

STREET STOCK RULES 2013 STREET STOCK RULES

General Construction Rules
Revised Feb., 2013

SAFETY

- Drivers must wear SFI-approved full race suit, fire retardant gloves, neck brace and shoes. Snell rated SA2000, SA2005, or SA2010 helmets are mandatory.
- Seats must be aluminum racing type, mounted securely to the frame and roll cage with back support.
- Seatbelts must be racing type 5-point harnesses with a 3" belt width. All belts must be clearly labelled and dated by the manufacturer and must be updated at 5-year intervals from date of manufacture. They must be mounted securely to the frame, seat frame, and/or roll cage. Shoulder belts must be mounted 1.5" to 4" below or above shoulder level, to keep the driver down in the event of a rollover. Seat belt to be anchored to the seat mount and/or roll cage at a 45-degree angle with reference to the floor of the car. Crotch strap to go through the seat and anchor behind the driver's chest line
- Window net is mandatory on driver's door, minimum 16" by 20" ribbon or mesh style, and must be mounted securely to the roll cage.
- Fire Extinguisher: must be minimum 2 ½ lb. mounted in a quick release bracket within drivers reach.
- All cars must have a clearly labelled operable kill switch, located on the inside center of the cage and accessible by the driver when strapped in and also from outside.

BODY

- All cars are to be made from North American made automobiles.
- All cars must have a complete steel body (including a hood)
- At the beginning of each race program, pieces may only be removed due to car damage.
- All cars must remain stock unless specified by the rules.
- Stock or stock appearing body panels must be used.
- OEM or aftermarket plastic noses and tail pieces allowed.
- Wheelbase must remain stock.

- All cars are to have a minimum of 108" wheelbase.
- Ground clearance minimum 4 inches.
- Body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size.
- No overlapping or shortening of body panels.
- OEM or aluminum aftermarket replacement hood allowed. Hood must have factory feature lines, be separate from fender, in OEM location, with rear sealed off from drivers compartment with metal.
- Maximum 7 inch metal sun visor may be added to top of windshield opening.
- Wheel wells may be trimmed for tire clearance.
- Rocker skirt/flare allowed between tires only.
- No spoilers, hood scoops or reflective body parts.
- Car Bodies are to be neatly painted.
- Car Numbers must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top, back and front.
- Bumpers/Rub Rails: Maximum one inch wide by 2 inch tall steel or lexan rub rails allowed – bolted flush to body.
- Front and rear tow hooks mandatory.
- All front bumpers must be mounted minimum 6 inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: OEM bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted.
- No bars past edge of body other than rub rails. Aftermarket; fabricated tubular bumpers allowed, but must be covered by plastic nose or tailpiece and bent to fit with rounded ends.
- Front bumper bar must be minimum 1.5 inch OD (max. 2in) with 0.083 inch (max. 0.125 in.) wall thickness.
- Rear bumper must be minimum 1.75 inch OD with 0.120 inch wall thickness.
- Weight: Minimum weight limit of 2950 pounds, after race with driver in car. No tolerance. No weights and/or loose objects in driver compartment or outside body and must be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium or carbon fiber products. No gun drilled, tubular, hollow bolts or studs. Steel fasteners only.
- Batteries: One 12 volt battery only. Must be security mounted between frame rails, and positive terminal must be covered. Battery must be in marine type case if mounted in driver's compartment.
- Starter: Must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

ROLLCAGE CONSTRUCTION

- **Main cage:**
 - must consist of continuous hoops, minimum 1.75inch OD tubing, with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended.
 - Four post roll cage required, front down bars and rear hoop must be welded to OEM frame.
 - Driver's head must not protrude outside cage with helmet on.
 - Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness.
 - Front down bars must be tied together.
 - Passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches (48 inches for 1988 to present GM bodies) from top center of windshield to front edge of rear hoop. Maximum 13 inches (20 inches for 1988 to present GM bodies) to front edge of top halo.
 - Top halo must be minimum 40 inches across, outside to outside.
 - Rear hoop may be maximum 12 inches in from bottom of opera window.
 - Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together).
 - Radiator protection must be behind bumper, within confines of body, no wider than stock frame horns.
 - Required rear kickers(down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness.
 - Fuel Cell Protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing.
 - All bars must be inside body. Foot protection bar required. Door bars and uprights must be minimum 1.75 inch OD with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver.
 - Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.
 - Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be security welded to outside of door bars on driver's side. Plate must cover area from top of door bar to frame rear down post to five inches in front of seat, Must be visible for inspection.

