

## Leesville 171 Speedway Street Stock Rules 2012

### Body

1. American made passenger cars with Min. 108 inch wheel base.
2. Wheelbase may NOT be altered from stock.
3. All Bodies must be factory appearing, Must have Factory Hood, roof, Doors, Fenders, quarters, and trunk.
4. Steel performance bodies ok. No aluminum bodies or body parts. No Homemade Bodies.
5. No aluminum body parts must be stock for frame used.
6. Frame must remain square and to factory specs.
7. Front firewall must remain stock from fender to fender top to bottom. Holes in firewall made from removing dash and a/c must be covered in with 20gauge metal. **Firewall must 40" max from top front steering sector bolt to top of firewall.**
8. Floor Board must extend to no less than 25 inches from rear axle, if decking is installed in drivers compartment it must be enclosed with 20 gauge metal or aluminum. Decking must not extend above the window line and if used rear firewall may be removed. If decking in drivers compartment is not installed floor board must extend from firewall to firewall and rear firewall must remain in factory with 20 gauge metal covering holes.
9. Driver must be on the left side of the drive shaft and must have an unobstructed view at all times.
10. B Pillar must remain but can be replaced with plastic or aluminum in stock location.
11. No narrowing of the frame allowed, frame maybe altered only in front of the gear box.
12. Fender wells may be removed; wheel openings can be cut out only enough to clear tires.
13. Hood and trunk lid must have quick release system (Hood Pins). Hole in the hood may be cut for air cleaner. Air cleaner must not extend more than 4" above hood.
14. Hood and trunk may be single layer material. Hood must set on deck, firewall or dash in order to provide seal.
15. Spoiler limited to 6 inches on trunk only.
16. Cars must have a tow bar or chain with easy access for wrecker on back and front.

### Weight

1. Vehicle weight will be 3000 lbs. after race with driver. If car lost any component part or parts during the race car will be weighed without those parts.
2. Any weight added to car must be securely mounted, with ½" bolts, under the hood or in the trunk, out of plain sight, painted white with the car number. Weights cannot be mounted in the drivers' compartment. Weights or Ballast must be inspected by tech official.

### Engine

1. **GM, Ford, & Dodge engine with the maximum cubic inch displacement of 364 Chevy, 365 Ford, or 374 Dodge can be used.**
2. Only OEM cast iron production blocks allowed. No dart etc. blocks allowed. No stroker Motors.

3. Engines must be stock for type of frame and body used.
4. Any cast or steel crankshaft, any steel connecting rod allowed, aluminum rods not allowed. No lightweight cranks or rods. No Aluminum rods. Any type rod bolts ok.
5. Flat top our OEM equivalent pistons allowed no pop-up pistons. Cast or Forged ok.
6. Min of 2 compressions and 1 oil ring. Any types of rings are allowed.
7. Floating wrist pins allowed, no Titanium.
8. Piston must not hit straight edge held over cylinder and turned by starter.
9. Solid or hydraulic lifters and camshaft. No Mushroom or roller lifers, no launcher camshafts, no oversize lifters. No dry sump oil systems or vacuum pumps. No Gear Drives.
10. Casting numbers must remain on head. Head must remain stock to manufacture part number in reference to intake runner size. No acid dipping or porting and polishing, port matching to gasket only.
11. Any 23 degree heads cast iron only. Valves no bigger than 2.08 intakes and 1.60 on exhaust. Heads may be flat or angle milled.
12. Screw in studs, pinning and guide plate allowed. No titanium valves or components.
13. Roller rocker arms, roller tip rockers, and stud girdles are allowed.
14. Any breather valve cover combination allowed. Air breather must be on top of carburetor, no air boxes.
15. NO NITRUS or injection systems allowed. No water injection.
16. Minimum engine height is 10" from the ground to the center of the crankshaft.
17. #1 spark plug must be even with or in front of the ball joint.
18. Must use Solid engine and transmission mounts. Rear Motor Plates allowed.
19. Holley #4412 2 barrel carb only. Choke horn must be attached. List # must be on choke horn. Circle track floats are allowed but **NO OTHER MODIFICATIONS ALLOWED. Must pass go or no-go gauge and visual tech.**
20. Gas only, Racing Gas ok, no alcohol or nitrous.
21. Carb Spacers/adapters allowed, must not exceed 1 ¼ in thickness. No wood Spacers or adapters.
22. No injectors or pressure systems allowed no water injection.
23. Cast iron or aluminum intake allowed. No porting or polishing except to match to head at gasket. No acid dipping, no coating, no acid porting.
24. No tin intakes. No tunnel ram.
25. Any type of Air cleaner allowed, except for RAM or forced air induction. No air boxes.
26. Cast iron exhaust manifolds allowed. Street Headers ok. No 180 degree or over the top of the engine exhaust allowed. Headers must be under chassis type with exhaust must run out behind driver seat.
27. One radiator must be mounted in stock location, no electric fans. Must mount overflow tank behind right front wheel, not in the driver's compartment. Aluminum radiator and cap is ok.
28. No Antifreeze Allowed, Biodegradable coolant or water only.
29. No electric fuel pumps, stock push rod type pumps only. Holley and Carter style are allowed.
30. Oil pan must be wet sump, must have 1" inspection hole between 2<sup>nd</sup> and 3<sup>rd</sup> bolt holes on driver side.

## **Fuel Cell**

1. Max 22 gallon fuel cell with metal enclosure. Must be securely mounted in trunk with a min of 2 2in straps. Must be mounted between frame rails.
2. Fuel cells must have roll over flap. And a protection bar mounted to protect the fuel cell from a hit in the rear.

## **Transmission**

1. Any OEM Automatic Transmission allowed, must have working torque convertor no direct drives, forward and reverse gear must be in working order. Must have at least a 10" convertor.
2. Standard may use aluminum flywheel with steel insert. All Standards must have blow proof bell housing to cover 180degrees of clutch. No Over drives or under drives.
3. No Bert or Brinn or aftermarket transmissions. No quick change transmissions allowed. Transmissions must be able to go forward and backwards without killing engine. Cars must be able to get to the lineup without assistance.
4. 10 1/2" clutch only. No triple disc, no RAM Couplers. No hand clutches.
5. Transmission coolers are allowed but not mounted in drivers' compartment.
6. Automatics must have a scatter shield in order to protect driver made of 3/16 in steel.
7. Driveshaft must be steel, painted white, with car # and, with a loop mounted within 10in from front u joint. No chain loops allowed.

## **Rear End**

1. Rear end axles must be locked together either welded or mini spooled.
2. No posi-trac or limited slip units allowed.
3. 9" Ford Ok. Aftermarket axles with long studs ok. 1" lug nut mandatory. Bolt pattern may be altered.
4. Any gear ratio if no alteration to housing is required.
5. No aluminum. No quick change allowed. Floater rear ends ok.
6. Disc brakes ok. Must be of steel composition single piston only.

## **Brakes**

1. Must have at least 3 wheel brakes working.
2. Dual Master Cylinder aftermarket ok. Adjustable brake proportioning valve is ok.
3. If using 4 brakes a shut off valve can be used to turn off the right front brake. If 3 brakes are used the 4<sup>th</sup> rotor and caliper can be removed hub and spindle must remain stock and not altered.

## Steering and Suspension

1. Quick Release steering wheel mandatory.
2. Quick Steer is optional. No chain or sprockets are allowed in steering system except D&M.
3. Steering left of drive shaft only.
4. Bump steer , tie rods, center link, sleeves, idler arms, pitman arms, and tie rods cannot be altered.
5. Power steering is ok. No Rack and pinion steering. Aftermarket Pump ok. Stock steering gear box only.
6. Upper control arm brackets may be moved for castor and camber adjustment. Must use stock upper control arms and brackets. Bushings may be aftermarket. Metric and Camaro cars may use IMCA Spec. Non-adjustable Upper Control Arms.
7. Lower control arms must be stock and in stock location. Bushings maybe aftermarket.
8. If used, sway bar must be stock and in stock location with stock bushings.
9. Racing springs are allowed. Adjustable spring buckets allowed, weight jack bolts are allowed. Spindles and rotors must remain stock. Spindles may be reamed for larger ball joints, no grinding or lightening of any parts.
10. No mono-ball joints allowed.
11. If rear coil spring car, upper rear end trailing arm brackets may be moved for pinion adjustment, metric cars must retain all 4 links; they must match the year make and model, OEM. No Suspension parts may be altered or lightened on leaf spring cars. **No 3 link.**
12. No aftermarket rear suspension parts, such as pan hard bars, J-bars, hard bars, pull-bars, etc.
13. Leaf spring cars must have springs in stock location with stock mounting. Spring brackets must not be altered.
14. Wheel adapters allowed. No wide 5 wheels.
15. Non-Adjustable lowering blocks allowed 2 inches max. Rear shackles maybe adjustable on leaf springs.
16. Aftermarket leaf springs ok. No composite leaf springs.
17. Aluminum suspension parts are not allowed.
18. Shocks must be steel, may be aftermarket. Front and rear any steel shock, and may be relocated. One shock per wheel mandatory. No more than 4 shocks on a car.
19. **Tires:** Asphalt pull offs only. Durometer min 51. Maybe Grooved.
20. Bead locks are ok. No Aluminum wheels. No Wide 5 Hubs.

## Roll Cage & Safety

1. Roll cage material must be a min of 1 ½ x .096 wall thickness round steel tubing. Must be box type around driver with a min of 4 down tubes. There shall be no splices in the roll bar loop. There must be 2 down tubes frame to the rear of the car these may extend into the trunk. The main loop must be X braced in order to keep the roll cage from moving side to side. Roll cage must have 3 bars on the driver's side, and 2 bars on the passenger side.
2. Cars must have a plate at least 1/8" welded to the driver's side bars to protect driver from side impact. ½" holes can be cut in the plate in order to strap padding to the bars.
3. All welds must be complete and pass inspection by tech personnel.

4. No aluminum allowed in cage. No brazing or soldering.
5. A minimum of 2 bars (One on each side) should extend from the main roll cage to frame at points in front of the control arms. These bars may have 3 additional supports per side to the main frame.
6. If uni-body car the frame must be connected with at least 2 X 4 iron tubing.
7. Drivers head must not protrude above roll cage with helmet on.
8. Cutting of floor is limited to cage placement. Replacement of floorboard must be made with a min of 20 gauge steel.
9. There must be NO sharp edges sticking out anywhere on the cage or body.
10. Window net with appropriate hardware must be used in this class.
11. Snell approved full face helmet is mandatory.
12. Flame resistant neck braces are mandatory.
13. Wrecker loop or chain to be hauled with the wrecker on the front and back is mandatory.
14. A min of 3 vertical bars at least ¼" or expanded metal must be welded in front of driver to catch debris.
15. Must have battery disconnect within reach of safety personnel from the outside of car. Must be clearly marked "On" and "Off".
16. Max of 1 securely mounted 12v battery per car, can be charged by alternator. No battery in drivers' compartment. We recommend Day Motorsports #BB-4500 battery box. Battery must be mounted in trunk.
17. Aluminum racing seat required and to be bolted to roll cage with 5 point racing harness.
18. Fire extinguisher at least 2 lb. with gauge securely mounted within reach of driver.

**All cars must have at least 20" numbers in contrasting colors on both doors and on roof, also one 8" number in front of car to aid in lineup. Numbers must be able to be read from scoring tower.**

Minimums and Maximums are just that, if you play on the edge then you need to be ready to take the consequences.