2020 Street Stock Rules

Safety:
Required helmets must be Snell Rated SA200S, SA20IO or SA 2015 Helmet. Drivers' must have helmet shield or goggles. Helmets must be worn at all times including packing the racetrack, SFI approved full fire suit, fire retardant neck braces and gloves are required. Fire retardant shoes required. Roll bars must be padded around driver. 16 X 20 driver side ribbon or mesh type window net no accessories allowed on window net. Five-point safety harnesses are required and must be securely mounted to roll cage using W' diameter bolts. Aluminum racing seats only and must be securely fastened to roll cage. 360-degree drive shaft loop required and must be constructed of at least .25" by 2" steel mounted 6" from the front of the drive shaft. Kill switch to be mounted within easy reach of driver and clearly marked "on/off".
Must have an additional master shut off switch mounted BEHIND driver seat on horizontal surface (floor is not acceptable), clearly marked " on/off', and be easily accessible from outside of car.

FRAME: (see frame drawing) 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sport car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front cross member may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two-inch-wide by four-inch-tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside cockpit. Minimum wheelbase 108 inches, maximum 112 inches, both sides.
Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inches by three-inch steel tubing with 0.095-inch wall thickness . No part of frame or body can be lower than four inches from ground except front cross member and rear underslung.

Vintage Late Models: AIRS type vintage late models will be legal to run in the sportsman class. Must be legal by A.I.R.S rules

ROLL CAGE: Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame mounted in at least six places. Recommended: low carbon or mild steel. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

DOOR BARS: All driver side door bars and uprights must be minimum 1.5-inch O.D. with 0.083-inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25-inch O.D. with 0.083-inch wall thickness, and one horizontal top door bar, minimum 1.5-inch O.D. with 0.083-inch wall thickness. Steel door plate, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

FRONT SUSPENSION: All components must be steel, unaltered OEM , in OEM location , and replaceable by OEM parts . Exceptions are : tube type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; one welded shock mount on lower A-frame; no screw jack type shock mounts; OEM or OEM replacement rebuild able ball joints allowed . No screw-in lower ball joint s. Lower A-frames must be right and left , and of same design. Lower A-frame mounts and bolt holes on frame must be within OEM specification ns. No sway bars. No suspension stops of any kind allowed.

STEERING: No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles with 'IMCA' raised cast; replacement spindle with Speedway Motors raised cast - part numbers 91034501 and 91034511; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required - steering quickened and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

REAR SUSPENSION: All components must be steel. No covers allowed. All mounts and brackets must be welded or bolted solid. Coil springs must remain vertical and over center line of rear-end housing. No coil-over eliminators allowed. No chains, cables or tethers. Exception is: solid safety chains securely mounted from upper frame rails directly to axle tubes allowed (must have slack during inspection), no springs or rubbers allowed. Rear shocks must be mounted to bracket below bottom of axle tube and to upper frame rail, and must be located behind rear-end housing. All rear control arms and panhard bars must be st raight . Must utilize one of the following designs: (A) Aftermarket three link design requirements: Must use 16 inch minimum, 24-inch maximum lower control arms. There will a maximum allowable angle on control arm with the driver in the racecar of 17 degrees for tubular rear half chassis cars . Must use one upper control arm, solid tube only, centered over drive shaft front to rear (one-inch tolerance). Must use minimum 23 inch panhard bar located behind rear end housing. Lower spring perch must be welded to rear -end housing. Bottom of rear spring must remain within 0.75 inch ofthe axle tube. Must use steel upper weight jack. No floating or bearing rear spring perches/cups allowed, top or bottom. No suspension stops or adjustable underslung of any kind allowed. (B) M ulti-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed. (C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location . All components must be unalte red, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location . Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

REAR END: Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Mini- spools only. Safety hubs (floater) allowed. Solid steel axles only. All additional components must be steel , except lowering blocks, axle caps, U-joint caps, and one-piece drive flange. One-inch inspection hole in housing required. No scalloped ring gears, cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces. Ring gear, pinion, center section and yoke cannot be lightened.

SPRINGS : One steel , non-progressive closed end coil spring per wheel only. Minimum 4.5 inches O.D. Front coil springs must be 9.5-inch free height with 0.5-inch tolerance. Rear coil springs must be 11-13- inch free height with 0.5-inch tolerance. No torsion bars, air bags, inner liners or spring rubbers allowed. Steel rear leaf springs allowe d.

SHOCKS: One steel, nonadjustable, unaltered shock per wheel only. All shocks must completely collapse at any time . No external or internal bumpers or st ops. One shock mount allowed, must be welded. No shocks allowed on screw jacks. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. Maximum 2.125-inch O.D. shock body. No Schrader valves or bladder type valve allowed. Front half may be shielded. One or all shocks may be claimed per event for $50 each. Tubular rear chassis cars are only allowed non adjustable oil shocks, NO gas charged shocks.

BODY: must be neat appearing, must be stock appearing all windows must remain open. Maximum 7- inch visor may be added to top of windshield opening. Must have windshield pillars painted roll bars not accepted. Minimum 14-inch vertical opening to left and right sides. All holes in front and rear firewalls must be covered in metal. No mirrors allowed. Aluminum body allowed but must resemble stock OEM pieces. Roof must not exceed 3 inches of rake from the front of roof to rear. Back of hood must be sealed off from drivers' compartment. Tubular type rear chassis cars must have stock appearing rear tail piece. * After 2021 all cars must have factory appearing rear tail piece. Tubular rear chassis cars maximum deck height is 40 inches. Tubular type rear chassis cars will have a 4" droop rule enforced.

Droop Rule: Must have a solid cable or chain attached to the left rear frame rail connected also to the top of the left rear axle tube . Droop rule enforcement will be when car is lifted from the left rear the car may not lift more than 44" before the tire breaks contact with the ground. UMP Street Stocks, IMCA Stock cars and Outlaw Street stocks must not exceed 5” of droop from axle tube to lower trailing arm. Range is at the discretion of officials.

Spoiler: maximum 5 in material height allowed 4 braces maximum allowed

Front and rear bumpers must be OEM appearing or OEM racing replacement (no late model noses or bat wings allowed). You will not be allowed to compete without front or rear bumper.

Minimum 18-inch number on car

TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational, plus a neutral positi on. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No 'in and out' boxes or quick-change devices allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM or OEM replacement flywheel or flex plate allowed,

must be bolted directly to end of crankshaft. Bert and Brinn Transmissions are allowed.

Automatic : Must be unaltered, two or three speed, OEM production case aftermarket safety transmission case allowed with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three -inch steel, 270 degrees around flex plate. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inches minimum) only. No bump starts allowed.

Manual: Must be unaltered, three or four speed, OEM production case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flex plate. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flex plate area. Hydraulic clutch pedal allowed with manual transmission only.

Drive Shaft: Steel slip-yokes only. Minimum two-inch diameter, white, steel drive shaft. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint .

TIRES/ WHEELS: Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No chemical softening, conditioning, or grooving of tires Tires may be ground or straight siped within confines of tread (not past factory straight line). No re-caps. Bead locks allowed on right side of car only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. Must use minimum one-inch O.D. steel lug nuts.

BRAKES: Must be steel approved OEM, operative four-wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. No oil bath front hubs. Bolt pattern may be change d. Larger studs all owed. Rear rotors may be aftermarket 0.81-inch thickness (new).
Vented solid surface rotors only, no scalloped or ceramic coated rotors. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Rear caliper brackets must be welded or bolted solid to rear-end housing.

EXHA UST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No merge collectors or tri-Y headers.

FUEL SYSTEM : Racing fuel cell required, maximum 32-gallon capacity (Recommended :12 gallon), must be in minimum 20-gauge steel container. Must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground. Must mount with minimum one-inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel shut-off recommended Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings or cold air boxes. Mechanical OEM type push rod fuel pumps only.

FUEL: E85 gasoline or racing fuel allowed. Recommended: pump grade. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time

WEIGH T: Minimum weight limit of 2,900 pounds, minimum weight 2600 with GM 604 crate engine no tolerance, after race with driver in car . No ballast and/or loose objects in driver compartment, above interior deck or outside body. Ballast must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5-inch bolts. No titanium , magnesium, carbon fiber or tungsten products. Exceptions are: carbon fiber rock guard and hood scoop. Solid steel fasteners only.

BATTERY/ STARTER: One 12-volt battery only. No lithium batteries. Must be securely mounted between frame rails, and positive terminal must be covered. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unai ded, or go to rear of that race.
Starter must bolt on block in OEM location and directly engage flex plate/flywheel.

GAUGES/ ELECTRONICS: No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12-volt ignition system. No unapproved or additional ignition accessories all owed. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator all owed. No electronic traction control devices

ENGINE OPTIONS AND SPECIFICATIONS:

Crate engine: GM 604 crate engine with GM seal bolts or IMCA cable lock seals are accepted.

Built engine rule: must be stock appearing engine set back as follows number 1 spark plug no further than 1 inch of upper ball joint OEM firing order can not be changed, engines used in competition must be able to be used in a conventional passenger car without alte ratio ns. Any carburetor allowed no air funneling device no roller cams, no limit on engine cubic inches, all cars must have an operatable starter. No aluminum heads or blocks, stock push rod type fuel pumps only,

Protest rule: * Any car finishing in the feature 1st through 4th may be protested by cars finishing 5th on back on lead lap of racing and racing competitively . *Car protesting must proceed to tech area directly after race. Driver of protesting car must present $200.00 to tech official. * Protesting driver must state exactly what they are protesting and on what car. *Only one item allowed per protest. *If protested car is found illegal, the $200.00 fee is returned to protest er, and the protested car is disqualified with no points and no money awarded for that night racing event.

*If protested car is legal on protested item, the $200.00 is given to the protested car, and that car is not penalized. * Only one protest allowed per driver per night.

SHOCK RULES:

$125.00 shock claim:

* Any car finishing the feature 1st thought 4th is eligible to have its shocks claimed by the cars finishing 5th on back . *Car claiming shocks must be on the lead lap of the race at the end of the race. *Car claiming shocks must present claim money to Tech Official in tech area within 5 minutes of end of race.
*Only Driver of car claiming shocks can give claim money to Official. Driver must have the claim money when entering tech area. *No exchange of money between anyone other than claiming driver and tech official allowed. *You may only claim (1) other cars shocks on any race night. You may claim up to all 4

shocks on the car being claimed. No Multiple car shocks claims allowed. *To claim, your car must have raced in at least 50% of all the races held at the speedway and must have raced in two consecutive events prior to claiming. *Claiming driver can claim up to 4 shocks per claim on one car and may not claim a car shocks more than one time during the racing season.

Car Protest Rules: *Track officials have the right to protest any car, at any time, at no charge. *Protest is in effect of opening night for all eligible drivers and driver must have been at track on opening night to be eligible to protest second night of season.

Any rule, covered or not covered, will be interpreted by track officials. Official's decisions on scoring and rules are final. Promoter retains the right to change and/or interpret the rules in the interest of better competition or safety.

Traction control: *No computers allowed on race car, including, but not limited to, electronic traction control devices. * Any driver caught with a traction control device will be subject to a fine, seizure of illegal parts and or a lifetime suspension from events and a notice of the details of suspension will be sent to all promoters in Eastern Iowa and Western Illinois.

AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME IF CERTAIN TYPES OF CARS ARE DOMINATING