

**2019**  
C.W.S.S. A.  
Central Wisconsin Super Stock Association  
Rules and Specifications

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**CLUB MEMBERSHIP: \$20.00.**

**ALL PAID MEMBERS MUST RUN CLUB SPONSOR DECALS IN DESIGNATED AREA AT ALL TIMES TO BE ELIGIBLE FOR ANY CLUB MONEY.**

**• IT IS THE DRIVERS RESPONSIBILITY TO COMPLY WITH ALL RULES AND SPECIFICATIONS.**

**1 FRAME-**

- A. Must have stock, original equipment frame with manufactures wheel base, minimum 108".
- B. No frame lightening will be allowed, such as hole drilling, acid dipping, etc.
- C. The frame must remain stock in front of the rear spring buckets.
- D. Rear frame section, behind spring buckets, may be replaced with new tubing .095 or greater in thickness if that area was rotted out or unsafe for racing conditions.
- E. No cutting out of center section such as to shorten wheel base, etc.
- F. Front cross member may be cut out for oil pan and fuel pump clearance.
- G. Maximum tread width front and rear for any .metric frame used 63 1/2 inches. Will allow minor adjustments to the 63-1/2 inch width rule to other chassis with tire clearance problems between A-arms, tie rods, and frame. Width measured from inside of rim to outside of opposing rim.
- H. Minimum ground clearance of 4", excluding exhaust system. All measurements will be taken with the driver in the car.
- I. Frame, ballast's, etc. behind the rear axle must be a minimum of 11" off ground.
- J A 360 degree steel drive shaft catch hoop is mandatory maximum of 12 inches behind transmission tail shaft seal (not a piece of chain).

**2 ROLLAGE-**

- A. NEW CARS, any car constructed after the 1997 season will be required to conform to the roll cage specs. (See back page)
- B. PRE 1997 CARS
  - 1. The roll bar tubing is to be a minimum of 1 3/4" diameter and .095 wall thickness.
  - 2. The main cage roll bar must measure 39" from the top of frame to the top of roll bar or body mount.
  - 3. A minimum of 100 sq. inches of 1/8" steel mounting plate at the base of all cage uprights is required on all uni-body cars.
  - 4. Any uni-body car must have adequate frame connectors welded into place.
  - 5. All welded joints must be gusted.
- C. ALL CARS, 1/8" steel doorplate minimum size of 23 "h x 40"w along with adequate foot protector plate is mandatory.
- D. Tech inspectors reserve the right to disqualify for unsafe cars.

**3 BODY-**

A. General

1. Body must remain in factory location, and be stock appearing.
2. No setback bodies will be allowed.
3. No holes in hood or deck lid other than for pin type fasteners, (also see section 2-8 air intake rules)
4. The minimum roof height for all cars will be 50" from the ground. All measurements will be taken with the driver in the car.
5. Body behind rear tires may be no lower than rocker panel height.
6. No dirt style or truck bodies.
7. Rear spoiler maximum dimensions will be 5" high and 60" wide with no side wings or front mount supports, a maximum height of 40" from the ground.
8. The leading edge of the front spoiler will not be ahead of the front bumper, (some variation will be allowed due to the use of aftermarket plastic noses) and have a minimum ground clearance of 4". All measurements are taken with the driver in the car.
9. Unsafe or unnecessary modifications will not be allowed and are subject to the judgment of the tech official.
10. The entire back end of car must be covered with material so as to make it look stock appearing.

B. Stock Steel Bodies

1. Any OEM body with a minimum wheelbase of 104" and is of mid-size origin and placed on a stock OEM frame.
2. Stock plastic grills must be removed and replaced with sheet metal or mesh.

C. Aftermarket Bodies

1. After market short track steel, fiberglass or aluminum bodies (no year restriction) will be allowed as long as they are of mid-size origin and placed on a stock OEM frame.
2. No light weight fiberglass or carbon fiber.

#### **4 GLASS-**

- A. All factory glass must be removed
- B. Full front lexan windshield required with two upright braces, 1/8 inch by 1 inch steel or aluminum minimum...
- C. Side window openings measured from center side roof post forward must be a minimum of 31" to allow safety crew accesses.
- D. Rear and quarter side windows may be covered with lexan, except for drivers and passenger's door windows.

