

2009 STREET STOCK RULES

YEAR, MAKE, AND MODEL MUST BE DECLARED BEFORE CAR WILL BE ALLOWED TO COMPETE. IT IS THE DRIVER'S RESPONSIBILITY TO UPDATE THIS INFORMATION, AS NECESSARY.

BODIES

1. Must be 1955 to present American made cars with minimum wheelbase of 100".
2. No trucks, sport utility vehicles, station wagons, or front wheel drives.
3. All bodies must utilize a full factory stock steel hood, steel roof, and steel trunk lid. All three pieces must be from the same year, make, and model vehicle. Internal support structure may be removed but all factory window channels and drip edges must remain intact on roof panels. Internal support structure only may be removed from hood and trunk lid. Perimeter edges on side of hood may not be removed. Factory front and rear roof pillars must remain stock to top of front fender and top of rear quarter panels.
4. Body sides including front fenders, doors, and rear quarter panels may be fabricated using minimum 22 gauge steel but must retain original factory appearance and body liner. Body sides may not be any lower than original rocker panels. Doors must be welded or bolted shut. All sheet metal must maintain 5 inch ground clearance.
5. Gutting of bodies allowed. All flammable material must be removed along with all glass, chrome, and plastic.
6. All cars must have full stock front firewall, in the original location of chassis being used. Stock floor pan must be maintained to rear of driver's seat, across entire width of interior. All holes in front and rear firewall, and floor pan, must be covered with minimum 22 gauge steel. Rear firewall MUST be steel.
7. Aftermarket stock appearing rubber nose and tail pieces may be used, but must match body being used. All cars using rubber or plastic nose and/or tail piece, must have (2) steel cables in both the front and rear for towing purposes. Cables MUST be strong enough to support weight of vehicle. Slits may be cut in nose and tail piece, so cables may be tucked in, until needed.
8. Cars must have complete wire screen or lexan windshield, supported inside at center by (3) vertical steel bars, minimum 1 inch by 1/8 inch, not less than 4 inches apart. No part of the front windshield opening or rear window opening may be obstructed. NO rear windshields.
9. Hood scoops allowed up to 4 inch maximum height, measured at any point. Hood scoops may be aftermarket or factory items. Single hood scoop only. Opening may face forward or be located at rear of hood.
10. Maximum 6 inch height, clear lexan spoilers allowed. No lettering on lexan spoilers. No side pieces allowed on lexan spoilers. May use factory OEM spoiler for body being used. Maximum 4 inch tall aluminum or steel spoilers with no side pieces are also permitted. One spoiler only allowed and must attach to rear of trunk lid.

FRAMES and SUSPENSION

1. All cars may replace frame rail from centerline of rear axle, to rear bumper mounts, utilizing 2 x 3 inch box tubing. All cars must retain unaltered front crossmember and spring mount location. Coil spring cars must retain original cross member and spring mount location. Uni-body cars must connect front and rear sub frames with minimum 2 x 3 inch box tubing. Uni-body leaf spring cars may replace rear frame rails entirely with 2 x 3 inch box tubing and may connect to rear of original unaltered front sub frame. Rear crossmember on coil spring cars must be in stock location and must remain unaltered from stock except for upper control arm mounting brackets which may be improved. Frames on coil spring cars must remain stock from front bumper mounting surface to rear axle centerline except for additional bracing.
2. All cars must retain minimum of 5 inch ride height at all times, with driver buckled in seat.
3. Front spring pockets must remain stock and in stock location. Front crossmember must not be altered in any way.
4. The rear shackle attaching points must be within factory tolerances of stock location.
5. Wheelbase may not be shortened.

6. No rod ends allowed on any suspension part, except for shocks and sway bar links.
7. Aftermarket sway bar and sway bar links allowed. Sway bar must fasten to lower control arm.
8. Front lower control arms and steering components must be from make and model of chassis being used. All suspension components must remain stock unaltered. Stock steel OEM passenger car spindles only. NO corvette spindles. All casting numbers and other identification marks must remain on spindles.
9. All suspension components (except otherwise noted) must mount in stock location for year, make, and model of chassis being used. Front upper and lower control arm mounting points on frame, may NOT be altered or relocated in any way. Gussets may be added to suspension pieces for strengthening purposes only.
10. Shocks may be mounted in any location. Only steel shocks permitted, one per wheel.
11. Stock type ball joints only.
12. Stock type steel springs only although spring rates may be altered. Springs must be in stock location.
13. Aftermarket steel tubular upper control arms are permitted but they must mount to stock frame mounts without modifications. Control arms must bolt directly to factory mounting holes and retain factory type ball joint. No screw in ball joints. Strut cars may use aftermarket strut mounting plate, but must mount in stock location utilizing stock holes.
14. Urethane, rubber, or metal suspension bushings, may be used.
15. Rear suspension upper control arm or torque arm mounting holes, may be moved on frame.
16. Lower control arm mounting holes, may be moved on rear end housing only.
17. One external weight jacking device allowed per wheel.
18. Rear upper and lower control arms or torque arm must be for year, make, and model of chassis being used. These parts must not be altered in any way except for bushings.
19. No aluminum suspension components.
20. No panhard bars allowed except for factory torque arm cars. No rear sway bars allowed.
21. Suspension must be stock configuration and design for year, make, and model of vehicle being used.

ROLL BARS

1. Minimum 1 ½" x .120" or 1 ¾" x .095" round steel seamless (or DOM) tubing mandatory.
2. All cars are required to have a rear vertical hoop behind and above the drivers' head connected to left and right front roll bar legs by a roof hoop.
3. The front roll bar legs must follow the contour of the windshield post and cowl.
4. Maximum distance from the windshield to the rear of roll bar should be no more than 4 inches.
5. A diagonal bar from the top left to the bottom right must support the rear vertical hoop.
6. A roll bar must connect the left and right of the rear vertical hoop at seat height and across the floor pan at the bottom.
7. An additional bar must be installed at dashboard level, extended from the left front roll bar leg to the right front roll bar leg.
8. A minimum of three door bars on the left side and 2 door bars on the right side must be used. Door bars must be convex in shape and extend into the door panels. Door bars must be attached to each other and the frame with vertical bars.
9. Minimum 1/8" x 1 ½" gussets must be welded into all main cage joints and driver's door bars.
10. Racing seat MANDATORY.
11. Minimum 1" diameter steel tubing welded directly into the cage must support driver's seat. 3" lap belts and 3" shoulder harnesses are mandatory. Crotch belts are recommended. All belts and harnesses must be securely fastened to the cage (harnesses must be attached below shoulder level).
12. All belts must be dated and no more than 5 years old. All belts must be un-frayed and in good appearance. Roll bars in the drivers' area must be padded.
13. Headrests and drop-down window nets are mandatory.
14. A radiator hoop may be utilized in front of the cage with a maximum of 2 upright supports.
15. Rear cage supports may extend to the rear of the frame, no uprights allowed. All main hoops must attach to the original frame.
16. Plating of driver side door bars HIGHLY RECOMMENDED.

RUB RAILS/ BUMPERS

1. Rub rails allowed.
2. The top of the rub rail is to be no higher than the top of the tires, and no lower than hub center height.
3. Rub rails must be made of tubing maximum 1 3/4" O.D. and will be 2" maximum to the inside of the rail to body.
4. One single rub rail per side.
5. Ends must not be exposed to the outside of the body skin.
6. Bumpers must be securely safety chained to each frame rail to prevent them from dropping onto the raceway.
7. A flat piece of metal must be welded or bolted from the outside edge of bumper flush to rear quarter panel and front fender if not using rubber nose.
8. Tow hooks required on both frame rails, front and rear.
9. No sharp edges or cut-off ends.

WEIGHTS and PERCENTAGES

1. All coil spring cars must weigh 3000 pounds, with driver-after the race.
2. All leaf spring cars with stock rear frame sections must weigh 3100 pounds, with driver-after the race.
3. All leaf spring cars with fabricated frame rails from front clip back, or cars with altered wheelbase, must weigh 3200 pounds, with driver-after the race.
4. Coil spring cars may have a maximum of 57% left side weight. Leaf spring cars may have a maximum of 56% left side weight.
5. Leaf spring cars may have a maximum of 48% rear weight. No rear percentage limit on any coil spring cars.
6. All cars with engines having 10:1 compression ratio, must weigh 3300 pounds and have a maximum of 54% left side weight, with driver-after the race.
7. All cars with fiberglass or aluminum aftermarket bodies, must add 100 pounds.
8. All weights and percentages will be measured with driver buckled in seat.

BRAKES

1. Four wheel stock hydraulic brakes in working order mandatory.
2. No brake adjusting devices within driver's reach. No adjustable proportioning valves allowed.
3. Aftermarket master cylinders permitted.
5. No aluminum brake rotors or calipers allowed.
6. May install rear disc brakes utilizing stock parts and an aftermarket bracket.

ENGINE

All engines must be sealed within 3 races from start of season. Cubic inches, compression, carburetor, and engine components will be checked and verified. Seal will not guarantee that engine will not be rechecked additionally, at anytime during season. It is the driver's responsibility to have engine sealed. Tech sessions will be scheduled before the season begins and during the season, as necessary. All seals will be installed at track or at scheduled sessions only. A small fee for seals and drilled bolts will apply.

