

STREET STOCK RULES formerly called Pure Stocks

ELIGIBILITY REQUIREMENTS

The Street Stock division at the Speedway is an entry-level division with the focus on affordability. The following rules will be strictly enforced to see that the intent of the class is maintained. Any dominant driver may be asked to move to another division of racing at season's end. All drivers must have a valid state driver's license or parent's consent as needed.

ENGINE

Any year engine may be run in any body, must be in model line (i.e. Chevy/Chevy Ford/Ford, and so forth). Engine must remain in stock location. All block and engine component (heads, intake, etc.) casting numbers must remain. No notching frame for fuel pump clearance. Cubic inch limit as follows: Chevy 350, Ford 351, Mopar 360, must have stock stroke and bore plus .030. Stock type flat top piston - no domed. Stock cast-iron two-barrel intake only, no after market allowed, no modifications allowed. Hydraulic or solid cams only. Stock OEM Rockers & lifters only. Roller tip, 1:5 ratio allowed. **Full roller rockers 1.5 ratio allowed. Stud girdles allowed.** Hydraulic lifters only- no mushroom lifters, no slotted rockers, poly locks allowed. Stainless steel valves allowed. No Vortec Heads allowed. No heads larger than 2.02" on all small block engines. No adaptors. Stock OEM production cast iron. No porting, polishing, or grinding. Heads must have internal and external measurements stock. No factory performance cylinder heads. No Chevy angle plug heads. No Dart or World Products heads.

NOTE: ENGINE RULES ARE DIRECTED AT THE CHEVY ENGINE. PLEASE CHECK WITH TRACK OFFICIALS IF ANOTHER BRAND IS BEING CONSIDERED FOR COMPETITION.

Gasoline only. No ignition timing altering devices. OEM ignition systems only, (see Super Stock ignition rules). Stock 2bbl. carburetor or optional Holley 4412 (see street stock carburetor rule). Hood scoops permitted. 3-inch maximum height. Headers: May use chassis or crossover style headers. Maximum 1 5/8" tube with 3" collector. No stepped, tri-y, or two into one systems. No 180 degree headers. No crossover or H-pipe connectors. No crankcase evacuation systems. Mufflers recommended.

TRANSMISSION

Stock automatic or manual transmissions only, with all gears working, including reverse. Automatic transmissions must have functional 11" torque converter with no internal modifications allowed. No hollow converters allowed or any method of creating direct drive systems. Manual transmission, three or four speeds only, must have full steel bell housing, stock clutch, pressure plate, and flywheel. Minimum weight of flywheel is 25lbs. No aluminum parts what-so-ever in clutch system. No aftermarket transmissions allowed. No corvette parts allowed.

REAR END

Stock rear end only - Rear ends from different year cars will be allowed but must remain same as manufacturer. Rear end must be locked, spools allowed. 1" racing lug nuts mandatory on all wheels with 1/2" wheel studs recommended. Drive shafts must be steel and painted white. All cars must have full steel drive shaft safety hoop mounted not more than 6" from front U joint. No chains or cables. All weights must be painted white with car number in dark paint.

OPTIONAL: Nine inch Ford Rear

- a. **Maximum housing width- drum to drum: 62 in max.**
- b. **Must utilize stock GM mounts in stock OEM location on chassis**
- c. **No light weight (aluminum) parts. (Ex. Spool)**
- d. **Flanged axles only. No double spine axles**
- e. **No floater type housings.**

SEAT

Aluminum racing seat mandatory. Must be high backed, minimum of 0.095 material. Seat mounting (see street stock rule). Seat location- stock OEM position.

BODY

Any American made sedan, 2 or 4 door. All cars must have factory stock wheelbase. A minimum 1" tolerance will be allowed. No front wheel drive cars. No sub compact cars. Full frame cars highly recommended. Outside body must be complete. Cars may use aftermarket steel replacement panels, or aluminum, but each panel must retain OEM dimensions and style. Straight panels, homemade, square-looking, or bodies resembling a late model will not be allowed. Roofs may be fiberglass if they meet stock dimensions. No aluminum roofs or roof parts. Inside door panel, inner fender, trunk floor, and dash may be removed. Fenders can be cut 2 inches only for wheel clearance. All glass must be removed. Windshield openings must be covered with 1/2 square wire screen heavy gauge. Floorboards must be complete with all holes patched from front firewall to rear firewall, from outside edge to outside edge of frame rail. Passenger side floor can be removed, must be replaced by either 20-gauge steel or .080 aluminum plate, from center of hump to passenger side top door bar (must be no higher than straight sloped – **NO LATE MODEL STYLE COCKPIT.** Front firewall must be in stock location, (can be replaced with 20 gauge steel or .080 aluminum plate) and rear firewall and rear window shelf must be sealed off from driver's compartment with at least 20-gauge steel, no holes. All doors must be welded or bolted shut. No solid dark painted bodies will be allowed. All cars must look presentable. Seat and steering column must remain in stock location (seat can not be located further back than 32" from center of rear axle housing to the back bottom edge of the seat, a 1" inspection hole must be provided in rear firewall at center of seat back bottom location). No holes in the hood, 3" tall hood scoop allowed, non-functioning completely sealed. Window net is required on driver's side. Gas pedals must have toe lift. No cable linkage allowed. After market gas pedals recommended with toe lift.

ALUMINUM BODY RULES:

Aluminum bodies will be allowed as an option. Considering the fact that teams may attempt to fabricate their own bodies, the following rules are to be followed.

BODY:

1. Any car not resembling the original body design will not be allowed to compete.
2. No Shoebox bodies.
3. Speedway technical team may dismiss any car from completion for not maintaining body requirements.

NOTE: Rules apply to exterior body panels only.

ROOFS:

1. OEM Street or aftermarket fiberglass replicas only.
2. No homemade steel, aluminum, or fiberglass roofs.
3. Fiberglass roofs must be of short track body dimensions and style. (See diagrams)
4. No late model, modified, or IMCA roofs.

HOODS:

1. Aluminum (.040 or .050) or steel must cover complete engine compartment.
2. Hood scoops allowed. Maximum 3 inches tall and 21 inches in width.
3. Hood scoops must be closed off with no external openings.

NOSE PIECE:

1. May be OEM or aftermarket replica.
2. Must have nose piece.
3. Must fit body correctly.
4. No late model type flares.

FENDERS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Fenders must resemble OEM fenders.
3. No late model flares.
4. Fenders must cover 90% of tire.

DOORS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Door must be original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.

QUARTER PANELS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.
6. Quarter panel must extend 36 inches front centerline of differential to trailing edge of quarter panel. (see diagram)

UPPER QUARTER PANEL:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. No solid panels.
4. Must have quarter panel window cut in.

TRUNK LIDS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Must cover complete rear section of car and be removable for inspection.

REAR PANEL:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panel must extend quarter panel to quarter panel.
3. Panel must be a minimum of 12 inches wide.
4. No screen or mesh allowed.
5. Must be solid.
6. Aftermarket tail piece recommended.

SPOILER:

1. May be aluminum or lexan.
2. Maximum height: 5 inches.
3. Spoiler side boards may not exceed 5 inches in height or 6 inches in length and must not extend beyond the main spoiler.
4. Must be tapered from tallest point to lowest point equal on both sides.
5. Spoiler must be non-adjustable.

COOLING SYSTEM:

OEM style radiator in stock location. Must have one quart overflow tank. 22-pound radiator cap recommended. Aluminum radiators allowed.

WHEELS

Maximum 8" wheel width. All four wheels must be steel & same offset. Stock wheels must be reinforced. Racing wheels recommended.

Bead Locks allowed on right rear only.

TIRES

American Racer size 70/245 x 15 only. No options. No recaps. No softening of tires. Grooving, buffing, and siping allowed.

FRONT SUSPENSION: Applies to GM Metric Chassis only

- A. Upper Control Arm: May use stock, unaltered OEM A-frames or replacement steel cross shaft aftermarket arms. Control arms must mount to stock OEM chassis mounts in original location. Maximum length of the control arm: 8 ½ inches. Control arm must use original type (metric) ball joint. May use stock or neoprene bushings.
- B. Lower control arm: OEM, stock control arms only. Must be mounted in original factory mounts. Control arms or mounts can not be altered. May replace bushings with steel or polyurethane aftermarket replacements. Must use OEM style metric ball joints.
- C. Spindles: Stock OEM only. No pinto or aftermarket dropped spindles. May not be reamed for larger ball joint. Must utilize OEM wheel bearings. Spindle savers allowed.
- D. Steering: Steering box, tie rod end, adjusting sleeves, Idler arm, pitman arm, and drag link must be in unaltered stock OEM parts for metric chassis. NOTE: May use aftermarket adjusting sleeve, maximum 4 ½ inch length. Steel only.
- E. Shocks: Front must be original equipment design mounted in original mounts, upper and lower, absolutely no aftermarket mounts. Aftermarket shock mounts allowed. No adjustable shocks. No aluminum shocks. No shocks with a Schrader valve or remote reservoir.
- F. Springs: OEM style springs. Aftermarket springs allowed. No jacking bolts. Must be 5 ½ inches in diameter. May be any length. Must fit into stock upper mount in frame and lower control arm location. May use adjustable spring cups on top of springs only.