- **Driver Compartment:**
 - Minimum of three windshield bars in front of driver.
 - Aluminum high back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage.

- Driver must be sealed off from track, driveline, engine, and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabrication firewall, 18 gauge or minimum 0.049 inch thickness.
- Top of firewall can be no further back than 12 inches from the back of engine block, measuring horizontally. Bottom of firewall can be no further than rear of oval body mount frame hole.
- Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver.
- OEM floor pan may be replaced using fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, security welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is 8 inch tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size.
- No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, cannot connect to top of door.
- Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal.
- No driver-adjustable devices allowed while car is in competition except brake adjuster.
- No mirrors

SUSPENSION

- **Front Suspension:**

- All components and mounts must be steel, unaltered OEM, In OEM location and match frame.
- Rubber, nylon or steel lower A-frame bushings only, no offset or bearing type.
- No sway bars. Exceptions are: weight jacks allowed – must be in original centerline of spring tower.
- OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design.
- OEM or OEM replacement balls joints allowed.
- For 1978 to 1987 GM mid size metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame.
- Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way.
- Single hole shocks mounts only.
- Tie rod adjusting sleeve may be replaced with swedge tube.

- **Steering:**
 - No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame. **Exceptions:** bolt on spindle savers allowed, OEM steering column may be replaced with steel knuckles and steel shaft (Collapsible recommend).
 - Quick release required – steering quickener and steering wheel may be aluminum.
- **Shocks:**
 - One steel non-adjustable unaltered shock per wheel.
 - No coil over, air, or remote reservoir shocks.
 - No Schrader or bladder type valve allowed.
 - No coil over eliminators.
- **Springs:**
 - One steel spring per wheel only.
 - All coil springs must be minimum 4.5 inches OD and non-progressive.
- **Rear Suspension:**
 - All components and mounts must be steel, unaltered OEM, in OEM location, and match frame.
 - No independent rear suspension.
 - OEM rubber or nylon control arm bushing only, no offset or bearing type.
 - Welded single hole shock mounts only. **Exception:** coil springs may be moved, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring; shocks may be moved, but remain behind housing; rear end lower control arm mounts maximum 7.5 inches long, may have maximum five holes for adjustment.
 - Upper control arm mounts on rear end must be level with each other.

ENGINES

- Steel heads, block, and oil pan only.
- No GM Bowtie, Ford SVO, or Chrysler W blocks.
- Castings and fittings cannot be changed, no machine work on outside of engine.
- OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2)
- OEM Engines must remain in the same family line as the car chosen, must be able to be used in conventional passenger car without alteration.
- For 1978-1987 GM frame and engine combination, center of GM fuel pump must be located minimum 1.75 inches in front of cross member or from back of block to front of cross member (measured at frame) 18.75 in. (GM), 22.625 in. (Ford), 21.76 in. (Chrysler).
- Ford metric frames must have back of fuel pump in front of cross member.
- GM frame and cross member may not be altered for GM engine placement.
- Engine mount holes cannot be moved or altered on block.
- Aftermarket engine mounts allowed, including mid-plate.
- Steel or aluminum water pumps allowed.

