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ENGINE

1. ENGINE LOCATION: Cannot be more than 4 inches from stock location. No offsetting engines.
2. ENGINE SIZE: Maximum (360) cubic inches on Chevrolets & (370) cubic inches on Fords & Chryslers. No aluminum blocks, but must run GM motor with body chassis, Ford with Ford, Chevy with Chevy, etc.
3. Steel heads only. Chevrolets must be 23 degree heads, OEM valve arrangement. No 40/60 split. No spread port exhausts ports. No spread port headers. Offset rockers will be allowed if the offset does not exceed .250".
4. Flat tappet cam shaft only. No roller cam shafts and no billet cam shafts. No roller lifters. Chevy must run Chevy stock diameter lifters and Fords must run Ford stock diameter lifters, etc..
5. Maximum valve spring seat pressure 160 pounds.
6. No titanium valves allowed.
7. No plastic two piece intake manifolds.
8. No valve covers used for oiling valve train allowed.

CARBURETOR

9. Any two barrel carburetor with 1 11/16th throttle bore at throttle plate. Alcohol allowed, Methanol or Ethanol
10. Maximum air filter height 4 inches.

EXHAUST

11. Headers must reach the front door and be under the car, 180 degrees allowed. No side discharge.

TRANSMISSION

12. Must have at least 1 gear forward and 1 reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward. Automatic transmission must have an approved scatter shield. No Transmission coolers or lines allowed in drivers compartment. Standard transmission: aftermarket transmission allowed. Transmission with an internal clutch allowed. Standard transmission must have a working disc clutch inside an approved explosion proof bell housing. Triple disc allowed.

WEIGHT JACKS

13. Weight jacks allowed 1 per corner.

STARTER

14. Starter must be operational and must be in stock location.

FUEL AND FUEL TANK

15. Fuel tank must be securely mounted in trunk area. Fuel shut off valve required. Tip over valve required. Fuel cells must be encased in an approved container of no less than 18 gauge metal on side, top and bottom. Mechanical fuel pumps only and in stock location. No belt drive fuel pumps. No electric fuel pumps. No fuel lines in driver's compartment or ridged fuel lines from motor to tank.

IGNITION

16. Any battery operated ignition. No magnetos.

BATTERY

17. Must be in a marine type case securely mounted in a metal frame behind the seat or in the trunk.

REAR END

18. Floaters or 9" Ford rear ends allowed. No quick change rear ends or quick change devises allowed. No spin carriers, torque bias or cambered rear ends allowed. No traction control devices.

REAR SUSPENSION

19. Heavy duty sway bar is allowed in stock location. Rear suspension must be type for year and model of chassis and in stock location only. Stock chassis mounts in stock locations. Replacement of control arms is allowed. Must be steel only. Control arms must be mounted in stock location only. Upper control arms must be mounted to factory chassis cross member. Upper control arms must be mounted to rear end with a 6" offset from center. Both upper control arms must match and both lower control arms must match in material, size, rod ends and bushings. All bolt holes for mounting control arms must be round (no slotted holes) in chassis, control arms, or rear ends. Only one mounting hole allowed at each end of control arms and at each mounting point of rear control arms. No walking or sliding styled rear ends. Diagonal pan hard bar must stay behind rear end housing. Coil spring mounts must be welded to the top of the rear end housing with a maximum of a 2" offset from the center of the rear end axle tube.



FRONT SUSPENSION

20. Front suspension and steering must be stock and in stock location. Stock appearing passenger car spindles only. Adjustable upper A-Frames optional. No aluminum. Racing springs allowed. Upper A frame mounts location may be altered.

SPRINGS

21. Stock position for the year and model chassis. Spring pockets may be changed, but not excessively. Heims may be used on end of steering linkage to spindles. Coil style car must remain coil and leaf style car must remain leaf.

SHOCKS

22. Any type of shock that is non-adjustable (NO external reservoirs shocks), 1 per wheel.

FRAME

23. Must be factory stock material and length, and has 108" minimum wheel base. No frames under unibody cars - frames correct for year of car and body. Unibody frame rails may not be shortened or lengthened, but may be tied together. Full frame cars may replace frame from spring pocket, including spring pocket, to back bumper to secure fuel cell area.

WHEELS

24. Reinforced allowed with heavy steel. Right rear bead locks are required. All other corners are optional, must be steel 8" maximum width. 1" lug nuts required.

TIRES (Amended 4-9-12)

25. Right rear must be Hoosier H40 hard compound. Left rear and fronts must be either Hoosier H40 hard compound or A40 medium compound size 265 or 275. No softening of tires allowed. Grooving & siping allowed.

RADIATORS

26. Stock position only. No radiators or lines inside of car body. 2 gallons cooling tank inside of trunk area optional. Electric fans allowed.

BODY

27. All hoods and trunk lids must be securely fastened.

AFTER MARKET BODIES

28. Deck must be flat, front to back end and side to side. Maximum deck height is 40" measured from top of deck to ground. No part of body maybe wider than 72". Except for the front nose piece can be as wide as the front tires. No external rub rails allowed. Side sails must be maximum length of 31" at the fender and maximum length of 12" attached to the roof and the leading edge must run straight at a max of 90 degrees from roof to quarter fender. Rear side sails will be measured from roof line straight to quarter fender +/- 2inches. (NO BOWING OF PANELS). Spoiler maximum 6" of material measured from base. Width will be no wider than quarter fender to quarter fender with no more than 2 side sails no taller than spoiler, no longer than 15.5" at the longest point and not to extend past the furthers point of spoiler and must be triangle shaped (3 sides). Side panels must be steel, aluminum or memory rubber. Side panels (doors fenders and quarters) must meet deck and extend to bottom of frame rail, maximum 2" skirt allowed (metal or rubber only) below frame. Must run a nose cone (no dirt nose, late model nose, etc) mounted with maximum of 45" from middle of lower ball joint to furthers front part of nose which must cover front bumper. Must run either a complete tail cone, or must run a valance panel minimum of 12inches high from fender to fender. Roof must be made out of steel, aluminum or fiber glass. Roof must be mounted parallel to the deck with a 12" minimum door window opening. Roof must measure a minimum of 40" wide by 48" long and a maximum of 50" wide by 54" long. Must have an A pillar minimum of 1"wide and a maximum of 2" wide and must run straight from roof to fender and be attached to the roof and front fenders. Maximum 9"x12" with 1" Bow side sails allowed on A Pillars. Hood must be flush with top of fenders with a maximum of a 2" bow. Rear of hood must be sealed to deck. Air filter cannot be more than 4 inches above hood.

OE BODIES

29. Any U.S. manufactured full body passenger car 1970 or newer retaining its stock body lines and dimensions. No external rub rails allowed. Car interior gutting is allowed. Front grill area maybe tinned and screened when using OE bumper. Bumper must be attached to fenders (OE bumpers maybe replaced with OE looking aluminum bumper) or aftermarket nose cone (no dirt nose, late model nose, etc). Nose cone must cover the bumper. Rear valance maybe fully tinned with factor OE bumper (OE bumper maybe replaced with OE looking aluminum bumper) or aftermarket rear tail cone. Tail cone must cover bumper. Doors must be securely fastened. Wheel wells maybe enlarged for tire clearance. Hood



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must be flush with top of fenders with a maximum of a 2" step or a bow and/or a maximum of a 2" tall metal enclosed hood scope. Rear of hood must be sealed to deck. Spoiler maximum 6" of material measured from base. Width will be no wider than quarter fender to quarter fender with no more than 2 side sails no taller than spoiler, no longer than 15.5" at the longest point and not to extend past the furthers point of spoiler and must be triangle shaped (3 sides).

BODY INTERIOR

30. Driver compartment maybe fully tubbed. Must have a leg saver guard mounted between drive shaft and interior tin. Minimum of 12-gauge steel or 3/16" thick aluminum must run from back of driver's seat to the foot well and must be a minimum of 15" high. Must have a minimum of 3 windshield bars, minimum of 1/4" solid bars, and a screen, maximum of a 1" hole, securely fastened in front of driver.

31. Nothing adjustable from cockpit (shocks, weight jacks, ignition and etc.) except brake bias.

REAR VIEW MIRRORS

32. Rear view mirrors are not allowed.

DRIVE SHAFT

33. Must be painted white, yellow or orange fluorescent is recommended. A 360 degree drive shaft loop is required. Drive shaft hoop must be a minimum of 5" from front "U" joint and/or a maximum of 12" from front "U" joint. Must be constructed of at least 1/4" by 2" steel.

ROLL BARS

34. A full perimeter four point roll cage with an "X" brace in rear and rear kickers must be used. Roll bar padding required in driver compartment. Fire retardant padding recommended. Roll cage must be securely welded to frame. Must have a minimum of one cross bar in the top of halo of roll cage. Minimum .095" tubing at least 1.666" outside diameter for cages and door bars. Must have four horizontal bars on driver's side and three horizontal bars between driver and passenger side of car. Must have three vertical bars on driver's side not counting roll cage uprights. Gussets should be used at all joints of principal members. Must have rear head support.

BRAKES

35. Foot operated hydraulic type, operating all four wheels when applied. Red brake light must be in rear window and working and must be visible from behind.

CAR NUMBER

36. Must be visible on both sides and on top of car. All numbers must be 18" high; 24" highly recommended. Numbers must be in contrasting color of the car's body.

WEIGHT

37. Car with driver must weigh a minimum of 2900 pounds immediately after each race. Bolt on weights allowed as long as securely fastened and painted white – 1/2" bolt required. Car number required on weight.

SAFETY

38. Helmets are required and must be Snell SA05 or SA10. Helmets must be worn at all times car is on the track and must accompany vehicle at time of inspection. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves and shoes are required. Fire retardant socks, underwear and hood are highly recommended. Full-size (minimum 16" x 20") driver side window net required. Window net to be mounted so latch is at top front of window. Arm restraints are highly recommended. Five point safety belts, sub belts, and shoulder harness required (Required being less than 2 years old). The shoulder harness must be mounted securely to the roll cage. Kill switch required within easy reach of driver. Switch must be clearly marked "OFF" and "ON". All cars must have an aluminum racing seat fastened to roll cage, not bolted to floorboard. Aluminum racing seat fastened to roll cage required so top of helmet has a minimum of 2" clearance to the top of the halo bar. Fire retardant roll cage padding recommended. No transmitting or listening devices (except RACEceiver) allowed in the race car. Must have rear head support.

CLAIM RULES

39. First four position finishers must report directly to claim area and are subject to head claim by any other driver finishing fifth or back in the feature. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction. Heads are still claimable. Any driver lapped by the fourth place car is not eligible to claim. Driver allowed one claim per event, regardless of outcome of that claim. In case of multiple claims on same heads, heads will go to qualified claiming driver finishing furthest back. Driver making claim must drive his race car immediately after finish of feature,



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under its own power, directly to claim area. Only drivers and officials allowed in claiming area. Only driver may claim head and only driver may agree to sell or refuse to sell heads. First sell or no sell by driver being claimed is binding. Promoter may claim any heads finishing in the top ten immediately following the feature. Driver claim takes precedence over promoter claim. Refusal to sell forfeits all cash and contingency winnings for feature and any trophies earned in feature. Any driver refusing to sell heads, when claimed within the rules, loses his/her right to claim any driver's heads for remainder of season. Refusal to sell will result in loss of all pay and points for that event. Driver will be suspended for one event and will be required to pay a \$300 fine to the track points fund before being allowed to race again. All claimed heads must be removed from car at the track; buyer must examine heads before removal. Once removal is started, sale is final. Drivers are to be held accountable for any sabotage discovered while pulling the heads, and will be responsible for any and all penalties as a result of any sabotage. Any sabotage discovered to a claimed head will result in driver being suspended from competition for the next two scheduled events. No driver may claim any more that 2 times during the calendar year. After a driver has claimed one time, the next driver he claims has the option of part exchange or cash. No driver may claim unless he has competed at the

track the 2 previous events. Claim is in effect on opening night for all eligible drivers and driver must have been at the track on opening night to be eligible to claim 2nd night of season - 50% of races thereafter. No one driver may claim any other one driver more than once during the current calendar year.

A. Head Claim - \$600 cash claim on heads. Claim includes complete head assembly (which includes head casting, valves, valve springs, valve retainers, valve keepers, screw in studs and guide plates, rocker arms are NOT included. If heads are found to be illegal then the heads stay with the car and the car is disqualified. \$575 will be returned to the claimer and \$25 will go to the track.

B. \$300 carburetor claim. If carburetor is found to be illegal then the carburetor will stay with the car and the car is disqualified. \$275 will be returned to the claimer and \$25 will go to the track.

C. \$50 claim per shock, all 4 are claimable, same procedure as in engine claim. If shock is found to be illegal then the shock will stay with the car and the car is disqualified.

TRANSPONDER MOUNT LOCATION:

40. AMB-it Transponder must be mounted behind the motor plate or mid plates. May be mounted on the backside of motor plate or mid plate, or beyond. *Remember the transponder will not read through metal and must be less than 2 feet from ground.

LISTENING DEVICE

41. A functioning RACEceiver is mandatory in all competition. Channel must be 454.000.

NOTE

42. Any rules not covered here or any rules in question will be left up to speedway officials. Their decision will be final.

GENERAL RULES

Track officials shall have responsibility for rules regulations enforcement at all events. At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to inspection at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and action of their crew members. No alcoholic beverages will be consumed by driver or crew prior to or while competing. No use of illegal drugs. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these event, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Speedway officials shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of speedway officials. Their decision is final.