



## The V8 Iron Giant Street stock series rules for 2020

Here are the V8 Muscle Car Iron Giant Street Stock Series rules for 2019. These rules only apply to Iron Giant events and do not reflect the rules for your local track. Please make sure that you follow our rules while racing at our events. These rules are open so that drivers from any of the tracks in our area can compete and be competitive in our series. We give a weight break to anyone who races in a 2barrel class, IMCA Stock Car, or are running a crate motor. With this rule package the cars are easy to tech and everyone knows what to expect. All technical decisions concerning rules will ultimately be the responsibility of the IG staff, however, keep in mind that we utilize track staff to help us police the rules. We may adjust the rules during the season, if it appears that cars aren't competitive with the way the rules are currently. We appreciate every driver and we want your race with us to be fun and competitive. Thank you all for a successful 2019 and we hope to make 2020 even better!

Thanks, from the IG staff!

1. You may run one race without joining the series, after that you must be a paid member to compete in any other Iron Giant series events.
2. These races are not points races for your track, your participation is completely voluntary.
3. Madras and St. Helens use the Blue transponders that mount to the top of your car, you may purchase or rent them at both Madras or St. Helens. Last year the purchase price was \$40.00
4. All other tracks use the MyLaps transponders and you must have or rent one to compete in those races. Rental rates vary from track to track.
5. In order to compete at Coos Bay, you will have to purchase a one-day NASCAR license.

6. At our pavement races, you may run one 4" mirror on the driver's side
7. Rough or erratic driving will not be allowed. We realize that racing in tight quarters will lead to accidents, but if you are found to be causing more accidents than most drivers you will be barred from competing in future events.
8. If 2 cars make contact and one spins, both cars will be sent to the back.
9. Retaliations will not be tolerated- We're here to have fun, not put anyone in the hospital.

#### 2018 Series Points

1. Qualifying will be via pill draw at all events
2. All races will have passing points. 1 point per position gained based on where you started the race and the number of positions gained by the end of the race. This includes heat races, B mains and the A main. Transfer positions will give up any points gained for finishing position but will keep passing points. (EX you start 8<sup>th</sup> and finish 2<sup>nd</sup> in the B main and you transfer. You will receive no points for 2<sup>nd</sup> place finish but you will gain 6 passing points)
3. Heat races will award 15 points to the winner, dropping by one for each spot down. Passing points will be awarded based on starting position vs finishing position
4. B mains will award 50 points for a win dropping by 2 points for every position below that. Any transfers to the A main will give up their B main finishing points.
5. The A main awards 100 points to win, dropping by 2 points for every position below that. The lowest points possible if you start the A main will be 54 points.

#### 2018 V8 Iron Giant Street Stock Rules

##### IF IT DOESN'T SAY YOU CAN – THEN YOU CAN'T!

1. **BODY:** Any American made rear wheel drive passenger car or truck allowed. Minimum wheel base of 101" measured on the shortest side. Minimum weight 3300 lbs (3100 lbs for 602 factory sealed crate option motors, IMCA stock cars following ALL IMCA rules, or any PureStocks running their tracks rules, including the legal 2-barrel carburetor and tires) at any time with driver. No Convertibles or T-tops. Factory T-tops can be covered with steel sheet metal. Any weight ballast must be bolted with ½" bolts, painted white with car number on it. Body must be complete, and stock appearing and must remain in stock location and height. Aluminum doors, trunks/ deck lids and hoods are allowed- provided they look stock. Fiberglass hoods allowed- provide they look stock. Must have stock or stock appearing Steel roof, rear quarters and front fenders. **MUST BE STOCK APPEARING.** Bottom of sheet metal must attach to bottom of chassis. No outlaw dirt bodies, no wedge or homemade bodies allowed. No fiberglass fenders, doors, bumpers, or quarters. Spoilers allowed- no more than 6 inches. No side boards! Bumper mandatory. Stock or fabricated firewall and full floorboard required inside of body to behind driver's seat- must be steel. Rear firewall may be aluminum. Driver's area will be complete and have sealed firewalls between engine and trunk area. All glass must be removed except for front windshield, and that must be strapped into place. Lexan windows are ok- passenger side must be easy to see through and easily removed. Metal screen of ¼" mesh or larger allowed. Side rails on body permitted with 1 ¼" OD maximum diameter and must be within 1 ½" of body panel, must be capped on both ends. Front and rear tow hooks or chain loops required. No mirrors permitted (except as noted above).