- No electric water pumps allowed.
- Wet sump oiling system only.
- Accumulator allowed- cannot be located between seat and door bars.
- Radiator must be mounted in front of engine.
- Cooling system may be modified.
- Over flow tubes must be directed to ground.
- **Intakes:**
 - Unaltered, approved OEM cast iron cast iron low rise, two or four barrel. Only aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #7574; Edelbrock GM #2701, #2716; Ford #7121, #7181, #7183; Chrysler #2915.
 - No porting, no polishing or milling allowed on any intake. **Exception** is OEM cast iron plenum webbing may be removed, maximum one inch down.
 - Cooling lines allowed on aluminum intakes.
 - GM 602 crate engine will be allowed.
 - Disqualification, loss of points, purse and \$250.00 fine if any unapproved alterations are found to intake.
- **350 cfm Carburetor Engine:**
 - No cubic inch or compression limit.
 - Flat tappet cam/lifters and stud-mounted rocker arms only.
 - No shaft or pedestal rocker arms.
 - No titanium engine components.
 - No stud girdles.
 - No mushroom lifters, lifter diameter and configuration must match OEM passenger block.
 - Full roller rocker arms allowed.
- **500 cfm Carburetor Engine:**
 - Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
 - Stroke must match block.
 - No 400 or larger cubic inch parts allowed.
 - Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of points for season, fine up to \$1000.00 dollars and a 30 day suspension.
 - Maximum compression ratio is 10.5 to 1, no tolerance.
 - Flat top or dished pistons only.
 - OEM or OEM replacement steel crankshaft only – cannot be lighten.

- No arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM replacement rods only – GM 5.7 or 6-inch rod allowed. Cap screw allowed.
- Conventional flat tappet cam and lifters only, cannot alter lifter bores.
- Mandatory one inch inspection hole in all pans – no obstruction to crank and rods.
- **Cylinder Heads:**
 - Steel only.
 - Must be unaltered approved OEM and original minimum 76 cc combustion chamber.
 - Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126.
 - Maximum size valves on these heads are 2.02 inch exhaust.
 - May use Quest (EQ) Stock replacement (SR) cylinder head, part number CH3501, head must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason).
 - No porting, or polishing or unapproved alterations allowed to any cylinder head. (Exception is flat milling allowed).
 - Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed.
 - No stud girdles.
 - Full roller rocker arms allowed. GM – 1.250 inch maximum OD valve springs, no beehive valve springs allowed.
 - Unaltered OEM type harmonic balancer only.
- **Exhaust:**
 - Round tube headers only.
 - All primary header tubes must enter directly into one collector at the same point at end of header.
 - Must remain dual exhaust, no crossover or “Y” pipes.
 - No exhaust through body panels or fenders.
 - Schoenfeld mufflers, recommended,
 - All exhaust must go through mufflers, two per car, one per header.
 - No merge collectors.
 - No exhaust sensors.
- **Gauges/Electronics:**
 - No unapproved cameras, transmitting or listening devices (Exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach).
 - No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.

- One 12 volt, non-adjustable ignition box allowed. Only change to ignition box is one high-end rev-limiter or an internal setting inside box.
- All 500cfm carburetor engines MUST use max 7400rpm rev limiter chip. This may be accomplished using an ignition box with one high-end rev-limiter setting inside box.
- Crane #6000-6474 pre-set ignition box, MSD #8728 rev-control or MSD #8738 additional rev control box allowed.
- All components must be out of reach of driver, but accessible for inspection with rev-limiter facing upward.
- No magnetos or crank triggers.
- OEM type alternator with internal regulator allowed.
- No electronic traction control devices.
- **Engine Options and Specifications:**
 - All cars must clearly display on the driver side front roof post which engine they are competing with.
 - Must be contrasting in color from body, minimum 2in tall and display 350 or 500, markers not acceptable.

BRAKES AND DRIVETRAIN

- **Brakes;**
 - Steel unaltered OEM, or unaltered OEM replacement, operative four wheel, drum or disc allowed.
 - Front components must match frame and maintain OEM dimensions for hubs/rotors and calipers, cannot be lightened.
 - OEM diameter caliper pistons only.
 - Bolt pattern may be changed.
 - Larger stud allowed.
 - Vented rotors only, no scalloped or ceramic coated rotors.
 - Rear rotors may be aftermarket 0.810 inch thick (new).
 - No floating brakes.
 - No brake shut-off or pressure sensitive devices.
 - One front to rear proportioning device allowed.
 - Brake lines must be visible.
 - Aftermarket pedal allowed.
- **Rear End:**
 - Any steel approved OEM passenger car or truck, non-cambered rear end(housing and carrier) allowed.
 - Safety hubs(floaters) allowed.
 - No sway/panhard bars.
 - All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum.
 - No adjustable lowering blocks.
 - One inch inspection hole in housing required.

