

Orange County Speedway Street Stock Rules for 2012

(Also reference General Track Rules)

RULE BOOK DISCLAIMER: *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 events, all participants are deemed to have complied with these rules.*

NO EXPRESSED OR IMPLIED WARRANTY OF 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. The race director shall*

be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

JUST BECAUSE IT DOES NOT SAY **NO** DOES NOT MEAN YOU CAN DO IT! ALL COMPETITORS MUST HAVE A VALID TRACK LICENSE FOR THIS DIVISION.

This class of racecars is designed to be a very low budget racing class. Basically take a stock car and add the safety features (see General Track Rules). Example: Roll cage, fuel cell, window net, racing harness, fire control, racing seat and so on. Any other changes will be at your own risk, unless approved by track officials. Cars must use stock equipment. NO EXCEPTIONS!

I. COMPETING MODELS

1960-1995 models only of American rear wheel drive cars with a minimum wheelbase of 101-108 inches. Eligible mustangs 1966 -1973 only. Wheelbase must be for make and model of car and remain unaltered.

II. CAR BODIES

1. Body must remain stock.
2. NO hulling or reinforcements permitted with the exception of the hood, front fender wells and trunk lid. All must remain stock.
3. Anything that bolts in may be removed.
4. All panels must remain stock except hood.
5. Firewalls must be in stock location.
6. Hood may be fiberglass and must have 5 hood pins total; 3 across the front.
7. All hood and cowl air vents must be removed or covered.
8. Hulling for door bars is permitted.
9. Doors must be welded or bolted shut.
10. All glass and flammable materials must be removed.
11. Windshield required. Back glass optional. 1/16 inch Lexan required.
12. Quarter panels and front fenders may be cut for tire clearance only.
13. Front inner fenders may be removed.
14. Any fabricated sheet metal must be minimum 22 gauge steel.
15. Roof height minimum 49 inches.

III. WEIGHT

1. All weights are with driver before the race. Weight allowance after the race – see General Track Rules.

2. Must maintain a minimum weight of 3,200 pounds after the race with 1,440 pounds minimum right side weight.
3. All lead must be painted white with car number on it.
4. Claimed weight must be displayed on right rear corner of hood.

IV. ENGINE SPECIFICATIONS

A. TYPE #1, BUILT MOTOR

ENGINE COMBINATION

1. Only standard production engines allowed: Chevrolet 350 cubic inch maximum, Ford 351 cubic inch, or Chrysler 360 cubic inch.
2. Engines may be interchanged in manufacturer lines only.
3. Engine may be balanced.
4. Steel racing oil pan permitted. No kick outs.
5. No windage trays in oil pan.
6. No polishing or painting inside of block.
7. Overbore of .060 permitted.
8. No electric fuel pumps permitted.
9. Stock connecting rods only. No polishing or machine work will be permitted.
10. Flat top or dish pistons permitted. Stock replacement only. Pistons must have "four eyebrows" all the same size.
11. Stock crank with stock stroke must be retained. Crank casting number must not be removed. Crank minimum weight 50 pounds. Cheap after market replacements with stock dimensions will be allowed (Must be acceptable to track).
12. Crank journals may be ground for undersize bearings. No other machine work will be permitted.
13. Piston must not extend above top of block. Except Chrysler.
14. Piston, pin and rod minimum weight 1200 grams.
15. Four bolt-main blocks permitted with stock caps only.
16. Stock water pumps only. No aluminum pumps will be permitted.
17. Aluminum and aftermarket pulleys allowed.

HEADS, ENGINE #1

1. Stock production steel heads only - World Product Part #4351 or 4361.
2. Vortec heads will be subject to weight penalty, no angle plug heads.
3. NO modifications, no porting or polishing. No grinding of any kind. 3 angle valve job ok as per Late Model Stock rule.
4. 62cc minimum.
5. Cam and lifters with a maximum lift of .500 and stock rocker arm. Lift will be measured at the retainer after replacing the hydraulic lifter with a solid lifter.

INTAKE and SPACER, ENGINE #1

1. Only the following Edelbrock aluminum intakes are permitted. Chevrolet #2101, Ford with 4bbl heads #2665, Ford with 2bbl heads #2750, Ford Windsor #2181, Chrysler #2176.
2. No porting, polishing or gasket matching will be permitted.
3. Only a one-piece solid aluminum spacer, 3/4 inch thickness may be installed between intake manifold and carburetor.
4. Spacer must be centered on intake manifold.

5. Spacer must have 2 holes with 1 ½ inch openings that match the base of the carburetor. Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels.

6. Only 2 paper gaskets, 1 per side, maximum thickness .065 will be permitted.

7. No adjustable spacer will be permitted.

8. No other modifications will be permitted.

B. BUILT 602 AND 603 CRATE MOTORS ALLOWED WITH 350 CARBURETOR ONLY

1. This engine must be completely stock including but not limited to distributor, oil pan, valve covers, timing chain cover, vibration dampener, etc

2. Any non-approved modifications will result in confiscation of entire motor including but not limited to intake, starter, valve covers, rocker arms, springs, etc.

INTAKE AND SPACER TYPE #2

1. Only a one-piece solid aluminum spacer, ¾ inch thickness may be installed between intake manifold and carburetor.

2. Spacer must be centered on intake manifold.

3. Spacer must have 2 holes with 1 ½ inch openings that match the base of the carburetor. Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels.

4. Only 2 paper gaskets, 1 per side, maximum thickness .065 will be permitted.

5. No adjustable spacers will be permitted.

C. CARBURETOR (both engines)

Holley 350/2300 2bbl carburetor only model #7448 and HP version with a venturi size of 1 3/16 inch and maintaining throttle bore maximum size of 1 ½ inch. See below for rework guidelines:

1. No polishing, grinding or drilling holes will be permitted in the body of the carburetor.

2. Choke may be removed and all holes must be permanently sealed.

3. Choke horn may not be removed and/or altered.

4. Boosters may not be altered in any manner including size, shape or height.

5. Venturi area must not be altered in any manner. Casting ring must not be removed.

6. Base plate must not be altered in shape or size.

7. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw

ends may be cut even with shafts, but screw heads must remain standard.

8. Throttle shafts must remain standard and must not be cut or thinned in any manner.

9. Any attempt to pull outside air other than through the venturi is not permitted.

D. AIR CLEANER

1. Round air cleaner element minimum of 12 inches; maximum of 17 inches in diameter permitted.

2. Top and bottom of air cleaner must be the same size.

3. Element must be minimum of 1 ½ inch and a maximum of 4 inches in height.

4. Dry type paper element only.

5. No tubes, funnels or anything which may control the flow of air are permitted inside the air cleaner or between the carburetor and air cleaner.

6. No shield around air cleaner will be permitted.

7. Base of air cleaner cannot extend higher than carburetor choke horn.

E. COOLING SYSTEM

1. Aluminum radiators permitted.
2. All cars must have catch can mounted under hood or trunk.
3. Antifreeze is not permitted.
4. Electric fans are permitted.
5. Radiators must be stock appearing and installed in front of the engine.
6. Track officials must approve all radiator ductwork.

F. EXHAUST

1. Single flange tube headers permitted. Maximum ID 1 5/8 inch.
2. No wrap around or 180 degree headers will be permitted.
3. OEM stock cast iron manifolds permitted.
4. Aftermarket exhaust manifolds permitted.
5. Exhaust collectors and exit pipes must not exceed 3 inch OD. Must maintain same size from beginning to end.
6. All exhaust must exit under the car and behind the driver.
7. No thermal wrap will be permitted on headers, collectors or exit pipes.

V. TRANSMISSION and FLYWHEEL ASSEMBLY

1. Automatic, 3 or 4 speed transmissions permitted. All forward and reverse gears must be in working order from driver's seat in car.
2. Automatics must have stock torque converter.
3. No aftermarket transmissions will be permitted.
4. Stock flywheel must be used. Only stock pressure plate allowed. Single disc, Stock-type clutches only. NO aftermarket, high performance units allowed. Bell housing must be modified to allow inspection of clutch and flywheel. Flywheel and clutch assembly minimum combined weight must be 33 pounds.
5. Clutch minimum size 10 1/2 inch.
6. Blow proof bell housing permitted and recommended.
7. If stock bell housing is used a scatter shield or some type of belted material must be installed to the floor pan.
8. Hydraulic clutch slave system may be used to operate clutch.
9. Drive shaft must be at least 2 3/4 inch in diameter and be of magnetic steel only. Drive shaft must be painted white with two safety loops attached to the bottom of car.

VI. REAR END

1. Stock rear end for make and model of car. 10 and 12 bolt rear ends allowed. Ford 9 inch allowed.
2. Differentials may be locked, Detroit locker or limited slip. NO Gleasons.
3. Metric Cars may have adjustable coil spring spacers.
4. Leaf Spring cars may have adjustable spring shackles in rear.
5. Rear end hook up must be stock from factory. Trailing arms must be stock for make and model. Cars with factory panhard bar must be un-altered and non-adjustable.
6. Bolt pattern: 5 inch X 4 1/2 inch, 5 inch X 4 3/4, 5 inch X 5 inch, and 5 inch X 5 1/2 inch.
7. No cambered rear ends.

VII. SPRINGS and SHOCKS

1. Heavy duty springs optional as long as they fit in original position without modifications.
2. If screw jacks used oil shocks only. Mounting must be acceptable by track officials.

3. Springs may be shortened to lower car.
4. Up to 3 inch non-adjustable lowering blocks permitted on rear.
5. Only rubber type spacers are permitted in coil springs.

VIII. FRAME

1. No shortening or altering in any way.
2. Frame rails and sub-frames must be stock for make and year model.
3. No interchanging of frames.
4. Upper A-arms may be tubular. Must be no more than 1 inch difference between sides of car.
5. Engine must remain in stock location.
6. Solid engine and transmission mounts are permitted.
7. "X" may be added between the inside of the frame rails for driver protection.

IX. WHEELS and TIRES

1. 7 & 8 inch wheels permitted.
2. All wheels must be the same size and offset at all times.
3. Any 880 Hoosier tires and any threaded racing tire permitted.
4. Must be acceptable by track official.

X. FUEL and FUEL SYSTEM

1. Track fuel only
2. No mixtures or additives of any kind.
3. No nitrous oxide permitted.
4. Cooling of fuel not permitted.
5. Fuel cells are mandatory.
6. The maximum capacity allowed is 22 gallons
7. Fuel cells must have working check valve and foam.
8. Fuel cells must be mounted equal distance between frame rails and have 9 inch minimum ground clearance.
9. Fuel cell must be mounted in approved steel can.
10. Right side fuel fill not permitted.
11. Electric fuel pump not permitted.
12. A fuel cell protector bar must be installed at the rear of the frame.

XI. ELECTRICAL SYSTEM

1. Starter must be in working order.
2. Battery may be relocated but must be bolted down securely and covered or placed in a battery box.
3. Only one 12-volt battery permitted.
4. HEI ignition permitted.
5. No dual point distributor permitted.
6. NO MSD boxes.
7. No ignition boosters permitted.

XII. BRAKES

1. Stock brakes. No dual master cylinders.
2. Disc brakes permitted on front only. Rear disc brakes add 50 lbs.
3. One master cylinder with no adjustable proportioning valves permitted.

XIII. ROLL CAGE

1. 4 point cage with curved door bars required.

2. Roll bars must be welded and made of at least .090 roll bar tubing.
3. Approved loop around radiator and behind grille is permitted.
4. Roll bars may be extended through engine compartment and rear deck.

XIV. SPOILER

1. Homemade spoilers must not be over 5 inches high and must be no wider than 60 inches.
2. Spoiler must be mounted on the rear of deck lid.
3. Factory spoilers permitted on rear.
4. No front spoilers of any type
5. Homemade spoilers must maintain a 40-50 degree angle.
6. Spoiler side panels not permitted.

XV. BUMPER

1. Bumpers must be stock appearing for make and model.
2. ABS tail and nose cover allowed. Support bars behind nose maximum size is 1 ¾ round or 2 inch square. 2 bars maximum

XVI. WHEELBASE

1. Wheelbase must be stock from factory plus or minus ½ inch tolerance.

XVII. TREADWIDTH

1. Magnetic steel spacers max of ½ inch thick per wheel will be permitted to utilize the maximum allowable tread width. Spacers, if used, must be the same thickness left and right; however, the front and rear do not have to agree. Cars must not exceed the maximum allowable tread width of 64 1/2 inches, front and rear measured from the inside of one wheel to the outside of the other wheel, zero toe in, at spindle height. A tolerance of ½ inch will be permitted between the front tread width and rear tread width, but the widest tread width **must not exceed** 64 ½ inches. No welding allowed on any wheels.

XVIII. GROUND CLEARANCE

1. Minimum ride height of five (5) inches measured at rocker panel must be maintained at all times.
2. Left and right ride height must within 1 ½” of each other at all times.

XIV. SAFETY REQUIREMENTS – see Orange County Speedway General Track Rules.