

STREET STOCK RULES

Just because it isn't in the rule book, don't assume it's legal.

Feel free to contact us by email info@trailway1.com

Hoosier Racing Tire - Proud Sponsor of the Street Stock Point Fund!

For all your parts and racing tire needs contact: Hoosier Tire & Precise Racing Products @ 410-833-2061

All updates will be bold and underlined

Updated: 12/17/20

APPEARANCE

- A.) Must present a neat and clean appearing car.
- B.) Car must remain stock appearing as manufactured.
- C.) We recommend driver's feet and leg area, and the driver's door should be shielded for driver's safety using steel or aluminum.
- D.) Floorboards and frames may be patched or replaced, if needed.
- E.) All holes must be covered.

BODIES

Simple, your car should not look like a late model or part of one.

- A.) Recommended before altering your body or purchasing an aftermarket body, to contact tech. inspector.
- B.) 5-star performance, Performance bodies, etc. body or body parts will be permitted.
- D.) Aluminum or steel bodies are allowed. No fiberglass.
- E.) The rear inside trunk area can be open to allow tech inspectors to easily view rear suspension. **NO OPEN BACKS.**
- F.) Body must have bow in the side doors, no straight sides. Body must be identifiable, by car make and model. No semi-late looking bodies.
- G.) Must be complete and stock appearing.
- H.) Stock metal doors must be welded shut.
- I.) Screens or bars are mandatory in place of windshield.
- J.) Must have rear bumper cover with limited number of holes.
- k.) Rub rails allowed, must be tight against body, no sharp edges, and only between the wheelbases.

BRAKES

- A.) Standard production brake components only, except items below.
- B.) Brakes must always work on all 4 wheels.
- C.) Dual Master Cylinders and Brake Adjusters are permitted.
- D.) Steel calipers only.

E.) Brake Rotors: Aftermarket steel rotors are permitted on the rear. **Front rotors must be stock OEM front brakes (no racing rotor)**. No titanium brake rotors allowed which includes left, front and right rear.

F.) Rear Disc Brakes: Will be permitted as follows: Stock steel calipers must remain in manufacturer line (no aftermarket racing calipers). The caliper mount must be permanently fixed to the axle housing. Steel rotor only and may be aftermarket. **Must be stock dimension for the year of the car (check with track if car did not come with disc brakes)**.

CARBURETOR

A.) Two (2) barrel carburetor 4412 Holley only. Carburetor must fit track gauge.

B.) Any 2-barrel carburetor can be claimed for \$450.

CLUTCH

If manual transmission is used, it must have an operational OEM stock style all-steel clutch and starter. Minimum 10 1/2-inch diameter clutch disc. Stock configuration clutch must have a full scatter shield of at least 1/4-inch-thick steel or approved bell housing. A 2.0" X 3.0" inch inspection hole located 3.0" from the transmission mounting surface is mandatory for clutch inspection. Multi-disc clutches are not permitted.

Clutch master Cylinder: Aftermarket clutch master cylinders are permitted.

Clutch Lines: Rubber or steel-braided clutch lines are permitted.

CYLINDER HEADS

A.) Combustion of 60cc minimum.

B.) **Any steel cast iron cylinder head, or any bowtie Vortec heads are permitted.** The cylinder head must remain in unaltered "as cast" condition unless otherwise noted. No aluminum heads. Relocating rocker arm studs are not permitted. **Shaft Style Rocker Arms are permitted.**

C.) Unless otherwise stated, any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, O-ringing the head gasket seal area is not permitted.

D.) The combustion chamber may not be altered in anyway.

E.) Ported cylinder heads are illegal as only port matching will be permitted. The depth maximum for matching ports is 0.75". Screw-in studs, stud girdles and guide plates are permitted.

DRIVE SHAFT

A.) All drive shafts must be painted white.

B.) A minimum of one (1) driveshaft hoop/sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops/slings be used.

C.) NO aluminum, steel only.

ENGINES

- A.) Flat tappet camshafts only are permitted. Mushroom or roller camshafts or roller ball lifters are not permitted. Double overhead cams are not permitted. Gear drive units permitted. No externally adjustable cam timing device. Cam Bearings: Must remain as "stock" Babbitt type. Roller bearings are not permitted.
- B.) Roller Rocker Arms and Shaft Permitted.
- C.) Maximum Cubic Inch 365.
- D.) Any single Disc stock type Clutch & Steel Flywheel permitted.
- E.) Aftermarket harmonic balancers are permitted.
- G.) Flat top or inverted dome pistons only.
- H.) Headers may not exit out the side of car, must extend past front firewall, no 180 Degree Headers. Crossover, Tri-Y, or 180-degree headers are not permitted.
- I.) Stock type ignition system.
- J.) May be moved no more than 1-inch from stock location.
- K.) No titanium parts.
- L.) No aluminum heads or blocks.
- M.) It is highly recommended to use a #12AN fitting or one-inch plug in the oil pan for inspection purposes. If there is not one, the oil pan must be removed for inspection.
- N.) Needle bearing camshafts, crankshafts and rod bearings are not permitted.
- O.) Must leave factory numbers on block and heads.

FRAMES

- A.) All suspension components will remain as manufactured by the auto manufacturer and in STOCK LOCATION.
- B.) May be X braced supported for strength.
- C.) Wheelbase in accordance with factory specs. Can re-clip to make same wheelbase or bigger only.
- D.) Wheelbase minimum, Fords 99 inches, Chevy's 101 inches. No mismatching brands.
- E.) If car is used that is manufactured without a full frame, frame must be tied.

FUEL SYSTEM

- A.) Safety approved fuel cell with bladder in a twenty (20) gauge steel box supported by two (2) steel straps top and bottom to safely secure fuel cell.
- B.) All fuel cells must be mounted securely in trunk area of car and must have a fuel shut off valve within 12 inches of cell.
- C.) Fuel line should run under floor of car. If placed above floorboard fuel line must be in steel pipe 1½" diameter from firewall to firewall, be on the right side of the car away from the driver and mounted on floorboard.
- D.) Fuel samples may be taken at any time for testing.
- E.) **Gasoline or pumped racing fuel only. No alcohol.**

F.) No fuel additives, this is a safety issue.

INTAKES

A.) Any intake manifold other than a smoke ram or tunnel ram is permitted. Intake/carburetor height to be a maximum of 8 1/2 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold measured from where the intake manifold meets the cylinder head (not the top of the intake runner).

B.) Carburetor Adapter/Spacer: Only a one or two-piece aluminum or phonetic carburetor adapter (maximum of 2.0 inches in height) may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.

INTERIOR

A.) Interior metal may be aluminum. May be boxed in behind the driver's seat but must stay behind the x-Bracing in the roll cage.

B.) Floor: Must have a full steel (min. 20-gauge steel) floorboard from the driver's side firewall to the back of the driver's seat. Original floorboard may be replaced with steel floor of the same OEM thickness. Area of floor under driver's feet must be reinforced with at least 1/8-inch steel or aluminum. The tunnel beside the driver's seat above the transmission cannot be larger than 10.0", bent at a 90-degree angle from the floor pan and then must be bent at a 90-degree angle straight across to the right-side door only.

REAR ENDS

A.) Ford 9" rears and floater rears must run standard swing arm type suspension.

B.) No independent rear suspension.

C.) No ball spline or aluminum hubs.

D.) Aftermarket solid steel axles are permitted (gun drilled axles are not permitted).

E.) Stock OEM rear ends must be mounted in stock OEM location, 1 hole only, on stock OEM style mounts (non-adjustable). Rear ends may be locked by welding the spider gears or with a mini spool. OEM factory positive traction is permitted. Any gear ration is permitted.

F.) Ford 9" rears and floaters (non-cambered) permitted – any stock style Ford 9" rear end permitted with stock mounts and mounting locations on any make of car. Steel or aluminum mini or full spool only (rear ends must be locked). No independent rear suspension. Aluminum 3rd members and spools are permitted. Axle housing must be steel. Axle tubes can be no more than 3 1/2 inches in diameter.

G.) Rear control arms – Aftermarket upper rear control arms are permitted and may be adjustable to obtain the correct pinion angle. **Lower rear control arms must be factory stamped or made of box or round tubing that is non-adjustable, stock length measured from center to center of bolt holes, and mounted in stock location, mounted no more than 3 3/8**

inches from bottom of axle tube to the center of the bolt (this means the total measurement from center of axle tube can be no more than 5 1/8).
Front bolt hole must remain in stock location as well. All 4 upper and lower control arms must always be connected. No sliders or spring arms must be fixed length. Bushings must be made of rubber, polyurethane, solid or spherical bearing.

H.) Pan hard bars – A solid pan hard bar (minimum 30” in length) from center of heim to center of heim is permitted. Must be mounted inside rear frame rails, on center line of axle housing frame mount has to be within 1” tolerance of center line of rear axle.

I.) If there are any other mounts that are adjustable, they must have a plate over the other adjustment holes, so they are not adjustable on race night.

ROLL CAGE

A.) Safety inspector will have the final word on roll cage and seat mounting.

SPOILERS

A.) Cannot pass rear body panels.

B.) No more than 4 inches tall and no side panels.

SUSPENSION – SHOCKS - SPINDLES

A.) All suspension must remain in stock location, be nonadjustable, and be stock OEM type. **This includes ball joints. No drop ball joints allowed.**

Aftermarket center link is allowed but must be the following part #30721 and 30272. **Spindles must be stock OEM.** Drop spindles are not permitted.

Metric IMCA 3-piece spindles allowed.

B.) Upper tubular A-Arms permitted. **Must be stock appearing and in stock dimension. Lower A-Arms must be stock appearing and in stock location.**

C.) Only non-adjustable gas or oil-dampened aluminum or steel bodied shock absorbers. Front shocks may be relocated. Bump stops of any kind are not permitted.

D.) NO Schrader valves allowed.

E.) Coil springs must be mounted in stock location.

F.) Upper Rear Control Arms: Aftermarket upper rear control arms are permitted but must be stock-OEM length and nonadjustable. Both upper rear control arms must be bolted to the frame and rear end on the stock OEM mounts. The upper control arm on the rear may be shortened a maximum of 1.0” and the hole may be re-drilled. All four upper and lower rear control arms must always be connected EXCEPT as listed below.

1.) Camaro Cars Only : The third link must be mounted on top of the rear end, unless you are using factory set up (factory set up must remain mounted in the stock OEM location on the rear-end and must have safety loop). A solid pan hard bar (minimum 30” in length) from center of heim to center of heim is permitted.

2.) Coil Spring Cars Only: May run a three-link suspension only by removing one of the rear upper control arms. Aftermarket upper rear control arms are

permitted and may be adjustable to obtain the correct pinion angle. Rear spring free height must be within 2" of each other, (example: If RR spring has a 14" free height LR must range from 12" to 16" in free height.)

3.) Leaf Springs: Only multi-leaf springs are permitted. Mono-leaf or composite springs are not permitted. Chrysler leaf springs are not permitted in non-Chrysler cars. Leaf sliders are not permitted. Fixed spring shackle plates only. Aluminum or steel plates are permitted. Lowering blocks are permitted. Adjustable lowering blocks are permitted. Leaf Spring front mounts may be aftermarket but must be of OEM stock specs.

TIRES

- A.) Only a Hoosier brand tire is permitted for competition. Hoosier recommends using no smaller than 10-inch wheel with this tire.
- B.) The largest tire permitted is the Hoosier Economy 11-inch tire measuring 16.75 inches from sidewall to sidewall with a 93-inch circumference.
- C.) The tires must be a 1300 or harder compound.
- D.) Tires must punch a durometer reading of 40.
- E.) No traction control devices.

TRANSMISSION

- A.) Standard straight gear, with all forward and reverse gears must be working.
- B.) Automatic transmission allowed. You must have a working torque converter.
- C.) Must have blown proof type bell housing or scatter shield when using standard straight gear transmission.
- D.) NOTE: Minimum or 1 1/2-inch check hole in scatter shield or Bell Housing.
- E.) Carbon fiber or any other type of exotic lightweight metal driveshaft flanges and U-joints are not permitted.

TRANSPONDERS

- A.) Must be placed 24 inches back from center of front axle on the left side when class is recommended to use them.

WEIGHT LIMIT

- A.) This weight limit is with driver and without adding anything to car. The weight must be visible to the technical inspector.
- B.) All added ballast must be painted white with the car number marked on each piece.
- C.) Nothing permitted in the frame rails, mounted to the frame, or be placed anywhere within the driver's compartment.
- D.) **All cars must weigh minimum of 3000 lbs.**

WHEELS

- A.) Cars must have reinforced wheels and oversized lug nuts on all four wheels.

B.) Wheel width can be up to 12 inch maximum.

C.) Must be steel.

D.) Bead Locks are permitted.

16-ounce Fireade Enforcer extinguishing cans are for sale at the fuel trailer for \$20

Copyright © 2020 Trail-Way Speedway - All Rights Reserved.