#### **5 INTERIOR-**

- A. The stock OEM firewall and cowl may be replaced with minimum 20-gauge steel and must be welded to the floor plate.
- B. The floor area and the area alongside the driver's compartment must be sealed as not to let debris into the driver's compartment.
- C. All cars are to have a mandatory 1/8" steel plate under the driver's compartment/seat measuring 20" wide and stretching from rear roll cage upright to where it meets the firewall. The area by the driver's feet may be trimmed for engine, transmission, exhaust, or linkage clearance only
- D. Interior panels may be replaced with minimum 22-gauge aluminum
- E. Passenger side floor panel may be raised from tunnel height level to top of passenger door.
- F. Interior panels must completely isolate interior area from engine compartment, trunk area, and track.

## **6 SUSPENSION-**

- A. Screw jacks or spring adjusters are allowed in the front and rear suspension.
- B. Front lower control arms must remain stock for frame being used and be located in stock position.
- C. Front lower suspension mounts must remain in stock position.
- D. Front upper control arm mounts may be modified and turned parallel with frame.
- E. Front upper "A" arm may be modified for travel clearance or after market tubular upper control arm may be used.
- F. Coleman steel Impala front hub and rotor (pt # 102-600) or equivalent, used with stock brake calipers only is allowed.
- G. Heavy-duty stock GM, Ford, or Chrysler spindles are optional. No after -market spindles are allowed.
- H. Adjustable upper and lower mono ball joints are allowed, Heim joint ended shocks are allowed, Heim joints are allowed on the Outer tie rod end only.
- I. **Heim joints or SPERICAL BEARINGS are not allowed on the rear control arms, front control arms, inner tie rod ends or SWAY BAR.**
- J. Polyurethane or steel bushings may be substituted for stock OEM rubber bushings.
- K. One shock absorber per wheel. Rear shocks must be mounted in stock location. Front shocks must be mounted to lower control Arm. Shocks must retail for less than \$100.00 each. There is a list of approved shocks on the last page of the rules. Absolutely no coil over shocks allowed.
- L. Rear upper control arm frame mounts may be raised.
- M. Stock trailing arms must be used on any rear end for mounting but may be enclosed with steel for safety, CRS After- market rear trailing arms allowed.
- N. No independent rear suspensions allowed.
- O. Eccentric adjustable mounting bolt may be used on lower rear end mounts, however the factory frame mounts for the trailing arms must be used
- P. Tech inspectors reserve the right to disqualify for unsafe modifications.
- Q. **NO BUMP STOPS ALLOWED.**
- R. **ONE SPRING PER WHEEL ONLY.**
- S. **NO SUSPENSION ADJUSTABLE FROM INSIDE DRIVER COMPARTMENT EXCEPT**

**BRAKE                      BIAS**

## **7 TOWHOOKS-**

- A. Front and rear tow hooks are mandatory. These hooks must be within easy reaching of the safety crew and be constructed of a minimum of 5/16" diameter material. (*Track rule*)

## **8 AIRINTAKE-**

- A: The cowl may be modified slightly for engine clearance only. No modification is allowed to help force air into the air box or carburetor. Air boxes are allowed. Bubbling of the hood up to 5 inches maximum from the top of fenders will be allowed.

## **9 TRANSMISSION, DRIVE TRAIN-**

- A: No late model aluminum clutches or flywheels.
- B: Minimum of 10" diameter clutch is required. An adequate inspection hole hi the bell housing is required. (Lakewood scatter shields are recommended). If necessary, transmissions may be pulled for clutch inspection after the feature race. If a driver refuses to pull their transmission he/she will lose all points and money for the night and the money will go to the C.W.S.S.A. point fund.
- C: Ford 9" rear end may be substituted; using stock trailing arms, and stock location for springs mounts for frame.
- D: Rear end may not be offset.
- E: No floater type hubs, axles, aluminum carrier housings, aluminum spools, gold track or Detroit locker rear ends. Rear ends must be locked spool type or welded carrier.
- F: Manual transmissions 3, 4, or 5 speed stock, unaltered is allowed.
- G: OEM automatic transmissions with factory cases only are allowed. Must have working internal front pump, all forward and reverse gears must work, and must have a working torque converter.

H: No aluminum drives shafts.

I: All drive shafts must be painted white and the car number displayed on them.

## **10 WHEELS-**

A: Maximum of 8" inch rim width.

B.: Steel racing rim mandatory.