1. Any overhead valve V-8 American manufactured production engine permitted.
2. Stock stroke and stock bore (+0.60 max.)
3. Engine must be in stock location, with solid type motor mounts utilizing stock holes in both block and frame.
4. Engine must be of same manufacture as car used.
5. Maximum compression ratio of 9.0:1.
6. No porting, polishing, or alterations of any kind permitted.
7. Chevy engines must have a maximum stroke of 3.480 and a maximum bore of 4.060.
8. Maximum displacement of 360 cubic inches (+.030 overbore on Mopar) on all engines.
9. Edelbrock Performer PN# 2101 or 2116 and unaltered Holley R4412, 500 cfm, carburetor

mounted on a 1" adapter plate. *Check with tech inspector for part # of intake manifold for different manufactured engines*

10. Mechanical throttle linkage with toe strap and double throttle return springs required.
11. Stock production, cast iron heads (no bow tie or bowtie vortec heads). World Product #4266 and #4267, Engine Quest: CH 350C, CC 170BA, CC 170 BA2, CC 167 CS2, CC 167 CS, CC 167 ES2, CC 167 ES and Dart: 100-210-70, 100-210-10, 100-242-66, 100-243-65, 100-263-64, 100-243-70 and World Products #5303B for Fords are allowed (part numbers must be visible).
12. Dish or flat top pistons only.
13. Any flat tappet or hydraulic roller camshaft allowed.
14. Stock dimension magnetic flat tappet lifters or hydraulic roller lifters for engine used mandatory. If hydraulic roller lifters are being used, the valve springs may not exceed 1.260 inches in diameter. Retro-fit hydraulic roller lifters are permitted.
15. Roller rockers allowed, no shaft style rockers (unless factory issued) or stud girdles.
16. Stock single point distributor or stock electronic ignition only.
17. No MSD boxes.
18. Stock unaltered standard or automatic transmissions mandatory.
19. Stock type steel flywheel, clutch, and pressure plate ONLY. Minimum weight of flywheel will be 15 pounds. Minimum weight of pressure plate will be 13 pounds. Minimum weight of clutch disc will be 3 pounds.
20. Blow proof steel bell housing mandatory for standard transmissions.
21. Automatic transmissions must use working stock torque converter only. Must be minimum of 12 inches in diameter.
22. All cars must be able to move under their own power, and be self-starting.
23. Street headers allowed.
24. All cars must have 2 Dynomax #24222 mufflers. System must be securely fastened and leak free.
25. One radiator in front of engine only.
26. All cars must carry a securely fastened and leak-proof 1-gallon overflow tank. NO ANTI-FREEZE!
27. GM #602 Crate engine will be permitted with box stock #4412 2 barrel Holley carb. Crate motors are subject to tech inspection, regardless of seals.

REARS

1. Stock rears for year, make, and model. Mounting brackets may be moved on rear end housing.
2. May use Ford 9 inch rear (non-floater).
3. All rears must be locked.
4. Magnetic mini-spool or welded spiders only.
5. No lockers or ratchet type rears allowed.
- 6.. No fabricated rear end housings. Center section and housing must be OEM production items.

WHEELS AND TIRES

1. 8" steel racing wheels mandatory.
2. 1-inch steel lug nuts with proper taper are mandatory.
3. Different offsets allowed.
4. ¼" spacers permitted.
5. Track tire only.

GAS TANKS

1. Encased fuel cell mandatory. 22 gallon maximum capacity.
2. Fuel cell must be securely fastened to rear frame.
3. Fuel shut off valve must be in plain view and within drivers reach, painted fluorescent red or orange and clearly marked "ON" and "OFF".
4. Stock mechanical fuel pumps only, no electric fuel pumps.
5. Bottom of fuel cell may not be lower than 10" to the ground with driver.

6. Must have a minimum of a 1-inch by 1 inch X-brace under fuel cell.
7. Tip over valve is mandatory, Flapper under gas cap is recommended.

BATTERY

1. Battery may be located in the drivers' compartment and enclosed in a spill-proof container securely fastened to the floor.
2. All batteries must have a spill or splash cover.
3. Battery shut off switch is mandatory. MUST BE IN PLAIN VIEW, painted fluorescent yellow or orange and clearly marked "ON" and "OFF".

DRIVESHAFT

1. Magnetic steel drive shafts only.
2. Drive shaft should be painted white or yellow for visibility if lost on racetrack.
3. All cars must use a steel retaining hoop at the front and the rear of drive shaft.

GENERAL

1. No rear view mirrors, radios, or any other form of driver/crew communication.
2. Driver MUST monitor one way track scanner and obey and respond to race director's instructions.