

Parkland Racing Association Inc.
STREET STOCK RULES 2010

1. Bodies

- a. Any American made full frame or unibody car with a minimum wheelbase of 105 " will be allowed. (1/2 inch tolerance) no convertibles, four wheel drives, station wagons or trucks allowed.
- b. No manoeuvring of wheelbase to meet minimum standards.
- c. All bodies must retain o.e.m. panels but may be replaced with sheet metal as long as they are stock in appearance and location.
- d. Frames must be o.e.m. Stock and proper length, but may be reinforced as necessary. Rear frame rails may be tubular but must be in stock location.
- e. Front and rear frames must be tied together. Cutting allowed but floor must be completely welded to sub frame connector. It must be a neat, safe job. If chassis does not pass tech you will not be allowed to race.
- f. Fire walls must remain stock and be in stock location. floor boards must run from the front firewall to rear firewall. The floor height must be no higher than the drive shaft tunnel in passenger front seat area. Any holes in the firewalls or floor must be covered and secured with minimum 22-gauge steel.
- g. Hoods, trunks and doors may be gutted.
- h. Stock appearing rear bumper. Both bumpers must remain in stock location and all corners must be rounded. Aftermarket plastic nose cones and rear tail pans allowed. Metal gouge guards must be attached to the bumper and to body panel to avoid tearing of sheet metal of other cars. Wheel wells may be cut to a maximum 5" above tire.
- i. All bodies are to be neatly painted. There is to be a minimum 15" high number on each door, a 24" number on the roof of car facing tower as well as a set of 6" numbers front and rear of car.
- j. Car must weigh minimum 3200 pounds with driver. All ballast must be securely mounted, painted white and marked with the car number.
- k. Hood is mandatory on the track at all times.

2. Roll Cages

- a. All roll cage material must be a minimum of 1-3/4" O.D. and .095" wall thickness. Kit cages highly recommended.
- b. All roll cages must be attached to the frame with a minimum 6 points. No part of roll cage may protrude from bodywork. All bars that may come in contact with driver must be padded.
- c. Drivers door area must have a minimum of 3 horizontal bars with a minimum of 2 supports per bar continuing down to frame. Minimum of 2 horizontal bars must be used on other side of driver.
- d. A bar must be added to the center of the roof hoop for added protection.
- e. Cross bar from top right rear pillar bar to bottom left rear pillar bar with horizontal reinforcement bar for seat belt harness attachment.
- f. One horizontal dash bar connected to right and left front pillar bars.
- g. Rear support bars one each side extending from top pillar bars to rear frame.
- h. Unibody cars must have frames joined together.
- i. Engine hoops mandatory, trunk hoop optional.
- j. Drivers head must not protrude above cage with helmet on and strapped in drivers seat.
- k. All welds to be 360 degrees and gusseting recommended
- l. Only internal rub rails allowed. Maximum size 1" x 2 " rectangle or 1-3/4 " round.

- m.** A 6"x 6" minimum 1/8" steel plate must be welded to the floor of unibody cars to weld roll cage to if it is not attached directly to the sub frame.

3. Suspension

- a.** All suspension and steering component designs must remain in family lines. Reinforcement allowed to all family lines.
- b.** Front control arms and spindles must bolt on to the stock brackets without modifications to any parts, the frame or mounts. All mounting points must be in stock location. Spindles and axles may be redrilled to accept larger studs and match bolt patterns.
- c.** Racing springs allowed. Spacers for coil springs, lowering blocks and adjustable shackles for leaf springs are allowed, but no sliders. No weight jacks allowed.
- d.** Shock absorbers must be stock type, mounted in stock position. Only one shock per wheel, no shocks with adjustable valving allowed.
- e.** Sway bars must be stock.
- f.** No aftermarket panhard bars
- g.** Rear suspension must remain factory to body being used.

4. Engines

- a.** Engines must remain in the same family line as chosen. Engines must be in stock location and mounted with stock type or steel motor mounts. Engines must be adequately tethered.
- b.** Block must be stock cast iron with stock stroke crankshaft. (no strokers or destokers allowed) pistons to be stock type flat top or dished type. Only stock production connecting rods allowed. Bore not to exceed .040" over stock. Max Dodge 364 c.i.d.; Ford 365 c.i.d.; Chevy 357 c.i.d.
- c.** Heads must be stock, unmodified cast iron production parts. they may be planed. Maximum allowed compression ratio is 10:1. No vortec heads, no bow tie heads, no w2 or svo heads allowed. No porting or polishing and no gasket matching allowed.
- d.** Heads may have screw in studs, guide plates and aftermarket springs (must fit in stock spring pocket) must use stock type and ratio rocker arms. No roller rockers or roller tips allowed.
- e.** Any flat tappet cam and lifter allowed (solid or hydraulic) no roller cams or lifters allowed. Stock type timing chain (no gear drives or belt drives)
- f.** Intake manifold must be stock unmodified cast iron part. No high rise, marine or special production parts.
- g.** Two-barrel carbs only. Maximum flow 500 cfm. Maximum allowable carb spacer thickness is 1-1/4" including gaskets. Four-barrel intake with adaptor plate and two-barrel carb allowed.
- h.** Stock type 4 barrel allowed provided engine displacement is less than 318 cubic inches.
- i.** Stock unmodified cast iron exhaust manifolds (no headers)
- j.** Stock type distributors only. No multiple spark ignitions, no magnetos or dual point distributors allowed.
- k.** All cars must be self-starting.
- l.** Only one radiator of any type allowed, must be in stock location.
- m.** Optional GM sealed crate engine- the following cast iron head sealed crate engine will be allowed:

GM sealed circle track 350-engine p/n 88958602

Any engine seal, which is altered or tampered with in any way from the original purchase, will be deemed illegal.

Mandatory carburetor on GM 88958602: Holley 500cfm 4412. Canton racing products 85-060 adapter must be used. Maximum distance between top of manifold and bottom of carburetor including adapter plate and gaskets not to exceed 1.25 inches.

- n. Mandatory water pump: stock OEM cast iron only.

5. Fuel Systems

- a. Fuel cells mandatory. Maximum fuel cell capacity 22 gallons and must be placed in a metal container. Fuel cells must be protected from rear impact with more than rear bumper.
- b. Roll over valve mandatory.
- c. Fuel cells must be securely mounted no lower than the bottom of the differential tubes. it is recommended that the bottom of the fuel cell be mounted no lower than the frame rails.
- d. No electric fuel pumps or boosters, engines to be naturally aspirated only.
- e. Only readily available pump fuel is allowed, no race fuel, no aviation fuel or fuel additives including octane booster.
- f. If fuel line runs through interior it must be enclosed in a steel conduit.

6. Brakes and Drive Train

- a. Brake system must be stock type mounted in stock way. Must have four wheel braking and must be in good working order. No aluminium parts.
- b. Automatic transmissions with stock, unmodified torque converters must be able to stop in gear and have working reverse. No B&M hydros or in and out boxes allowed.
- c. Standard transmissions allowed but must have a scatter shield/safety bell housing.
- d. No aluminium or light weight fly wheels or smaller than stock torque converters allowed. No couplers or multi disc clutches allowed, minimum clutch diameter 10".
- e. Differential housing must be stock design. No full floaters. Locked rear end recommended. Differential may be changed for a stronger unit but must be mounted in stock way with no offset. Any family line in any car. ex. Ford 9" in Chevy (7.5"/7.625" ten bolts not recommended)
- f. Drive shafts are to be stock type steel units with a minimum number of one 2" x 1/4" safety loop or 1/4" chain located 6" behind the front u-joint or yoke cup. Drive shafts must be painted white. No aluminium drive shafts allowed.
- g. No rear disc brakes allowed.

7. Wheels and Tires

- a. Wheels must be steel and a maximum width of 8". Center section must contact outer section 360 degrees and be securely welded. Racing wheels are recommended. Beadlocks allowed. No aluminium or uni-lug wheels allowed.
- b. One-inch lug nuts mandatory.
- c. Any dot legal and approved radial tire, to a maximum tread width of 275, and a minimum profile of 60 series, or any American racer, Hoosier, or Southwest Speed g-60 bias ply tire, to a maximum tread width of 8" will be allowed.
- d. No cutting, grooving or siping of tire allowed.
- e. Aluminium wheel spacers allowed, maximum 1". The wheel stud must protrude through the lug nut by one full thread. No 7/16" studs allowed if wheel spacers are being used.

8. Safety

- a. All seats must be steel or aluminium racing type, mounted securely to the frame and cage, with back support.

- b.** Seat belts are to be racing type 5 point 3" width mounted securely to frame, seat frame, and roll cage. All belts must be mounted as per manufacturer's specifications, and be in good condition. Must be SFI rated and be replaced as per SFI date code on tag. (Maximum 5 years old)
- c.** Drivers side SFI rated quick release window net either mesh or ribbon is mandatory mounted securely to roll cage.
- d.** All cars must have a battery disconnect switch mounted to the negative ground cable. it must be within easy reach of the driver and clearly marked, and accessible from the outside of the vehicle.
- e.** Battery must be mounted securely. It must be encased in a marine style box if mounted in the driver's compartment.
- f.** All cars must have a windshield screen (maximum 2" square by minimum 10 gauge wire or equivalent) with minimum two 5/8" vertical bars. No glass allowed.
- g.** All cars must have a minimum operable 2-pound ABC fire extinguisher mounted in a quick release bracket within easy reach of the driver.
- h.** Drivers must wear minimum of fire retardant coveralls and leather gloves. Racing gear strongly recommended, minimum SFI 3.2/5 rated suit mandatory as of 2010. Minimum dot approved Snell 90 rated helmet; SA 2000 or current safety standard recommended. Eye protection is mandatory.
- i.** All cars must have two clearance lights, red in color, one in each corner of vehicles back window area.
- j.** No two-way radios allowed for use by drivers or pit crews for race communications during on track events.
- k.** All cars must have minimum 2lb ABC fire extinguisher in the pits

All rules subject to tech official approval.

9. Tear Down Procedure

If someone suspects an illegal engine that can't be visually checked by a tech official for verification (ex. roller cam) a \$100 fee must be paid to a track official within 15 minutes of completion of feature race. The car will be torn down to verify the charge. If the engine is ruled legal, the money will go to the torn down car for gaskets, etc. If the car is found to be illegal the money goes back to the one who filed the teardown and the illegal car loses all points, awards and any records set for race date. Tracks themselves may teardown any car at any time for the same fee. Refusal of a tear down will result in the same penalties as being illegal. All teardowns must be conducted indoors and completed two hours after leaving pit area. If the car does not show, it will be ruled as a refusal, and therefore illegal. In the case of a two-day event, teardowns will only be conducted on the second day after the main event. Any drivers in the feature race can tear down any other driver in the feature race. There will be no backing out of a teardown by the challenging driver; If he/she backs out of a tear down, the \$100 fee is forfeit and that driver will lose all points, awards and any records he/she won or set that weekend. If found illegal on teardown or refusal to be checked will result in a suspension for two race dates from date of infraction as well as loss of all track points year to date. All illegal parts become the property of the club and the illegal car will be fined \$500. All illegal parts will become club property and will be auctioned off at season end.