C: A minimum of 1" lug nuts on all rims is mandatory.

## **11 ENGINES-**

A .Block

1. A maximum 358 CI small block with a maximum compression of 10.5 to 1 for all GM or Ford engines will be allowed.

2. A maximum 366 CI small block with a maximum compression of 10.5 to 1 for Mopar engines will be allowed.

3. Must be stock cast iron.

4. No dry sump systems.

5. Tech officials may check engine compression and cubic inches at any time.

B. Intake

1. No tampering with intake manifolds

2. Must be stock cast iron.

3. Stock cast iron Quadra jet, 4bbl, or 2-bbl intake manifolds only! No high rise intakes (after market, marine, or factory production).

C. Camshaft/Valve Train

1. No roller cams or roller lifters.

2. Stamped or cast steel roller tip rockers allowed, no aluminum.

D. Heads

1. Must be stock cast iron.

2. Chevrolet Vortex heads are allowed.

3. No Dart or angle plug type heads.

4. Ford M-6049-E351 heads are allowed on Ford motors

5. World product Ford Head # 053040 bare casting is allowed.

E. General

1. Once these motors have cleared tech inspection they will be sealed so that any modifications will be apparent.

2. No Bowtie, SVO, or Mopar HI-PERF engine blocks, heads, and intakes allowed.

3. No titanium parts anywhere.

4. No porting or polishing.

### **F. CRATE ENGINE GM 602 (P/N #19258602)**

**Crate motor must be used as produced factory stock. Motor allowed one Holley 650 cfm carburetor # 80541-1 (with no modifications). The 602 crate motor will use the STOCK 15.5 lbs flywheel 1.625" headers. No stepped or Tri-Y headers. Crate engines must run stock style HEI distributor with coil in cap and maximum timing of 34 degrees. MSD Soft Touch Rev Control part #018-8728 or 018-8727CT with a MAXIMUM 6200 RPM CHIP required. Box must be mounted outside reach of driver.**

**Maximum compression can never be greater than 9.2:1 Crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine and suspension for balance of the season... Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.**

## **12 ENGINE PLACEMENT AND SET BACK-**

- A. Engines must not be left of center in frame.
- B. A maximum set back of 1" from the stock location allowed (measured from the top front steering box mounting bolt to the #1 spark plug, this measurement equals 13 1/2").
- C. If you are putting a Ford or Mopar engine in a GM metric frame the measurement for the location of the engine is as follows- measuring from the top steering box mounting bolt to the engine block mounting surface the measurement will be 33-1/2" if your engine is set back the allowable 1".
- D. Engine placement in chassis other than GM metric may run center of #1 spark plug to center of upper ball joint.
- E. Solid motor mounts may be used.
- F. Minimum crank height 12" measured center of crank to level ground

## **13 IGNITION SYSTEMS-**

- A. Factory style ignition systems only. (Single point, dual point, HEI, Ford electronic, and Chrysler electronic).
- B. No spark boxes or magnetos allowed.
- C. No crank triggers.

## **14 EXHAUST-**

- A. Stock cast iron log style manifolds or economy type headers allowed.
- B. Stock exhausts manifold systems
  - 1. Must be stock cast iron manifolds, no tampering with exhaust manifolds.
  - 2. A maximum of 2 1/2" exhaust pipes in and a single 3 1/2" out of muffler (this is a 2 into 1 type system using a single muffler) if one uses 2 mufflers a maximum of 2 1/2" exhaust pipes in and out of mufflers will be allowed.
- C. Header systems
  - 1. Economy type headers only.
  - 2. Over or under chassis headers allowed.
  - 3. 1 5/8 inch maximum primary tube diameter.
  - 4. 3 inch maximum collector diameter.
  - 5. 3 inch maximum pipe diameter before muffler, X or Y pipes.
  - 6. No 180 degree or stepped headers allowed.
  - 7. No merge type collectors allowed.
  - 8. No multiple merge type Tri-Y headers allowed. Headers must have all 4 primary tubes from each side going to only one standard collector per side.
- D. Mufflers
  - 1. Mufflers are mandatory, maximum of 2. (Maximum noise level 98db at 100 ft. track rule)
  - 2. Maximum tail pipe length: 10 inches from end of muffler.
- E. Exhaust must exit under car, inside of body panels, and behind driver.
- F. No body panel modifications for exhaust.

## **15 CARBURETION-**

- A. Carburetion will be limited to one stock Holley 2 barrel 500 CFM part#4412 with a 1 11/16" throttle bore.
- B. No grinding or polishing of any kind is allowed.
- C. All carburetor components must be for a Holley 500.
- D. No milling or grinding of throttle shaft is allowed. Shaft must remain round, and must have stock measurements. Carburetors

- with egg shaped throttle bores will not be allowed.
- E. Choke may be removed; air horn may not be modified.
  - F. A 1 5/16" maximum carburetor spacer block including gaskets is allowed.
  - G. Double throttle springs are required.
  - H. Tapered spacer allowed.

## **16 COOLING SYSTEM-**

- A. Aluminum radiators are allowed.
- B. Crank driven water pumps and fans must have belts only.
- C. Electric fans are allowed.
- D. No electric water pumps.
- E. Minimum 1qt. overflow container required.
- F. Water wetter or any non-ethylene glycol cooling, system lubricant may be used. NO ANTI-FREEZE!  
Track fine will be assessed for antifreeze use.

## **17 FUEL CELLS AND FUEL-**

- A. Fuel cells are mandatory, with a maximum capacity of 22 gallons. All fuel cells must be top fill and have an approved cap.
- B. Fuel cell tub must be 1/8" mild steel with a 1" top lip mandatory. Top of fuel cell may be 20 gauge steel with 4, straps 1 x 1/8.  
Front, bottom, and back must be one piece, or separate pieces welded together. Side pieces of same material welded together with a 1" top lip. Fuel cells must be secured with four (4) straps 1 x 1/8' steel using a minimum of grade 5 hardware or is perimeter bolted with a minimum grade 5 hardware 3" O.C. No pop rivets allowed. Fuel cells that are mounted and incased properly in 1/8" plate will not require straps.
- C. Safety foams and vent checks valve must be used.
- D. The ground clearance on the fuel cell must be 11" measured with driver in the car.
- E. No fuel lines can be run through driver's compartment.
- F. All cars must have fuel cell protector bar, angle braced. Guard must be 1" lower than fuel cell.
- G. Fuel cell with rubber bladders (spec. FT-3 minimum) recommended. These may be required in the future (track rules).
- H. Racing gas or regular pump gas only is allowed. No alcohol, additives, or nitrous allowed.
- L No electric fuel pumps allowed.

## **18 BRAKES-**

- A. All cars must have four wheels; foot operated hydraulic brakes in good working order. All brakes will be checked by the tech-inspectors.
- B. A dual or tandem master cylinder is mandatory.
- C. A brake-proportioning valve, adjustable from within the driver's compartment can be used.
- D. Single piston; cast iron, stock calipers only will be allowed.
- E. No rear disk brakes allowed.

## **19 BATTERY-**

- A. All batteries must be located outside of the driver's compartment and securely fastened. No rubber straps will be allowed to fasten batteries.
- B. A master on/off kill switch is required and must be mounted in center of interior and clearly labeled to allow safety crew access from both sides of car.

## **20 STEERING-**

A. Collapsible steering columns with removable steering wheel are mandatory.

## **21 TIRES-**

A. All cars racing with C.W.S.S.A must use approved tire. Current tires are D800.

B. No system of heating, soaking, sipping, grinding, buffing, or changing the composition and character of the tire will be allowed.

NOTE: anyone caught carrying tire softener on the premises will be fined \$100.00 and be immediately suspended for two weeks.

## **22 WEIGHTS**

A. All cars must meet minimum weight of 3100 pounds or greater after qualifying and races, with driver.

B. All weights must be painted white with the car number displayed on them.

C The weight percentage for any car competing in or with the C.W.S.S.A. will be 58% maximum left side weight and 42% minimum right side weight.

D.

NOTE: VISITING CARS SEE SECTION 2-27 FOR ADDITIONAL WEIGHT PENALTIES. THIS WILL BE ENFORCED AS IT IS WRITTEN, NO LEEWAY FOR ANYONE!

## **23 APPEARANCE-**

A. Leave area of front fender behind the tire open for sponsor decals. (16 inches behind front wheel opening.)

B. All cars are required to be neat in appearance, with bodies neatly painted and lettered. Badly damaged areas of the body should be repaired as soon as possible.

