

Section 10 – Street Stock

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS DECISIONS ARE FINAL.

Raceceiver mandatory. (454.000)

Body: Any American made, rear wheel drive car or pickup. Minimum wheel base will be 107" with a 1" tolerance. Full frame cars may replace rear frame after kick ups with 2 x 3 tubing. Stock unibody cars may replace with 2 x 3, 36" back from centerline of front wheels, must go over the top of rear end housing. BRP (Camaro clip) late model chassis allowed, must be converted to either F body (leaf) or G body (coil) rear suspension. Must be converted to 2 x 2 or 2 x 3 rails, from the point of termination of the stock clip rearward. Up rails back may be tubular. Minimum weight of 2900 lbs with driver, after completion of race. Track scales will be used to determine legal weight. All lead must have car numbers on them. 4 point roll cage minimum, with 4 door bars on drivers side, front and rear hoops. 1 ½" .095 tubing minimum. Stock steel bodies allowed, optional aftermarket steel or aluminum bodies (AR bodies, 5 Star bodies, Performance bodies) legal. Rear windows on cars using station wagon bodies must remain open at all times. Must be ONE stock appearing, 5" spoiler allowed with 5" sides. Maximum body width 82". Must run stock type nose (no MD3, or Dominator type late model). Tail pieces optional. Must run full rear bumper, minimum 12" off track surface, and remain inside of rear quarter panels. Cold air boxes allowed. All cars must be presentable.

Front Suspension: All suspension and steering components must be OEM and in stock location, with the exceptions of steel tubular style upper control arms, shocks, and tie rods which may be changed to heim ends. Heim end tubular upper controls arms allowed. Steering quickeners allowed. Jacking bolts allowed. One non adjustable, steel body shock per wheel, mounting location optional, no Schrader valves, or coil overs

allowed. Any gas ports must be sealed. No bump stops allowed on any shock.

Rear Suspension: Leaf spring allowed. No pull bars. No 3 link. No panhard bar or jbars allowed. Floater rear ends allowed. No gun drilled axles, steel spool only. No lockers or traction devices. No quick change rear ends allowed. Rear end side, arm/housing brackets must be in stock location horizontally on axle tube. Arms can be located anywhere vertically in brackets, no more than 5 ½" from housing. Coil springs must be mounted straight above the axle and 34 inches center to center. Chassis side mounting brackets (upper and lower) must be in stock locations (+/- 1"). Must be stock width and stock height. Rear clip must be centered with front clip. Rear control arms may be converted to adjustable rods with heims but must retain stock length (+/- 1"). Mono ball also allowed. No spring rod style control arms.

Engine: Factory sealed 602 crate with stock venture Holley 650 carb (4777, 80777, or 4150 HP allowed).

All engines must remain stock stroke configuration for manufacturing and cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum 48 lbs, no lightening or knife edging. No billet or aluminum rods. Flat top or dished pistons only, no part of the piston may extend above deck surface of block. Maximum overbore – GM 350.070, Ford 351.070, Chrysler 360.040, GM 400.040. Stock production blocks only. Cast iron stock production heads, bowtie heads, Dart SS10021070 or 10021010, World Products 043600 or 043610 with max 2.02 intake and 1.60 exhaust valve. Vortec 906 and 062 heads allowed. Dart 180 only - part #'s 10110010F or 10110010. Engine quest heads allowed Ch350c, ch350h. No race flow or undercut valves allowed. No porting of heads allowed. Roller rocker arms allowed, with ratio of 1.6 or 1.5. No shaft rockers unless factory stock. Screw in studs, guide plates, and stud girdles will be permitted. No Roller camshifts. Must have OEM firing order. Engine setback MAX, center of number 1 spark plug hole in line with center of upper ball joint. Factory stock distributor, points or HEI permitted – No circuit board modules allowed. 12 volt electrical system only. Holley 4412 or 4412s, HP, or XP carbs allowed. Stock 1-3/8" ROUND venture size, all carbs must pass with track tech tools. Base plate butterflies cannot exceed 1.688". Stock cast

iron 2 barrel, or optional aluminum intakes permitted. No porting, No marine, and No military intakes allowed. Weiland 7546, 7547, 7547-1 (chevy), 7515, 7516 (ford), 7545, 2920 (chrysler), Edelbrook 5001, 2101, 2116, (chevy) m 5021, 5081, 2760 (ford), 5076 (chrysler), and GM GMPP 602 crate intakes will be permitted. Any aluminum 2 barrel adapter, maximum adapter thickness of 1 1/8" with gaskets. Stock type fuel pumps only. 1-5/8 or 1-3/4 headers only, crossover headers or conventional down under headers only. No step, tri y, 180 degree, or late model style headers. No merge collectors. Mufflers mandatory, must exit behind driver. 3" pipes maximum. Site plug mandatory 3-6 inches from front of pan on left side.

Transmission, Bellhousing, Driveshaft: Any transmission, automatic or standard allowed. Standard must have steel bellhousing or blanket. Steel driveshaft painted white. Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft. Bert/Brinn/Falcon style tranny allowed.

Brakes: 4 wheel brakes mandatory. OEM calipers only. Aftermarket master cylinder allowed. Remote brake adjuster allowed.

Tires and Wheels: Steel wheels only with a maximum width of 8", beadlocks allowed. No wide 5 hubs allowed. Must have racing type 1" lug nuts. American Racer 26.5/27.5 8" tires stocker ONLY . Medium or harder only, no softs allowed. American Racer 245/70/2015 DIRT compound non DOT tires also permitted. No snows, aggressive tread, or duals permitted. No chemical treating.

Safety: All cars must have an aluminum racing seat safely installed with no less than 6 bolts (subject to tech). All cars must have a window net securely mounted. Net must be up and secure when on track. All fuel cells must have rubber flaps. All cars must have chain on front of tires.

*BRP and Hybrid (f/g combined) chassis guidelines and rules subject to change if chassis is proven to be over dominant.

ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEARDOWN.