

2010 STREET STOCK RULES



CHASSIS

Cars must be 1960 or newer, stock passenger type cars.
No commercial vehicles, convertibles, sports cars or Novas allowed.
Frame and engine must be stock for make and model.
Minimum factory wheelbase of 108".
Plating of frame allowed for repairs only.

BODY

Stock appearing body.
All body chrome, glass, plastic and interior must be removed.
All doors and trunk must be welded or bolted shut.
All headlight, taillight and parking light assemblies must be removed.
Body must be neat and have acceptable metal stock front and rear firewalls.
ALL HOLES COVERED
Full floorboard, trunk floor and rear fender wells required.
Front windshield area must be covered with an approved driver protection screen.
Track reserves the right to request body sheet metal to be replaced should it become a hazard.

ANY SKIRTING MUST FOLLOW CONTOUR OF BODY!!!

WEIGHT

Must weigh a minimum of 3200 # with driver.
Any added weight must be securely bolted with minimum ½" bolts or welded to the car and painted white with car # painted on it.

SUSPENSION

Front suspension must be A-Frame type. No tubular A-frames.
Must have O.E.M. hubs. Right front may be safety, truck or heavy duty.
Front and rear suspension must remain stock and in their original location.
Heavy-duty shocks will be allowed. One per wheel.
Suspension may not be reinforced or modified in any way.
Weight jacks OK (**not adjustable from cockpit**)

STEERING

Stock steering box must be in original stock location.
Steering wheel may be moved by U-joint, chain and sprockets or aftermarket steering reduction box.
No center steering. Steering wheel and driver must be on left side of drive shaft hump. No modification of hump allowed.
No rear seat drivers.
No rack and pinion steering allowed.

BUMPERS

Front bumper must be constructed with a minimum diameter of 1½" outside diameter tubing and no wider than O.E.M. width of bumper horns.

12" overall height at tallest point of bumper.

Leading edge of front bumper may not exceed 36" from center of front spindle (42" on Monte Carlos)

Rear bumper may be stock with 1/8" plate welded to outer most edge of bumper tapered into rear quarter panel and with a minimum of 6" mounted flush to rear panel by weld or bolted to panel with no less than 4 bolts passing through exterior plate, body panel, and sufficient inner metal; so as to not allow bolts to pull through body panel. Rear bumper may also be constructed of light tubing as front bumper material; may wrap around rear panel, but must remain within 1" of body. No sharp or blunt edges allowed and construction must be done in such a way as to not allow or deter hooking of another car or bumper. Rear bumper overall height not to exceed 12".

Nerf bars are allowed. Must be within 1" of body and be beveled at 45 degree angle and be capped off smoothly or be turned into the body.

No sharp or blunt edges on any part of car.

SEAT BELTS & SAFETY EQUIPMENT

Snell-rated SA95, SA2000 or SA2005 helmet required. Roll bar padding required in driver compartment (*Fire retardant recommended*). SFI-approved full fire suit required. Fire retardant neck brace, gloves and shoes required. *Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft.* Driver-side window net required minimum 16"x 20" ribbon or mesh style, and must be mounted so latch is at top front of window. Minimum three-inch wide five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, *and recommended to be no more than one year old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

ROLL CAGE

Steel roll cage is mandatory.

Minimum of 1½" O.D. x .120 wall tubing is required.

Front and rear roll bars must be connected to the top.

Top bars must be at least 2" above driver's head.

At least three (3) side door bars running from the front upright to the rear upright in each door are mandatory.

Proper bracing and triangulation on front and rear roll bars is required.

WHEELS

Steel wheels only. Maximum rim width of 8".

One valve stem per wheel. No bleed off valves allowed.

Bead locks allowed on right rear only.

TIRES

Maximum 11" sectional tread width street type passenger car tire. Must have D.O.T. number and tread design or Hoosier 500 (8" or 10")

No shaving, grooving or modifications allowed.

No off-road, mud, snow, recap or knobbed tires allowed.

Tires must be available to the general public at normal retail outlets.

Screwing of tires to wheels is allowed.

Tire width to be checked by tire gauge.

MUFFLERS / EXHAUST

EXHAUST: Cast iron manifolds or round tube headers are allowed. All primary header tubes must enter directly into one collector, at same point, at end of header.

Stamped IMCA 609 must be used. All exhaust must go through mufflers, two per car and one per header.

FUEL TANK

One steel or metal enclosed fuel cell is required. Must be vented with a roll safe vent valve. Tank must be mounted in the trunk area in a metal box and secured by no less than two (2) 1/8" x 2" steel straps around the cell and above level of stock trunk and not visible from exterior.

No pressure tanks allowed on fuel system

Fuel lines running through the driver's compartment must be protected by rubber tubing. No cast iron fittings.

Only fuel type hose may be used for fuel line. Steel braided recommended.

No electric fuel pumps.

Trunk floor may not be removed, but must have a way of letting gas escape, such as drain holes.

If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.

FUEL

GASOLINE ONLY...NO ADDITIVES

RADIATOR

Only one (1) radiator. Must be centered in front of engine in a vertical position.

No auxiliary cooling tanks allowed.

Aftermarket aluminum radiators allowed.

BATTERY

Battery must be securely mounted in a marine type box. Battery must be in good working order and capable of starting car.

SEAT

One (1) driver's seat securely mounted within original location

Bottom of back of seat must be at least 30 inches from center of rear axle.

Must be a metal racing type seat.

May not be mounted to any horizontal door bars.

ENGINE

Any automotive engine originally produced by an American manufacturer for passenger use.

Make is optional. GM in GM. Ford in Ford. Chrysler in Chrysler.

Stock numbers of cylinders for make and model of car. 362 cubic inch limit

CAST IRON BLOCKS ONLY.

O.E.M. HEADS ONLY. No polishing, porting or port matching allowed.

Heads must be factory drilled straight plug.

No GM angle plug, bow-tie or aluminum heads allowed.

O.E.M. style crankshaft and connecting rods. Stock stroke only.

Must maintain stock bore and stroke combination.

No roller cams, overhead cams or gear drives allowed.

CARBURETOR

One (1) American manufactured 2-barrel or 4-barrel carburetor.

Must bolt to stock cast iron intake manifold without alteration of mounting hole pattern and without any adapter or spacer plates allowed.

Only one (1) gasket with a maximum of .250" thickness may be installed between intake and carburetor.

No modification including cutting, polishing, grinding or matching allowed on the carburetor.

The choke hardware may be unbolted.

No dual line double pumpers.

Holley spread bore with vacuum secondary allowed on GM cars. Must bolt to stock cast iron intake manifold without alteration of mounting hole pattern and without any adapter or spacer plates allowed.

Holley carburetor #4412, two barrel, 500 CFM (on cast iron intake, with maximum 1-1/4" adapter only.

Stock venturi bore, stock throttle body, stock booster location and height.

(to be checked by go no-go gauge)

Stock cast iron intake manifolds only or **Edelbrock #2701,2116,2716 or Weiland 7547-1 only.**

Intake manifolds #14096011 and #1496242 are not allowed.

Battery type ignition only. No magnetos or dual points ignitions or MSD allowed.

*****OEM firing order cannot be changed*****

The use of fuel injection, super or turbo chargers, nitrous oxide or water injection is not allowed.

Roller rocker arms allowed.

Engine must be in stock location. No cutting or extension of firewalls to accommodate engine allowed.

No bowtie parts allowed.

TRANSMISSION

No transmission cooler in the driver compartment.

Automatic: Any OEM automatic transmission allowed. Must use functioning, minimum 10-inch diameter steel torque converter. No direct drives, couplers, valve pumps, or bleeder style valve bodies. Must have at least one forward gear and reverse gear, gears must function. Must have an approved scatter shield constructed of .125-inch by three-inch steel, 270 degrees around top of flex plate. Steel OEM style flex plate only, must be bolted directly to end of crankshaft.

Manual: 3, 4 or 5 speed OEM manual transmissions only. All gears must function. Must have functioning 10.5-inch minimum diameter clutch and pressure plate bolted directly to steel flywheel. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bell housing 180 degrees around top of clutch and flywheel. No mini-clutches or couplers. Hydraulic slave cylinder/throw out bearing allowed. From a neutral position, with the engine running, the car must be able to go forward and backward.

Drive shaft **must** be painted white and have mandatory safety loops, 1/4" x 2" flat, 360-degree loop, 6" back from front u-joint.

REAR END

Any passenger car type produced for passenger car use.

Rear end may be locked by welding spyder gears, spools or by whatever means.

No quick changes.

Floater OK

9" Ford allowed in any body Street Stock

BRAKES

All cars must have O.E.M. hubs and brakes with a minimum of two (2) wheel brakes in working order.

Three (3) or four (4) wheel brakes are recommended.

Brake test may be held throughout the year.

Adjustable brake devices are allowed.

Track may tear down any engine, anytime, with no money.