

TECHNICAL RULES FOR STREET STOCK DIVISION

Anything not covered in these rules will be considered illegal unless otherwise approved by your representative.

1. ELIGIBLE MODELS

1960 or newer sedans or hardtops. No Cameros, Firebirds, station wagons, convertibles, jeeps, suburbans, vans, pickups, El Caminos, Rancheros or similar vehicles will be allowed. No front wheel or four wheel drives allowed.

2. WHEEL BASE

108" minimum as listed by the manufacturer. Wheel base must measure within one inch of stock per side. Measured from center of lower ball joint to center of the rear axel.

3. FRAME

Must be stock. Frame may be reinforced for safety only. **Must be a stock cross member.** Design may not be altered except frame rails behind rear spring pocket maybe cut and fabricated with 2 x 3 x .095 square tubing. Unibody cars are okay and may be reinforced, but must retain the full unibody floor structure. Consult the street stock rules committee at the track regarding the special requirements of a unibody type car.

4. ROLL BARS

Four point roll cages is required and must be constructed with a minimum of 1 3/4" X .095" round steel tubing. No cast iron pipe or exhaust tubing. No offset cages. There must be a minimum of 4 bars in the driver's door and 2 bars in the passenger's door. Steel plate required in the driver's door, mounted on the outside protection bars, but inside of body panel skin. Plate must cover the entire driver's door protection bar area. 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 front frame rails and no higher than the hood. Halo bar must have one cross bar running either front to back or diagonal made of 1 3/4 x .095" wall steel round tubing.

5. SUSPENSION AND STEERING

Only stock design components may be used and all parts must match frame. Springs must be a minimum of 5" diameter. Non-adjustable type spring spacers allowed. No lowering blocks allowed. No screw jack type devices allowed. Only one (1) shock per wheel mounted in original factory position. Shocks must be steel, stock or O.E.M. 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 length. No cutting to shorten. No re-drilling holes to alter length. May plate to strengthen. Steering shaft must have 2 U-joints or be collapsible style.

Leaf spring cars can have lowering blocks.

6. BODIES

Stock factory steel bodies only. Any body repairs must not alter the stock appearance. Stock bumpers maybe reinforced. **Must have both bumpers to race.** Bumper ends must be bolted or welded to the body (not trimmed or cut) to prevent hooking another car. Exterior rub rails maybe added but no longer than 2" tubing and the ends must be trimmed and closed off at a 45 degree angle and contain no sharp edges. Rub rails must be securely bolted or welded to the body or roll cage. Maximum continuous length of rub rail not to exceed 108". The rear quarter panels behind the wheels may be reinforced with steel tubing, but that reinforcement must be welded to the frame. Fender edges must be rolled under. No sharp edges. Radiator and fuel projection hoop allowed (subject to approval). Stock interior floor and rear inner fender wells must remain in place. The full stock front fire wall must remain in place and any holes must be patched and sealed. If toe plate is removed from the firewall it must be replaced with two bars, 1 ½ x .095" wall tube. If your floor and /or rear inner fender is badly rusted or has been removed, you must patch or replace it in a factory appearing manner with 20 gauge (.0359" thickness) steel plate. Right side may be no higher than the lowest point of the drive shaft tunnel for muffler clearance. Must be fire walled below rear window with 20 gauge steel. All interior sheeting must provide for the easy exit of driver through either side of the vehicle. All cars must have toe hooks, front and rear (loop chain is okay). Spoilers may be added but cannot be larger than 6" from base to tip. May not exceed the width of trunk lid and no side or sail panels. Doors must be securely welded or bolted. All rust damage on bottom half of door may be patched with 20 gauge steel and may not exceed bottom of frame rail. Stock hood and trunk latches must be removed and replaced with hood pins. Back of hood must be completely sealed down. Hood scoops, non-functional only, to be no larger than 2" x 24" x 24". Trunk floor may be removed only to install approved fuel cell between frame rails. No window glass allowed, windscreen covering all of windshield area required. Stainless steel windshield screen is recommended but not mandatory. Stainless steel windshield screen must be no less than .063" for mesh larger than ½" or no less than .035" for ½" or smaller mesh (no larger than 1" mesh screen allowed), to cover entire opening with three upright braces top to bottom of 3/8" or larger solid rod. Stock plastic and cast grills must be removed and replaced with screen, expanded metal or after market ASA approved rubber nose. All chrome, plastic trim and mirrors must be removed. On doors only, may run lexan rub rail no more than 6" tall and only protruding out 1" from door.

7. INTERIORS

All flammable materials must be removed. Dash boards may be removed. Stock seats must be removed and an aluminum racing seat will be required. Seats may be mounted to the frame, roll cage or to the stock floor pan. Floor pans must not be rusted in the seat mount area. Steering wheels and columns may be altered to improve safety. No quick steers. NO interior mirrors will be allowed.

8. SAFETY EQUIPMENT

Seat belt must not be more than 3 years older then stamp date on belt. Snell SA 2000 full face helmet or better is mandatory.

9. TRANSMISSION

Stock unaltered automatic transmission and torque converters only. Torque converter minimum diameter is 10 1/2". Transmission cooler must be mounted under the hood. Must match same corporate family as chassis.

10. DIFFERENTIAL

Must be in same corporate family chassis. Must remain stock, except it maybe locked. Posi-traction rears okay. A 108" wheel base car may use 112" wheel base rear end, but the shock must measure the same across from inside of shock to the inside of shock from metric 108" wheel base car. No aluminum parts. Racing axles allowed.

11. FUEL TANK

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 in any location between the rear frame rails of the car. Fuel lines must remain under the floor with adequate protection. If in drivers compartment, fuel line must be run through a continuous piece of metal conduit (no splices) and is sealed at both ends. Fuel cells must be enclosed in a minimum 22 gauge steel box and strapped with a minimum 1" wide steel strapping, two straps in each direction. 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 sq. 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 .065 tubing. There is a 22-gallon limit. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a rollover.

12. WHEELS

All wheels to be steel of either full racing design or 8 spoke wheel type, however the right side of car must have racing rims on. Maximum width 8". All wheels must have oversized racing type 1" steel hex lug nuts. Studs must pass through lug nut completely. No spacers no dual bolt pattern wheels. Bead locks are allowed on the right rear.

13. BRAKES

All cars must have stock unaltered operational brakes on all four wheels. No brakes shut off devices. No adjustable proportion valves. One stock type master cylinder.

14. TIRES

D.O.T. approved 70, 75, or 78 series tires only. Maximum size L-70 or P255/70. original tire size marking must be visible upon inspection. O truck, snow or aggressive mud tires marked as LT 70, LT 75, or LT 78, etc. The only racing tire allowed is Good Year tires numbered D3264, D2599, D3268, D2342, or D2345. No grooving, sipping, shaving, softening, or recaps.

15. BATTERY/ELECTRICAL

Battery may be in the trunk between the frame rails. Battery may be moved to the driver's compartment (but must remain behind the driver's seat, completely enclosed in a marine type battery box or metal box, minimum 20 gage steel). Battery box must be securely mounted. Cables must be color-coded as follows: Red + and Black -. The mandatory ignition switch must be clearly marked on/off and must be in easy reach of the driver. Only one battery allowed.

16. WEIGHTS

All weights must either be welded or bolted to the frame, roll cage support tubing or in certain cases the trunk area floor pan. At no time are any added weights, loose or mounted, allowed inside the driver's compartment area. Drivers, make absolutely sure that any and all weights in your car are properly mounted, painted white, and have your car number and division painted on them. Loss of weight during a race will be a mechanical black flag and that car will not return for that race. No exceptions.

17. DRIVE SHAFT

Steel drive shafts only. 2 ½" O.D. minimum. A 360 degree steel drive shaft hoop located within the first 6" behind the front U-joint and bolted through the floor is required. Drive shaft must be painted white.

18. ENGINES

Must be on the same corporate family as the chassis. Motor mounts may be welded and must be in original position. Engines may be chained or strapped to restrict movement. Must be stock appearing. No external modifications allowed. Engines must be able to be used in a conventional passenger car without alteration. Castings and firings must not be changed. No machine work on outside of engine. Single OEM carburetor (two or four barrel) only. Quadra jet and Holley 4412 allowed unaltered. Holley 4412 adapter plate maximum height 1 1/4" with gasket. Cast iron intakes and exhaust only. No oil coolers. No aluminum heads or aluminum engine blocks. Ignition system must remain stock. No electric fuel pumps no belt drive pumps.

HOLLEY 4412 CARBURATOR RULES:

- a. Carburetor body- no polishing, grinding, or drilling permitted.**
- b. Choke- the choke may be removed**
- c. Choke horn- the choke horn may not be removed**
- d. Boosters- the boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.**
- e. Venturi- venturi area must not be altered. Casting ring must remain.**
- f. Base plate- base plate must not be altered.**
- g. Butterflies- butterflies must not be thinned or tapered. Retaining screws may not be altered.**
- h. Throttle shafts- throttle shafts must not be thinned.**

- i. Metering block- only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.**
- j. Holley 4412 adapter plate maximum height 1 ¼” with gaskets.**

ENGINE EXCHANGE CLAIM PROCEDURE

1. \$350 cash or engine exchange.
2. First four position finishers (whether running or not) are subject to engine exchange claim by any other driver finishing fifth and lower in the feature and still running competitively at the end of the feature which is defined as running on the lead lap. The engine will go to the lowest qualified driver in case of multiple claims on the same engine.
3. 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 the night.
4. All drivers must stay in their cars in the claiming area.
5. Claims must be made within five minutes of the end of the feature race.
6. All claimed engines must be removed from the car at the track. Once removal has begun, the exchange is final.
7. No driver may claim more than two engines per year. After opening night, driver may not be allowed to claim on first two nights at track, however, driver may claim during his/her third straight night of racing.

CARBURETOR CLAIM

1. Exchange only!