

I-25 SPEEDWAY

STREET STOCK CLASS RULES

2008-2010 RACING SEASONS

The Street Stock Class is designed to offer competitive but affordable racing to entry level and veteran driver's. All cars must remain strictly stock except as noted in the following rules. Visiting cars may compete under their home track rules if car has a current inspection sticker from the home track and is accompanied by a current copy of that tracks rules. Tech inspectors reserve the right to determine the safety and competitiveness of any car.

SAFETY: All cars must have a perimeter-type roll cage constructed of 1 ½ "x.095 mild steel tubing. No galvanized or threaded pipe allowed. Main loop must be formed in one piece. Halo must be made in one piece. Must have three parallel door bars on drivers side, arching into the door for driver clearance, a seat back bar, a diagonal in the halo and a brace from the upper door bar to the left cage corner. Two additional braces may be run from cage through rear bulkhead to rear trunk floor to afford protection to the fuel cell. Cage must be welded directly to the frame on full frame cars or to 6"x6"x 1/8 thick steel plate welded to floor of unibody cars. Non required tubes may be made of any size tubing. . The driver side door bars must be plated with 1/8" steel unless the OEM side impact guard is retained. Any tubing around the driver must be padded with commercially available roll bar padding: no pipe insulation, rags, etc. allowed. All cage welds must be free of slag and porosity. Any visible unsafe welds WILL fail tech.

A metal racing seat is required. It must be mounted with a minimum 1" round or square steel tube frame which must be securely mounted to the roll cage and floor pan. A 5-point racing harness is required. It must be in good condition with no frayed or modified webbing. Harness expiration date shall not exceed 2 yrs from date of manufacture. Harness must be mounted according to the manufactures instructions or generally accepted competition guidelines.

A steel can fuel cell is required. It must be mounted on top of the original trunk floor with 2" x 1/8" steel straps or 1"x1" box tubing. A tubular fuel cell guard may be mounted in the trunk behind the fuel cell must NOT be visible from outside of car, braces may be no more than 12" long and may not be into the roll cage in ANY manner. The fuel cell must have a ground strap from the filler neck to the frame, and a vent tube running through the trunk floor. A roll over valve must be installed in the vent line. Fuel line must be routed through the passenger compartment in steel tubing or SOLID conduit or through the passenger side frame rail.

A quick release steering wheel is HIGHLY recommended. Any stock column used must have key/steering lock disabled. A fabricated steering shaft of 3/4" steel tube is permitted. Any fabricated shaft must have at least 1 u-joint approximately midway between the steering wheel and the steering box as an

impact break point. U-joint must be properly supported with a heim or bracket. Any fabricated steering column must have a quick release steering wheel.

A master electrical disconnect must be located in the center of the cowl or windshield and be clearly labeled "on" and "off". It must be clearly visible to safety personnel. Only 1 battery is permitted: It must be securely mounted behind the driver and the terminals covered. If battery is located in Drivers compartment it must be enclosed in an appropriate battery box. All electrical wiring must be in full view and not shielded from visual inspection.

The minimum requirement for front windshield is 4 evenly spaced bars of 3/8" or larger steel material placed in front of driver. No glass or acrylic windshields are allowed. A lexan Windshield is highly recommended minimum 1/8" thickness with a metal center brace. A window net is required. It must be securely mounted to the inside of the roll cage with the latch located at the upper front cage corner.

All oil pressure gauges must have copper tube or braided lines. Plastic capillary tubing is not allowed.

A positive acting throttle linkage with a minimum of 2 return springs is required. A toe kick is required on the gas pedal.

A drive shaft loop of 1/4" x 2" steel strap or 1" round steel tube is required. It must be located no further back than 6" behind the FRONT u-joint. Driveshaft must be steel and painted white.

A single layer (SFI 32A/1 certified) driving suit, Snell 2000 or newer helmet, competition driving gloves, neck brace, and shoes are required. A fully charged fire extinguisher is required in the race car.

BODY: Any rear wheel drive intermediate passenger car with a minimum factory produced wheel base of 107 "is eligible for competition. No pony cars (GM f bodies, Mustangs, Mopar E -bodies, etc) or trucks and SUVs permitted. Please check with track if you have any questions about eligibility of model before you begin building.

