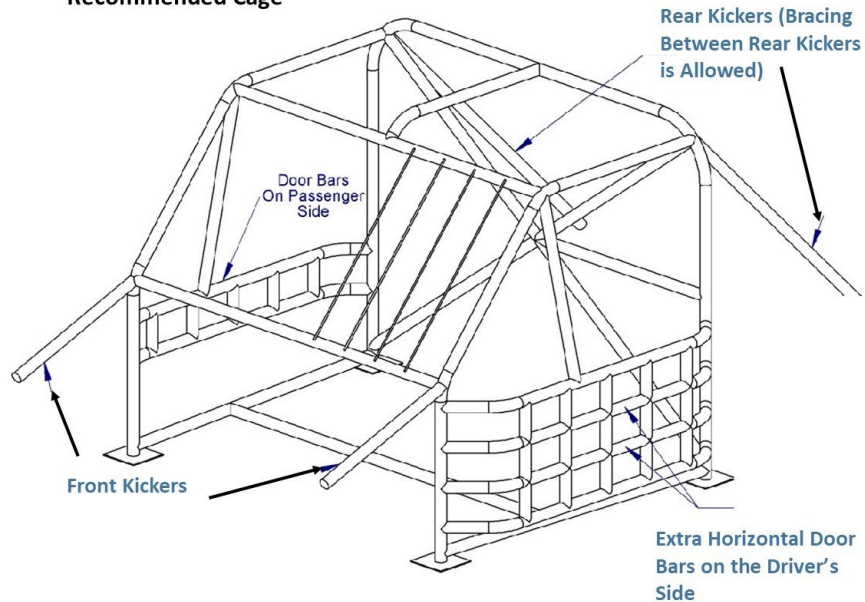
**Examples:** Swapping a 1.8L DOHC engine (or parts from the engine) from a 1992 Escort GT into a 1994 Escort LX that originally came with a 1.9L SOHC engine is allowed because the Escort GT engine falls below the class combined horsepower and torque limit and they are the same make, model, and generation. Swapping a Dodge Neon SRT-4 engine (or parts from the engine) into a Dodge Neon SE model is not allowed, the SRT-4 model is not allowed to race in the class because it is above the combined horsepower and torque limit. Swapping a 2003 (third generation) Chevrolet Cavalier 2.2L Ecotec engine (or parts from the engine) into a 1990 Chevrolet Cavalier (second generation) is not allowed, the motor is allowed per the class horsepower and torque limit, but they are two different generations of the same car. This applies to swapping all other components/parts as well. The intent of the parts interchange rule is to allow for budget friendly repair and maintenance of the race car with readily available parts, not to enhance horsepower through parts swapping with different sub-models or reduce power-to-weight ratios using different car generations.

## Roll Cage

### Minimum Cage Requirement



### Recommended Cage



- Minimum requirement for entire cage 1.500" (1-1/2") diameter x 0.095" wall thickness structural tubing (DOM or HREW). 1.625" or 1.750" Diameter x .095" wall DOM recommended.
- No black pipe.
- Floor plates: Minimum of 4 floor plates, each a minimum 0.125" thick and 36 square inches, welded or bolted through the floor or rear seat riser, or 2" square tubing welded to rocker panels/structural components.

- d) Cage must be tied into floor plates.
- e) Main hoop must be one continuous hoop behind the driver, from the left side of the driver seat floor, up to the roof, across the top, and back down on the right side of the passenger seat.
- f) The main hoop must be higher than the driver's helmet when sitting in the seat.
- g) The main hoop requires an x-brace. One bar from the top left to the bottom right, and one bar from the top right to the bottom left.
- h) Roof/down bars must include two bars running from the top of the main hoop, extending forward roughly horizontally along the roof, then down following the windshield pillar slope, then roughly vertically to the floor.
- i) One center roof bar is also required from the top center of the main hoop to the center of the top windshield cross bar.
- j) Windshield Cross Bars; one horizontal bar at the top of the windshield connecting to the roof/down bars on each side, and one horizontal bar at the bottom of the windshield connecting to the roof/down bars on each side.
- k) Heavy gauge screen or a minimum four ¼" bars in front of driver (from top to bottom of windshield opening).
- l) A minimum of two horizontal door bars on the driver side, 12" apart, with five vertical connector bars between them equally spaced along the length. Three or four horizontal door bars on the drivers side and more vertical connector bars recommended. Door bars not required on passenger side but recommended.

#### Crush Bars

- a) Driver side crush bar to run vertically from roof/down bar near the windshield to top horizontal door bar. Same on passenger side (if door bars are present on passenger side).
- b) If no door bars are present on the passenger side, run the crush bar from the roof/down bar near the windshield to the front passenger floor plate or lower bar.

#### Seat Mount

- a) Seat structure and mounts must tie into the roll cage, not the car body.

#### Subframe

- a) Subframe connectors may be run under the car and welded/bolted to the floor plates, or inside the car near the floor between the main hoop and front down bar.
- b) Reasonable bracing outside the driver's compartment for safety and frame rigidity allowed, but must be inspected and approved by the SPEEDWAY.
- c) No bull bars.

#### Kickers

- a) Front kicker bars cannot go past the radiator cradle.
- b) Front kickers can tie into front strut towers.
- c) Rear kickers can only extend 6" past rear strut towers to allow for a crush zone.
- d) Kicker bars are optional but recommended.

#### Bracing

- a) Bars or x-bracing is allowed between rear strut towers (no front strut tower cross bracing is allowed).
- b) Additional roll cage bars/bracing are allowed.

#### Cage Swap

- a) If a cage is being swapped to a different car, it is not recommended to cut the roof to do so.
- b) The preferred method would be with internal slip sleeves inside roll cage tubing and have cage seams re-welded.
- c) Inspection holes required.
- d) If cutting the roof, seams require reinforcement and tech approval prior to racing.

### **Scrub Rails**

- a) No bars shall extend outside of body panel including the grille and bumper, with the exception of side scrub rails.
- b) Scrub rails cannot extend any further forward than the rear of the front wheel opening, and no further rearward than the front of the rear wheel opening.
- c) Bars must be tight to the body and can not have any sharp edges. Maximum 1"x 2" welded or bolted to the roll cage.
- d) If bolting on scrub rails, use carriage bolts (chrome bumper type, rounded heads), or if using hex head bolts, recess them to the inner face of the scrub rail.
- e) V type Lexan scrub rails preferred.

### **Race Seat**

- a) Race seat must be mounted to the roll cage with minimum 4x 3/8" bolts.
- b) Minimum of two bolts in the lower seat mounts and two bolts mounted to the main roll cage hoop back bar.
- c) Window net and 5-point racing harness must be secured to the roll cage only and not the car body.

### **Body/Interior**

- a) Vehicle ID number (VIN) must remain in at least one stock location & will be used to determine stock OEM parts.
- b) All upholstery, carpet, glass, emblems, air bags, and plastic trim must be removed.
- c) Dash may remain or aftermarket gauges may be used.
- d) Only one aftermarket tachometer, oil pressure, and water temperature gauge(s) will be permitted. Tach must read accurate and have factory red line clearly marked - will be tested against factory specs.
- e) No removal (gutting) of metal is allowed of any kind, except for the interior door structure to fit the roll cage door bars (factory door plate must remain).
- f) No aluminum or lightened body panels (homemade or aftermarket) allowed.
- g) Doors are to be welded shut.
- h) Trunks and hatches need to be secured (weld, chain, bolt, or hood pins).
- i) Hoods are to be secured with hood pins.
- j) Hoods require a 10" hole above the engine in case of an engine fire.
- k) Cover any holes in the front and rear firewalls and floor.
- l) Bumper covers are to be OEM stock, or similar in appearance to stock, and must be on the car at the start of the race.
- m) Bumpers may be repaired with no greater than 3" x 3" x .125" wall square tube and need to fit completely under the bumper cover with no sharp edges.
- n) Enlarging or pounding out fenders to allow for larger tires is allowed.
- o) Driver side and passenger side door plates allowed. Must extend 6" past the door in either direction and be bolted through in at least 4 spots (one on fender, two on door, one on rear door or quarter panel) with 1/2" hardware. Hardware should not protrude any more than necessary. No grader blades.