2. **FRAMES: AMERICAN MADE STOCK STEEL FRAME ONLY:** frame and body manufacturers may be interchanged. No aftermarket frames allowed. Unibody frames may be connected. Frames may be repaired using rectangular tubing- repairs cannot relocate stock mounting points of suspension components.
3. **WHEELS:** Steel wheels ONLY. Bead-locks allowed.
4. **TIRES:** G-60 Hoosiers or slicks ONLY. Hoosier 970s will be allowed for the pavement races
5. **SUSPENSION:** All suspension components front and rear must be stock steel OEM and located in stock location, for that make and model. OEM lower control arms, and speedway boxed replacement lower control arms allowed. Aftermarket upper control arms and mounts, weight jack bolts (on all 4 corners), spring sliders and adjustable shackles permitted. Cars with non-adjustable factory pan hard bars are allowed. No independent rear axles. Heim joints allowed on tie rods, shocks, upper control arms, throttle linkage and steering column. Steering box must mount in stock location. If the frame of your car came with a rack and pinion steering system, you may replace it with a Woodward rack- part number GE366CB1975 or it's Sweet direct replacement ONLY. Minimum 5/8" wheel studs.
6. One steel non-adjustable shock per wheel mounted in any location. Rebuildable steel shocks allowed. NO Schrader Valve shocks. NO coil over shocks, coil over eliminators, air shocks, non-stock torque arms, aftermarket pan hard bars or fifth arms permitted
7. **REAR END:** Stock rear axle housing may be replaced by a Ford 9", floaters allowed. Must mount in stock location. Rear end may be locked by welding, spool or OEM posi, no quick changes.
8. **DRIVELINE:** Drive shaft must be steel and painted white. Drivelines must be strapped or chained at both ends. Full hoops recommended.
9. **BRAKES:** OEM brake components ONLY, except for bias valve, pedals and master cylinders. Brakes must be on all four (4) wheels and be able to stop all four wheels. NO aftermarket front hubs.
10. **TRANSMISSIONS:** Any OEM production transmission with at least one forward and reverse gear, Manual transmission must run approved steel scatter shield. Aftermarket dry sleeves, clutches and hydraulic throw out bearings ok. No Berts, Brinns, Falcons, etc.
11. **FUEL:** NO methanol, nitrous, nitro methane permitted. No electric fuel pumps unless you have a functioning oil shut off switch wired to kill the fuel pump if the engine is not running.
12. and model.
13. **ENGINE:** No overhead camshafts. OEM or aftermarket cast iron steel blocks and heads only. V8 and V6 Engines allowed. Maximum 1 carburetor. Roller camshafts permitted. No dry sump or external oil pumps permitted. Any ignition system permitted except for Magneto. No turbos, NOS, Super Chargers, injection or dry sumps. **MANDATORY:** All cars must run mufflers at all times and not exceed 95 dba's @ 100 feet. Engine location to be centered between main frame rails and no further back than #1 plug even with lower ball joint. Headers are allowed. No alcohol carbs, E85 allowed.
14. **ROLL CAGE:** Cars must be equipped with a 6 point or better roll cage. Roll cage material must be a minimum of 1-3/4-inch roll bar tubing of .090 wall thickness. Main cage must be welded directly to the frame in full frame vehicles. Unibody cars must be welded to a 6-inch by 6-inch by 1/4-inch steel plate that is welded to the floor pan. Cage must have minimum of four door bars on drivers and 2 bars on the passenger side. It is highly recommended that

- the driver's door bars be plated with 1/8" steel on the outside of the door bars covering the lower 2/3's of the bars. One dash bar across the front of the roll cage, two vertical door support bars on each door, two horizontal bars behind the seat, one diagonal bar behind the seat from the top corner of the cage to the opposite bottom of the cage and two bars from the top of the main hoop down to the rear frame or trunk floor. Front hoop allowed. 3 Bars or heavy straps must be in line with driver to prevent injuries from flying rocks and debris through the windshield.
15. FUEL CELL AND FUEL LINE: Fuel cell shall be securely mounted. Recommended to be a minimum of 10-inches off the ground at all times. A steel framework, welded to the frame rails, must be used to mount the fuel cell. A fuel cell protector bar made from a minimum of 1-1/4" x .090 steel tubing is required. Fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member. Fuel pump must mount in stock location. Fuel lines must be encased in steel where running through the interior. Glass fuel filters are not permitted. ALL FUEL LINES INSIDE DRIVERS COMPARTMENT MUST BE PAINTED RED.
  16. FIRE CONTROL: Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher in the car. All entrants must have a fully charged 10-lb Halon 1211, Haltron-1 or equivalent fully charged fire extinguisher in their pit.
  17. FIRE SUITS: A flame/fire resistant suit designed for auto racing will be REQUIRED at all times car is on the track. A 1 or 2-piece flame/fire resistant suit will be accepted. HIGHLY RECOMMENDED: Fire resistant gloves, shoes, socks, head sock and underwear. It is recommended that that the driver's suit be the best quality fire protection available. Fire Suits with holes will not be allowed
  18. HELMETS, HEAD & NECK RESTRAINTS: Rules apply at all times car is on track. Snell-rated SA2005, SA2010 or SA2015 Helmet required. (M rated helmets are not permitted) Foam neck brace required to race in Roseburg HIGHLY RECOMMENDED: SFI approved helmet skirt, neck and head restraint system.
  19. SEAT BELTS: Minimum 3-inch-wide (2" for head and neck restraint systems), SFI-approved five-point safety belt system. Center crotch belt MUST be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to main roll cage. HIGHLY RECOMMENDED: to replace every 2 years.
  20. SEATS: A professional racing seat is required. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. HIGHLY RECOMMENDED: seat also offer rib protection and have leg extensions. Headrests recommended on both sides. No fiberglass, plastic, or homemade seats permitted.
  21. WINDOW NET: **A window net is mandatory**; rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be good condition not frayed.
  22. APPEARANCE & NUMBERS: All cars must be bright in an appearance with contrasting numbers. Numbers must be least 24 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read from the passenger side of the car. Numbers will only be issued by Speedway. Call the office to confirm your number. There will be no duplicate numbers, any driver competing in the previous season will have until the first race to reserve their number before it will go back into the system.

23. **RADIOS:** No 2-way radios permitted. Receivers mandatory. Radios will be checked at the beginning of every race! Make sure you have it!
24. **GENERAL SAFETY:** For all safety devices it is the responsibility of the driver, not the series, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times. As with safety items, Series strongly recommends that the driver fully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.

EIRI: (Except in rare instances) Decisions of the series officials are final and binding without exception.

Any part or equipment found during an inspection or any other time that does not meet applicable Speedway standards must be surrendered to Series or Speedway Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension. Series Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection, Series Officials recommend that you carefully study the Series rulebook in order to be familiar with all aspects of racing. If you are considering a part, modification or procedure not covered in these rules, contact Series Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Series Tech Official. In keeping with the Series commitment to maintaining proper balance in the competition arena, it may be necessary for Series to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. The Series goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.