



2007 STREET STOCK RULES

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SECTION #1 – FORWARD

This class of Race cars is designed to be a lower budget V8 class with some exceptions.

- 1. Roll Cage
- 2. Fuel Cell
- 3. Window Net
- 4. Seatbelts
- 5. Fire Control
- 6. Racing Seat
- 7. Brakes

SECTION #2 - COMPETING MODELS

1968 OR NEWER AMERICAN MADE TWO DOOR CARS LISTED BELOW:

General Motors	Ford	Mopar
Monte Carlo	Taurus	See Track
Camaro	Thunderbird	
Lumina	Mustang	
Cutlass	Fusion	
Regal		
Firebird		
Grand Prix		

SECTION #3 – CAR BODY REQUIREMENTS

- 1. Car bodies must be stock in appearance, with the exception of front Nose Piece and Rear Bumper covers, as sold in "Five Star Race Car Body" parts.
- 2. Body, Hood, Doors, ECT. Must remain steel.
- 3. Doors must be Welded or Bolted shut.
- 4. You must have Front and Rear Fire Walls. No Holes.
- 5. Front Firewall maybe reworked to allow exhaust to cross over to right side.
- 6. Full Stock Type Windshield must be retained, Lexan or Plexiglas permitted.
- 7. Windshield must have two 1" support in center of windshield

8. Rear Window Optional approved by Track Official, if used.
9. Trunk Floor Pan Optional.
10. Interior Floor Pan can be raised a Maximum 10" on the right side to allow exhaust system to be installed.
11. Trimming of Fenders permitted to clear tires, ONLY.
12. Spoiler on Rear Deck lid permitted 5" (five Inches). It must be Clear Plexiglas with NO support, Except Anchor Points.
13. Front & Rear Hood Pins must be magnetic Steel.
14. Hood – Flat Stock Steel or 2" Steel Hood Scoop. No Airflow Enhancement devices of any kind.
15. Rear Stock Trunk Lid must be retained.
16. Car Weight must be 3250lbs. With Driver after Race with a minimum of 1400 pounds Right Side.
17. Dashboard can be modified to accommodate racing gauges, Made of Aluminum or Steel. Offset Dash Allowed.
18. Carburetor or Breathers cannot be seen above hood.

Foot Note – Car's must be neat in appearance at ALL Times with in reason – you know what we mean!

SECTION #4 – GENERAL ENGINE REQUIREMENTS

General Motors	Ford	Mopar
350	351 Windsor	See Track

1. Engine Displacement and Engine Stroke will be Stock for Engine being used with a Maximum allowed Overbore of Sixty Thousandths (.060) of an inch.
2. The Engine Block MUST be Stock Cast Iron Block with OEM Part Numbers. No aftermarket, GM Performance, or Ford VSO/SVT Racing Blocks allowed. No cutting of Block Deck.
3. Cast iron Crankshaft must be used no Steel or Stroker Cranks allowed. Crankshaft maybe turned (.020) maximum on rod and main journals.

4. Connecting Rods and Pistons

- A. Stock Rod length for motor used. No cross breeding Ford parts.
- B. Stock Factory connecting Rod only
- C. Rod can be polished for strength.
- D. Combination of Rod, Pin, Rings & Piston must weigh a minimum of 1000 Grams in Race ready condition.

5. Cylinder Heads Allowed

GENERAL MOTORS

- A. Any GM small valve head.
- B. Only use of World Products brand head permitted:
 - 1. **58cc Bare Part #955-042650**
 - 2. **58cc Assembled Part #955-042650-1**
- C. No GM angle plug head.
- D. No GM Vortec head.

FORD

- A. Any Stock production head offered on a 2-barrel version of the motor used.
- B. Only use of World Product brand head permitted
 - 1. **58cc Bare Part #955-053030**
 - 2. **58cc Assembled Part #955-053030-1**

6. Pistons must be Flat Top Aluminum with two (2) or four (4) valve relief permitted. Must have full-side skirt pin in stock location.

7. Cam Shaft

- A. Roller Rocker Arms are permitted, no Stud – girdles.
- B. Any hydraulic cam shift and hydraulic lifter permitted.
- C. No roller cams and lifters.
- D. No mushroom lifter.
- E. No Solid lifters.
- F. No collapsible lifters.

8. Intake Manifolds

- A. General Motors – Edelbrock after market #350-2101 **NOT the old #2101.**
- B. Ford – Edelbrock after market #350-2181.

9. GASKETS – General Motors and Ford

- A. One piece Two (2) hole paper gasket maximum 0.065" thick, that matches exterior of carburetor throttle base plate installed between

- carburetor and 1" spacer **Edelbrock #710-64965** with **1.50"** holes. Must use same size gasket for Plate & Intake manifold.
10. Matched porting on Intake & Heads are NOT allowed. Removal of Material Inside runners is NOT permitted – if Cast marks are gone- IT IS ILLEGAL.
 11. Carburetors – General Motors and Ford
 - A. **Holley 500 CM Bad Boy 2BBL #510-0-4412C.**
 12. Engine Location –
 - A. General Motors engine must be located so that center of No. 2 spark plug hole is in line with upper ball joint +/- one inch.
 - B. Ford engine must be located so that Front face/edge right cylinder head is in line with right upper ball joint +/- one inch.

SECTION #5 ENGINE/CAR ELECTRICAL SYSTEM

1. All Ignition System must be acceptable to Track Officials.
2. All HEI Stock distributors or Mallory After Market can be used.
 - A. General Motors - **#650-3748201**
 - B. Ford - **#650-3755401**
3. Spark Plugs – Any make or brand may be used.
4. Alternator system must be mounted on Front of engine in stock location.
5. The self-starter must be in working order. Once race is underway, cars can be started by hand pushing in **Pit Area** Only. Pushing on to the **Race Track** from Pit Area IS NOT Permitted.
6. Battery must be located in front of the rear axle housing behind the Driver's set. Mounted in a Marine or Steel Box and securely mounted.
7. All Electrical Switches must be located on the Dash Panel. Main power switch mounted so that rescue personal and driver can reach it.

8. SECTION #6 – ENGINE COOLING SYSTEM

1. The Engine Cooling system must remain stock
2. Only stock mechanical water pumps allowed, it must turn in the same direction as the crankshaft.

3. Engine driven fans must be operational and belt driven from crankshaft. Free spin or clutch type fans will not be permitted.

4. Engine driven fan must be standard magnetic steel fan with a minimum of Four (4) blades. Minimum diameter of fan must not be less than 14". Fan blades must be minimum of 3 1/2 " wide. Flat fan blades are NOT permitted.

5. Electric Engine cooling fans are allowed.

6. Aluminum Radiators permitted – Water ONLY, NO Antifreeze.

7. The fan shroud must follow the entire circumference of Fan and extend no more than 1" rearward of trailing edge of fan blade.

SECTION #7 – ENGINE LUBRICATION

1. Oil – Any type of oil is allowed.
2. Stock or Oval track pan are allowed
3. Remote oil filters are NOT permitted.
4. Dry Sumps are NOT permitted.

SECTION #8 – ENGINE EXHAUST SYSTEM

1. After Market headers are permitted.
2. Magna Flow muffler **#12298 (3" on all cars)**.
3. Tail pipe must be turned down under car.
4. Car exhaust system shall have one Magna Flow performance muffler installed. The installed muffler will function as a "Y-pipe", with the output of each header connected to the dual muffler inputs, and the single output of the muffler connected to exhaust pipe turned down under the car.

SECTION #9 – DRIVE TRAIN

Transmissions Allowed

1. 3 or 4 speed stock transmissions. No after market allowed.
2. Automatic transmissions allowed. You MUST use a torque converter 10" minimum diameter.
3. Bell housing must be a "Lakewood" type 360 degree drag racing style that is blow-proof. The bottom may be cut out for inspection.

4. Any aluminum or steel flywheel is permitted. No cast iron flywheels.
5. Must have stock appearing clutch, pressure pleated, and throw out bearing. Must have same appearance as a stock manufactured OEM clutch disc, pressure plate, and throw-out bearing.
6. Clutch assembly must be at least a 10" OEM type.
7. No couplers, small clutches, clutch can. If you have to ask it is wrong. After market flywheel cannot have weight removed.
8. Only Stock Driven Drive shaft permitted, minimum of 3" diameter. No aluminum drive shafts. Drive shafts must be painted WHITE
9. Drive shaft loops are to have two (2) 360 degree, 1/4 inch thick and One inches wide solid steel required. Must be located six (6) inches to twelve (12) inches from each universal joint.
10. Rear ends – 9" Ford/ 10 or 12 Bolt General Motors
 - A. Mini spool or full spool allowed. NO Detroit Locker.
 - B. 3 Link suspension permitted
 - C. Trailing arms must be steel non adjustable. No rubber bushings or "snubbers"
 - D. Right and Left trailing arms must be same length.
 - E. Top bar must be steel, and can be adjustable. No spring-loaded bars.
 - F. Pan hard bar must be of steel material.
 - G. Rear springs must be located in the original location.
11. Wheels
 - A. Only 15-inch diameter five lug magnetic steel wheels with a 10-inch rim width and a reinforced center will be permitted.
 - B. All wheels must be same width and offset (back spacing)
 - C. Solid heavy-duty magnetic steel lug bolts and nuts must be used.
 - D. Bleeder valves will not be permitted.
 - E. Tires must not be more than 2" inches outside of body.
 - F. Wide Five or five on five permitted.

SECTION #10 – FRAMES

1. Minimum wheelbase 105 to 108 inches. Longer wheel base vehicles can be shortened to 105 inch, (+/-) ½ inch.
2. General Motors or Ford stock frames can be switched.

3. Rear clip can be replaced from bottom kick up to rear bumper with box tubing.
4. Clarification: You can use a stock front frame clip or a uni-body frame and complete the chassis with an after market tubing. The only portion of stock frame that can be replaced is the Rear Clip and the Area in Front of the Front spring pockets to the Front bumper.
5. Frame height must be no Less than 5 ½ inches for Full frame cars. And 5 ½ inches under the body panel on Sub frame cars.
6. X bracing of Frame Allowed.

SECTION #11 – SUSPENSION

SHOCKS

1. One shock per wheel, maximum shaft diameter of 5/8". All four shocks must have the same diameter shaft. Stock shocks or after market listed below can be used.

PRO Front	PRO Rear	AFCO Front	AFCO Rear
WB 75	WB 94	1275 FB	1294 FB
WB 76	WB 95	1276 FB	1295 FB
WB 77	WB 96	1277 FB	1296 FB

2. Rear Shocks must be mounted straight up, not angled.
3. Tubular magnetic steel upper A-frames will be permitted, but must be mounted in stock location.
4. Lower A-frames must be stock fro the type frame being used.
5. Both Lower and Upper A-frames must be the same length.
6. Ball joints must be stock appearing, non-adjustable, heavy duty magnetic steel construction and must be acceptable to Track Officials.
7. Front and Rear Jack bolts are allowed. NO coil over.

SECTION #12 – BRAKES

1. Front Disc brakes are Mandatory
2. Rear brakes can be Drum or Disc.
3. A maximum of Two (2) master cylinders and reservoirs will be allowed.
Mount on Engine side of Firewall.
4. Only one (1) brake caliper per wheel using two (2) brake pads per caliper.
5. Proportioning system allowed in Driver compartment.
6. Steel braided brake hose may be used.

SECTION #13 – FUEL

110 Racing Fuel from Track.

SECTION #14 – FUEL SYSTEM

1. Maximum 22 gallon Fuel Cell.
2. Fuel Cell must be enclosed in a steel container including top.
 2. Fuel cell must be secured to frame rails.
 3. External Fuel Filter unit permitted.
 4. Fuel lines that pass through drivers compartment must be enclosed in steel tubing from trunk area to engine compartment.
 5. Fuel cell must be located center of frame rails.
 6. Fuel cell cannot be mounted below frame rails.

SECTION #15 – SAFETY EQUIPMENT REQUIREMENTS

1. Racing seat with headrest required, one-piece seat.
2. Racing seatbelt 3" with 2" shoulder harness and submarine belt required. Belts must have visible date, no older than 5 years.
3. Approved Racing helmet required.
4. Fire Proof drivers suit required.
5. Neck collar required
6. Fire Proof gloves required.
7. Fire extinguisher mounted in driver's reach 2 ½ pounds.
8. Driver side window net required.
9. All cars must use approved Nascar or NHRA maximum 22 gallon fuel cell and acceptable to Track Officials.
10. Full Roll cage required.

SECTION #16 – TIRES

1. Track Tires Mandatory.