REAR SUSPENSION: The rear suspension must utilize all stock OEM mounting points for metric chassis.

- A. Trailing Arms: Must use stock OEM upper and lower trailing arms. Lower arms must be stock length. Upper arms may be altered for pinion angle. Positively no uniballs or rod ends installed in trailing arm. May use polyurethane or steel replacement bushings. Must attach to stock factory mounts in stock factory location.
- B. Springs: Upper seat of spring must mount in stock position in factory crossmember. Lower seat of spring must be mounted on top plain of rear end housing. May use aftermarket weld on mounts. Spring may be of any length but with a minimum of 5 inches in diameter. May use adjustable spring cups.
- C. Shocks: Must be mounted in stock location for the type of rear end housing being used. Lower mount of shock must be mounted in stock location. Upper mount of shock may use an aftermarket or fabricated mount, but must be within 1 inch of original location. May use fixed bearing shocks. No aluminum shocks. No shocks with a Schrader valve or remote reservoir.
- D. Frame: No excessively rusted frames. Frames may be replaced from center line of rear axle to rear bumper area. Must be constructed of rectangular tubing and properly braced.

ROLL BARS AND BRACING

Roll bars must be a complete 6-point bar, with 4 bars inside driver's door. Bar minimum of 1 1/2 O.D. black steel pipe or seamless tubing of 0.095 thickness, all junctions must be gusseted. Also, must have 1 bar down center of windshield of same dimension. No offset or set back roll cages.

BUMPERS and NERFS

Nerf bars/rub rails: One external horizontal rub rail on each side of the car between the wheels only is allowed. Must be steel square tubing with a maximum dimension of 1" wide by 2" high. Rails must mount flush against the body panels with each end cut at 45 degrees and capped with no sharp edges; any exposed bolt must be a carriage type head. Front Bumper - Stock type bumpers & covers only, no exposed tubular or 2x4 except for hoop. Rear bumper - stock type, stock type cover, or fabricated steel, max. 4-inch height, cannot exceed 4-inches beyond rear of body and filler. All rear bumpers must have lower quarter panel nerf (considered as part of bumper), Lower quarter nerfs must be against body and extend a minimum of 1-foot forward before turning and mandatory connecting to frame. All bumpers cannot exceed being flush with sides. All Collapsible bumpers must be welded so they will not pull apart. Bumpers must be securely fastened to the frame. No visible reinforcement on bumpers. No cowcatchers. Front and rear bumper hoops no higher than 8', no wider than the frame. Bracing allowed - two braces per hoop, no larger than 1 1/2". May be welded to frame behind bumper.

FUEL CELL

Fuel cells mounted in steel container mandatory. All fuel cells must have tip-over valve in fuel cell or vent line. Maximum 22 gallon. Mounting instructions refer to Street Stock rules.

BATTERY

All cars must self-starting. Battery location is optional, but must be mounted in a safe location, and it must be secure. Terminals must be insulated. 12-volt systems only no high voltage batteries.

BRAKES

Operable and effective 4-wheel brakes mandatory at all times. Three wheel brakes allowed, but all components must be in place (rotor, caliper, hose, etc). Dual Brake Master Cylinders allowed. Bias adjuster allowed, NO REMOTE ADJUSTERS ALLOWED. Rear stock disc brakes allowed.

GENERAL

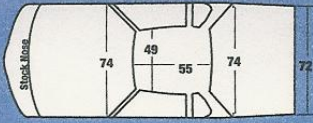
Heat may be run at the discretion of the promoter. A feature event will be run.

Up to 24 cars will qualify for feature event. Any car causing unnecessary delays in the racing program will be disqualified. This rule will be enforced.

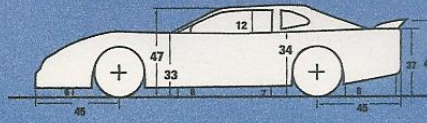
BODY INSTALLATION GUIDELINES:

Body Installation Guidelines

All measurements apply to a package A body only. Package B measurements will be different due to the width of the rear tail section. Your chassis measurements may vary, call if you have questions.



Monte Carlo, Grand Prix, Lumina



All Short Track Style Bodies

DOOR AND FENDER MEASUREMENT DIAGRAM:

