



Home of the Kenosha County Fair

## Wilmot Raceway 2018 Street Stock Rules

Open to two-wheel drive American automobiles provided they comply with and adhere to specifications as outlined for this class.

**NOTICE: ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF WILMOT RACEWAY OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THRU INSPECTION UNNOTICED. EFFORTS TO TAKE ADVANTAGE OF "LOOP HOLES" IN THESE RULES WILL NOT BE TOLERATED. ALL RACE CARS WILL BE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANY TIME.**

**ROUGH DRIVING: ROUGH DRIVING WILL NOT BE TOLERATED. DISCIPLINARY BLACK FLAG, LOSS OF POINTS, SUSPENSION, AND FINES BASED ON SEVERITY AND FREQUENCY OF INCIDENT(S) IS AT THE DISCRETION OF TRACK OFFICIALS.**

**SAFETY EQUIPMENT:** A full face helmet and face shield that meets Snell Foundation SA2010 or SA2015 required and must be worn at all times car is on the track. Roll bar padding (Fire retardant recommended) required in driver compartment. SFI approved full fire suit, fire retardant neck brace, gloves, and fire retardant shoes are required. Head and neck restraints recommended. Arm restraints or driver-side ribbon net to be mounted so latch is at top front of window. Five point safety belts, (lap belt, submarine belt, shoulder harness) required. Belts and shoulder harness must be attached securely to roll cage with Grade 5 or better hardware, no less than 3/8 inch in diameter. Belts and shoulder harness must be within the manufacturer's expiration date. Expired belts will not be allowed. If a driver's belts and harness become unlatched during an event, the driver will be black flagged. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON".

Mandatory right side head restraint bolted onto seat. It is recommended that the car be equipped with a fully charged fire extinguisher or on-board fire suppression system. A fully charged, 5lb. minimum, ABC class fire extinguisher is recommended to be provided and readily available in each pit stall.

**FRAME:** Any 1964 or newer U.S. manufactured production rear wheel drive passenger car.

**Camaros, Firebirds, El Caminos, convertibles, and station wagons are prohibited.**

Other models may be approved provided they are of the same body configuration, meet the spirit and intent of competitive racing, and are approved by Wilmot Raceway Officials. All cars must maintain a minimum wheelbase of 108.0 inches at all times. The measurement will be from hub. Drilling or hole sawing of the frame is prohibited. Chopping, channeling, or sectioning of the frame in either length or width is prohibited. Front lower trailing arm mounts on the rear suspension will be measured from center of lower ball joint and must be the same on both sides. Plating of stock frame for strength or rust repair is permitted. The front and rear frame sections of uni-body cars must be connected by a minimum of 2" x 3" x 0.120" square tubing, welded in place so as to maintain the full uni-body floor structure. The original design dimensions of the frame may not be altered as a result of reinforcement. Rear frame replacement is allowed for rusted frame or accident repair. Rear frame replacement must be 2" x 3" square hollow tube located no further forward than rear coil spring mount and must not be longer than manufactured specs. No filling of frames allowed.

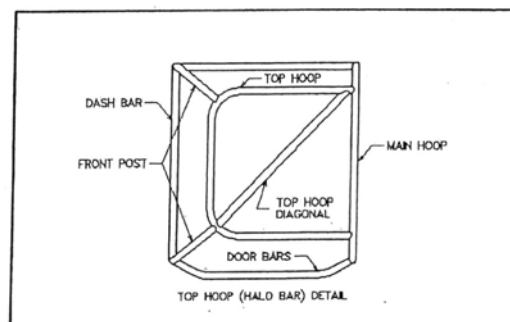
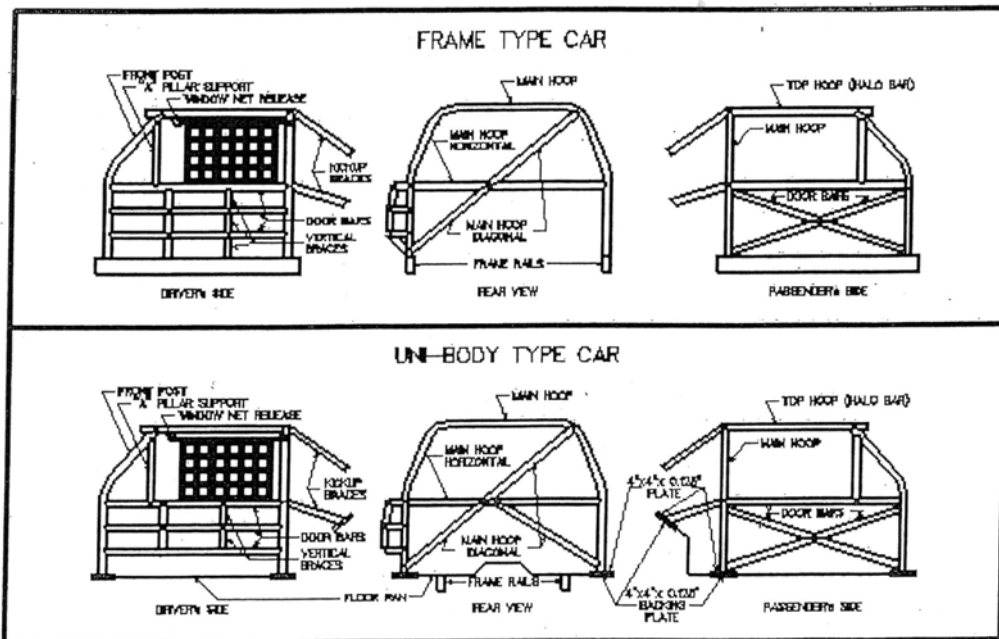
**ROLL CAGE:** All roll cages must be acceptable to Wilmot Raceway Officials. The roll cage must meet the requirements described in the following paragraphs.

Main cage must be a continuous hoop, minimum 1.75-inch O.D. tubing, with a wall thickness of at least 0.095- 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. Rear hoop must have "X" brace, consisting of one full horizontal and on full diagonal bar, 1.25-inch O.D. and 0.083-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.

Roll cage must be minimum 40 inches between front and rear down bars at top of door panel. Top halo must be minimum 30 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 Roll cage must be maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo 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 tubing, with 0.083-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 tubing. All bars must be inside body. Cars not meeting the front lower control arm mount measurements on the rear suspension will receive a weight penalty of 25# per inch mounted entirely forward of the back of the engine block

Added weight will be dismantled and weighed separately if car qualifies for the tech area.

See added weight section of the rules for proper mounting and marking



**DOOR BARS:** Minimum three door bars, on driver's side, at least 1.75-inch O.D. and 0.095-inch wall thickness, must be as parallel with ground as possible, and perpendicular to driver. Passenger side must have one diagonal and one horizontal 1.50 O. D. Roll cage must have four uprights tied from frame to top door bar on driver side. Steel doorplates, 18-gauge or 0.049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Door bars must be visible for inspection at all times.

**BODY:** The car body must meet the following requirements:

### **ALL CAR BODIES MUST BE STOCK APPEARING**

All bodies must be:

- OEM steel or OEM appearing replacement steel
- After market stock appearing bodies allowed. Fiberglass stock appearing roofs allowed
- Fabricated steel fenders, doors, and quarter panels are allowed as long as they have the same thickness, contours, shape, and wheel openings of original panels
- Body panels must be mounted in stock location in an approved fashion
- Body panels are allowed to overlap on aftermarket bodies
- Sunroofs and T-Tops must be enclosed.
- Aftermarket plastic nose and tail pieces allowed.
- Steel hood, roof, and trunk can be gutted to the skin.
- No hood or air scoops allowed.
- Hood and trunk must be securely fastened
- Back of hood must be sealed off from driver compartment with metal.
- Hood must be separate from fenders.
- Front inner wheel wells may be removed
- Trunk floor & rear inner fenders behind the rear roll cage hoop may be removed.
- All glass must be removed; all windows in body must remain open, except for b-pillar.
- Maximum seven-inch metal sun visor allowed only across top of windshield opening.
- All doors must be securely fastened.
- Fenders and quarter panels may be trimmed for tire clearance.
- Rear spoiler maximum six inches

**NUMBERS:** Minimum of 18" high in a contrasting color to the body is required on both doors and roof. Numbers are also required on nose and tail.

**DRIVER COMPARTMENT:** Minimum three windshield bars in front of driver. Aluminum high-back seat only, bolted to roll cage using minimum of 1" diameter washers to secure it. Driver must be completely sealed off from track, driveline, engine and fuel cell. Dash is not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except from cowl in front of driver. Inside rear quarter panels, below window level, may be cut out. Doors may be gutted. No cutting out of firewalls, floor, or rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. Front firewall may be fabricated, must be in stock location and go full width side to side (no foot boxes) material = 20 Ga. Mild steel minimum. Rear firewall and speaker deck must be metal and be of stock design for that make and model. No mirrors of any type permitted. Rear may be aluminum from rear window to back of seat. See diagram on last page to see the enclosure size of the driver's compartment. Drivers seat location will be measured from the back of the engine block to the seat back at the area the shoulder harness comes through. The dimensions will be as follows:

108" wheelbase cars = 66.5"

112" wheelbase cars = 82.75"

116" wheelbase cars = 84.5"

**FRONT SUSPENSION:** All components and mounts must be steel unaltered, approved OEM. Exception: IMCA approved spec stock car upper control arms are allowed. All other tubular upper control arms are prohibited. IMCA stamp must be visible. IMCA spec left hand arm length is 8.5" and right hand arm length is 8.0". Tubular upper control arms must have steel shaft. Aluminum shafts are prohibited. Steel bushings allowed. Bolt on spindle savers allowed. Adjustable spring spacers are allowed. Screw jacks and weight jacks are prohibited. Coleman safety hubs allowed on both sides. Speedway motors spindle part # 91034501 allowed

**STEERING:** All components must be steel unaltered, approved OEM, in stock location and match frame. Steel steering shafts and knuckles only. Rag type joints are prohibited. Quick disconnect steering wheel allowed and recommended. Steering Quickeners allowed.

**SHOCKS:** Shocks are required on all four corners of vehicle. Only one shock per wheel allowed. Front and rear shocks must be approved OEM style steel unaltered passenger car shocks mounted in stock location. Adjustable racing shocks (aluminum body shocks, steel body shocks with threaded mounts, and remote reservoir shocks) are prohibited. After market shocks are allowed, but they must mount in the stock location and in stock fashion. Schrader valves, pressure adjustment ports or screws are not allowed. Penalty for adjustable racing shocks will result in loss of points and disqualification from competition for the night

**SPRINGS:** One steel spring per wheel only. Racing springs are allowed. Rear springs must be in stock location. Front must be stock replacement No screw jacks and no weight jacks allowed. Adjustable spring cups front and rear are permitted. No coil bound springs or spring rubbers permitted.

**REAR SUSPENSION:** All components and mounts must be steel unaltered, approved OEM. Steel bushings allowed. Independent rear suspensions are prohibited. Adjustable spring spacers are permitted. Screw jacks and weight jacks are prohibited. Lower rear control arms can be mounted a maximum of 4" from bottom of rear axle tube to the center of bolt hole. Upper control arms a maximum of 6" from axle housing to center of bolt hole. Aftermarket trailing arms allowed as long as they conform to OEM dimensions, no offset arms or offset bushings allowed. Stock trailing arm lengths lower 19-1/4" upper 11-1/8"

**REAR END:** Only steel axles allowed, Ford Nine inch Floater and non Floater rear end allowed, but must be mounted like stock rear end (centered) for that make and model. No lightened ring gears. Rear end must contain welded spider gears or mini spool. No torque dividing differentials. No posi-tractions. No Quick changes. Disc are brakes allowed. Rotor must be a stock rotor. Aftermarket rotors and rotor hats are prohibited. Only stock single piston brake calipers allowed. Pan hard bars are legal.

**BUMPERS AND RUB RAILS:** Must be approved or OEM Bumpers in stock location, capped to fender, with no reinforcement OEM bumpers must be chained to frame of vehicle. All front and rear BUMPERS must contain tow chains. After market tubular front and rear bumpers allowed. Maximum 0.175" O.D. round or square tubing and max thickness of 0.095 inch thickness Maximum one inch wide by two-inch tall steel rub rails bolted flush to body from fender well to fender well and rear quarter panel permitted Polycarbonate rub rails allowed.

#### **TIRES AND WHEELS:**

Wheels must be steel and meet the following requirements:

- 7.0-inch wide DOT approved wheel or stamped steel race wheel no more than 8.0-inches wide with standard bead bump.
- Wheels, less tire, weights, and valve, must weigh a minimum of 19.0 pounds.
- Bead lock wheel permitted on right side both front and rear.
- Bead lock wheel must be designed for circle track racing and produced by a name brand manufacturer.
- No bleeder valves allowed.
- No mag wheels allowed.
- Mud plugs allowed. Mud plugs must be removed for inspection in staging. Left rear inner aluminum mud

deflector permitted. All mud covers must be mounted with steel fasteners. Threaded fasteners may be required in the future.

- Wheel studs must be a minimum of 7/16-inch diameter at least flush with outside of lug nut.
- Wheels must be attached with 1-inch steel, unaltered lug nuts.

**TIRES:** Hoosier IMCA plated G60 (this tire can be straight siped but not grooved). No chemical softening, conditioning, or grooving of tires. Tires may be ground or straight siped within confines of tread. Tires must be inside body. **Minimum right rear air pressure 14 Lbs. at all times**

**TIRE DUROMETER LIMIT:** Five cars will be selected, at random prior to the start of qualifying races.

Durometer readings will be taken at three points across the rear tires (outside, middle, inside) of each car. The readings will be averaged together. The minimum allowable durometer reading of any tire prior to the qualifying races, B Main race(s), and A Main will be ninety percent (90%) of the average reading.

