

SANDIA SPEEDWAY

2018 STREET STOCK DIVISION RULES

DRIVER: The minimum age for a driver is fourteen (14), unless approved by two of the following three: race director, tech inspector or promoter. All required documents, including minor waiver, must also be completed.

The word “STOCK” means: unaltered and as originally produced for that year, make and model; including after-market replacement parts.

BODY STYLE:

The car body must be USA manufacturer, front engine passenger. Plastic nose and tailpieces are allowed. Fiberglass body panels are not allowed. Aluminum hoods and deck lids are allowed, but must be OEM parts. No after- market aluminum body panels allowed. Cars must have full stock bodies, including the hood, fenders, deck lids, and bumpers. Body must remain in a stock position on the frame. Tech must approve any cutting on the car body.

CHASSIS:

The chassis must be 100 inch wheelbase, or more. It must remain the same type as the body being used (i.e. Camaro for Camaro, etc.)

BRAKES:

Brakes on all 4 wheels must work. NO brake shut-off devices of any sort are permitted. Adjustable bias control valves are not permitted. After market pedals and master cylinders are permitted, with absolutely no adjustable brake bias.

WEIGHT:

All cars must weigh 3150 pounds after the main event, with the driver. All cars will be weighed the first time on the track, and randomly during the season.

BALLAST:

The recommended ballast to be used is extra roll cage bars or other types of reinforcement. Any removable ballast mounting is subject to Tech approval. A ballast weight attached to the car must be painted white and the car number painted on it. A \$25 fine will be assessed to the driver if the ballast is list on the racetrack.

WHEEL WELLS:

Fenders may be reasonably trimmed for tire clearance only. The front and rear inner wells may be removed, but the rear wells are recommended.

TRUNK AND HOOD:

Trunk and hood must be securely fastened. Must have quick release hood pins. No bolts and nuts. Holes may be cut in hood for air cleaner.

DOORS:

Doors must be welded or bolted shut.

FLOORBOARD AND FIREWALL:

The stock floor pan must remain intact for driver and front passenger compartment. The rear floor pan and firewall must be replaced with sheet metal if it is open or has been removed. The front firewall must remain stock.

Front Firewall minor modifications allowed for distributor clearance only. Must meet tech approval.

BUMPERS:

A stock bumper with stock mounts, where possible. Tubular bumpers will be allowed front and back, but must be covered with nose or tail piece. All others are subject to approval by Tech. Bumpers may be reinforced with one piece of pipe size (1 5/8") maximum OD. All pipes must be rounded on the edges. Reinforcements must be concealed. Bumpers must be strapped to fenders. Front and rear tow loops are required and must be sufficient to lift car and allow easy hook up to tow truck. No exposed nerf bars allowed. Rob rails will be allowed flush with body. Max 1" for width by 2" for height.

WHEELS:

Steel spoke wheels are allowed. No aluminum wheels. Wheel offsets are optional. The maximum rim width is 8 inches. One inch lug nuts are mandatory. Bead locks allowed on right rear only.

TIRES:

Tires must be manufactured for use on passenger cars. The maximum width is 11 inches sidewall to sidewall. No tolerance. Any brand. G60 and KK704 tires are allowed. No wheel weights are allowed. Tire grooving and siping is allowed.

FRONT SUSPENSION:

The front suspension MUST BE ORIGINAL TYPE with modifications for safety. Tubular, nonadjustable upper control arms are permitted. They must retain the stock mounting location. QUICK STEERS ARE OPTIONAL. All modifications made for safety are subject to approval by Tech.

REAR SUSPENSION:

Stock mounting only. Ford (9 inch) rear ends are optional. Lowering blocks or spacers are optional. Locked or PSI-traction rear ends are permitted. Floating rear ends allowed in stock location and all brackets must be in stock location. Trailing arms must be stock, equal length, non-adjustable, and mounted in stock location.

SHOCK / SPRINGS:

Racing springs and shocks are allowed in stock mounting position only. NO coil-over units are allowed. Second right front shock is optional.

ENGINE:

OEM head and block must be cast iron, wet sump, no roller cams, no mushroom tappet cams, and no roller rockers; Hydraulic flat tappet cams only. No mags, no external aftermarket ignition boxes, no porting polishing, or port matching of intake or exhaust manifolds or heads. Cylinder heads must be stock, cast iron, and factory installed on the same make of vehicle. Vortec cylinder heads are not permitted. Flattop or dish top pistons only, cast iron, two barrel intake manifold required. Cast iron exhaust manifolds, shorty, and long tube headers, 1 ½" or smaller (inside diameter) exhaust pipe must be used from the collector back, and pipe must extend past the back of the driver's seat (system must be securely attached). Standard transmissions must have a steel flywheel, pressure plate and 10 ½ inch clutch minimum. Automatic transmissions must have a complete, fully functional, torque converter. Engine block, crankshaft and connecting rods all must match (example: 350 crank with 350 block and 350 rods). Chevy 305 and 350 must use 5.7 inch connecting rod, and Chevy 400 must use 5.565 inch connecting rod.

ENGINE SETBACK:

The centerline of the leading spark plug hole must be even with or in front of the centerline of the upper ball joint.

CARBURETOR:

Must be Holley 4412 or stock 2 bbl. (500 CFM maximum) or smaller untouched inside the venturies. No ram air systems. One inch carburetor adapter is permitted. Choke air horn must be on carburetor.

ROLL CAGE:

All cars must have a roll cage of minimum 1 ½ schedule .095 steel tubing. Roll cage must have four vertical uprights, must have: "halo" roof support system made of roll cage material, minimum .95 two rear angle supports, front nose loop and tail section loop, a minimum of three horizontal door bars on the driver's and passenger's side. Driver's door must have a minimum of 16 gauge plate located between the door skin and the outside of the door bars. All stress points must have gussets. The windshield must have center vertical bar of a minimum of 1 inch OD pipe, a minimum of three windshield bars or heavy gauge metal screen covering the windshield opening in front of the driver. Dash bar is required. Uni-body cars, which have no frame to attach the roll cage, must have a minimum 6" x 6" steel plates welded to the floorboard. Uni-body cars may connect the front and the rear sub frames with box tubing.

SEATS AND SAFETY EQUIPMENT:

Seats must be mounted to the roll cage, NOT TO THE FLOORBOARD. Seat must be braced on the bottom, lower back and upper back. An approved padded head rest is MANDATORY. It must be attached to the seat or roll cage. A 5 point safety harness system, lap belt, shoulder harness, anti-sub belt, must be SFI approved, with quick-release latch is required. Belts must be securely mounted to the roll cage, NOT THE FLOORBOARD. Follow diagram for proper installation of safety belt. Each driver must have a full racing fire suit, a helmet with face shield (Snell 2000 or greater), and a neck support brace, flame proof gloves are mandatory, SFI approved racing shoes or leather boots. Drivers must have a window net or use arm restraints. NO fiber glass or plastic seats.

DRIVER'S COMPARTMENT:

A 1 ½ lb. ABC fire extinguisher must be securely mounted with a safety latch within the driver's reach. All fire extinguishers must be fully charged and equipped with working gauge. All cars must have a firewall between the driver and the engine, and a firewall between the driver and the fuel cell. Drivers must be completely separated from the track. Fuel lines that run through the driver's compartment must be enclosed from firewall to firewall by electrical conduit and securely fastened.

BATTERY:

The battery must be securely fastened inside a metal frame. If the battery is in the driver's compartment, it also must be inside a well secured cover box. All batteries must be completely isolated from the driver.

FUEL CELL:

Fuel cells are mandatory for all cars/classes except for Hornets. The fuel cell should be mounted within the main confines of the chassis and roll cage. All fuel cells must be encased in a steel container. All fuel cells must have a flapper valve.

TRANSMISSION:

All standard transmissions must have blow proof bell housing or a protective scatter shield. Scatter shield must be a minimum of ¼ " thick.

DRIVESHAFT:

All cars must have a safety loop around the driveshaft, securely mounted within 6" of the front U-joint. The drive shaft must be painted white.

MIRRORS:

Rear view mirrors are not allowed in any car class.

BRAKES:

Four wheel hydraulic brakes in good operating condition are required. No shut-off valve on any brake line is allowed. No brake bias valves allowed. Any car with non-working right brake is subject to not being allowed to compete. In the event, after the race, the car is inspected by Tech and is found to have a non-working right front brake, that night's purse and points will be forfeited.

REMOVABLE ITEMS:

All glass, plastic, upholstery, rear seats, lights, mirrors, and chrome must be removed.

BODIES:

All damages incurred during a race must be reasonably repaired by the next event. This applies to all classes. Hood and deck lid must be on the car if it is on the racing surface. All bumpers must be in place and securely fastened to be on the racing surface. If the hood flies up while it is on the track, and the driver is able to maintain vision and control of the car, the car will be permitted to finish the race.

FUEL TYPE:

Pump fuel or racing gasoline only. NO METHANOL OR ALCOHOL.

RADIATOR:

Any type of radiator may be used. The radiator must be mounted in front of the engine. Cooling system is allowed, if shielded from the driver.

OTHER:

Operational self starters are required. Cars MUST start under their own power. A master kill switch is mandatory and must be mounted on the left side of car and marked by a 3" arrow, and must be accessible to the pit personnel. No two-way communication devices are allowed in the race car. RACECEIVERS are mandatory. Any other radios are not allowed.