Body and chassis must remain as produced: no body swaps or cross breeding of parts allowed. The body must be stripped of all glass, trim, lights and upholstery. Lightening of the body is restricted to the removal of bolt on pieces only. The inner panel of any door may be cut to allow for door bar clearance only. The wheel wells may be trimmed for tire clearance, no other cutting on body allowed. All body panels must be OEM steel. No aluminum, fiberglass or plastic replica's allowed. NO hood

scoops or spoilers allowed. The full factory floor, trunk pan, rocker panel and firewall are required. Any rust repair to any part of the body will be made with minimum 22 gauge steel attached over the rust area. Any holes in firewall, rear bulkhead and floor must be sealed. Doors must be welded shut. Hood and trunk must retain original hinges and springs, must be pinned shut. Front and rear bumpers must appear stock and be retained to car with chains or cables to prevent loss from impact. No side nerf bars, bumper loops or fabricated bumpers allowed.

Chassis: All chassis components must be unmodified original OEM type or direct service replacements for the vehicle year, make, and model claimed. This applies to all front and rear suspensions components and the steering assembly. Springs and shocks must appear stock and mount to the chassis with OEM stock mounting hardware. All suspensions component mounting points must be as originally produced. ABSOLUTELY no modifying or relocating of any mounting points. No aftermarket screw type weight jacks allowed. Spring shims and lowering blocks will be considered acceptable weight jacking devices. Frames or sub frames may not be reinforced or modified in any way except for an "X" brace under the trunk floor to help from buckling into fuel cell on rear impacts. Sub frames may be connected on unibody cars with round or square tubing.

ABSOLUTELY no reinforcement of front frame rails will be allowed. Frame repairs allowed subject to tech inspection for suitability of repair method. Original front bumper brackets may be welded to the frame for safety.

Original braking system is required. No adjustable proportioning valves. No rear disc brakes allowed. Front drums may be converted to the factory correct disc brakes for vehicle type. Ballast permitted must be securely mounted, painted white, and have class and car number clearly marked on it. No weight boxes are permitted: any ballast must be mounted to the stock floor pan with large diameter washers, etc. for reinforcement.

Wheel studs must have sufficient thread engagement to protrude through lug nut. Competition 1" hex lugs are required. Competition 5/8" wheel studs are highly recommended.

Minimum weight requirement is 3500 lbs. Cars will be weighed with the driver. Minimum ride height is 6" to the bottom of the LOWEST FRAME RAIL with the driver. Wheel base must be stock for the year, make, and model claimed: must be within 1/2" tolerance From Left to right.

STREET STOCK ENGINE RULES: (PLEASE READ PAGE 6 CONCERNING ENGINE RULES)
ENGINE MUST HAVE 371 MAXIMUM CID AND 9 TO 1 MAX COMPRESSION ON ANY CYLINDER. HEADS, BLOCK, CONNECTING RODS, CRANKSHAFT, INTAKE MANIFOLD AND BALANCER MUST BE STOCK PRODUCTION FOR MAKE OF CAR. NO CYLINDER HEADS PRODUCED AFTER 1984 ALLOWED ON ANY CAR. NO ANGLE PLUG OR AFTER MARKET REPLACEMENT CYLINDER HEADS ALLOWED. STOCK ENGINE REBUILDS ALLOWED. CAST or HYPEREUTECTIC FLAT TOP OR DISHED PISTONS ALLOWED, NO FORGED OR LIGHT WEIGHT RACE PISTONS ALLOWED. PISTONS MUST HAVE STOCK RING WIDTH AS ORIGINALLY PRODUCED. STOCK STROKE AND ROD LENGTH REQUIRED. ORIGINAL VALVE TRAIN COMPONENTS REQUIRED MAY USE SCREW IN STUDS BUT MUST BE STOCK DIMENSION FOR ENGINE USED. NO STUD GIRDLES OR AFTER MARKET (ROLLER TIP OR ROLLER ROCKERS ALLOWED). NO GUIDE PLATES ALLOWED. HYDRAULIC FLAT TAPPET CAM REQUIRED (NO 4/7 SWAP CAMS ALLOWED) .500 MAX LIFT, MAX VALVE SPRING PRESSURE MUST NOT EXCEED 120 PSI ON THE SEAT. NO LITE WEIGHT VALVE TRAIN COMPONENTS ALLOWED. HEADS MAY BE REBUILT WITH A MAX OF A THREE ANGLE VALVE JOB, NO BACKCUTTING OF VALVES OR REDUCED STEM DIAMETERS ALLOWED. HEADS MAY BE DECKED TO ACHIEVE COMPRESSION ONLY. NO PORTING OF CYLINDER HEADS OR INTAKE MANIFOLDS ALLOWED, NO MATCH PORTING, PORT VOLUMNS MUST REMAIN AS MANUFACTURED. ANY COMPONENTS FOUND TO BE ILLEGAL WILL BE CONFISCATED. NHRA STOCK ELIMINATOR SPECS WILL BE USED FOR ENGINE VOLUMNS AND DIMENSIONS.

ALL ENGINES WILL BE SUBMITTED FOR INSPECTION BEFORE BEING ENTERED INTO COMPETITION AND SEALED UPON PASSING TECH.

Aftermarket valve covers, air cleaners, and stock appearing oil pans are permitted. Windage trays and/or baffles may be added inside stock appearing oil pans, but NO kick outs or external modifications are permitted.

Exhaust: Cast iron exhaust manifolds permitted. A standard street header with a maximum collector Diameter of 3" is permitted. Headers must have normal street hookup collectors: no race headers, step headers, etc. allowed. Vehicle must have an exhaust system that exits behind the driver. Maximum exhaust tubing is 2 ½". Vehicle must be less than 105db as measure from flag stand. Floor pan may not be cut or modified for exhaust clearance.

Fuel System: OEM type mechanical fuel pump is required. No electric fuel pumps are permitted. An OEM type Rochester, Carter, or Motorcraft single 2 or 4bbl. carb is permitted. ABSOLUTELY No Holley, BG, Demon, etc. carbs allowed except for a track legal Holley 4412 2bbl. or a box stock Holley model 1850type 4bbl. A carb adapter/spacer is permitted: maximum 1" thick. All cars may use track fuel or pump unleaded. All Carbs must retain choke mechanism, linkages and choke plate. Cool cans are not allowed.

Cooling: Aluminum or Stock radiators in stock location permitted. Radiator may be mounted with a 1" steel tube frame. A 1" steel tube radiator guard permitted: may not extend past back of front bumper. Cooling catch cans are required: must be metal or a racing designed unit with a minimum capacity of 1 quart. Stock plastic overflow tanks are not permitted. Catch can must be vented to the passenger side base of windshield. Engine driven cooling fans and OEM type water pumps required. Electric accessory fans permitted.

Ignition system must be an OEM type with OEM or direct service replacement parts. No aftermarket performance distributors, coils, or control boxes allowed. May use any type of spark plug .Firing order must remain as manufactured.

TRANSMISSION: All cars must use a production line installed, generally available 3 speed automatic transmission with fully functional production size torque converter. All shifter positions must be operational. Auxiliary transmission coolers permitted must be securely mounted outside of vehicle interior. All cooler lines must be metallic. Rubber tubing may be used to connect lines to transmissions or coolers. Each rubber connection may be no longer than 10", and must be properly clamped. An aftermarket shifter with a positive reverse lockout is highly recommended, but not required. Transmission brackets or similar devices are highly recommended.

REAR AXLES: All cars must use OEM rear axles same as car family to family interchange permitted. Only open differentials allowed no spools, limited slips, welded spider gears, etc. is permitted. Axle shafts and all other internal components must be OEM or direct service replacements.

WHEELS and TIRES: ONLY steel wheels are permitted. Maximum width is 8". All 4 wheels must have the same back spacing. Steel wheels designed specifically for circle track racing are recommended, but not required. Wheels may not have any balancing weights on them. All cars must use track tire or DOT street tire with 8" maximum thread width. No alterations to tire thread or compound allowed.

I-25 Speedway Engine Inspection Procedure

- 1) Competitor will draw chip designating which cylinder will be tested
- 2) All spark plugs will be removed and rocker arms removed from cylinder drawn
- 3) Throttle will be blocked open for cubic inch test and engine will be spun over by starter.
- 4) Camshaft lift will be measured at push rod .333 maximum lobe lift
- 5) Cylinder will be rotated to top dead center and whistler will be connected for compression ratio measurement.
- 6) Rocker arm ratio will be checked on fixture 1.5 maximum.
- 7) Rocker arms will be reinstalled on engine and spring pressure checked 120 lbs maximum.
- 8) Estimated time for inspection 20 to 30 minutes per engine.

NOTE:

All Engine rules in effect prior to 2008 Race Season are optional for 2008 Season ONLY, with minimum weight of 3650lbs. Including Driver.

NEW motor rules (9:1) are optional for 2008 Season with minimum weight of 3500lbs. with Driver.

All Drivers must comply with NEW 9:1 Engine rules for 2009 Season. Absolutely NO EXCEPTIONS.