Example: Average durometer reading of five selected cars = 50

Minimum allowable reading prior to race = 45

**BRAKES:** Must be unaltered, approved OEM, and operative on all four wheels. Must be disc (front) and drum or disc (rear). Master cylinder must be in stock location. No antilock brake systems, no aftermarket brake pedal assemblies, and no brake shut-off or bias adjuster allowed. Brake lines must be visible. Hubs/rotors may be changed to different bolt pattern or larger studs. See section 13 of these rules for rear disc brake specifications.

**EXHAUST SYSTEM:** All cars must have a complete exhaust system with muffler that extends past the drivers seat then turns down. OEM approved cast iron exhaust manifolds or 1 5/8" headers only. No center dump corvette type manifolds allowed. Maximum size collector is 3", no merge type collectors, no step headers, no two into one type exhaust systems. X or H pipes permitted, maximum OD of exhaust tubing is 3" this includes turn downs. All exhaust system must meet approval of Wilmot officials.

**FUEL SYSTEM:** Mechanical push rod fuel pumps only. All non-crate motor cars must run a Holley 4412C, or Holley 4412S two barrel carburetor 1.50" Maximum carburetor spacer allowed. Only one 0.125-inch (maximum) thickness gasket above and one 0.125-inch gasket below spacer allowed. If a carburetor spacer is not used, only one 0.125 inch gasket is allowed. Carburetor choke may be removed, but no other alterations are allowed. Air cleaner top cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Fuel cell or plastic boat tank must be in minimum 18-gauge steel container. Fuel cell must be securely fastened in by minimum of two .125-inch thick, solid steel straps, two inches wide around entire cell. Minimum height to bottom of cell container is 12 inches, bottom feed cells prohibited. 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 compartment. Limit of one fuel filter. No cool cans. Only one carburetor per engine allowed. Each fuel cell must have a rollover valve for a vent no filters for breathers for the fuel cell. No exceptions!! If you are running the blue racing fuel line it does not have to run through conduit, the blue line is the only exception to this rule!

**FUEL:** Regular unleaded or E85 ethanol blended gasoline only, no additives. Racing Fuel cannot be more than 110 octane maximum.

## **WEIGHT**

**ADDED WEIGHT:** Added weight (ballast) is permitted. Added weight may be steel or lead. All added weights must be securely attached for inspection. Loose weights are prohibited. All added weights must be painted white and have car number clearly visible on each piece. Added weight must be secured with at least two 1/2 bolts. The maximum spacing between bolts securing weights is 10 inches. No more than 50 pounds of weight for every two bolts. No weights may be added outside the body or inside the driver's compartment. Weights added behind the rear end shall be no lower than the bottom of the frame member to which the weight is attached.

**CAR WEIGHTS AFTER RACE:** All race winners must weigh in immediately after the race. The top five cars from each race must weigh in immediately after the race. Additional cars from each race may also be randomly selected to weigh in. The minimum weight for all cars is 3,100 pounds including the driver.

**BATTERY AND STARTER:** One 12-volt passenger car battery only, must be in marine-type case securely mounted to frame or roll cage in metal frame behind seat or in trunk area. OEM starter required and must bolt in stock location. Mini starter allowed in stock location. Competing vehicle must have capability of starting without being pushed or pulled. Competing vehicle must leave initial staging area on demand, unaided, or go to rear of that race.

**GAUGES AND ELECTRONICS:** No transmitting or listening devices, ignition timing controls, or digital gauges allowed. No electronic monitoring computer devices capable of storing or transmitting information except tachometer allowed. No ignition control boxes allowed. Only OEM style ignition systems allowed. All ignition rotors, caps, coils and modules must remain stock appearing. No electronic traction control devices allowed.

**TRANSMISSION AND DRIVE SHAFT:**

Manual transmission must be approved OEM three or four speed, with minimum 10.5-inch steel single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bell housing -minimum 270 degrees around top of clutch and flywheel area. Steel flywheel only -16 pound minimum

Automatic transmission must be approved OEM, with original bell housing and minimum 10-inch diameter torque converter containing a minimum of three quarts of fluid Torque converter must have a minimum .125-inch plug. Must have approved scatter shield constructed of .125-inch by three-inch steel, 270 degrees around flex plate. Flex plate must be full, OEM appearing, unaltered. SFI rated flex plates are allowed. Couplers are prohibited.

Steel drive shaft (minimum 2.5-inch diameter) and slip yokes only. Drive shaft must be painted white. A 360-degree drive shaft safety loop is mandatory. The drive shaft loop must be constructed of minimum 0.25inch by two-inch solid steel, or one-inch tubing, mounted six inches back from front U-Joint.

**ENGINE LOCATION:** Must be in stock location, using any OEM stock mounts. Solid steel motor mounts are allowed. GM metric cars should measure 2 3/4" from centerline of fuel pump to front of unaltered cross member

**ENGINE SPECIFICATIONS:** Maximum compression of 175lbs per cylinder after race, tested with all plugs removed and throttle plate open with good charge on battery. Motor will be spun over four revolutions or till compression gauge stops climbing. Maximum cubic inch displacement 368, 400 CID blocks are prohibited. Stock unaltered aluminum intakes allowed Weiland gm 7547 & 7547-1 and Edelbrock gm 2701 & 2716, Mopar 2915, Ford 7121, 7181, 7183 Aluminum water pump and pulleys are allowed. Only OEM style ignition systems allowed. No ignition control or multiple spark discharge boxes allowed. Stamped steel rockers are the only rocker arm allowed. Roller rocker arms and roller tip rocker arms are prohibited. Roller cam shafts are prohibited. Oil pan may have two kick outs. Only one carburetor per engine allowed. Carburetor requirements are contained in section 18 of these rules.

**ANTI FREEZE IN RADIATOR IS PROHIBITED. WATER ONLY ALLOWED IN RADIATOR - RADIATOR WILL BE CHECKED.**

Water Wetter is allowed. GM crate motor option part # 88958602 or #19258602 Must be unaltered with original seals intact. Must use correct 602 distributor with a functioning rev limiter module chipped at 6400 RPM. No alterations of any kind to valve train or springs. The 602 motor will be allowed any four barrel gas carburetor with a maximum 1" carb spacer. Mandatory MSD soft touch box P/N 8728 or 8727CT.

**CYLINDER HEADS:** Cast iron cylinder heads only. Cylinder heads must be OEM. Stock or OEM replacement parts. (Allowable head numbers are 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997) or any other OEM stock replacement head that fits these criteria. General Motors Vortec (Casting PIN 10239906 or 12558062) and SR cylinder heads (P/N 042660, 042670, 043600, 043610, 043640, 043650, 042650, 042750) are permitted. General Motors Vortec cylinder head P/N 25534351 and 25534371 are prohibited. Vortec heads may be drilled and tapped to install intake manifold.

No Dbi hump angle plug, bowtie, W-2, GT-40 or SVO heads are allowed. SPECIALLY PRODUCED LIMITED PRODUCTION PARTS SUCH AS CORVETTE, Z-28, OR MARINE APPLICATION TYPES ARE NOT ALLOWED! Aluminum cylinder heads are prohibited. Titanium valves are prohibited.

Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve.

The maximum valve sizes, as measured across the face, are as follows:

Manufacturer	Intake	Exhaust
GENERAL MOTORS		
VORTEC	1.940 inches	1.500 inches
ALL OTHER GM	2.020 inches	1.600 inches
FORD "CLEVELAND"	2.046 inches	1.656 inches
FORD "WINDSOR"	1.8437 inches	1.5469 inches
MOPAR	2.020 inches	1.625 inches

The maximum allowable spring diameter is 1.32 inches.

**EIRI** - (Except in rare instances) Decisions of Wilmot Raceway Officials are final and binding without exception. In some cases, track safety rules may take precedence over the Street Stock rules. Any rule changes or clarifications during the course of the year will be voted on by the Street Stock drivers and published.

**POINT STRUCTURE/PROCEDURES:** Car must take the Green Flag in Feature Race for Points and Payout.

## Carburetor

All non crate Street Stock engines must run a Holley Model 4412S or 4412C two-barrel, carburetor.

The carburetor must meet the following:

Carburetor Body – No polishing, grinding, or drilling permitted. Factory type air bleeds only. Screw in air bleeds are prohibited.

- Choke – The choke may be removed.
- Choke horn – The choke horn may not be removed.
- Boosters – The boosters and booster location may not be changed. The size or shape must not be altered.  
Boosters may not be tapered. Height must remain standard.
- Venturi – Venturi area must not be altered. Casting ring must remain.
- Base Plate – Base plate must not be altered.
- Butterflies – Butterflies must not be thinned or tapered. Retaining screws may not be altered.
- Throttle Shafts – Throttle shafts must not be thinned.
- Metering Block – Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited.  
Metering block must not be altered.

Any attempt to pull outside air other than down Venturies is prohibited.