### **Engine**

- a) Top of engine to bottom of oil pan, must be stock for year, make, and model of car and engine.
- b) Must be able to show tech official the engine and head casting numbers to verify that the engine/head combinations are stock for your application.
- c) OEM STOCK 4cyl or 3cyl engines only, specific to the make, model, and generation of car used, and at least 5 years old.
- d) Carburation or fuel injection is okay. SOHC or DOHC is okay. Must be below maximum horsepower/torque limit.

- e) On cars equipped with a timing BELT, either one 2" diameter hole between cam gears or two 3/4" holes off center to gears must be cut in the timing belt cover to allow for cam gear inspection. Holes may have plugs or covers, but must be able to remove without tools for inspection.
- f) On cars with a timing CHAIN a hole is NOT required, but the cam/valve cover or timing cover MUST be removable for inspection when requested by tech.
- g) No aftermarket performance parts, modified parts, or otherwise enhanced parts (i.e., head studs, non-OEM spec cams, or other valve train parts,
- h) No cam modification/grinding, head work to improve performance, non-OEM spec pistons, etc.
- i) No interchange of parts with models or trim levels that exceed the class combined maximum horsepower and torque rating.
- j) No rotary engines, turbos, or superchargers (engine must be naturally aspirated).
- k) Stock compression rule on all engines. Motor compression must be within 20 psi of factory spec.
- l) Removal of air conditioning system and power steering system is okay.
- m) Aftermarket radiators/fans are okay but must be mounted in the OEM location and of similar dimensional size.

### **Computer**

- a) Engine management computer must remain OEM stock and be the only direct source of engine control.
- b) No computer chips or program alterations (i.e., increasing rev limiter, altering air/fuel ratio, etc.).
- c) No standalone aftermarket engine control units or piggyback control units.
- d) The vehicle computer (ECU) must be mounted in a visible location providing ease of inspection.
- e) OBD II equipped cars must have a functioning diagnostics port accessible to tech officials at all times.
- f) Computer must be stock with no modifications, no tuning, removing, or modifying of rev limiter, etc.
- g) ECM can be claimed by the track at any time.
- h) If ECM is modified, reprogrammed or claim refused car/driver will be disqualified and loss of points for that event.

### **Drivetrain**

- a) OEM STOCK drivetrain only, specific to the make, model, and generation of car used, and at least 5 years old.
- b) No aftermarket performance parts, modified parts, or otherwise enhanced parts (ie: aluminum flywheels, performance clutches, etc.).
- c) No gutting of transmission internals allowed (must function in all gears). Min 3/4" inspection hole required for tech to scope flywheel/clutch.
- d) Locked/welded differentials are permitted.
- e) Solid engine and transmission mounts will be permitted.
- f) No brake bias or proportioning valves allowed.
- g) All four wheels must lock up.
- h) Larger wheel studs and/or wheel bearings/hubs on right side of car may be allowed in certain instances for safety reasons.

### **Chassis/Suspension**

- a) OEM STOCK suspension only, specific to the make, model, and generation of car used, and at least 5 years old.
- b) No aftermarket performance parts, modified parts, or otherwise enhanced parts (i.e., lightened components).
- c) Aftermarket bushings allowed, but must be a direct replacement for stock bushings. Must not alter stock suspension geometry.
- d) Battery must be secure. No bungee cords or ratchet straps. Battery may be relocated or remain in OEM position. If it is relocated, it must be mounted securely in an enclosed battery box.
- e) Stock fuel tank is okay (factory fuel cut-off switch must remain and be functional).
- f) Aftermarket racing fuel cells are allowed.



- g) Aftermarket racing fuel cell must be secured with approved tank straps and completely closed off from the driver compartment with a firewall.
- h) Fuel line running through car must be steel, maximum 3/8" diameter.
- i) Aftermarket electric fuel pumps are allowed (not to exceed factory fuel pump flow rate).
- j) Aftermarket pump must have a clearly marked shutoff switch within the drivers reach while strapped in.
- k) Pump gas only, maximum 93 octane (no E85, no race gas, no methanol, no alcohol, no fuel additives, etc.)

#### **Emissions**

- a) Removal of emission control components is allowed (air pump, EGR, etc.).
- b) Factory header (any trim level) or aftermarket headers allowed.
- c) Removal of factory exhaust system (catalytic converter, muffler, etc.) is allowed.
- d) Exhaust must be directed under car (no open headers), maximum 3" diameter.
- e) Stock throttle body must remain unaltered.
- f) Air intake system can be stock or replaced with an aftermarket tube and cone filter.
- g) Stock MAF sensor must be used as close as possible to stock location.
- h) Aftermarket air filter needs to be in the stock air filter location.

#### **Tires**

- a) D.O.T approved passenger car tires or non-D.O.T. racing tires allowed.
- b) M&S and winter only rating acceptable, but no aggressive mud/truck tires.
- c) Racing tires must be a "hard" compound (no "soft" or "medium" compound tires).
- d) Known approved race tires: Hoosier Stockers P/N 36975 & 36980.
- e) Maximum 8" tread width (street or race tires) as measured at the track (at the base of the tread pattern), any aspect ratio (sidewall height), any rim size.
- f) OEM style steel or aluminum rims only (no steel or aluminum racing rims, no bead locks).
- g) No altering of tires (i.e., softening), no grooving, no siping, no narrowing the tread width, etc.
- h) Tire grinding is allowed, but no alteration to the profile (tread must remain flat – no cambering of tires).
- i) Minimum tire pressure on right side of car must be 30 PSI before the race starts for D.O.T street tires, and minimum 25 PSI for race tires.
- j) Wheel spacers are allowed, maximum 1" thick.

#### **Miscellaneous**

- a) A repair/maintenance manual for the year, make, and model of your car is mandatory in your car (Chilton, Hayes, etc., are acceptable) or in your pits, but must be at the track on race day.

## School Bus Rules

### Driver

- a) Must be 18 years of age.
- b) Must wear an approved racing helmet as outlined in this document.
- c) Must wear a 5-point harness – no stock seat belts.
- d) Must wear a fire suit.
- e) Must abide by all general rules of conduct outlined in this document.
- f) No passengers allowed.

### Bus

- a) Any North American made school bus with a wheelbase that is stock for year, make, and model.
- b) A 35-70 passenger size bus must be used. No small buses.
- c) Bumpers, frame, and suspension must remain stock. If bumpers need to be replaced, use similar type material as stock. No reinforcement of bumpers.
- d) Motor must be in front of the bus (No rear engines).
- e) No stripping or lightening is allowed unless specified.

### Bus Modifications

- a) Stock gas tanks may be used. If using a boat type gas tank, it may be mounted over the top of the rear axles on the bus and must be fully covered with a steel container. No electric fuel pumps.
- b) Battery may be relocated inside the bus, but must be securely mounted and covered in case of turnover.
- c) The glass windows, except for the front windshield, must be removed.
- d) All headlights, rear/side lights, and mirrors (interior and exterior) must be removed.
- e) The seats may be removed, but it is not mandatory.
- f) A full containment seat is recommended. At minimum, a 5-point harness must be installed.
- g) **Creative paint schemes are encouraged!** Decorations must be securely fastened. No vulgar or obscene lettering.