

STREET STOCK RULES

Refer to the Safety Rules for the basic building rules (Roll Cage, Bumpers, Fuel cell & Approved clothing, etc)

No radios allowed in any classes

All Cars must be stock in every aspect with the following exceptions. When the word "stock" is used it means as it came from the factory for the particular year and model in question. This also includes replacement parts by part number. Any questions on parts need to be directed to the board of directors.

Chassis

1. If you obtain a car that doesn't have a full factory firewall, you must add a weight penalty (over and above the minimum weight of 3200 lbs) of 60 lbs. to be placed on the right side of the frame rail horn (where the firewall is supposed to be). Must be securely fastened. This is not intended to allow existing street stocks or new builds to cut out their firewalls. Tunnel cars remain illegal.
 - i. Tunnel cars are classified as cars that do not have a stock firewall or floorpan.
2. Any North American built, stock production passenger car, or pick-up truck. No convertibles, or Corvettes. 1982 and newer Camaros or Firebirds not permitted.
3. 81 and older Camaro and Firebird allowed with stock front clip, unibody and rear suspension and body complete only.
4. No four wheel drive cars permitted.
5. No four wheel independent suspensions permitted.
6. No excessive rear movement of the stock body permitted. Only a max. of 1" from the stock body mounts tolerated.
7. Any steel body may be run over any chassis of the same make. No distortion of the body is permitted to fit the chassis. Only the position of the wheel openings may be moved to fit the wheelbase of the chassis being used.
8. Any stock appearing nose and tail pieces allowed.
9. Bodies must be complete and remain stock appearing. Any damaged panels must be repaired/replaced before the next race day. 22ga. sheet metal may be used for repairs, no aluminium.
10. Aftermarket steel body panels allowed.
11. Hood must have a min. of two but four hood pins recommended in the front to hold it down.
12. Fibreglass hoods allowed
13. Holes around hood pins must not exceed 5/8". Straps connecting pins to the hood or body recommended. Hoods can not be bolted shut.
14. All cars must have front and rear bumpers. Bumpers must be strapped to fenders on all four corners to prevent hooking.
15. Minimum 3" x 36" yellow strip on back of trunk lid or on rear bumper for all rookie drivers. Stripe must remain in place for the ENTIRE SEASON.
16. Wheel wells may be radiused for tire clearance. Fender well edges must be rolled under, not out. No sharp edges.
17. All doors must be welded or bolted shut.

18. Rear spoilers allowed. Spoiler can not be more than 6" high. Must be bolted to the trunk lid and can not extend beyond the width of the fender. No sides, no Gurney lips. No roof wings.
19. The interior of the car must be stripped of all flammable material. All sharp objects must be removed or folded over
20. Rear view mirror and a left side mirror that doesn't exceed body line allowed.
21. Gas pedals may be modified or aftermarket. Pedals must remain in stock location. Toe hook and solid linkage recommended.
22. Driver's compartment must be sealed off with a minimum 22 ga. sheet metal, no aluminium.
23. Stock front firewall and floor must be retained to behind the driver. Passenger side of the transmission hump may be removed and retinned with a min 22 gauge sheet metal. Behind the driver may be removed and tinned over with a min. 22 ga. sheet metal. No Aluminum. Any discrepancies , see tech man.
24. All glass must be removed, except the following: A full windshield with two straps or tubes inside. The Earnhardt bar or strap on the outside is acceptable. Outside, four strong tabs if using a glass windshield. Or if using a Lexan front windshield, Mount with 3/16 rivets spaced maximum of 6 inch spacing between rivets.
25. Pick-up trucks must have a lexan rear window or tin cover over the truck box.

Wheel Base

1. Cars must be a min. of 108" wheel base. Frames over 108" wheel base may only be shortened in the straight, middle section to achieve 108" wheel base.
2. Reinforcing the frame, such as boxing or adding an "X" brace is recommended.
3. Fords may run a min. 104" wheel base on the 1984 to 1988 T-Birds and Cougars only. Must retain the original suspension that came with that car. No newer Mustangs permitted.
4. All unibody cars must have subframes tied together. Minimum of 2" x 3" 0.120" steel tubing recommended.
5. Wheel base must be within 1 inch variation right to left side (strictly enforced).
6. A chain or eye front and back of the car for lift and towing is recommended.

Engines

1. The engine must be the same manufacturer as the frame and body (GM frame, GM body, GM engine, etc.).
2. The engine must be in the stock forward location in the centerline of the car, without altering the frame. May use aftermarket or modified/fabricated mounts
3. NO ALTERATIONS TO THE FRAME IS PERMITTED FOR FUEL PUMP OR EXHAUST MANIFOLD CLEARANCE.
4. Small block engines only maximum engine size GM 350, Ford 351, Chrysler 360 plus max. .060" overbore permitted. Must use stock block "Stock replacement" aftermarket crank and rods will be allowed. Part numbers to follow. Contact the tech man for details.

5. Stock distributor and stock design ignition parts only. With the exception of crate engines.
6. A Rochester 2 barrel carburetor for all manufacturers on a stock cast iron 2 barrel intake manifold. Removal of the choke assembly is allowed. The choke horn stays. Holley jets permitted.
7. Stock style mechanical water pumps only. No electric water pumps permitted.
8. NO antifreeze allowed in coolant.
9. No porting or polishing of heads or intake.
10. Max. 1" spacer between carb and intake manifold. Maximum of two (2) ¼" gaskets. Total allowed height ½". Spacer and gasket combined height not to exceed 1½"
11. Two throttle return springs are mandatory. Fuel filters must be steel, no plastic or glass allowed.
12. Air cleaner mandatory. Any size filter. Open topped air box exiting to cowl permitted. Ram tubes or ducting allowed.
13. Rear opening hood scoops allowed.
14. GM engines - Max. 2.02" intake valve and 1.60" exhaust valve, stock stem diameter only, and they cannot be lightweight valves (i.e. titanium), stainless steel valves are ok. No angle plug, Bow-tie.
15. Ford engines- Stock Cast iron heads only. No 4bbl or Cleveland
16. Chrysler engines- Stock cast iron heads,
17. G.M. double bump heads allowed.
18. All cylinder heads must be a minimum of 62 cc's.
19. Aluminium heads – the ONLY Aluminium part number's allowed:
 - Edelbrock 5089
 - PW 64180A
 - Pro comp 15-120011-K01
 - Dart, Part # - 10024361
 - World Products, Part # - 043610-1
 - i. A car may run a part not on this list if within the rules and is approved by the tech man and BOD. Consult first before buying.
20. When running aluminium cylinder heads, you must run 20 lbs weight on each side of the engine at cylinder head height, mounted securely on the roll cage front hoop bar.
21. No aluminium or titanium retainers or keepers
22. Absolutely no modifications to ANY cylinder heads (stock, aftermarket, or aluminium) that are used, such as porting, polishing, port matching; angle milling, and no extra bowl hogging.
23. Cars must run stock factory roller rocker ratios. Chevy, GM, Dodge - 1.5, Ford - 1.6
24. Screw in studs and guide plates are allowed.
25. Stock style rockers may be steel or aluminum as long as they are the stock factory ratio.
26. No stud gurdlesn allowed.
27. Any flat tappet, hydraulic or solid camshaft, WITH MAXIMUM OF .565 LIFT, allowed, as long as the stock rocker ratio remains. No mushroom or roller cams.

28. Two (2) or four (4) valve relief flat topped pistons only. Must be stock appearing. Cast, Hypereutectic, or forged pistons allowed. No light weight, thin walled wrist pins.
29. Piston clearance to be minimum .000 below deck.
30. Any wet sump oil pan allowed that does not sit lower than the cross member. No crank scrapers. Back of crossmember may be notched to allow for oil pan clearance.
31. Aftermarket vibration damper and pulleys allowed.
32. Only Stock production cast iron exhaust manifolds are permitted.
33. Spec headers allowed:
 - SCH-185 72-87 Malibu/Monte/GP/Cutlass/Regal
 - SCH -185M 70-81 Camaro SCh-185M same as 185, but fits stock manual clutch linkage. "One tube on right side may be altered to clear upper A-arm"
 - SCH-115 67-69 Camaro/68-74 Chevy 2-Nova
 - SCH-165 70-81 Camaro/75-79 Nova/64-77 Chevelle/72-77 Monte.

Other headers are allowed as long as it matches or is less than the above header specifications with tech approval.

34. All cars must have mufflers. H-pipes allowed, No X-pipes.
35. The pipes may pass through the drivers' compartment as long as they are shielded from the driver with 22 ga sheet metal. The firewall and passenger floorboards may be altered only enough for the mufflers/piping to fit.
36. All cars must have working starters, no push starting.
37. Radiator must mount in front of the engine. Aluminium radiators allowed.
38. Radiator must have a minimum 2 litre overflow catch can.
39. Electric fans permitted. Fan must have an ON/OFF switch and be fused.
40. Electric fuel pumps allowed. Must have automatic safety shut off switch/kill switch in a safe location and be hooked into the master kill switch
41. A complete stock Vortech 350 engine may be run in the street stock class as long as it has 100% stock OEM Parts with the exception of a cast iron 2 barrel intake. These engines will be sealed at the beginning of season and are subject to teardown at any time . (VORTEC ENGINES ARE TRIAL BASIS ONLY AT THIS TIME)

Crate Engine Rules:

GM Circle Track 602 Crate Engine

a. General:

- i. The GM 602 part #88958602 or #19258602 are the only crate engines allowed.
- ii. GM part # 14088765 counter balanced flex plate is suggested.
- iii. Maximum 5800 RPM chip MANDATORY
- iv. PGARA Speedway reserves the right to take any crate engine at any time and replace it with a new one.

- v. Crate engines must remain sealed at all times. Rebuilds are not allowed.
- b. Exhaust: (there are significant penalties for repeat-offenders with non-conforming exhaust systems)
- i. Side-dump exhaust is permitted; use turn-downs wherever possible.
 - ii. Stock unaltered cast iron exhaust manifolds or Schoenfeld part# 185 headers only. 1 tube on the passenger side is allowed to be altered.
 - iii. Maximum exhaust pipe size for cars using manifolds is 2.5".
 - iv. Mandatory exhaust pipe size for cars using headers is 3".
 - v. Dual exhaust with 2 mufflers is mandatory. vi. No crossovers, or 2 into 1 systems except: "H-Pipe" or "Howe" muffler option is mandatory (see noise mitigation rules for reference)
 - vii. Cars must be no louder than 95 decibels @ 100ft at all times.
 - viii. Recommended Mufflers are as follows: 1. 2.5" Hooker part # 21602 2. 3" Hooker part # 21605 3. Howe (see noise mitigation rules for reference)
- c. Carburetor:
- i. Holley Part # 01-80541-1 650 CFM Crate engine Carb only.
 - ii. A restrictor plate is mandatory.
 - 1. Spacer size: Maximum 1-inch thick at any point and maximum 1-inch bore size as measured by officials.
 - 2. At any time and at the official's discretion, restrictor plates can be swapped amongst competitors or be replaced with a same size plate.
 - iii. An air cleaner is mandatory.
 - iv. Air cleaner base must be round and may not be any bigger than a 16" diameter.
 - v. Ram air induction, fresh air ducting, cowl induction, or modified air cleaner bases are not allowed.
- d. Distributors:
- i. Stock style & functioning HEI distributors only.
 - ii. MSD part # 8362 is the only aftermarket distributor allowed.
 - iii. Accel Module part # 35361 is allowed.
 - iv. Vacuum advance may be disabled or removed.
- e. Valve Springs:
- i. Replacement springs are allowed. Must be one of the following Part #'s:
 - 1. GM Performance #10212811
 - 2. Elgin #RV943xs (remove inner springs before use)
- f. Water Pump & Pulleys:
- i. "OEM Replacement" water pump permitted. Can be aluminium.
 - ii. 30% maximum reduction pulleys permitted. Serpentine or "V"-belt only.
 - iii. Stock or aftermarket pulleys are permitted.
- g. Alternators & Power Steering Pumps:
- i. Alternators and power steering pumps are not mandatory.
 - ii. Any alternator is allowed. Must be driven off the front of the engine.
 - iii. Stock or aftermarket cast steel power steering pumps are allowed. Must be driven off the front of the engine.

Suspension

1. Front and rear suspension must mount in the stock locations with no alterations. No Camaro/Firebird front clips allowed on any other car except total stock unibody, rear suspension and body Camaro or Firebird
2. No aluminium suspension or steering components permitted.
3. The upper control arm shaft called "The Problem Solver" is allowed.
4. Also, upper control arms may be of the tubular design, but must remain in stock location, and have the part numbers listed below, or equivalent;
 - ❖ Metric cars:
 - Keyser/Port City 100-06-0800 RHS-1 8" Right, non slotted shaft
 - Keyser/Port City 100-06-0820 LHS-1 8.5" Left, non slotted shaft

Or

- ALL57830 Right hand with steel cross shaft
- ALL57831 Left hand with steel cross shaft
- ALL57832 Right hand with aluminium cross shaft
- ALL57833 Left hand with aluminium cross shaft

- ❖ Camaro & Nova

- Lefthander 001-687 8³/₄" right – non slotted
- Lefthander 001-695 9¹/₂" left – non slotted

Or equivalent, subject to tech approval. All part numbers must remain intact, alterations or removal of part number, makes the part illegal.

5. Upper control arm mounts can not be moved to gain camber.
6. Rear trailing arms may be boxed, mounts may not be altered on frame trailing arms, or rear diffs.. No rear steer adjustments allowed. Stock bolt in stock location, no slotted bushings. Non adjustable aftermarket stock replacement control arms are allowed as long as they meet factory measurements.
7. No Panhard bars
8. One shock per wheel. Heim-end shocks allowed. Front shocks may be relocated outside the A-arm. Rear shocks may be mounted within a 12 inch radius of the stock mounting point (center of spring pocket) both top and bottom. Racing shocks permitted. No aluminium, adjustable or rebuildable shocks permitted. \$250 claimer rule for shocks
9. Racing springs may be used.
10. Spring spacers allowed but no metal wedges in springs. Weight jacks allowed in all corners.
11. Leaf spring cars cannot have adjustable spacer block between leaf spring and rear end
12. Lowering blocks allowed on leaf springs. Rear leaf spring sliders permitted. Rear mounted only. Leaf springs must mount the original way they came from the factory at the stock front mounting point, no adjustments.
13. Minimum 6" ground clearance to the bottom of the frame rails. Uni-bodies are measured at the door sill, with a secondary reference point of 4" at the bottom of the subframe where it mounts to the floor. Measurements taken with the driver in the car.

14. Stock front steering components (idler arms, steering box, tie rods, drag link, etc.) Aftermarket centerlink for metric cars allowed.
 1. AFCO #30271 improved geometry center link (only one allowed). Part number must remain intact.
15. A bigger or heavy duty type steering box may be used if it bolts to the stock location.
16. Aftermarket fabricated steering column recommended.
17. Bigger front spindles allowed but MUST BE OEM. No aftermarket spindles allowed. No OEM drop spindles permitted.
18. Steel or heavy duty rotor required on the right front. P/N AFCO 9850-6501.
19. Sway bars must be OEM and must mount in the stock location. Front sway bar can only be adjustable at the control arm mounting point.
20. Car must weigh NO LESS THAN 3200 LBS. at any time, with a driver.
21. Lead ballast must be bolted to the frame or cage with minimum two ½" bolts and lock nuts (Double nuts is an acceptable alternative). All ballast must be painted white brightly with your number clearly visible. All ballast must be visible to tech inspector.
22. Weight allowance 55% Left side max., 47% Rear max., with driver all day.
23. No bump steer allowed, no slotting, bending, elongating or modifications of any kind.

Tires/Wheels

1. Must use a heavy duty racing type wheel. No stock rims permitted.
2. Wheels can not exceed 8" in width.
3. No aluminium rims.
4. Aftermarket wheel studs and nuts recommended.
5. Maximum Track width 79"
6. AR P265 or Hoosier 970. Cars must run same tire around whole car, no mixing and matching. No tire softeners.
7. Four (4) new tires allowed for a cars first race day. Must be stamped by tech man. One (1) new tire allowed on each subsequent race day, if new tire is not used on any given race day that cannot be carried over to the next race day.
8. Any blown tires must be replaced by an equivalent used tire.
9. On subsequent race day, tires from last race day must be run again (3 of 4)
10. Invitational, allowed 4 new tires.
11. The tires a car qualifies on must be the tires that are used for that race day. Unless a blown tire occurs.

Drive Line

1. Must have a driveshaft hoop mounted just behind front ujoint area. ⅓ of driveshaft. .
2. Drive shaft must be painted white with the car number clearly visible on it.
3. No aluminium drive shafts permitted.

Roll Cage

1. All cages will be teched. Cages must be securely welded to the frame and/or floor of the car. Minimum roll bar thickness is 1.5" diameter, 0.125" wall thickness or 1.75" diameter, .095" wall thickness.
2. There must be four door bars on the driver's side and three on the passenger side. Driver's door bars must be tinned to protect the driver, minimum of 20 gauge.
3. Rear upright must be cross braced.
4. Front uprights must be connected by a dashboard bar.
5. All cars are recommended to have an "Earnhardt Bar" in the centre of the windshield area of the front roll cage. Must be made of either one ½" tube or two 1" bars 6"-12" apart.
6. All cages will have an ankle bar on the left side.
7. All roll cage bars within reach of the driver must be padded.
8. All cars will have a safety approved aluminium racing seat mounted securely to the roll cage. Must be bolted down with a min. of 4 x 5/16" bolts on bottom, and 2 x 5/16" bolts across the top below the shoulder belt opening. All seats will have headrests. No fibreglass or plastic seats permitted.
9. Rub rails allowed, must be within one inch of the body panel, ends cut capped, 1" x 2", 3/16" wall, bumper height.

Fuel Cell

1. The use of a commercially manufactured fuel cell is mandatory. Must be contained in a container of not less than 22 ga. steel.
2. Racing fuel allowed. No Alcohol racing fuels.
3. Overflow/rollover check valve is required.
4. No material other than the standard foam supplied by a fuel cell manufacturer is permitted.
5. Fuel cell must be mounted between the frame rails and as far forward as practical. Must be securely mounted with a min. of two 1½" wide straps bolting it down. Any fuel cell over eight gallons must mount inside a cage constructed of min. 1" square tube (NASCAR type). Must have a min. of two 1½" wide straps bolting it in.
6. Fuel cells must have a min. 8" ground clearance.
7. All cars must have a nerf bar welded to the rear frame behind the fuel cell. The nerf bar must be at least the width of the fuel cell and extend up to the frame or a cross member on the sides. The nerf bar must hang at least two inches below the level of the bottom of the fuel cell. This bar must be constructed of a min. of 1¼" round or square tubing.

Transmission

1. Any OEM manual or automatic transmission.
2. Must work in all gears.
3. Automatic transmission must have a steel, working torque converter and flexplate weighing 31 lbs. In standard transmission applications, stock OEM type,

single disc clutch and pressure plates with a min. 10" diameter clutch. Must weigh a minimum of 31 lbs.

4. Torque converter must mount to an OEM, steel flex plate with no alterations.
5. All transmission coolers must be mounted either ahead of the front firewall in the engine compartment or behind the rear firewall. No coolers permitted inside the driver's compartment.
6. All transmission lines must have either screw on fittings or double clamped over flared ends. Any transmission cooler lines running through the interior of the car must be metal or steel braided hydraulic hose.
7. All cars with manual trans. must have a ¼" steel scatter shield top 180 degrees, or thick belting.
8. All bell housings must have an inspection hole, a minimum of 1¾" in size on the lower passenger side of the bell housing, or be open at the bottom for clutch and flywheel inspection.
9. No aluminium flywheels permitted. Stock OEM, steel flywheels only.
10. No aftermarket flywheels permitted.

Rear ends

1. Stock working rear differentials only, welded rear ends and mini spools allowed.
2. Rear differentials must be centered in the stock frame.
3. Locked rear ends permitted.
4. No Detroit Lockers permitted.
5. No traction control devices of any kind permitted.
6. Ford 9" rear differential conversions are allowed, but the differential 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 differential. All mounting is subject to Technical approval.
7. Stock replacement aftermarket axle shafts allowed.

Brakes

1. All cars must have stock OEM brakes in good working condition on all four wheels.
2. Lightening of backing plates, brake drums, discs, shoes or callipers by cutting, trimming or grinding metal is not permitted.
3. Must use stock OEM type brake components only. Steel braided lines ok on front and rear (Disc or drum)
4. Hi-performance, racing stock type brake pads permitted.
5. You may use stock type OEM bigger spindles with bigger brakes. On metric cars, P/N AFCO 9850-6501 rotor is required on the right front, unless you have upgraded.
6. No aftermarket spindles permitted. No drop spindles permitted.
7. Ducting to the front brakes is ok.
8. Brake bias valves are allowed and may be mounted within reach of the driver. No bleeders.

9. Stock OEM type master cylinders and brake pedals only. Brake pedals must remain in stock location. No aftermarket brake pedal assemblies permitted.

Appearance

1. Cars must be neatly painted with all exterior body panels. A damaged car, if it is safe to continue, will only be allowed to finish that race date. The car must be repaired before coming back to the track for another race date.

Safety

1. Refer to Safety rules for clothing, helmets, and other equipment.
2. Batteries must be securely mounted. It must be sealed inside a battery box.
3. All cars must run a quick disconnect switch within reach of the driver and/or within reach of safety workers. Switch must be clearly marked ON/OFF.
4. Holes in the floor or firewall must be sealed with minimum 22ga steel
5. If weight is added, either as allowed by rules or directed by the Pit Boss or Board of Directors, the weights added to any car must be secured to the car. Weights need to be painted white, labeled with the car number, and bolted into the cars. No welded weights are allowed