

# **WILD BILL'S RACEWAY**

## **STREET STOCK RULES 2010**

### **1. COMPETING MODELS**

1. U.S. factory production sedan or coupe model. 1960n to present production year. NO convertible, jeeps, four wheel drives, or front wheel drive allowed.
2. Minimum wheel base 101". 76" maximum outside tread width.
3. 3000 lbs. Minimum - 55% left side weight maximum - before, during, and after the race with the driver.

### **2. BODIES**

1. Only stock appearing metal, panels of the same make, model, and year of chassis must be used and must conform to stock body configuration. Fiberglass hood permitted. After-market nose pieces may be used. Nose and/or bumper covers maybe plastic. NO after market bodies. Roofs must remain OEM stock only.
2. All doors must be bolted, welded, or riveter shut. Doors may not be cut down. Inner door panel may be cut or removed for door bar clearance.
3. Altering of body and roof lines are not allowed. There will be NO gutting of the fire walls or floorboards allowed. Dashboards optional., if removed, all sharp edges must be rounded off. Inner front and rear fender wells and trunk floor maybe removed. All unnecessary holes must be covered with 22-gauge steel. Driver must be completely shielded off from the engine and fuel compartment.
4. All upholstery, wire, and glass must be removed including headlights, taillights, trim, and anything that could come loose and hazardous.
5. Hoods and deck lids must be equipped with positive locking fasteners front and rear. Two hood pins are mandatory across front of the hood.
6. Fenders and quarter panels may be cut up to 4 inches from tire for clearance - rolled with NO sharp edges.
7. Rear spoiler allowed and must be attached to the rear deck lid as far back as possible but not to exceed with width of the body and 5" in height. NO rudders allowed. Two-spoiler supports max.

### **3. BUMPERS**

1. Stock appearing and must be at stock height.
2. Exposed bumpers must be attached to body sheet metal. Either direct or with a minimum 1/8" metal strap the width of the bumper, securely attached to both bumper and body sheet metal, bolted, or welded. NO riveting. Bumpers maybe reinforced from behind as long as it is properly welded to the frame.

3. Single nerf or sidebars maybe added using 1x2 rectangular tubing or similar. They must be mounted through doors to cage and must be tight against body. Ends must be tapered- NO sharp edges.

#### **4. GLASS**

1. Headlights, taillights, grill, etc. must be removed and covered. “ NO MIRRORS OF ANY KIND”.

2. Window net mandatory- must be removable.

3. Three-window braces mandatory. Must be ½" square tube minimum and must be attached to das and roll cage.

4. Window screen with ½" diameter holes or other adequate protection from rock or flying metal, such as drive lines, should be used

#### **5. FRAME AND SUSPENSION**

1. Stock steel frame uni-body cars must have 2" x 3". 120 wall minimum square tubing welded to, and connecting front and rear frame sections with cage welded to tubing (floor may be channeled to allow tubing to be connected) or 8" x 8" x 1/8" steel; plates on top and beneath floor, bolting each corner through floor with ½" bolts, and top plates welded to 4 main roll cage posts.

2. It is recommended that you use heavy-duty components such as floaters. Impala type spindles, hubs, ball joints, etc.. However, in the interchange of these parts, only stock mounts, stock lower control arms only. Tubular upper control arms allowed and upper A-arm mounts maybe relocated to accommodate alignments. Suspension must have 2" of travel minimum. Frame maybe clearance for lower A-arm movement. NO rack and pinions allowed unless stock item for make and model of car.

3. Aftermarket steel shocks permitted. Only one shock per wheel. NO air shocks allowed. Shocks maybe relocated. NO compression or rebound adjustable shocks allowed.

4. Springs must be stock typw and mounted in original location and can be adjustable, i.e. load bolts, etc. Shimming, cutting, or aftermarket racing springs allowed. 5" minimum ID. NO SLIDERS.

5. Sway bars must be stock type. NO racing sway bars allowed. Does not have to be from same make/model of car.

#### **6. ROLL BARS**

1. Full 6-point cage with full root hood required must be constructed using 1.7 inch x .095 wall tubing minimum. Must be securely welded to frame or floor or plate. All joints must be 100% welded and all 90 degree joints must be gusseted. Driver side door must have 4 bars and passenger side 3 bars with 2 interconnecting vertical bars between each other and to frame. Main roll bar must be one continuous loop welded to each frame fail or floor plate. Horizontal brace behind drivers seat half way up. Foot protection bar 1 1/3" inch x .095 mandatory. All bars within reach, or head reach must be padded. Front loop recommended. Must be 100% welded at all joints.

## **7.ENGINE**

1. American mfg. cast iron heads. Production engine only. 10 to 1 compression limit.
2. Oil coolers allowed. \* wet sump oil systems only.
3. Air cleaner mandatory. \* NO dome pistons.
4. Stud girdles allowed. Stock OEM shaft rockers O.K. \* Roller rockers allowed.
5. NO porting. Port matching ok. 1 inch into port. \* NO blowers or turbo chargers.
6. Mechanical fuel pump or electric with rollover shut off. \* NO roller or mushroom lifter can.
7. Aftermarket rods, cranks, pistons maybe used. NO titanium rods allowed.
8. May use cast iron or aluminum intake. Maximum heights for Plenum to bottom of carburetor 5 7/8 inches. If a spacer is used on the cast iron intake manifold the Plenum height from Plenum floor can be no more than 6 inches. Maximum height from runner center line at head matting surface to bottom of carburetor is 6 1/2 inches.
9. All parts must be as per make. GM-GM, Ford - Ford, etc. (Original bolt patterns must be used without alteration.) Inner changing ok parts ok as long as it does not affect other legalities.
10. NO engine set back or lowering.

## **8. CARBURETOR**

1. Holley 4412/2 Barrel choke can be removed. OEM Holley untouched main bodies only!!
2. Holes in butterflies may be drilled or added. Floats may be changed. Splash mechanisms in bowl may be used. Jets may be changed.
3. Fuel nozzles CAN NOT be polished or modified in anyway. 1" spacer or adapter allowed.
4. Ventures CAN NOT be polished, sanded, or touched in anyway. Power valves maybe changed.
5. Accelerator ramps can be changed. Accelerator springs may be changed.
6. Squirters may be changed with Holley squirters only. Sight glasses may be used in fuel bowl.
7. MINIMUM of two throttle return springs.
8. NO epoxy or fillers can be used to change the contour of any portion of the air path through the carburetor.

## **9. FUEL & FUEL SYSTEM**

1. NO alcohol. NO nitrous, pump fuel only. NO oxygen enhancing additives allowed.
2. Stock gas tank must be removed and replaced with an SFI approved fuel cell recommended to hold 10 gallons minimum, 22 gallons maximum.
3. Fuel cell must be enclosed in a 22 gauge steel container. Container must be securely mounted behind the driver in the trunk area and have, all steel braided fuel lines of lines sealed in a

pipe or conduit. Fuel systems must be well protected from rupture and must have a check valve in the vent or vent hose and vented to outside of the car.

4. Fuel cell must be supported by three straps a minimum of 1" square tubing and secured by at least two straps lengthwise and two crosswise, all bolted to frame or frame mounted caging.

5. 10" minimum ground clearance, measured from cell to ground. Fuel cell guard mandatory.

## **10. ELECTRICAL SYSTEM**

1. NO traction control device allowed.
2. NO devices allowed monitoring wheel spin and in anyway coordinating those reading with timing, electronics, or vacuum advances.
3. Stock type single coil battery operated ignition system only. NO magnetos.
4. Must be self starting.
5. Battery must be mounted in a location where it will not be easily damaged. If mounted inside drivers compartment, it must be in a battery box or of dry cell type, securely mounted.
6. A manual battery disconnect is required and may be mounted on dash or behind driver. It is to be clearly marked and within reach of driver and safety personal. Must be able to kill engine with all other switches on.
7. NO timing adjustment systems with in control of driver from driver's seat.

## **11. EXHAUST SYSTEM**

1. Headers allowed. 180 degree headers not allowed. Must have collectors.
2. Cross over allowed.

## **12. TRANSMISSION & CLUTCH**

1. OEM manual transmission only, must have all original gears in working condition and must be mounted in stock location.
2. All standard transmissions must have a stock OEM flywheel. 10" pressure plate, and single disc clutch. NO aluminum or lightening allowed.
3. Steel safety bell housing required.
4. Steel drive shaft only, painted white.
5. Drive shaft hoops required. Metal straps or chain.
6. OEM automatics only with OEM oil filled functional torque converter for make and model of transmission. Engine must be capable of running while in gear with all clutching devices engaged. Must have an SFI approved scatter shield or blanket. Scatter shield may be constructed of 1/4" x 4" steel 270 degrees around flex plate or fly wheel.

## **13. BRAKES**

1. NO brake individual tire cutouts. Proportioning valves O.K.
2. Four wheel brakes in operating order.

3. Front disc brakes mandatory.

#### **14. WHEELS, TIRES, & STUDS**

1. 10" wheel max.
2. Stock type with double or 1/4" center plate.
3. 5/8" wheel studs mandatory.
4. Track spec DTR towel city retreads only.
5. Bead locks O.K. steel wheels only.
6. NO softening of tires. Durometer readings may be taken and tire may be confiscated for testing if softer than spec tire readings.

#### **15. RADIATOR**

1. Any radiator allowed and must be mounted in front of motor in stock location.
2. Catch can of not less than 1 gallon capacity securely mounted required.
3. Aluminum water pump allowed.

#### **16. REAR AXLE & SUSPENSION**

1. All rear suspension systems must be stock and in stock location. Weight adjusters allowed.
2. NO aluminum center sections or components allowed except for lowering blocks.
3. Open or OEM locking devices and spools only i.e.: posi-trac, Detroit locker, spool, or mini-spool.
4. Pan hard bar can be used on all cars.
5. NO aftermarket traction devices.
6. May change rear ends from one manufacturer to another. NO QUICK CHANGES.
7. If rear end is changed, rear end mounting points must measure the same distances as original rear end from car used. A center-line from axle tubes will be used to determine mounting points and angles. Heim rods may be used in place of stock rods. No extra rods allowed. No 5<sup>th</sup> coils, ladder bars, or torque links allowed. Wheelbase must remain within 1/2" of OEM for frame and body being used. A maximum of 1/2" difference in wheelbase from right to left side of car. If heim rods are used, one end must connect directly to OEM frame mounting point and the other to OEM rear end mounting point. Panhard bars cannot mount to any type of pivot at either end. one end must mount to rear end and the other solidly to frame.

#### **17. SAFETY**

1. 5 point racing harness with crotch belt, headrest, and window nets is mandatory.
2. Fire suits and gloves are mandatory. (Shoes and Nomex underwear are advised.)
3. Must wear an approved safety helmet.
4. Must wear an approved neck brace.

5. Must have a minimum 2 ½ number fire extinguisher within reach of the driver.

**HAVE FUN, BE CAREFUL, AND BE A GOOD SPORTSMAN.  
WILD BILL'S RACEWAY HAS THE RIGHT TO ADD TO,  
ELIMINATE AND/OR CHANGE THESE RULES AT ANY TIME.**