

2010-2012 STREET STOCK RULES

These Street Stock rules were originally designed to be a cheap and safe racecar. Through the years it has become one of the fastest classes in the province. The main emphasis will be safety with some technical restrictions. **DECISIONS OR INTERPRETATIONS OF THESE RULES BY TRACK OFFICIALS WILL BE THE FINAL RULING.** If you feel these rules are too restrictive move up to the Sportsman class. The #1 rule is **STOCK, STOCK, AND STOCK!!**

CHASSIS

1. BODY

- A. Any North American built, stock production car through the current year. No full size trucks. Body, motor and chassis must be of the same manufacturer.
- B. Minimum wheelbase 108 inches. Wheelbase must remain stock to the year and model with a maximum variation of one inch from the right side to the left side. The wheelbase must remain original to frame.
- C. Newer style body, skin only, may be used on older style chassis. You may swap a 1984 Monte Carlo body skin onto a 1969 Chevelle chassis or vice versa. Donor bodies to conform to minimum 108" wheelbase rule. Fenders extend, not the frame. The installation must be done safely and neatly. Complete shell may only be used if stock firewall mounts fit. Body must be complete and remain neat in the stock location. Stock appearing aftermarket steel bodies allowed. No aluminum or fiberglass panels allowed unless the panel being replaced came that way stock from the factory Late model nose and tailpieces permitted. Front valance/spoiler to be a minimum of 6-inches in height as measured from the track surface to conform with the 6-inch ride height rule. There will be no variance allowed. If damaged during racing the valance/spoiler must be returned to the specified 6-inch measurement. Non-functioning hood scoops are allowed.
- D. Must retain stock floorboards, firewalls and cowlings.
- E. Inner bracing may be removed from stock hood and trunk panels. Lids must be securely fastened. Doors must be strapped or welded shut.
- F. Sharp objects must be removed. Fold over or duct tape any sharp or rough edges. Roll fender well edges under not out.
- G. Cars must have bumpers and they must be strapped to the fenders and quarter panels to prevent hooking. Bumpers must be attached to the fenders or quarter panels within the bodylines of the car. May be modified for safety.
- H. Spoilers must have radiused corners and be a max. 6 inches high.
- I. All glass must be removed.
- J. No push bumpers. Rub rails allowed. Maximum 1" X 2" by 3/16" wall mounted on outside of body. Rail ends must be angle cut and capped. No sharp edges, must be tight to body.
- K. No soft tops, station wagons or front wheel drives.
- L. A damaged car will only be permitted to race that day before being repaired. All cars must be maintained so as to present a neat appearance. Cars must be brightly painted. Color and number must be of high contrast. Drivers name must be on one side of the car.

2. INTERIOR

- A. The interior of the car must be stripped of all flammable material.
- B. The interior sheet metal may only be removed for ease of roll cage installation.
- C. No transmission coolers, transmission lines or fuel lines in the drivers' compartment.
- D. Holes in floor and firewall must be sealed with minimum 20- gauge steel.

3. WINDSHIELD

- A. A full windshield, with minimum two straps or tubes inside.
- B. Outside, four strong tabs if glass windshield. If Lexan, mount with 3/16 inch rivets, 6 inch spacing max.
- C. Sealed to cowl at least is mandatory.

4. WEIGHT

- A. Weight will be a minimum 3200 lbs., including driver, coming off the track after main event.
- B. Left weight rule is 55% with driver belted in.
- C. 47% rear maximum.
- D. Lead ballast is allowed but must be securely fastened above the bottom of the frame. Ballast must be painted white and have the car number on it. Minimum two, 1/2 inch bolts.

FRAME AND SUSPENSIONS

1. FRAME

- A. Minimum 6-inch ground clearance to bottom of frame rail, measured with driver in, single 1/2 inch variance.
- B. No shortening of the frame horns allowed. If rusted or damaged they may be replaced but they must be the same length and location and of equal gauge metal or greater. No alterations to the K member.
- C. Uni-body must have sub frames tied together with minimum 2 inch x 3 inch, .120 inch steel tubing.

2. SHOCKS

- A. One stock type shock absorber bolted in the stock location per wheel.
- B. QA1 shocks with stock type bushings will be accepted.
- C. No air adjustable or coil over shocks.
- D. Shocks must have stock type bushings on both ends.

3. FRONT SUSPENSIONS

- A. Stock control arms and mounts, both upper and lower, must remain in stock location to year and model of frame. Rated springs may be used. Adjustable front coil spring mounts allowed.
- B. No Heim joints. No jacking bolts allowed. No tall joints.
- C. No cutting, welding or bending of "A" arms.
- D. Cars must have a skid plate, minimum 2 ½ inches wide, under the right front lower control arm.
- E. The upper control arm shaft called the Problem Solver is allowed to attain camber on G.M. cars.
- F. O.E.M. or jobber cloned parts only.
- G. Stock front steering components, i.e. idler arms, steering box, tie rods, drag link, etc.!!!
- H. All part numbers must remain intact. Alteration or removal of part numbers will make that part illegal and the car subject to disqualification.

4. REAR SUSPENSIONS

- A. Stock upper trailing arms. Mounts may be re-drilled to allow for lengthening or shortening. All mountings subject to Technical approval.
- B. Rear spring shackles may have multiple holes to allow for leaf spring adjustment. No jacking bolts.
- C. Only a secured full circle rubber spacer on top and/or secured full circle metal spacer(s) at the bottom of coil springs.
- D. Lowering blocks allowed on leaf springs.

DRIVETRAIN

- A. Ford 9" rear end conversions are allowed, but the rear end must be centered in the stock frame. Shock angles to remain stock for the chassis, control arm angles must be stock. Altering of the mounting bracket length and location not allowed on installed rear end. All mountings subject to Technical approval.
- B. Any car that has undergone a rear end swap must not exceed the stock track width measurement. This measurement is the stock rear end for your car using wheels with a 2" backset. If the swap exceeds the stock rear end/2" backset wheel combination you will be asked to narrow the rear end to meet the stock width or you may use wheels with greater offset to achieve the correct track width. Both wheels must be of equal offset. Must be approved by Tech. and the combination must be run at all times (i.e. a tire/wheel damaged during a race event must be replaced with the correct wheel backset to maintain the stock track width) to be legal. If the rear end you are using for the swap is narrower than the stock rear end the 2" minimum backset rule (Wheels, Tires, Brakes-Sec. C) applies.
- C. No locked rear ends allowed. No posi. rear ends or limited slip. No Detroit Lockers or spools.
- D. Drive shafts must have at least one U shaped retaining bracket installed near the front of the drive shaft.
- E. Drive shafts must be painted white or bright color.
- F. Any O.E.M. manual or automatic transmission is allowed but all must have a working reverse.
- G. Automatic transmissions must have a working torque converter.
- H. Cars with automatic transmissions must have a minimum 1 liter catch can mounted so as to be easily accessible.
- I. Cars with manual transmissions must have a 360-degree scatter shield that is racing approved.
- J. Manual transmissions must have a 1.5 to 2 inch hole in the bell housing and scatter shield for inspecting clutch and flywheel.

WHEELS, TIRES AND BRAKES

- A. A heavy-duty steel wheel up to a maximum 8-inch rim width will be permitted.
- B. Wheel weights must be stick on type installed on the inside of the rim with tape over them. No pound on weights allowed.
- C. The wheels may have a minimum of 2" backset. No spacers allowed. No flaring allowed.
- D. GOODYEAR (D2562 or D2563) or American Racer race tires allowed. **STREET STOCK DRIVERS PLEASE BE ADVISED THAT YOU MUST FILL OUT THE TIRE SIGN-IN SHEET AT THE TECH. PAD BEFORE THE START OF ANY RACE DAY EVENT TO DECLARE THE MAKE OF TIRE YOU ARE USING ON EACH RACE DAY. THE MAKE OF TIRE SIGNED IN MUST BE USED ALL RACE DAY. NO MIXING OR CHANGING OF TIRE MAKES. THE TIRE SIGN-IN SHEET MUST BE FILLED OUT EVERY RACE DAY BY THE DRIVER OF THE CAR AS LONG AS TWO DIFFERENT MAKES OF TIRES ARE BEING USED AT AGASSIZ SPEEDWAY AS SPECIFIED IN THE RULE BOOK.**

No compound changes allowed, i.e. no tire softeners.

- E. Cars must have four stock wheel brakes in good working order.
- F. Brake pedal assembly must be in stock location. No aftermarket brake pedals. One, rear brake only, brake bias valve allowed. Must not be mounted within reach of the driver. No bleeders.
- G. G.M. metric cars may use stock factory Camaro 11" rotors and spindles.

- H. Factory style drilled rotors (i.e. Raybestos O.E.M. style replacement) are allowed.
- I. No rear discs.

ENGINE

1. GENERAL

- A. Small block engines only. Maximum overbore is .060-inch
- B. G.M. 350 max. cid
- C. Chrysler 360 max. cid
- D. Ford 351 max. cid
- E. The engine and chassis must be of the same manufacturer.
- F. The engine must be stock two-barrel specs. No Vortec.
- G. Cars must have a working starter.
- H. The engine must be in the stock forward location without altering the frame, with stock mounts in the stock location.
- I. Cast flat top pistons only. No forged pistons. G.M. must have 4 valve reliefs that are factory machined unless they have no valve relief such as Chrysler 318, 360.
- J. No fuel injection. No big blocks. No Chrysler 340 cid. No G.M. 400 cid.
- K. No stroking allowed by matching crankshaft from one engine size to another, i.e. do not put a 350 Chev. Crank in a 400 block or vice versa.
- L. Any flat tappet, hydraulic or solid camshaft allowed as long as the 1.5 rocker ratio remains. No mushroom or roller cams.
- M. Must be equipped with an oil pan inspection plug (i.e. Moroso part #23970) to allow for inspection of connecting rods.

2. CARBURETOR

- A. Any stock two-barrel carb. on stock cast iron intake manifold. Removal of choke assembly is allowed. The choke horn stays.
- B. Air filter with metal lid is mandatory.
- C. One 4-inch diameter air duct is allowed.

3. HEADS

- A. Absolutely no modifications to heads such as porting, polishing, port matching, roller rockers or angle milling.
- B. Maximum 1.94 inch intake, 1.50 inch exhaust.
- C. Chrysler 318 two-barrel heads allowed. Ford 289 and 302 two barrel heads allowed. 305 G.M. heads allowed.
- D. G.M. Camel Bump heads.
- E. 3/8 screw in studs allowed. No guide plates.

4. EXHAUST

- A. You must have stock cast iron manifolds.
- B. No alterations to manifolds allowed.
- C. No 2.5 inch Corvette center dumps. 2 inch are okay.
- D. Must have a muffler(s), maximum 95db at Tower and in the pits.
- E. Two-2 inch diameter exhaust pipes. Minimum of 24-inches in length, (i.e. 24-inches of exhaust pipe from the manifold). Must extend past the driver and be within 12-inches of the rear tires.
- F. System must end within 12 inches of rear tire(s).
- G. The pipes must not pass through the drivers' compartment.

SAFETY

1. GENERAL

- A. Coolers must be ahead of the front firewall or behind the rear firewall.
- B. Radiator must be in front of engine and must have minimum 4 liter catch can.
- C. Cars must have a working 2-½ lb. fire extinguisher within easy reach of the driver.
- D. One stock sized rear view mirror inside the bodyline, one outside mirror allowed.

2. BATTERY

- A. Automotive batteries only. No dry cell batteries allowed.
- B. Battery kill switch mandatory. Must be identified and on the left side of the car within easy reach of the Safety Personnel.
- C. Battery must be securely mounted and sealed in a metal box with a lid. Locate outside of fuel compartment.

3. ROLL CAGE

- A. Roll cage required, minimum 8 points to chassis. It must be minimum 1 ¾ inch x .095 inch steel tubing. All main joints must be gusseted.
- B. Offset cages to be allowed but may be subject to a weight penalty. The offset of the roll cage will not be less than 19 inches from the center line of the transmission tunnel to the inside edge of the main roll cage legs on the right hand (passenger) side of the race car. Main roll cage legs must be attached to the car in a safe manner. There must be four door bars on the right hand

side in addition to a door bar extending from the cage out to the door skin at the middle of the door horizontally. This door bar, if it is a straight piece of tubing, must be properly supported and be made of the same material as specified in rule A. Minimum of six supports required: four vertically angled from the main roll cage legs and two horizontally from the main roll cage legs. All joints to be gusseted. If using a curved door bar to the outer skin you need four vertically angled and gusseted supports. Existing race cars or race cars being purchased with offset cages having greater offsets than specified will be subject to safety approval by Tech. before being allowed to race. See cage diagrams

- C. There must be a minimum of four door tubes on the drivers' side parallel to the ground.
- D. At least four passenger side door tubes are required. A stock door with beam counts as one bar.
- E. A windshield bar and padded center roof bar must be installed.
- F. Main hoop must be cross-braced. Front uprights must have dash bar.
- G. Two cage tubes will be placed from the upper rear corners of the main hoop at the top of the cage, rearwards, to the frame members behind the fuel cell.
- H. One bar may be installed for radiator protection but must not protrude past the bumper.
- I. Cages will have an ankle bar on the left and a bay bar system which links roll cage from right front frame rail to left rear shock tower.
- J. Roll cage members adjacent to the driver must be padded.
- K. Head clearance must be minimum 2 inches. More is better.
- L. Mandatory anti intrusion plates on driver's door bars, minimum 1/8-inch steel plate. See cage diagrams for details.
- M. All cages subject to tech. approval.

4. SEAT, BELTS AND WINDOW NET

- A. Cars must have a safety approved aluminum bucket seat mounted securely to the roll cage with a minimum of four 5/16" bolts, subject to Tech. approval.
- B. Seats will have headrests supported by cage.
- C. Cars must have an approved harness mounted to the roll cage.
- D. Shoulder belts must be fastened below shoulder height.
- E. Drivers window must have an approved safety net with a quick release catch at the top. Mount with minimum 3/8-inch diameter unthreaded steel rod, top and bottom.
- F. Belt and window net certification is 5 years maximum.

5. FUEL CELL

- A. Fuel cells are mandatory. Cells must be equipped with foam.
- B. Fuel cells must be mounted between the frame rails and as far forward as possible and practical. Fuel cell must be in a metal case and have a minimum 8-inch ground clearance.
- C. If tank hangs below frame, a nerf bar must protect it.
- D. The overflow must extend below fuel cell.
- E. No electric fuel pumps. No alcohol racing fuel.
- F. A ground strap from the filler neck flange to the frame is mandatory.