

2008 N.E.W. Dirt Street Stock Division Rules

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 are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They 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 division rep or race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

RULES: Any car found not to be within the rules may (or may not) be allowed to race that night, it is illegal and shall have one week to repair and get re-inspected before competing again. If it is not repaired, it does not compete.

The rep may pick, at random, at any time, any car for an inspection. This also includes checking the top six in the feature.

If car is found to be illegal after the feature, corrective action will be taken, which may result in losing your position.

ELIGIBLE MODELS: 1960 or newer sedans or hardtops. No station wagons, convertibles, Jeeps, Suburbans, vans, pick-up trucks, El Caminos, Rancheros, Cameros, Firebirds, or similar vehicles will be allowed.

WEIGHT LIMIT: NO CAR MAY WEIGH LESS THAN 3,200 LBS.

WHEEL BASE: 108" minimum, as listed by manufacturer. On your car, it must measure within 1" of stock.

FRAME: Must be stock. Frame may be reinforced for safety only. Design may not be altered.

Uni-body cars are okay and may be reinforced but must maintain the full uni-body floor structure.

Front to rear stub may be joined end-to-end with same thickness steel as stock frame.

X'ing the frame is recommended, not smaller than 1/2 diameter, minimum .095" thick.

Consult the Street Stock Representative regarding the special requirements of a uni-body type car.

Frame must be stock factory frame as to body.

BALLAST: Ballast may be added but not mounted in the driver's compartment. Ballast must be painted white and include car number and division on it. Loss of ballast will be grounds for corrective action. All ballasts must have two 1/2" bolts holding it down.

DRIVE-LINES: Must remain stock automatic transmission with stock working converter. In all gears, car must idle forward and reverse and move both directions.

Locked, welded or posi-traction rears are allowed.

No lock up converters allowed.

BRAKES: Must be stock in stock location and stock for your year of car.

All cars shall have operational brakes on all 4 wheels

Stock master cylinder in stock location.

NO SHUT-OFF DEVICES OR AFTERMARKET PROPORTIONING VALVE!!!

NO REAR DISK BRAKES!!

ROLL BARS: Four-point roll cages are required and must be constructed of a minimum of 1 3/4" x .095 round steel tubing. No cast iron pipe or exhaust tubing.

No offset cages.

Rear main cage hoop no further back than 41" to the front of the bar from the center-most forward part of the roof.

There must be a minimum of 3 bars in the driver's door and 2 bars in the passenger's door, all of 1 3/4 x .095 tubing.

Steel plates are required in the driver's door and should be mounted on the outside protection bars, but on the inside of the body panel skin. Plate must cover the entire driver's door protection bar area within minimum 1/8" thickness.

The stock steel door panels must be removed and the door bars and protective plate must fit flush with the outer door skin.

A radiator protection bar may be added outside the car body on the bumper and may be constructed of 1 3/4" or smaller tubing and be no wider than the frame rails, with a single bar going back no further than the front of the upper A-frame.

The upper head hoop must have a single bar added to it.

Both right and left vent window support bars must be added in for protection.

Maximum bumper corner support bars are 2.

Left foot protection bar mandatory between the main hoop and the frame.

SUSPENSION: Only stock design components may be used, all parts must match frame.

Springs must be a minimum of 5" diameter.

Racing springs are permitted.

No non-adjustable type spring spacers allowed.

No non-adjustable lowering blocks allowed.

Leaf spring cars may have non adjustable lowering blocks in stock location. No offset pins.

No screw jack type devices allowed.

Only one (1) shock per wheel mounted in original factory position.

Shocks must be steel, stock or OEM type, no heims, adjustable or screw on ends.

Rubber bushing replacement - stock or neoprene bushings allowed.

No offset or bearing type (mono ball) allowed.

Rear control arms must remain stock lengths. No cutting or shortening. No re-drilling holes to alter length. (Metric cars with metric rear ends must follow rear end rule.)

May plate to strengthen.

Quick steers not allowed.

REAR-ENDS: - Must remain stock factory OEM rear-ends to parent manufacturer.

Chevy metric cars may use full size Chevy rear-ends. When installing the full size rear-ends in the metric cars the lower arms may not be cut or altered, the upper arms may be cut and re-welded to 10 1/4", center of hole to center of hole.

Rear-end yolks must remain in a neutral stock position.

All cars may use up to a 1" wheel spacer. When using wheel spacers, wheel studs must be changed to 5/8" thick by 2" in length studs. Exceptions may be approved by Division Rep.

EXHAUST: Single or dual pipes are allowed. All cars will have approved down or out-spouts that extend behind fire wall. Cars must not exceed acceptable noise level. Drivers will be notified if in violation.

BODIES: Stock factory OEM steel bodies.

Any body repairs must not alter the stock appearance. They must measure within 1" of stock OEM measurements.

After market body panels (fenders, doors, and rear quarters) 22 gauge steel for 1997-2001 Pontiac Grand Prix /1995-2000 Chevrolet Monte Carlo/Lumina will be allowed.

Must use parent family frame & floor pan.

Must use Stock steel hood, trunk lid, roof and other related body parts

Grills: Stock plastic grills must be removed and replaced with screen or expanded metal.

Trim: All chrome, plastic trim, and mirrors must be removed.

Nose: After-market front nose pieces or stock appearing noses only. No homemade or plastic roll noses allowed.

Body Repair: Any body repair must not alter stock appearance or stock measurement.

Bumpers must be stock steel. Bumper ends must be bolted or welded to the body (not trimmed or cut) to prevent hooking of another car. Max twin tube front bumpers are permitted, must be 1 3/4"D x .095"T. x As wide as stock bumper.

Rub rails must not exceed 108". Exterior rub rails may be added, but must be no larger than 2" x 1" tubing. The ends must be trimmed at a 45 degree angle and contain no sharp edges and must be capped. Rear rub rails must not extend on the outside of the bumper. May use Lexon type rub rail.

Rear quarter panels behind the wheels may be reinforced with steel tubing. The reinforcement must be securely welded to the frame.

Radiator and fuel cell protection hoop allowed (subject to approval). Hoop cannot extend outside the body of the car.

Interior body panels that are secured with bolts or screws may be removed. The stock interior floor and rear inner fender wells must remain in place as much as possible in stock location and stock appearance.

Interior sheeting must not obstruct access for vehicle inspections.

Interior sheeting must provide for the easy exit of the driver through either side of the vehicle.

Trunk floors, inner and outer wheel wells may be removed, must have rear compartment firewall sealed with 20 gauge steel, any part of rear wheel well in front of the rear wheel well must be intact.

Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory-appearing manner with 20 gauge (.0359") thick steel plate.

Right side may be no higher than the lowest point of the drive shaft tunnel for muffler clearance.

Rear fire wall must be installed. There must be a fire wall below rear window with 20 gauge steel.

Front Fire Wall: The full stock front fire wall must remain in place and any holes must be patched and sealed.

Wrecker Hooks: All cars must have wrecker hooks front and rear, looped chain is okay mounted on outside of bumper for easy access.

Rear Spoiler: A small rear spoiler will be allowed.

Doors must be securely welded or bolted. All rust damage must be patched with 20 gauge steel.

Stock hood and trunk latches and hinges must be removed and replaced with hood pins.

No hood scoops or holes allowed in hood.

Windshield must be replaced with screen; stock OEM windshield post must be in stock position. It is recommended that the screen cover the full width of car and be constructed of max. 1" square screen.

No common house-type window screen allowed.

Screen must be properly bolted, reinforced, strong enough to resist the impact of flying debris.

Windshield area must have a minimum of 3 vertical bars added.

INTERIORS: All flammable material must be removed.

Dash board removal is mandatory.

Stock seats must be removed and an after-market, racing-type safety seat must be installed, as per manufacturer's requirements.

Only aluminum racing seats will be allowed.

Safety seats must be mounted to the roll cage or frame.

Steering wheels and columns may be altered to improve safety.

No interior mirrors.

Interior body panels that are secured with bolts or screws may be removed. The stock interior floor and rear inner fender wells must remain in place as much as possible in stock location and stock appearance.

Interior sheeting must not obstruct access for vehicle inspections.

Interior sheeting must provide for the easy exit of the driver through either side of the vehicle.

FUEL TANKS: Stock tanks must be replaced with an approved racing fuel cell (no bottom draw fuel cell).

All tanks must be mounted in the trunk area as far forward as possible and between the rear frame rails.

Fuel lines must remain under the floor with adequate protection.

Fuel lines located in drivers compartment must be run through a continuous piece of metal conduit (no splices) and must be sealed at both ends.

Fuel cells must be enclosed in a racing approved steel can and strapped with minimum 1" wide x 1/8" thick steel strapping. Four (4) straps, two straps in each direction. No plumbers strap or steel banding allowed.

Minimum clearance to ground is 12" from bottom of tank.

Trunk may be removed but fuel cell must be mounted with at least 2 rails between with 1" .095 tubing and the rest of the trunk must be completely enclosed with 20 gauge steel.

A fuel cell protection bar must be behind the fuel cell and must be as low as the fuel cell. The bar must be made of at least .095 tubing.

22 gallon fuel limit.

Fuel cell breather or vent must have a one way check valve to prevent spillage in case of a rollover.

WHEELS: Maximum width of 8".

All wheels to be steel of either full racing design or 8-spoke, wagon-wheel type.

All wheels must have oversized racing-type lug nuts.

Minimum wheel stud diameter is 1/2".

Bead lock, trim rings, and mud plugs allowed on right rear only (Optional).

TIRES: DOT-approved 70, 75 or 78 series tires

IMCA Hoosier G60/15, Hoosier 500 8.0/26.5/15 & 8.0/27.0/15

Goodyear: D3264/15, D2599/15, D3268/15, D2342/15 & D2345/15

Optional G-60 IMCA American Racer Tires must run at least 2 tires front or back.

Tires listed above will be allowed on any side or front/rear of car.

Maximum size L-70/15 or P-255/70/R15. DOT and original tire size markings must be visible upon inspection.

No truck, snow, or aggressive mud tire marketed as LT-70, LT-75, etc.

Tire may be grooved.

Sanding is allowed.

No sipping, shaving, softening or recaps.

BATTERY/ELECTRICAL: Battery must be moved to the driver's compartment or trunk area.

Battery mounted in trunk area must be securely mounted between rails in a racing approved open frame type box.

Battery mounted behind driver area must be securely mounted in a marine type box or 18 gauge steel box. Positive terminal must be shielded.

Cables must be color coded as follows: RED+ and BLACK-.

Top of battery box must be marked with positive and negative signs for safety crew purposes.

Ignition switch must be clearly marked on/off and must be in easy reach of the driver and safety crew.

SAFETY EQUIPMENT: NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

5-point racing seat belt harness is required.

3" lap and shoulder harness and a 2" crotch strap are required.

The seat belt should be mounted to the roll cage at a 45 degree angle to the floor. It is MANDATORY that seat and belts be mounted to the cage. (Not to the frame or to the floor).

The shoulder belt must be mounted with or slightly below the driver's shoulders. At no time should the shoulder belts wrap around the top of the driver's shoulders and mount to the floor or cage.

Only aluminum racing seats will be allowed

Drivers must wear an approved helmet and goggles or shield at all times.

A Snell SA2000 or newer helmet is required.

A full face helmet is required.

SFI-approved driver's suit is required.

Full shoes required. Nomex-type suggested.

NECK BRACES AND GLOVES ARE REQUIRED.

Drive shaft must be painted white. A 360 degree steel drive shaft hoop must be located within the first 6" behind the front U-joint. Hoop must be securely mounted.

A properly mounted fire extinguisher with metal mounts, not plastic mounts or tape, must be installed within easy reach of the driver.

Window net is mandatory in driver's side. It is suggested a large-type mesh be used. Net should release from the top front corner with a seat belt-type snap and drop downward.

All cars required to have adequate roll bar padding and an approved fan shroud.

Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.

No plastic tank radiator.

GENERAL APPEARANCE: Numbers may be assigned by the track.

All cars must have legible numbers on their vehicles

Single or double numbers.

Letters will not be allowed alone as a number

Numbers must be located on the doors, roof and front and rear of car

Door numbers must be a minimum of 16 inches high

One 8" high, Capital, first letter of the last name may be used after the number.

Numbers **MUST BE IN A CONTRASTING COLOR.** (*No Metallic Numbers*)

Front numbers must be at least 6 inches high. Located on Drivers side Headlight or Visor areas

Roof numbers must be at least 16" high; if you have a 9 or 6 please put a line under it so it is readable from both sides of car. (Seymour, Oshkosh, and Luxemburg are all scored from the grandstand so if you only race those tracks please make the number readable from the passenger side of the car.)

Numbers must be kept *Clean at all times!!!*

****You will be given one (1) warning to fix numbers deemed not appropriate by the scorers.**

Failure to make the necessary changes, YOU risk the chance of BEING MIS-SCORED. Any error due to lack of numbers or unreadable numbers will not be corrected.

ENGINES: Must be in the same corporate family as the body.

Stock and after market motor mounts are allowed, must be in stock locations.

Engines with stock motor mounts must be chained or strapped to restrict movement.

Must be stock appearing. No external modifications allowed.

Engine set-back rule will be measured axle tube to bell-housing. All GM's 73-77, 95 inches, on 79 or older LTD II or T-Bird, 101 inches, plus or minus 1 inch, all 4 door GM cars 2 inches longer.

Engines must be able to be used in a conventional passenger car without alteration.

No machine work is permitted on the outside of engine.

A single OEM carburetor 2 or 4 barrel & a 2 barrel Holly 4412 are allowed (No Holly 4 barrels allowed).

One stock carburetor gasket is allowed.

One 1" adaptor with 1 paper gasket on each top & bottom is allowed on 2 barrel carburetors.

Cast iron intakes and exhaust only.

Aluminum radiators are optional.

Ignition systems must remain stock.

No electric fuel pumps or belt drive pump.

Aluminum water pumps & aluminum pulleys are optional.

No MSD style boxes allowed.

Engine Claim Procedure

A. \$450 cash swap claim on engine.

\$50 to wrecker for pulling engines. The driver being claimed has the right to choose or refuse all claims.

All cars in claim area must scale!

If you claim and are disqualified or disqualify yourself you lose the claim.

The top 4 claiming cars will be eligible to claim in the order they finish (top on down).

All cars pulling in to claim area must claim an available car or will be disqualified.

B. Claim Does Not Include: Flex plate, Carburetor, Starter, Motor Mount, Sending Units and Switches for Oil Pressure and Water Temperature, Fan and Pulleys, Dip Stick, Water and Fuel Pumps, Distributor and Wires, Thermostat and Housing, Exhaust Manifolds, valve cover breathers or transmissions.

C. First 4 position finishers (whether running or not) are subject to engine claim by any other driver finishing 5th and lower in the feature and still running competitively at the end of the feature which is defined as running on the same lap as the 5th place car.

D. The driver making the claim must drive his race car under its own power directly to the claim area after the feature and must make a claim or lose all money and points for that night.

E. All drivers must stay in their cars in the claiming area.

F. Claims must be made within 5 minutes of the end of the feature race, and all claimed engines must be completely removed within 90 minutes of the claim at track.

G. Claims must be made to Street Stock Rep, and \$450 cash and swap for engine must be paid upon declaration of intention to claim.

H. First sell or no-sell by driver being claimed is binding.

- I.** Only the driver may claim the engine, and only the driver may agree to sell or refuse the claim.
Only the top 6 drivers are allowed one cool down person per their car, not cars making claim.
- J.** First refusal to sell or swap will result in forfeiture of all cash and contingency winnings from the feature.
Any trophy earned in the feature plus all track points for the night will be lost.
First refusal to sell will result in the driver being fined \$600 and suspended from competition until such fine has been paid.
Second and any further refusal to sell there after will result in the driver being fined \$800 and suspended from competition until such fine has been paid.
Any driver refusing to sell or swap the engine when claimed within the rules and regardless of reinstatement within the track forfeits his right to claim for the rest of the season.
- L.** Driver may only make one claim per night.
- M.** Any sabotage to the claimed engine will result in a Loss of all points and money for the night a \$500 cash fine to be paid to the track and is suspended track competition until the fine is paid.
- N.** Any driver using any device which is intended to deceive other drivers, including devices that squirt oil into or onto the engine, which gives the outward appearance of a blown engine, will result in the forfeit of all points, money and trophy earned in that event, a \$300 cash fine is paid to the track, and suspended until the fine is paid.
- O.** No driver may claim any other driver more than once during the current calendar year.
- P.** No driver may claim more than 2 engines during weekly season events. Drivers are not allowed to claim on their first 2 nights at track; however, driver may claim during his/her 3rd straight night of racing. There will be no claiming the first 2 weeks of the season.
- Q.** Driver making claim must go directly to claim area. He/she must not leave the track surface, stop his/her vehicle, or consult with anyone else. One cool down lap is allowed.
- R.** The top 4 drivers must proceed directly to the claim area. (The feature winner is allowed to carry the checkered flag) One cool down lap is allowed. Drivers must remain in the claim area in his/her car with the engines shut off after being cooled down or until directed otherwise by the track official.

Refer to Track Operational Rules for further rules and procedures.

ALL RULES ARE ENFORCED BY YOUR STREET STOCK REPRESENTATIVE.

STREET STOCK DIVISION REPRESENTATIVE

Tim Rihm
920-984-3950

IMCA Hobby Stock competition rule:

IMCA Hobby Stocks may compete within this class.

Cars must be legal according to IMCA rules.

Cars must follow Seymour Speedway Street Stock Tire Rule.

Hobby Stocks may only claim and be claimed by Hobby Stocks.