- Full steel spool, steel mini spool or welded rear end only.
- Steel axles only.
- No quick change devices.
- One piece drive flange only.
- No torque dividing differentials.
- No scalloped ring gears.

TRANSMISSION/DRIVE SHAFT

- **Transmission:**
 - Must have at least two forward gears and one reverse, plus neutral position.
 - With motor running and car in still position, must be able to engage car in gear and move forward, then backward.
 - Only OEM production type transmission allowed – two speed, three speed, four speed and automatic. No five speed (or more) transmissions, “in and out boxes”, or quick change devices allowed.
 - Functioning shift levers must be in OEM location.
 - Flywheel/flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flexplate. One flywheel/flexplate only and all driveline components within bell housing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement.
- **Manual:**
 - Must be OEM or OEM replacement case and have a working 7.25 inch minimum diameter, steel and or aluminum, single or multi-disc clutch inside explosion-proof steel bell housing – minimum 270 degrees around top of clutch/flywheel area.
- **Drive shaft:**
 - Minimum two inch diameter steel drive, must be painted white. Steel slip yoke only. 360 degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front u-joint.

FUEL SYSTEM

- Racing fuel cell required, maximum 22 gallons (12 gallons recommended), must be in minimum 20 gauge steel container.
- Must be securely fastened in trunk above to of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inches thick.
- No fuel cell allowed over rear end housing.
- Metal firewall must be between driver and fuel cell.

- All cell mounts must be steel, security welded to frame/cage.
- No adjustable fuel cell mounts.
- Fuel cell vents, including cap vent, must have check valves.
- 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 line through driver's compartment must run through metal pipe or metal conduit.
- One fuel filter only, cannot be in driver's compartment.
- No cool cans.
- Air cleaner top/stud cannot direct air into carburetor.
- No top flow air cleaner housings, cold air boxes or air cleaner duct work.
- Mechanical push rod fuel pumps only.
- **Carburetor:**
 - Unlimited cubic inch limit engines must use unaltered 350cfm Holley – part no. 0-80787-1 with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no. 0-80787-1.
 - Holley carburetor components only. Any driver caught with non -350 Holley on unlimited cubic inch engine will be fined \$500.00 or suspended for next race.
 - Air bleeds cannot be removed, 0.076 inch maximum diameter.
 - Limited cubic inch limited engine must use unaltered 500 cfm Holley – part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only.
 - All float bowls must face forward.
 - Carburetor adapter/spacer allowed, maximum 1.20 inches thick, including gaskets.
 - Carburetor may be exchanged (same cfm for same cfm), following same procedure as engine claim.
- **Fuel:**
 - Gasoline only.
 - Racing fuel allowed.
 - No E85.
 - No performance enhancing or scented additives.
 - Fuel must pass both dielectric meter and chemical tests.

WHEELS AND TIRES

- **Tires:**
 - Must use unaltered Hoosier or American racer Race tires, G60-15.
 - No chemical softening, conditioning, or grooving of tires.
 - Tires may be ground or siped within confines of tread (not past factory straight line).

- No re-caps.
- All wheels must display wheel manufacturing decal.
- Spacer or offset, or a combination of the two allowed, but cannot exceed two inches total offset per wheel.
- Aluminum, composite or steel spacers only.
- May use IMCA approved bead lock, on right rear only.
- External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches.
- Steel bolts only.
- Foam type or plastic outer mud cover allowed on right side wheels. Inner mud cover allowed on left rear only.
- No bleeder valves.
- 1" Steel lug nuts only.

RULES

- All rules will be at the judgement/interpretation of track officials.
- Warning may be allowed once.
- No arguing with track officials.

**FOR FURTHER INFORMATION OR QUESTIONS REGARDING RULES,
SEASON SCHEDULE, OR MEETING DATES, PLEASE CONTACT:**

Flatlanders Racing (306) 463-RACE