C. Side numbers should be approximately 24"h x 5"w and centered on the doors like NASCAR racecars.

D. Head and taillight numbers should be approximately 5"h.

E. Leave top 8 inches of windshield open for C.W.S.S.A., and Kwik Trip decals.

## **24 SAFETY-**

**Must follow all track safety rules and requirements in track handbook.**

## **25 SPORTSMANSHIP-**

The C.W.S.S.A. advises that if a driver goes one or more laps down in any semi-feature or feature event and the drivers car is no longer competitive, said driver should take his/her car to the pit area and let those racing for position continue, "it would be the sporting thing to do". Drivers or crew members acting in a derogatory manner will be subject to a suspension determined by club or track officials.

## **26 ALCOHOL / DRUGS-**

Any driver with a detectable amount of alcohol or drugs present will not be allowed on the track. Drivers are responsible for the actions of their crewmembers.

## **27. CARS FROM OTHER TRACKS-**

**SEE SPREAD SHEET FROM 2017 TUNDRA SPORTSMAN**

## 28 MISCELLANEOUS-

### NOTICE

THESE RULES NEED ONE LAST PAGE OF DIAGRAMS FOLLOWING THIS PAGE TO BE COMPLETE. ANY DRIVER OR PERSON WANTING A COPY OF THEM CALL ONE OF THE OFFICERS LISTED ON FRONT PAGE.

ANY ITEM NOT COVERED BY THESE RULES OR MISSED WILL BE UP TO THE DISCRETION OF THE BOARD OF DIRECTORS AND TECH. PEOPLE OF THE C.W.S.S.A., ALL DECISIONS WILL BE FINAL.

### APPROVED SHOCK LIST

#### PRO SHOCKS:

- TA7300-TA7910 (Take apart steel without rod ends)
- WB SERIES

#### AFCO

- 1270 SERIES (White Painted Fixed Bearing)
- 1570 SERIES (Blue Steel Body)

#### QA1

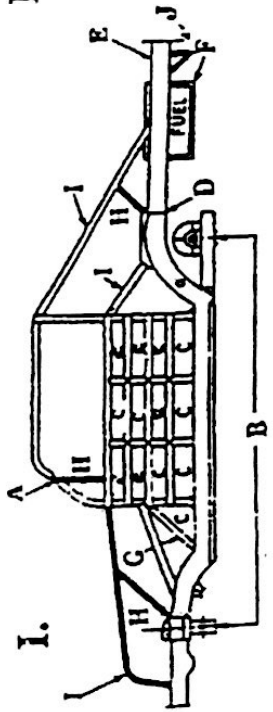
- 55 SERIES (Formerly Carrera 3100 Series)
- 50 SERIES (Steel Take apart)
- 70 SERIES (Steel Take Apart)
- CARRERA 59 SERIES

#### BILSTEIN

- S7G SERIES

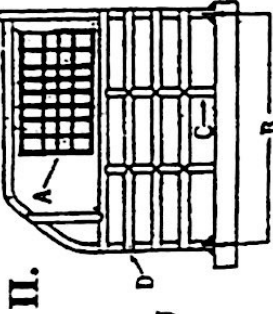


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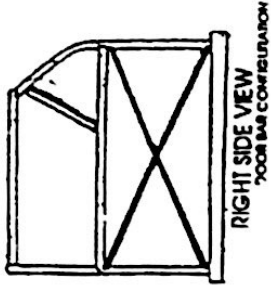


MID-AMERICAN CONSTRUCTION GUIDE LINES

- (A) WING WINDOW BARS (MANDATORY)
- (B) WHEEL BASE (108" MINIMUM)
- (C) MANDATORY SAFETY PLATING (1/8" STEEL MINIMUM)
- (D) STOCK FRAME (118" POINT FORWARD, EXCLUDING SPRING BUCKETS)
- (E) REAR FRAME TAIL SECTION (2" X 3" X .096 WALL STEEL TUBING)
- (F) FUEL CELL CAN MANDATORY (MATERIAL: 20 GAUGE STEEL)
- (G) FOOT AREA PROTECTION BAR (MANDATORY)
- (H) DARK PAINTED BARS MAY BE .065 1 1/2" OR HEAVIER.
- (I) ALL CAGES MUST HAVE THESE FRONT & REAR SUPPORT HOOPS/BARS.
- (J) BRACED .065 FUEL CELL GUARD.



II.

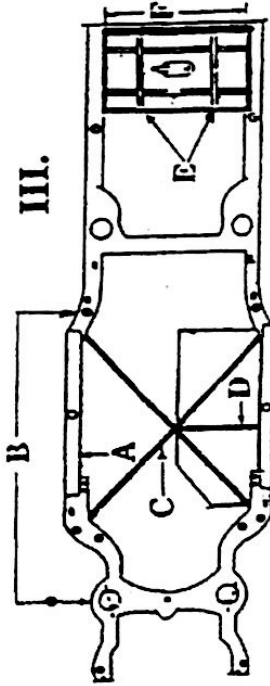


RIGHT SIDE VIEW  
DOOR BAR CONFIGURATION

(DRIVERS/SIDE DOOR)

- (A) APPROVED RACING WINDOW-NET (MANDATORY)
- (B) MAIN HOOP (VERTICAL TO FRAME) 31" HIGH FROM TOP OF FRAME.
- (C) DOOR/BARS SHOULD BE FLUSH TO DOOR PANEL (WITH THE BODY.- CENTERED & MOUNTED IN STOCK LOCATION ON THE FRAME.)
- (D) FLOOR PAN (MIN. 20" HIGH FROM TOP OF FRAME.)
- (E) EXTRA MAIN HOOP (HEAD REST BAR) (OPTIONAL) RECOMMENDED.
- (F) CROSS/BAR BE COMMANDED HEIGHT 20" (FOR SHOULDER HARNESS)
- (G) ROOF HOOP TO FIT ROOF SIDE TO SIDE (MIN. LENGTH 31")
- (H) ROLL-CAGE WIDTH (SAME AS STOCK FRAME WIDTH.)
- (J) BRACED .065 FUEL CELL GUARD.

ALL DRIVERS SIDE DOOR/BAR MATERIAL (MIN. 1-3/4" X .095)

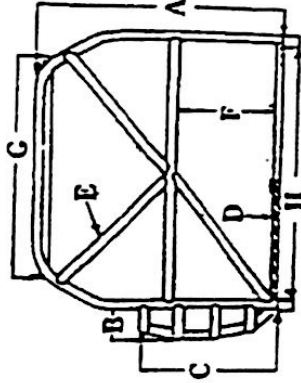


III.

- (A) FRAME PLATING MATERIAL (2" X 1/8") FLAT STRIP STEEL
- (B) ROLL-CAGE MAIN/HOOP SET BACK (2-1/2" MEASURED FROM CENTER OF LOWER BALL JOINT) TO BACK OF MAIN/HOOP TUBING
- (C) MANDATORY X-BRACE (CHOOSE 1 NO MIXING OF MATERIALS)
- (D) DRIVER'S COMPARTMENT SAFETY/BAR (SAME MATERIAL AS X-BRACE)
- (E) FUEL CELL SAFETY STRAPS (MIN. 4) 1" X 1/8" STRIP STEEL
- (F) TAIL SECTION (SAME DIMENSIONS AS STOCK FRAME)

\*\*\* NOTE \*\*\*

X-BRACE MUST TIE IN TO ORIGINAL FRAME, NOT FRAME PLATING.



IV.

MID-AMERICAN CONSTRUCTION GUIDE LINES  
(REAR-VIEW)

- (A) MAIN HOOP (VERTICAL TO FRAME) 31" HIGH FROM TOP OF FRAME.
- (B) DOOR/BARS SHOULD BE FLUSH TO DOOR PANEL (WITH THE BODY.- CENTERED & MOUNTED IN STOCK LOCATION ON THE FRAME.)
- (C) DOOR/BAR HEIGHT (MIN. 20" HIGH FROM TOP OF FRAME.)
- (D) FLOOR PAN (MIN. 20" HIGH FROM TOP OF FRAME.)
- (E) EXTRA MAIN HOOP (HEAD REST BAR) (OPTIONAL) RECOMMENDED.
- (F) CROSS/BAR BE COMMANDED HEIGHT 20" (FOR SHOULDER HARNESS)
- (G) ROOF HOOP TO FIT ROOF SIDE TO SIDE (MIN. LENGTH 31")
- (H) ROLL-CAGE WIDTH (SAME AS STOCK FRAME WIDTH.)
- (J) BRACED .065 FUEL CELL GUARD.