

2019 N.H.S.T.R.A STREET STOCK RULES

STAR - LEE - HUDSON - MONADNOCK - CLAREMONT

The Street Stock Division is intended to be a progressive Mid-level class of racecars. All cars shall maintain a stock appearance while utilizing mostly original manufactured parts. Minimal high-performance equipment is allowed except for the sake of safety.

1. ELIGIBLE MODELS:

A. Cars 1972 model year or newer. No convertibles or trucks. Four passenger American made hardtops only.

2. BODIES / CHASSIS:

A. Wheelbase must be the same length as the car came manufactured with (OEM). Minimum OEM wheelbase allowed to complete in this division will be 100.4 inches. **No shortening, lengthening or widening of ANY chassis is allowed.**

B. Body may be made of Plastic, Fiberglass, Steel or Aluminum. No ABC, Downforce, Dirt **All bodies must appear stock.** Front bumper cover and rear bumper cover are required or closed off with. **NO OPEN FRONTS OR TAILS. ROOF HEIGHT OF 49" REQUIRED**

C. Aftermarket Bodies: AR Bodies Sportsman Muscle Car bodies allowed. Body must be used in full. No mixing and matching of other panels/pieces. Windshield - Rear Windows allowed.

D. Front firewall and floor **must in the original (Stock) position** with any/all holes patched with 0.031" steel sheet metal only. Engine/front firewall must remain in the stock position, **No relocating of front firewall.** Rear firewall may be moved, but must be position behind the driver's seat and needs to be constructed of a minimum of 0.031" steel sheet metal.

E. All glass must be removed. The windshield shall be replaced with minimum of 1/8" Lexan. Full front windshield required. Rear windows permitted. Rear quarter windows permitted.

F. Cars must have full front and rear bumpers. Bumpers may be reinforced but reinforcement must be behind the bumper. Nowhere is there to be anything beyond the front and rear bumpers. Stock appearing aftermarket bumper covers may be used but must be trimmed to give a stock appearance. Bumper covers like those used for Pro Stocks and Busch cars are not allowed. No open back panels, it must be completely closed in.

G. Rub rails are allowed between the tires only. Bars must be mounted flush to the body and doors, and welded to the cage. Rub rails must be made of 1' x 1" square tubing only with the ends cut at a 45° angle sloping into the body. Ends must be sealed, and any sharp edges must be removed. Steel rails **MUST** be secured to the cage in two places. Plastic rails may be riveted to the body with a minimum rivet spacing of twelve inches. One rail per side maximum

H. No front spoilers or deflectors permitted. Side skirts are allowed, but must clear ride height tool, this includes the nose also.

I. Rear spoilers are allowed, Maximum height is 5" with a maximum width of 60" (5" x 60") Spoiler must be of single blade style only, must be Lexan. Not to exceed 40 inches from the ground.

J. No holes in hood air cleaner must remain under hood

3. FRAMES / SUSPENSION:

A. Frames must remain as manufactured. No cutting or altering widening of stock frames permitted all suspension mounting points must be in stock location and will be strictly enforced . Sections may be replaced with tubing that maintain stock location this will be strictly enforced . These changes MUST have approval of Head of Tech. No altering of any mounting bracket locations of any kind. Unibody cars (i.e. Firebirds and Camaros) must have sub frame connectors. Stock front snouts may not be interchanged.

Hamm/Johnson metric Chassis and Snouts allowed - Hamm Camaro clip allowed in factory location

B. Front and rear suspension components must remain stock for chassis used. Front spindles must be for make of car as it came manufacture with (OEM)Metric cars may use Camaro spindles, no changing of spindles or Lower Control Arms allowed, must be as manufactured (OEM). No cutting or altering of spindles or Lower A-frames. Lower Control Arms must remain stock . No relocating of Lower Control Arm mounts. *Aftermarket replacement upper A-Frames are allowed +/- 1/2 inch . After market A-Frames (steel tubular upper A-Frame with a stock mounting pattern per chassis used). No Adjustable A-Frames. Maximum cost of Upper A-Frame shall not exceed \$85.00 dollars each. No roller bearings, Rear uppers may be adjustable with a tolerance of +/- 1/8 inch from stock length. Rear lower control arms may be strut style with heims with a tolerance of +/- 1/8 inch from stock length. Leaf spring cars may have adjustable rear shackles and slider blocks with a tolerance of 1/8 inch from stock location. 3rd and 4th gen Camaros must run all stock type front and rear configurations in stock location nonadjustable (torque arm, panhard bar control arms etc.)

C. One shock per wheel allowed. No take-apart shocks allowed.

D. **2019 MSRP PRICE OF \$110.00** Shocks will comply with the following - Steel body with factory welded ends and no external valves or Schrader valves. All shocks will be inspected and can be confiscated for further research.

E. Springs & Shocks must remain/mounted in stock location. Steel racing springs are allowed with a minimum of 5 inches outside diameter and a minimum length of 9 inches. Rear jacking devices are allowed may be extended to allow for taller springs. **No jacking bolts or any other external jacking devices are allowed in the front. No spring binding allowed in this division.** Front adjustable cups allowed

F. There will be no mechanical tie downs or any other mechanical/suspension device that limits or binds any suspension travel. Suspension must travel a minimum of 2 inches in both directions when stationary, at ride height with driver in car.

G. Minimum chassis to ground clearance is **5 inches** with driver in car.

H. Engine must be in stock location as manufactured. No engine set back, or offset is allowed.
I. Minimum crankshaft height will be 13 inches when measured from center of crankshaft to the ground.

J. FRONT OUTER TIE RODS MAY BE HEIM ENDS WITH STEEL ADJUSTER SLEEVES ALL OTHER STEERING COMPONENTS MUST BE STOCK FOR YEAR MAKE AND MODEL OF CHASSIS

4. ROLL CAGE:

A. All cars must have a four (4) point roll cage constructed of 1¾" outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. Offset cages are not allowed. Roll bars within the driver's reach must be padded. Inspectors must approve all roll cages. (See Diagram) Roll cages: Main bar must not have more than 10 degrees lay back. Engine bay hoop is permitted. The rear roll cage upright may not extend past the rear door seam more than two (2) inches. **B.** Inside front and rear cage bars allowed, one per side. Rear bars from center cage to rear most part of chassis. Front bars from center cage to front part of chassis.

5. DRIVE TRAIN:

A. Stock clutch rule; Minimum 10.5-inch diameter assemblies only, pressure plate must be made entirely of magnetic steel with a minimum total weight of 32lbs , no ultra-light or aluminum pressure rings allowed. No light-weight or lighting of flywheels permitted, No aluminum flywheels. Hydraulic clutch pedals are allowed. Scatter shields are mandatory for manual transmissions. Minimum 2" inspection-hole must be cut in the bottom of the scatter shield.

B. Any stock OEM transmission **with all working gears from driver's compartment.** Any oem 3/4 speed manual, or automatic transmission equipped with the stock torque converter. No racing transmissions. No polishing or lightening.

C. Driveshaft must be steel only and painted white. No aluminum driveshaft's allowed. **Must have two driveshaft loops with a minimum 1/8" diameter and 2" width. One located just behind the front U-Joint and the second one located in front of the rear U-Joint.**

D. Cars may have any passenger type rear end with any gear ratio. Rear ends must be locked. No quick change, aluminum, black gold track, triple track, Detroit lockers, or any other device that would be considered a type of traction control. 9-inch Ford rear ends allowed; also, full floating rear ends are allowed. (No Aluminum or light weight parts) Allowed using stock brackets in stock locations only. No polishing. 3 9/16 from center of tube to trailing arm mount.

No Cambered Rear-ends

E. All cars must have four-wheel brakes in working order and remain stock. **No racing brake components allowed.** Single piston brake calipers only, No aluminum calipers. No drilling or lightening of brake rotors or any other brake components allowed. Stock rear disc brakes are

allowed. Rear drum brakes may be converted over to disc brakes, but must use stock brake components with the only exception allowed will be the rear end caliber mounting bracket. Aftermarket brake pedal and master cylinders are allowed, **brake bias adjusters allowed.**

6. ENGINE / BUILT:

A. GM: 350 cubic inch displacement block plus a maximum of .040 inch overbore per cylinder. 358 is the maximum cubic inches allowed. Stroker engines are not allowed or any other engine combination which exceeds 358 cubic inches.

Ford: 351 cubic inch displacement block plus a maximum of .040 inch overbore per cylinder. Ford 351 engines must be approved by head of tech before being allowed to compete.

Chrysler: 340 or 360 cubic inch displacement block plus a maximum of .040 inch overbore per cylinder. Chrysler 340 or 360 engines must be approved by head of tech before being allowed to compete.

B. Any stock cast iron **OEM** production cylinder head, including cast iron vortec heads with 1.94" intake valves and 1.5" exhaust valves. No Dart, Bowtie, Turbo, NO EQ'S, Chrysler W-2 or any other after-market cylinder head allowed. Angle plug heads must have exhaust cross over port. **No gasket matching, porting, polishing, acid dipping or filling of any ports allowed.** Valve springs shall not exceed 1.26" on outside diameter. S/R Torquer unaltered 043600 allowed **Roller Rockers and Guide plates allowed. No shaft mounted rockers or stud girdles allowed**

C. Edelbrock Performer Intake 2101 or 2116

D. Flat tappet camshafts only, **may be a solid or hydraulic cam.** No roller cams **allowed.** **A maximum .460 cam lift when measured at the valve.** Cam lobe measurement cannot exceed .300" with a 1.5" rocker arm ratio. Example of cam rule; .306" cam lobe x 1.5 rocker arm = .460" maximum cam lift (.306"x1.5"=.460").

E. Flat top or dish pistons only. 10.5:1 compression ratio maximum.

F. No machining of heads, blocks, or intake manifolds permitted except to clean up the heads or block during rebuild.

G. Stock type air cleaners with paper elements only. No ram type induction allowed. No cold air boxes.

H. Stock type steel crank shaft min of 50lbs no knife edged or exotic cranks.

I. Stock appearing 5.7 rods. Maximum of 1.5 rockers.

J. Stock ignition for make and year of car. No magnetos or MSD ignitions allowed. Kill switch must be located within drivers reach No traction control devices of any kind. Tachs are allowed. Distributor will have a single Wire for power **ONLY**

K. Starter must be in working order

J. No electric fuel pumps allowed.

7. WEIGHT:

A. Built Engine: Edelbrock Performer Intake 2101 or 2116 with a stock unaltered 4412 Holley 2-barrel 500 CFM carburetor with choke horn, no “HP bodies/high performance components allowed, must use an 85050 or 85060 Canton 1 inch (maximum) carburetor spacer with a maximum of two .070 inch gaskets. No other carburetor spacers allowed.

B. TOTAL WEIGHT: 3200 LEFT SIDE PERCENT: 55.0% REAR PERCENT: 49%, WITH DRIVER

C. GM Crate Engine P/N 88958602: Must use a stock unaltered 4412 Holley 2-barrel 500 CFM carburetor with choke horn, no “HP bodies/high performance components allowed, must use an 85050 or 85060 Canton 1 inch (maximum) carburetor spacer with a maximum of two .070 inch gaskets. No other carburetor spacers allowed.

D. Non factory bottle cap sealed crate but still factory sealed will be allowed in 2019 as came from factory no rebuilds please read you race procedures about illegal parts

E. TOTAL WEIGHT: 3050 LEFT SIDE PERCENT: 55.0% REAR PERCENT: 49%, WITH DRIVER

F. IN 2020, OUR GOAL IS TO HAVE EVERYONE ON THE 602 PROGRAM AND WILL BE REVEIUED AT THAT TIME

8. WHEELS / TREAD WIDTH:

A. Maximum 8-inch-wide x 15 inch steel wheels only, as measured bead to bead with a minimum weight of 19 pounds. No aluminum, magnesium, or lightweight wheels allowed. **No mixing wheel sizes.**

B. The maximum tread width allowed will be 72 inches measured from outside to outside of the wheel rim bead flanges when measured with tread width gage.

C. Metric cars you may use up to a maximum of $\frac{3}{4}$ inch wheel spacer/spacers if you don't exceed the tread width rule. If a spacer is used the wheel studs must be a minimum of $\frac{5}{8}$ of an inch and at least a couple threads must be showing beyond the tightened lug nuts. A minimum of 1-inch lung nuts are required on all wheels.

9. TIRES:

A. Hoosier 790

B. No tire-softening/conditioners of any kind allowed or liquid in the tires.

C. Outside tires may be run however will result in 25% purse deduction

10. FUEL CELLS:

A. Fuel cells are mandatory and must be securely mounted behind the rear axle and between the frame rails. The fuel cell must have an 8” clearance at its lowest point. Check ball required on return. Fuel cells must be protected by rear skid bar. This bar must extend at least 1” below the lowest point of the fuel cell. A fuel shutoff must be located within driver's reach, or an inline positive flow valve or fuel safe.

11. FUEL:

A. Petroleum based automotive gasoline is the only fuel allowed. No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used.

12. MUFFLERS:

A. Mufflers are mandatory. Mufflers must be in good working condition and securely fastened. Exhaust must exit from under the car and behind the driver seat with the outlet pipes angled down towards the track surface not aimed to the side. All cars must meet mandated 96 dB requirement at 21 ft from the car as defined in the OSHA specification

B. Headers are allowed, only Street-type under-chassis headers are allowed. No 180 degree or up and over headers. No headers allowed that require cutting a hole through the firewall or door panels. No coating of headers allowed. NO STEP TYPE HEADER

14. DRIVER'S COMPARTMENT:

A. Approved aluminum racing type seat and five-point harness properly mounted to the cage is mandatory. Belts must be dated no more than three (5) years old. Minimum 3" belts and harnesses are mandatory. The only exception would be a 3 inch into 2-inch upper shoulder belt when a Hans device is used.

B. All cars must have an approved SFI Window Net properly installed in the left front window opening and must have a quick release. No string nets allowed.

C. All cars must be equipped with a quick release steering wheel. Center of the wheel must be padded.

D. Battery must be securely mounted under the hood or behind the driver's compartment and protected by a non-conductive cover. ONE 12V BATTERY ONLY

E. Neck restraints are highly recommended and should be used.

F. NO MIRRORS

15. RADIATORS:

A. Only one radiator may be used and must fit under the hood.

B. Electric fan allowed

C. Water is the only coolant allowed. Liquid Cool or similar product allowed. No antifreeze allowed.

16. SCANNERS ARE MANDATORY:

A. Each Driver will be equipped with a scanner with a single frequency to be programmed at (464.600). This frequency will be the Race Director and scoring for alignment purposes. You may not receive any radio communications from any other parties other than from track. Failure to respond to a command from the race director will result in being black flagged. My scanner is not working is not an excuse. Two-way programmed radios may also be used but only in a single communication configuration.

17. TRANSPONDER:

A. Transponders are mandatory in all divisions. Transponders must be behind rear wheel. See diagram. All cars must be equipped with a transponder and be in operation at all times during practice, heats and features. AMB Transponders can be purchased by calling 678-816-4000 or go the web at www.mylaps.com.

18. RESPONSIBILITY:

A. IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES FOR STREET STOCK AND THE CURRENT RULES PERTAINING TO THE DIVISION IN, WHICH HE /SHE CHOOSES TO PARTICIPATE.

B. ANY ITEM NOT COVERED IN THE RULES SECTION MUST BE STOCK OR APPROVED BY THE SPEEDWAY OFFICE IN WRITING. IF ANY ITEM BEING CONSIDERED BY COMPETITOR IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES, COMPETITOR IS REQUIRED TO CONTACT TECH FOR A JUDGEMENT AS TO ACCEPTABILITY.

C. 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 obtained, read and understood a copy of the current rules, and complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are no way a guarantee against injury or death to a participant, or official.

D. Rules may be adjusted to meet the needs to equal the playing field without notice.

E. If there is a rule that your car does not comply to please reach out to the NHSTRA or speedway official so we can see if there is a solution.