

STREET STOCK RULES

Note: A car classified as a Hobby Stock may not compete in the Street Stock class on the same night, with the same driver.

Example: If a Hobby Stock car is going to compete in the Street Stocks on the same night, one driver will pay a car and driver entry fee for Hobby Stocks, and a different driver will pay a car and driver entry fee for Street Stocks. The swapping of the 2 drivers is not permitted at any time. The registered driver will compete only with the car he/she registered with. A substitute driver is ok if that driver pays another drivers fee, and is not the driver of the car in the other class. **Plain and simple: NO ONE IS ALLOWED TO DRIVE BOTH CLASSES WITH THE SAME CAR, AT ANY TIME.**

CAR SPECIFICATIONS

1. Any American made rear wheel drive car. Any full size half-ton truck, manufactured by Ford, General Motors, or Chrysler. No vans, 4WD's or sport utilities.
2. Wheel base minimum shall be 100 inches. Measured on the shortest side
3. Car and/or truck bodies must be metal and have the appearance of a stock car. Plastic nose caps or valances permitted. 10" spoiler allowed.

SAFETY

1. The roll cage shall be constructed using 1.50 or 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness .095 inches. No tubing on the car can be greater than 2 inches in diameter. Six point cage consisting of four-point center section and "kicker bars". Kickers may be "X" braced. Center section of cage must consist of main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on. Every cage must have at least one halo bar and one in the center. The four points of the cage center section must be securely welded to the car's frame rails or mounted on a steel 4x4 pads welded to unibodies. Windshield bar required. A minimum of three driver's side door bars are required to be plated with at least 18 gauge steel metal plating. Passenger side "Z" bracing required minimum. Driver and passenger doors may be gutted as necessary to fit the cage. Doors must be securely fastened, if running two (2) seats; passenger side needs to be the same requirements as driver's side door.
2. Front cage hoop permitted. Inner fender wells may be removed.
3. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in driver's compartment must be fire retardant.
4. Nerf bar may extend up to 2" beyond factory body and must terminate inward and contain no sharp edges.
5. Fuel cell is mandatory. Must be located in trunk mounted securely. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells

must use no greater than ten (10) gauge steel bar/material. If fuel cell is dropped below car must be surrounded by at least 18 gauge covering bottom of fuel cell. No more than three (3) foot of rubber hose on fuel system may be hooked to stock fuel line. Must have ground strap. Steel fuel filters only. **Each fuel cell must be fuel tight and have a functional roll over valve.**

HELMETS

1. Drivers must have Snell 2005 or better rated helmet. The strap and clasp must be in good functional condition. Helmet can't have any cracks. Helmet must be worn at all times while vehicle is on the track and must accompany vehicle at time of inspection.

DRIVING GEAR

1. Driving suit, gloves, racing shoes, and neck roll are mandatory and must be SFI-approved fire retardant. SFI approved head-socks and Hans/Hutchins devices are highly recommended. Driver's using a Hans/Hutchins device are exempt from using a neck roll. All safety gear must be in good condition. No rips or frayed edges in driving suits.

WINDOW NETS

1. Window net will be mounted so it can be accessible by the driver and Safety Crew. Webbed net only, minimum size of 16"X20". Must be SFI approved.

SEATS & BELTS

1. All vehicles must have an aluminum seat fastened to the roll cage **ONLY**. **Do not attach to car body**. Seat must be mounted with 4-3/8" bolts, in at least four (4) points. Side bolsters and side impact head supports are recommended.
2. Seat covers and padding must be fire retardant. Cover must be in good condition. No rips or holes.
3. Five (5) point type harnesses required with three (3) inch waist and shoulder straps. Belts may be no more than three (3) years old. All belts must be roll bar typed or securely mounted to roll cage. No worn or sun rotted belts. Tattered fibers, nonfunctional clasps and insufficient mounting points will be cause for vehicle to fail tech.

DRIVER'S COMPARTMENT

1. Battery must be securely mounted in a box within the driver's compartment, marine type or better. One battery only per car. **NO BATTERY IN TRUNK OF VEHICLE**. A battery kill switch is mandatory and switch must be in the reach of the driver and Safety Crew.
2. Driver's compartment must be sealed from engine and fuel cell by at least an 18 gauge steel sheet. Driver must do everything possible to keep the driver's compartment completely sealed off from the engine and trunk area. No loose objects in the cab.
3. Any fluid transfer through cab must be double walled steel and securely fastened and to be shielded from the driver. Subject to tech approval.

4. All glass and trim must be removed.

DRIVE-TRAIN SPECIFICATIONS

1. Engine and related components must remain stock as manufactured. No angle plug heads, bow tie blocks or heads. on GM engines. Blocks, heads must be OEM cast iron. Aluminum intake OK. Headers OK. No rollerized valve train components. No grinding, polishing, or porting of any kind to the intake exhaust runners or manifolds. Engine set back OK, #1 plug to be inline or in front of ball joints. Solid motor mounts are allowed
2. No stroker engines.
3. No roller cams, flat tappet cams only. Screw in rocker arm studs, OK. Stud girdles allowed
4. Radiators must be mounted in stock position. Electric cooling fans are permitted. Radiator spray bar, pump and reservoir are permitted. Maximum reservoir capacity is five (5) gallons. System must be operational. Reservoir and system components must be securely mounted. Reservoir can only be mounted in the driver's compartment.
5. Exhaust must exit beyond the body. No exhaust components in driver compartment.
6. Distributors must be OEM or OEM direct replacement, no magnetos.
7. Spec carburetor - Unmodified Holley 4412 only, not exceed 500 cfm.
 - a. Removal of choke plate mandatory.
 - b. All 4412's are subject to passing a no-go gauge.
 - c. One (1) adapter no more than one (1) inch in height. No tampering allowed.
8. Gasoline/110 race fuel, methanol, and E85 OK.
9. Electrical fuel pumps ok with an oil pressure switch or inertia switch mandatory.
10. OEM and factory transmissions mandatory. Working stock torque converter with fluid required. Stock clutch mandatory. Manual transmissions must have a minimum ¼ inch flat strap or some sort of protective shield on the bell housing. Steel Fly wheels only.
11. Locked rear ends optional. No traction control device allowed. Nine inch Ford allowed. 1 inch inspection hole in rear end center section required. full floater rear axle allowed. Drive shaft must be painted white with car number on it. Drive shaft hoop mandatory.

FRAME, SUSPENSION, WHEELS & TIRES

1. Uni-body car may create frame to tie front and rear suspension together must go from rear of front sub to front of rear sub. Underslung suspension ok. Shocks may be moved from stock location. Frame strengthening allowed.

2. Suspension mounting points, trailing arms and sway bars must remain stock factory unmodified. Weight jacking devices, spring spacers, adjustable spring shackles, sliders, and lowering blocks OK. Suspension components must match year, make and model of the car. 1 inch wheel spacers are allowed. Spindle savers are optional.
3. IMCA stamped non-adjustable upper control arms are allowed. Steel shaft, non-adjustable, stock length replacement tubular upper control arms for Camaros allowed.
4. One (1) inch lug nuts mandatory.
5. No recaps, heavy lug, mud terrain or studded snow tires. Any no spec tire, 10" wide maximum.
6. Additional weight and ballast OK. Must be painted white and marked with car number. 3000 lbs weight minimum after race.
7. Brakes must function on all four wheels. No adjustable brake proportioning valves of any kind or shut off devices. Emergency brake cable must be cut or removed. Any non functional brake may result in disqualification. Subject to tech approval. Pedals may be moved from stock location.
8. All brake components including calipers, rotors, spindles, drums and related subcomponents must be stock. Aftermarket master cylinder allowed.
9. Steering system must be stock or OEM replacement for make and model used. Steering shaft may be changed but it must be a collapsible type shaft. After market power steering pumps are allowed.
10. Steering quickeners allowed.
11. Front and rear bumpers are required and must be chained securely to the frame, rounded inward, or attached to fenders. No excessive reinforcement of the bumper (at discretion of track officials).