

2010

DOG HOLLOW SPEEDWAY

OFFICIAL

STREET STOCK RULES

If there are any questions with the following rules
please contact the track.

Car

General

- A. This division is open to any North American made passenger car from 1965 through the present. The make and model must be to factory specifications and dimensions.
- B. No Jeeps, pick-ups, 4-wheel drives, front wheel drives, station wagons, compacts, convertibles, sunroofs or T-tops.
- C. Wheelbase must be in accordance with factory specifications, right and left for that make of frame. No cars with less than 106" OEM wheelbase will be permitted.
- D. Cars must remain stock except for the modifications listed below.

EXTERIOR

- A. All glass, lights, lenses, chrome strips and grill must be removed. No mirrors in car at all or any reflective devices. No radios.

- B. No flat sheet metal. Must look like OEM, retaining body style, lines and shape. They must be stock appearing. Full fenders only with reasonable radius cut for tire clearance. Front inner fenders may be removed if fender remains secure. Rear inner fenders are optional.
- C. No roof raking.
- D. 5" or less spoiler is permitted.
- E. Hood scoops permitted.
- F. No bracing outside of the body is permitted.
- G. No bumper hoops permitted.
- H. Each car must have a tow hook in front and rear securely mounted to support the weight of the car and be visible from outside of body.
- I. Plastic nose and tail pieces are legal. **MUST RUN CLOSED TAIL!**
- J. Each car must have sufficient screening 1 ½"x1 ½" holes minimum replacing the windshield (with minimum of 3, 3/8" steel vertical support bars behind the screen).
- K. Windshield visors cannot exceed 4".

APPEARANCE

- A. Cars must be painted and numbered in a legible, highly visible and acceptable manner.
- B. Each number must be at least 18" high and 2" wide and any letter must be 9" high with a contrasting color.
- C. Car number must be in upper right hand corner of windshield area and left rear tail light area in 4" number for track line up purposes.
- D. Duplicate numbers will be modified. The car number will go with the first car registered for the season with that number.
- E. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.

INTERIOR

- A. Driver's compartment can be boxed. No mirrors, radios or electronics of any kind.
- B. Steering column must remain in stock location right to left, front to back. Steering quickners are allowed. Quick release hub highly recommended.

WEIGHT

- A. All cars must weigh a minimum of 3,000 lbs. The number of cars to be weighed will vary from week to week and you will be notified by the scale master as you exit the track as to how many cars must weigh that night. The officials reserve the right to spot check car weights after any or all of the heat and feature events.
- B. All ballast must be securely mounted and painted white with car # on it. Must be mounted within the confines of the body and below the bottom of the window lines.
- C. Track scales will be considered official.

FRAME

- A. No altering of frames or chassis components.
- B. Frames must be intact and not rusted out.
- C. Square tubing is permitted for replacement of rear frame on full frame cars from a point no further forward than center line of rear end. If replacing this section of frame, 2"x3" steel tubing with .095 inch wall thickness must be used.
- D. If the car is manufactured without a full frame, front and rear frame sections must be tied together.
- E. On uni-bodied cars only, a homemade frame may be constructed using steel rectangular tubing only with a minimum specification of 2"x3" .120 inch wall thickness. The 3" dimension must be in a vertical position. If using this option, it must start at rear of the front stock OEM sub-frame and continue all the way back to the front of the OEM rear sub-frame. Springs and locating bars for rear will be measured and compared to stock specifications for legality. The proper construction of this frame option on welds, cross members, roll cage and brace tie-ins will be up to the discretion of the officials.

SUSPENSION

- A. Car height must be within 3" of each corner.
- B. Weight jacks are allowed.
- C. After market upper and lower control arms are allowed.

SHOCKS

- A. Steel shocks may be used at the stock shock location. No aluminum or adjustable shocks permitted. Stock location on shocks is NOT required.

SPRINGS

- A. Racing springs that fit in stock location is allowed.

REAR-END

- A. FLOATER REAR ENDS ARE ALLOWED
- B. Driveline hoops are required and drive shafts must be painted white and must be steel. Drive shaft hoops should be 2"x 1/4" 360 degrees and no more than 6" behind the front U-joint.
- C. No internal traction control devices.
- D. Trailing arms may be adjustable.
- E. Pan hard bars allowed.
- F. Stock style lift bars are allowed.

BRAKES

- A. Operable and effective four-wheel hydraulic brakes mandatory at all times. No driver adjustable brakes.
- B. No drilling or lighting of rotors or any brake components permitted.
- C. No aluminum or lightweight components permitted.
- D. Non-adjustable dual master cylinders are acceptable, but must be equally proportioned with same size pistons on each master cylinder.

WHEELS/TIRES

WHEELS

- A. Cars must have reinforced steel wheels (racing wheels preferred) with maximum of 10" width and oversized lug nuts. No aluminum wheels permitted. No screws in bead of wheels. No wide 5 wheels allowed.

BEADLOCKS ARE ALLOWED

- B. Wheel studs must be protruding through oversized lug nuts.

TIRES

- A. Tires may be any brand and compound on 10" max. Width wheel.
- B. No bleeder valves.

SAFETY

General

- A. Only one automotive battery per car.
- B. Battery must be securely mounted outside of driver's compartment.
- C. Highly recommend a collapsible steering shaft be used.
- D. All cars should be equipped with a safe racing seat, of high back type only. Seat should be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six 3/8" bolts. Four (4) on the bottom and two (2) on the seat back. "NO FLOORBOARD INSTALLATIONS". The seat must be positioned completely to the left of the centerline of the car (no center steering) on the driver's side. A functional padded headrest should be in line with center of driver's head if not built into seat. NO SET BACK SEATS.
- E. Each car must have safe seat belts that are securely mounted to the frame and roll cage. At least a four point racing type seat belt and harness that are securely mounted. It is highly recommended that your belts be changed a minimum of every 3 years. Crotch belts are highly recommended.
- F. Flame resistant racing suit, underwear, hood, neck collar (brace), gloves, and shoes are highly recommended.
- G. Highly recommend having a full face shield racing helmet at all times.
- H. Window nets are required on driver's side.
- I. Each car must have a fire extinguisher with working pressure gauge securely mounted within reach of the driver.

ROLL CAGES

- A. 1 1/2" O.D. Seamless tubing with a minimum of .095 wall thickness is highly recommended.
- B. Must be at least 4 post design with a minimum of 3 horizontal door bars per side. The driver's side door should have 4 with at least 2 vertical bars between each door bar.
- C. Cage should be gusseted.
- D. The cage should be "X" braced behind the driver.

- E. Roll cage should extend above the driver's head with a minimum of 2" clearance above helmeted head.
- F. Should have a minimum of one cross bar in top halo of roll cage.
- G. The roll cage must be securely welded to the frame and gusseting to the frame is highly recommended.
- H. Front and rear hoops are highly recommended.
- I. Cars should contain shock resistant roll bar padding on all bars within 18" of the driver's body (extended arms, legs, head, etc).
- J. No off set cages or set back cages. Set back will be determined with a measurement between rear end center line and main cage rear hoop center line. This distance must not be less than 23".
- K. No screw-type pipe fittings permitted.
- L. It is highly recommended that the driver side door bars be plated with 1/8" aluminum or 1/16" steel plate from top door bar to bottom of frame.

FUEL BLADDERS AND CONTAINERS

- A. Square tubing is permitted in the rear section of the frame for the fuel cell to be mounted.
- B. Cars should have an approved fuel bladder and container that is at least 18 gauge (or its equivalent) or thicker for the container, with a minimum of two hold down straps at least 1/8" thick and a minimum of 1" wide, that are installed parallel to the rear frame rails. Must be located in trunk area.
- C. Container supports should be mounted to the frame rails in a secure manner. Any fuel bladder and container extending below the frame should be properly protected by both bars and bracing.
- D. No fuel lines inside the car unless they are enclosed in a metal pipe or metal tubing for the entire length of the line that runs through the car.
- E. Bottom of fuel cell must be at least 12" from track. Fuel cell vent line should have a one way in line check valve to prevent fuel spillage.

ENGINES

GENERAL

- A. Must have working starter.
- B. High performance parts are not permitted.

- C. 410 cubic inch maximum for all engines.

AFTER MARKET 400 CAST IRON BLOCKS ARE PERMITTED.

- D. No porting or polishing, acid etching, or welding of heads or manifolds allowed.
- E. No removal of casting numbers or any alterations to numbers allowed.
- F. Solid motor mounts permitted.

CARBURETOR

- A. Any one carburetor of either two or four barrel design may be used. No predators, fuel injection, or turbos permitted.
- B. Minimum of 2 throttle return springs recommended.
- C. Must have stock style fuel pump in stock location. No electric fuel pumps permitted.

FUEL

- A. Gasoline only. No alcohol, nitrous, or other fuel additives permitted.

INTAKE

- A. Absolutely no porting, polishing, welding, acid etching or gasket matching of intake or plenum area.
- B. Any intake allowed with the exception of "Sheet Metal Intakes".

HEADS

- A. Any out of box cast iron head is allowed.
- B. Roller rockers are allowed.
- C. No porting, polishing, welding, or acid etching allowed.

CAM

- A. Any make flat tappet cam allowed.
- B. Roller camshafts will be allowed. Anyone running a roller camshaft must weight 3200 lbs. (If roller cam cars are dominant, weight will be adjusted)

IGNITION

- A. Any distributor is allowed. No Mags.
- B. Only one ignition box allowed on the car.

EXHAUST

- A. Stock manifolds or headers.
- B. Must have 3 ½" collector minimum for each side if headers are used.
- C. All exhaust should exit outside the car of behind driver seat.
- D. No through the car exhaust. All exhaust must be out of the car's interior.

CLUTCH

- A. A 360 degree blow-proof bell housing is highly recommended.
- B. Triple disk clutches are allowed.

TRANSMISSION

- A. Stock type OEM transmission with all working gears including reverse.
- B. No five speeds.
- C. Automatic transmissions must have torque converters. But do not need to be functional!
- D. No aluminum or lightweight drive shafts.

ENGINE LOCATION

- A. Engine set back will be at its maximum and verified when the center of the center of number one spark plug hole on all engine make (furthest cylinder forward) is in line with the center of the top working ball joint. No sliding motor mounts.

NOTE:

The rules/regulations set forth and contained herein are designed to provide for the orderly conduction of racing events and to establish minimum acceptable standards and requirements for said events. These rules shall govern all the events and by participation in said events, all participants deem they are in compliance with these rules. No neither express nor implied warranty nor safety assurance shall result from the publication of or compliance to these rules or regulations. They are intended as a guide and are in no way a guarantee against injury or death to any participant, driver or official. The tech inspector shall be

empowered to permit minor deviations from any of the specifications herein or imposes any further restrictions that in his opinion do not meet the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of the original specifications.

Any of the preceding rules may be subject to change if it is felt that it would be in the best interest of safety, or the division. Track officials have the right to make these decisions and rule accordingly without recourse from the drivers and/or owners.

At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions.

Track officials will decide anything not covered in preceding rules and regulations if and when it becomes necessary.

Vehicles are subject to inspection at any time before or after any event.

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