

STREET STOCK RULES:

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The Street Stock division at the Speedway is an entry-level division with the focus on affordability. The following rules will be strictly enforced to see that the intent of the class is maintained. Any dominant driver may be asked to move to another division of racing at season's end. All drivers must have a valid state driver's license or parent's consent as needed.

ELIGIBILITY REQUIREMENTS:

1. This class is open to 1965 or newer American made full frame cars.
2. No high performance cars, trucks, station wagons, convertibles or front wheel drive cars.
3. Wheelbase must remain within 1" of stock for the make/year of car used.
4. Outside body must be complete, and resemble the factory original.
5. All glass must be removed.
6. Mounted centered over roll cage.
7. No half roofs and no roof spoilers.
8. Bodies must be fully mounted in a safe manner with no external or internal sharp edges.

FORMER PRO/SUPER STOCKS: (To be eligible, the following standards must be met.)

1. Motor must be in original stock location.
2. Motor rules must meet the current street stock specifications.
3. Cars with jacking bolts must have jacking bolts welded in place. No exceptions.
4. Weight and tire rules for the street stock class must be followed.
5. Over-competitive cars may have to add weight.
6. Shocks: Must meet 2013 Street Stock rules

BODIES:

1. Any American made sedan, 2 or 4 door. All cars must have factory stock wheelbase. A 1" tolerance will be allowed. No front wheel drive cars. No sub compact cars. Full frame cars highly recommended.
2. Outside body must be complete.
3. Cars may use aftermarket steel replacement panels, or aluminum, but each panel must retain OEM dimensions and style. Straight panels, homemade, square-looking, or bodies resembling a late model will not be allowed. Inside door panel, inner fender, trunk floor, and dash may be removed.
4. Fenders can be cut 2 inches only for wheel clearance.
5. All glass must be removed.
6. Windshield openings must be covered with 1/2 square wire screen heavy gauge.
7. Floorboards must be complete with all holes patched from front firewall to rear firewall, from outside edge to outside edge of frame rail. Passenger side floor can be removed, must be replaced by either 20-gauge steel or .050 aluminum, from center of hump to passenger side top door bar (must be no higher than straight sloped
8. NO LATE MODEL STYLE COCKPIT.
9. Front firewall must be in stock location, (can be replaced with 20 gauge steel or .080 aluminum plate) and rear firewall and rear window shelf must be sealed off from driver's compartment with at least 20-gauge steel, no holes. All doors must be welded or bolted shut.
10. All cars must look presentable.
11. Seat and steering column must remain in stock location.
12. Sealed hood scoops allowed 3-Inch maximum height but no cowl induction, air boxes or any system of forced air induction allowed. No part of air cleaner can be exposed above hood.
13. Window net is required on driver's side.
14. No cable linkage allowed.
15. All gas pedals must have toe lift.(OEM or aftermarket)

ALUMINUM BODY RULES:

Aluminum bodies will be allowed as an option. Considering the fact that teams may attempt to fabricate their own bodies, the following rules are to be followed.

BODY:

1. Any car not resembling the original body design will not be allowed to compete.

2. No Shoebox bodies.
 3. Speedway technical team may dismiss any car from completion for not maintaining body requirements.
- NOTE: Rules apply to exterior body panels only.

ROOFS:

1. Homemade steel, aluminum, or fiberglass roofs permitted but must be approved by track.
2. Fiberglass roofs must be of short track body dimensions and style.

HOODS:

1. Aluminum (.040 or .050) or steel must cover complete engine compartment.
2. Hood scoops allowed. Maximum 3 inches tall and 21 inches in width.
3. Hood scoops must be closed off with no external openings.

NOSE PIECE:

1. May be OEM or aftermarket replica.
2. Must have nose piece.
3. Must fit body correctly.
4. No late model type flares.

FENDERS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Fenders must resemble OEM fenders.
3. No late model flares.
4. Fenders must cover 90% of tire.

DOORS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Door must be original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.

QUARTER PANELS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.
6. Quarter panel must extend 36 inches front centerline of differential to trailing edge of quarter panel. (see diagram)

UPPER QUARTER PANEL:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. No solid panels.
4. Must have quarter panel window cut in.

TRUNK LIDS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Must cover complete rear section of car and be removable for inspection.

REAR PANEL:

1. Aftermarket tail piece recommended.
2. For line-up purposes it is recommended car number be clearly displayed on rear of car

SPOILER:

1. May be aluminum or lexan.
2. Maximum height: 5 inches.
3. Spoiler side boards may not exceed 5 inches in height or 6 inches in length and must not extend beyond the main spoiler.
4. Must be tapered from tallest point to lowest point equal on both sides.
5. Spoiler must be non-adjustable.

SEATS / INTERIOR:

1. Aluminum Seat is mandatory, minimum .095" material.
2. No fiberglass, bucket seats, or factory original car seats.
3. Seat must be mounted no further back than 32" from center of rear housing, measured from rear end to bottom of seat back.
4. A 1" inspection hole must be provided in rear firewall at center of seat back bottom location
5. Driver must be protected by a sealed front and rear firewall.
6. Stock firewalls may be replaced with 20 gauge steel or .080" aluminum.
7. Rear window shelf must be completely sealed across entire window base to rear firewall.

8. No sharp edges.
9. Steering column must be aftermarket, but must remain in original location.
10. Aftermarket gas pedals recommended must have toe lift loop.
11. No cable operated throttles allowed.
12. All pedals must be in stock location in driver's compartment.

ROLLCAGE:

1. Complete six point cage with at least main cage a mandatory of 1.5 x 1/8" wall tubing minimum, no black iron pipe. All junctions not meeting safety standards may be required to be gusseted. Minimum of one 1" vertical bar down center of windshield area with entire windshield area covered with 1/2" square steel screen.
2. All cages will be centered on chassis, no LM offsets or severely setback cages.
3. Right side of main cage must be welded down to original frame rail even if an inboard straight rail has been added inside the OEM frame. Cars with main hoop mounted to inboard frame rail section must either add 150 pounds to the middle of the OEM right side frame rail or add auxiliary uprights and X frame door bars up to the height of the door and tie them into the main uprights.
4. All cages must have a minimum of 3 door bars on each side with 4 recommended on driver's side. When only 3 are used on driver's side, there must be sufficient verticals tying them together with gussets.
5. Lowest bar cannot be lower than driver's hip area in seat and top bar must come sufficiently high enough to protect driver's shoulder area.
6. OEM door pillars and rocker panels can be removed but must be replaced with vertical bars tying door bars to main cage, and rockers must be replaced with crush panels that seal off driver's compartment.
7. Nerf bars are optional between front and rear tires, but must be tight to door panel, **with no sharp edges**, and have ends turned inward. Must be securely fastened in at least 2 places to cage and not just to body panels. Nerf bars allowed behind rear tires tying into bumper ends, and must be fastened to frame inside rear fender. Same procedure applies for front corner nerf bars.
8. All nerf bar material must be a maximum of 1.5" OD tubing or square stock.
9. Rusted rear frame sections may be replaced by tubular or square steel anywhere behind rear most suspension mounting point to rear bumper area.
10. No collapsible OEM bumper shocks.
11. All bumpers and bumper support bars must be securely bolted and or welded to frame.
12. All Uni-bodies cars must have sub-frame sections welded in place with both front and rear clips remaining in stock locations and configuration, including strut cars.
13. Bumpers must be securely mounted to frame, with ends enclosed or protected, with a minimum of a loop bar in the center or heavy chain loop for wrecker use.
14. No cowcatcher types bumpers, or severely over built bumpers allowed.
15. Minimum of 1.5" diameter bumper support bar, not to exceed 4" diameter tubing behind stock type bumpers or nose pieces.
16. All interior roll bars within reach of driver will be padded with rollbar padding.
17. No pipe insulation.
18. Window net is mandatory.
19. No old string type nets allowed.
20. TOW HOOKS: Must have tow hooks on front and back, hooks must be easily accessible by tow truck operators without removing hood.
21. Driver must be able to open window net while fastened in car.

SUSPENSION:

1. All suspension components must be stock and used in stock locations for make of car.
2. Full frame cars can have rear frame from center of rear axle back replaced with 2x3 tubing.
3. Unibody cars can have the frame replaced with 2x3 tubing from 36" behind centerline of front wheels. 2x3 tubing must go over the rear end housing.
4. Front frame on all cars can be replaced forward of the steering box and idler arm only (front steer cars) with tubing.

5. Aftermarket racing springs allowed but no coil over or coil springs sliders /eliminators, torque arms, or other aftermarket racing suspension components.
6. Front and rear jacking bolts allowed. Weight of all cars 3000 LBS.
7. No drop spindles or aftermarket hubs, or tie rods etc. OEM only.
8. Non stock or aftermarket ball joints and tie rod adjusters allowed. May use aftermarket adjusting sleeve, maximum 4 ½ inch length.
9. A frames OEM stock.
10. Upper A frames may be replaced with a steel shaft tubular A frame. Aftermarket upper A frame mounts allowed in OEM location with a max. 1 inch tolerance. Control arm length of 9 inches MAX. Strut cars can run auxiliary shocks but must disable dampening of original strut shock by drilling and draining fluid.
11. No heim joints used on control arms, tie rods or sway bars. Spindle saver bolt on braces allowed on metric spindles. No Ford or Mopar suspension parts on GM vehicles. No rear swaybars unless factory installed.

DRIVETRAIN:

1. Stock type rear ends only. May be from different size car.
2. Ford 9' floater rears allowed. Components must be steel. (Internal and external)
3. No wide 5 bolt patterns allowed.
4. Rear lower control arm bracket center hole may not exceed 3 1/2" from bottom of axle tube.
5. Welded or locked rears allowed.
6. Spools allowed, no aluminum parts permitted.
7. Racing axles allowed but no ratchet type differentials, Gold Trac, or any other aftermarket traction control devices allowed.
8. Rear control arms may be aftermarket or fabricated. Lower rear must maintain OEM length, and mount in OEM locations.
9. NO slotted holes in either rearend or on frame.
10. Upper control arms may be adjustable and may use bushings or rod ends.
11. Lower control arms may not be adjustable and must utilize stock style bushings.
12. Drive shafts will be painted white and have a minimum of two steel safety hoops near front and rear.
13. No chains, bungee cords or tin strapping.
14. No aluminum drive shafts or half shafts allowed. Minimum 2 inch diameter steel driveshaft.

WEIGHT:

1. All bolt on lead or added weights must be securely mounted, brightly painted, and have car number on it.
2. All cars must weigh a minimum of 3000 lbs after racing with driver, no allowances made for water or fuel.
3. **ROC SERIES/SPECIALEVENTS: JACKING BOLTS WILL BE PERMITTED FOR SPECIAL EVENTS ONLY. THOSE CARS MUST WEIGH A MINIMUM OF 3,250 LBS.**

WHEELS AND TIRES:

1. 8' steel wheels, may be any offset.
2. Aftermarket steel rims highly recommended.
3. Bead locks allowed on 4 wheels.
4. No wide 5, aluminum or magnesium wheels.
5. American Racer 70/245 non DOT racing tire is the track tire.
6. No tire softeners or treatments allowed.
7. Grooving or siping is allowed.
8. Minimum of 5 lug nuts per wheel at all times.
9. 1" steel lug nuts mandatory on all four corners with at least 1/2" studs, 5/8 recommended.
10. **ROC SERIES/SPECIALEVENTS: Both rear tires must be the track tire used by the hosting track. Fronts are not mandated and open to driver's choice.**

BRAKES:

1. Must have operable and effective 4 wheel brakes.
2. Dual master cylinder allowed.
3. Front to rear brake bias adjuster allowed.
4. Balance bars are allowed with external or remote adjusters.

5. Right front brake shut off valve allowed may be within reach of driver.
6. All right front brake components must be in place.
7. Rear stock disc brakes allowed, but must be OEM type systems.
8. No aluminum rotors or dual piston calipers.
9. No electric brake shut-off.

SHOCKS:

1. Steel bodied shocks only, must be Non-adjustable, one per corner.
2. Steel bodied after market shocks with welded heim joint ends are allowed. Upper and lower mounts may be fabricated. Must be non-adjustable. (Example: No multiple holes)

TRANSMISSION:

1. Stock automatic or stock manual transmissions only, with all gears working, including reverse.
2. Automatic transmissions must have functional 11" torque convertor with no internal modifications allowed.
3. No hollow converters allowed or any method of creating direct drive systems.
4. Manual transmissions must be OEM production type transmissions. Three or four speed transmissions only.
5. All forward and reverse gears must be in working order.
6. Manual transmission must be operated by manual shifter within reach of driver.
7. Clutch must be single disk, OEM style, minimum 10 ½ inch diameter. No metallic clutch disks allowed.
8. Hydraulic release bearing allowed.
9. Flywheel, pressure plate, clutch disc, and hardware must weigh a minimum of 35lbs.
10. Manual transmission must have full steel 360 degree bell housing.

OPTIONAL TRANSMISSION, CLUTCH AND WEIGHT RULES:

- A) Legal open motor with automatic or standard transmission by above rules: 2900 lbs.
- B) Legal open motor with aftermarket transmission (Bert, Falcon, Brinn) or modified power glide (no converter) or racing clutch (small diameter/light weight): 3100 lbs.
- C) Crate motor with open transmission (Bert, Falcon, Brinn) and Four Barrel Carb. (650 cfm): 3125 lbs.

Note: All standard transmission with clutch and flywheel must be equipped with a 360 degree steel bell housing. Aftermarket transmission cars (Bert, Falcon, Brinn) can use aluminum 360 degree bell housing.

Approved Transmissions:

Bert: P/N BERLMZ

Falcon: P/N 60100

Brinn: P/N 70001

Afton Motorsports Park reserves the right to adjust these weight rules at any time if deemed necessary for the purpose of fair competition for the class.

ENGINE:

1. Non-Performance World Product Replacement Chevy Heads allowed. Part numbers World 043600 or World 043610.
2. Bow Tie Allowed
3. No hand grinding, sanding, blending, or de-burring where a cutter or stone leaves off.
4. Sand blasting, bead blasting, acid dipping, porting, polishing, and welding are prohibited.
5. No titanium valve train parts allowed. All Rockers 1.5 – 1.6
6. Screw in studs and guide plates.
7. No relieving or unshrouding of valves in combustion chamber.
8. May run double valve springs.
9. All factory casting numbers must remain visible.
10. No aluminum heads, even if they were OEM parts.
11. Maximum cubic inch 360. Maximum displacement:
 - o GM: 350ci+.060", 4" bore x 3.480" stroke
 - o Ford: 351ci+.060", 4" bore x 3.5" stroke
 - o Ford: 347ci+.060", 4" bore x 3.4" stroke

- Chrysler: 360ci+ .060", 4" bore x 3.578" stroke
 - Chrysler: 340ci+.060", 4.040" bore x 3.13" stroke
 - Blocks may be decked, but piston must not extend above deck at all.
12. Wet sump oil pans only.
 13. Flat tappet cams only.

VORTEC HEAD AND INTAKE HEADS:

1. Allowable heads must have casting number Vortec heads, stock heads, World Product, or Stock GM heads with 2.02-1.6 valves. Vortec heads will have 1.94-1.5 valves.
2. Vortec heads allowed are: # 10239906, 12552520 and 12558062. (No aftermarket Vortec heads).

AIR FILTER:

1. No open air filters through the hood of any kind.
2. Optional aluminum intake for Vortec Head ONLY. GM p/n 12366573, Vortec 2116, Edelbrock 7116. You must use BRP 377 carb adaptor.

PISTONS:

1. Flat top pistons only.
2. No domed pistons of any kind.

RODS:

1. Any steel rod.

CRANKSHAFT

1. Crankshafts of stock dimensions, weight, and style must weigh 45 lb minimum. Balancing of rotating assembling allowed. Stock stroke only for make/size of engine. No altering of stock stroke crankshafts allowed.

HEADERS:

1. Crossovers are allowed, but no 180 degree headers are allowed.
2. No exhaust can run thru driver's compartment.
3. All headers must exit underneath car with exhaust pipes exiting past driver and end before rear tires with no crankcase evacuation type systems.
4. No two into one exhaust or H pipe connections in exhaust systems.
5. Mufflers recommended.

INTAKE:

1. Stock cast iron production 2 Bbl OEM intakes. Edelbrock 4B intake allowed.
2. No marine, bowtie, TBI or other industrial intake manifolds.
3. No propane intakes allowed.
4. No porting, polishing, or any internal work.
5. No shot blasting, acid etching, or other cover up work allowed.
6. No plenum area work at all other than to mill carburetor mounting surface to remove rust. A 1" tall fiber or aluminum carburetor adapter may be used to adapt to Holly 2bbi carb.

IGNITION:

1. OEM style electronic ignition systems only.
2. No aftermarket ignition systems such as MSD, magneto, etc. No traction control or timing altering devices allowed.
3. No crank trigger ignitions or multi coil systems.

COOLING SYSTEM:

1. No electric water pumps.
2. Pump mounted fans only, no electric fans.
3. No flex fans or aluminum fans.
4. Any pulleys allowed.
5. Any radiator but must remain in stock location.
6. No duct systems designed to direct air to intake/carb.

FUEL SYSTEMS:

1. Gasoline only. Maximum of 22 gal. fuel cell with foam and rollover valve mandatory.
2. All fuel lines running thru driver's compartment must be steel braided with no pipe fittings and routed in a safe manner away from exhaust header.
3. Fuel shut off must be well marked and within driver's reach.
4. Mechanical block mounted OEM fuel pumps only.

CARBURETOR:

1. Limited to one stock 4412 Holley 2bbl carburetor.
2. All carburetors must pass all no-go gauge checks with body, base plate, boosters, throttle shafts, etc all being unmodified and in stock location.
3. No polishing of any part of carburetor.
4. No modifications to pick up air from any source other than through top of carburetor, such as cut gaskets, drilling, etc. Only the following changes may be made to carburetors: jets, power valves, air bleeds, emulsion bleeds, float, needle/seat, pump/cam, idle bypass holes in butterflies, plugging/blocking of vacuum ports, welding linkage to shaft, installing shaft bushings to correct for worn shaft, and boosters may be tightened for safety.

OPTION 602 STREET STOCK ENGINE RULES:

ENGINES

1. Only a General Motors Spec. #19258602. I.D. Plate must be accessible.
2. Stock Rocker arms that come with motor only.
3. OEM style fan and water pump crank driven.
4. No electric fans and clutch fans.
5. No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
6. Replacement valve spring part # GM10212811.

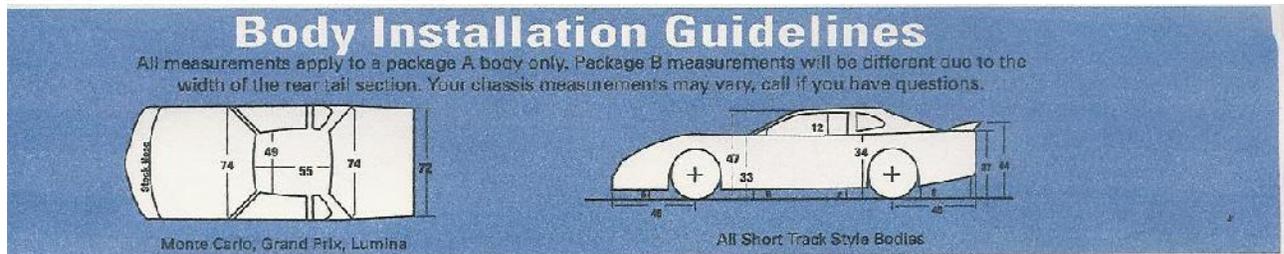
HEADERS

1. No Tri-Y headers.

DISTRIBUTOR

1. HEI distributor that comes with motor.
2. Must have MSD Rev Limiter # MSD87286 with 6200 RPM chip. Rev box chip must face up and be taped into the rev box. This must be hooked up and working at all times. If found to be higher than 6200 RPM chip, you will lose purse and points for that event, and a fine of \$500.00 must be paid before racing again.
3. MSD must be out of reach of the driver. All wiring to REV Limiter box not permitted to be in a harness.
4. All wires must be clearly visible.
5. Rev box must be under hood and be easily removed to tech purposes.
6. No Cockpit mounts. Must be out of reach of driver.
7. Rev boxes may be confiscated or swapped by speedway officials.

BODY INSTALLATION GUIDELINES:



DOOR AND FENDER MEASUREMENT DIAGRAM:

