

# RACEWAY PARK INC.

## 2008 STREET STOCKS

**NOTE: 4412 CARB ALLOWED. NO CLAIM ON ANYTHING. 1.66 roll bar tubing o.k. No IMCA decals required on anything.**

**1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA95, SA2000 or SA2005 helmet required. Roll bar padding required in driver compartment (*Fire retardant recommended*). SFI-approved full fire suit required. Fire retardant neck brace, gloves and shoes required. *Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft.* Driver-side window net required, minimum 16"x20" ribbon or mesh style, and must be mounted so latch is at top front of window. Minimum three inch wide five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, *recommended to be no more than one year old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

**2. FRAME:** Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Frame must match body — GM to GM, Ford to Ford, Chrysler to Chrysler — AND wheelbase to wheelbase. Exception is: 1980 or newer Ford unibody may be installed on Ford full frame, and shortened to minimum 107.5 inch wheelbase. Rear of frame behind rear tires, from a point no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with .095 inch wall thickness. Factory seam must remain visible. Unibody must tie rear frame to front frame. Frame may be 'X' braced. No Camaros, Firebirds or Mustangs.

**3. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.660 inch O.D. tubing, with a minimum wall thickness of .095 inch, *low carbon or mild steel recommended.* Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. No offset cages. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. and .083 inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between front and rear down bars at top of door panel. Maximum 41 inches (48 inches for 1988-1996 GM bodies) from top center of windshield to front edge of rear hoop; maximum 13 inches (20 inches for 1988-1996 GM bodies) to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with .083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body. Foot protection bar required.

**4. DOOR BARS:** All door bars and uprights must be minimum 1.660 inch O.D. and .095

inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or .049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

**5. BODY:** Must be IMCA approved, unaltered OEM, and centered over wheel wells. Front body mounts must be visible. Floor pan must remain OEM for that frame in OEM location. May use 1988-1996 Cutlass, Grand Prix, Lumina, Regal or Monte Carlo body on 1978-1987 GM 108 inch wheelbase full frame. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose and tail pieces allowed, must match body on 1988 and newer. No spoilers, hood scoops, ground effects or skirting. Hood and front fenders may be gutted, must remain original size. Rear of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders and in OEM location. Front and rear inner wheel wells may be removed. Trunk lid cannot be gutted, must remain original width, rear edge of trunk may be trimmed for aftermarket tail piece. Entire trunk floor may be removed - must be removed over rear end housing. No overlapping or shortening of body panels. All windows must remain open, except opera windows may be covered with clear lexan, no decals. Maximum seven-inch metal sun visor may be added to top of windshield opening. Wheel wells may be slightly trimmed for tire clearance. No reflective body panels.

**6. DRIVER COMPARTMENT:** Minimum of three windshield bars in front of driver. Aluminum high-back seat only and must be bolted in, using minimum 0.375-inch bolts. Regardless of car make or model, bottom of seat may be no further back than rear edge of rear foot well and top edge of seat must be inside all confines of the roll cage. Driver must be sealed off from track, driveline, engine and fuel cell. Inside rear quarter panels, below window level, may be removed. Doors may be gutted, roof may be trimmed for roll cage clearance. Kick and rocker panels may be removed. No cutting on floor pan, any holes must be covered from underside with metal. Rear firewall and speaker deck must be metal and be of OEM design for that body. Upper portion of front OEM firewall may be replaced - from unaltered factory seam to front of dash - using minimum .049 inch thickness steel. Top edge of replacement firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Dash not to extend more than 24 inches back from center of lower windshield opening from a line even with front of A-pillars. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

**7. FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only, no offset or bearing type. No sway bars. Weight jacks optional, must be in original centerline of spring tower. For 1978-1987 G.M. mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame, must display "IMCA approved" decal on top of rear tube of A-frame. Single hole shock mounts only. Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way.

**8. STEERING:** No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame, exceptions are: bolt on spindle savers allowed, OEM steering column may be replaced with steel steering shafts (*collapsible recommended*), steel knuckles only, steering quickener, steering wheel and quick release may be aluminum.

**9. SHOCKS:** One steel nonadjustable unaltered shock per wheel. No coil over, air, or remote reservoir shocks. No Schrader or gas refill ports. No coil over eliminators.

**10. SPRINGS:** One steel spring per wheel only. All coil springs must be minimum 4.5 inches O.D. and non-progressive.

**11. REAR SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. Rubber or nylon control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. Coil springs may be moved, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring. No independent rear suspension. Shocks may be moved, but must remain behind housing.

**12. REAR END:** Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars. All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. No adjustable lowering blocks. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick change devices. One piece drive flange only. No torque-dividing differentials. No scalloped ring gears.

**13. BUMPERS/RUB RAILS:** Front and rear tow hooks mandatory. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. One of two options must be used:

**OEM:** Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM with no sharp edges. Must have steel connecting ends to body. No bars past outside edge of body other than rub rails.

**Aftermarket:** Fabricated tubular bumpers allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum 2.0 inch) by .083 inch wall thickness on front, and 1.75 inch O.D. by .120 inch wall thickness on rear.

**Rub rails:** Must be maximum one inch thick and two inches tall, steel and flush to body. Lexan type also allowed.

**14. TIRES/WHEELS:** Must use unaltered Hoosier Race tire or G60-15 with IMCA stamped on sidewall. No softening, conditioning, siping or grooving of tires (see rule book for automatic penalties). No re-caps. All wheels must display white 'IMCA approved' decal and wheel manufacturer decal. Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. May use IMCA approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Steel bolts only. One foam or plastic mud cap allowed on right rear only. No bleeder valves.

**15. BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, drum or disc. Front components must match frame. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, minimum .810 inch

thickness. Vented rotors only, no scalloped rotors. No floating brakes. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible. Aftermarket pedal assembly allowed.

**16. EXHAUST:** Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Must remain dual exhaust, no crossover or 'Y' pipes. No exhaust through body panels or fenders. Schoenfeld mufflers, stamped IMCA609, must be used if track has noise reduction rule of 98 d.b. or more. All exhaust must go through muffler, two per car, one per header. No exhaust sensors.

**17. FUEL SYSTEM:** Mechanical OEM type push rod fuel pumps only. Racing fuel cell required, maximum 22 gallon, must be in minimum 18 gauge steel container. Must be securely fastened in trunk above top of rear frame rails, with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. Fuel lines through driver compartment must run through metal pipe or metal conduit. No fuel filters in driver's compartment. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. Must use unaltered 350 c.f.m. Holley or 500 c.f.m. Holley 4412. Air bleeds cannot be removed, .076-inch maximum diameter. Float bowl must face forward. Carburetor adapter/spacer allowed, maximum 1.20-inches thick, including gaskets.

**18. FUEL:** Gasoline only. Racing fuel allowed. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests (see rule book for automatic penalties).

**19. WEIGHT:** Track option to enforce a minimum weight limit of 3,100 pounds, after race with driver in car. No tolerance. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two .5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

**20. BATTERY/STARTER:** One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

**21. GAUGES/ELECTRONICS:** No transmitting or listening devices, timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one 12 volt ignition box allowed, must be out of driver's reach. No additional ignition accessories. Only change allowed to ignition box is one high-end rev-limiter. Setting can be changed through one chip only, or an internal setting inside box. No alternators or magnetos. No electronic traction control devices

**22. TRANSMISSION/DRIVE SHAFT:** Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type

transmissions allowed - two speed, three speed, four speed and automatic. No five speed (or more) transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flexplate. One flywheel/flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement. **Manual:** Must be OEM or OEM replacement case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch inside explosion-proof steel bellhousing - minimum 270 degrees around top of clutch/flywheel area. **Automatic:** Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum .125 inch by three inch steel, 270 degrees around flexplate. **Drive Shaft:** Minimum two inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

**23. ENGINE COMPARTMENT:** Engine must be in OEM location. GM and Ford metric frame, with V-8 engine, must have back of fuel pump in front of cross member. V-6 engine must be in OEM location. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block.

Aftermarket engine mounts allowed, including mid-plate. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground.

**24. ENGINE SPECIFICATIONS:** Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. No cubic inch limit. May use steel roller tip rocker arms. Stud girdles allowed. Flat tappet cam/lifters only. No mushroom lifters. Cannot alter lifter bores. OEM cast iron intake may be ported/polished. Unaltered (no porting, polishing, or cooling lines) aftermarket Weiand aluminum intake allowed - Chevrolet, "IMCA stamped" Weiand part # 7547-1; Ford 302 - #7515, 351 Windsor - #8023, 351 Cleveland - #7516 (call for other make part numbers). No bow tie or high rise intakes. OEM firing order cannot be changed. Aluminum water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars. Roller rockers allowed.

*Decisions of officials are final and binding without exception. Any rule changes or clarifications during the course of the year will be published at [www.racewayparkinc.com](http://www.racewayparkinc.com) and will be considered as an official part of rules.*