

2010 Street Stock

Safety: Required helmets must be Snell SA2000, SFI 31.1/2005 or newer. Must have helmet shield or goggles. Helmets must be worn at all times including packing. SFI approved full fire suits, fire retardant neck braces and gloves are required. Fire retardant shoes highly recommended. Roll bars must be padded around driver. 16X20 driver side ribbon or mesh type window net or arm restraints required. Window net to be mounted so latch is at the top front of window. Five point safety harness is required and must be securely mounted to roll cage using 1/2" diameter bolts. Aluminum racing seats only and must be securely fastened to roll cage. 360 degree driveshaft loop required and must be constructed of at least .25" by 2" steel mounted 6" from the front of the driveshaft. Kill switch to be mounted within easy reach of driver and clearly marked "on/off". Must have an additional master shut off switch mounted BEHIND driver seat on horizontal surface (floor is not acceptable), clearly marked "on/off", and be easily accessible from outside of car.

Chassis: Any U.S. manufactured full body rear wheel drive passenger car with full frame or uni-body. Minimum 108" wheelbase. Rub rails no bigger than 1" by 2" may be attached to the body from fender well to fender well and rear quarter panel, flush with body and painted to match car.

Roll Cage: All cars must have minimum 4 point roll cage. Material must not be less than 1.625" O.D. seamless tubing and must have a wall thickness of .095". Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. Must be electric welded and well constructed. No brazing or soldering allowed. Location: No more than 41" from top center of windshield to front edge of rear hoop. Top halo must be no less than 40" across, inside to inside. On uni-body cars, cage will be mounted to four 1/4" plates and mounted to the floor with four 1/2" bolts per plate. Must have minimum of one cross bar in the top of halo of roll cage. May have front hoop from roll cage forward to protect radiator. Tubing may be added from top of roll cage to rear frame section to protect fuel cell. May have two bars for protection in front of radiator, behind bumper within confines of body, no wider than stock frame horns. May tie front horns together. Must have minimum of three windshield bars in front of driver.

Driver Door Bars: Must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver without causing undue difficulty in getting into or out of vehicle. Material must not be less than 1.5" O.D. tubing and must have a wall thickness of .095". Three horizontal door bars on both sides are mandatory and must be welded to the front and rear roll cage members. Minimum of four uprights tied from frame to top door bar on driver side, three on passenger side.

Body: Must be neat appearing. All windows must remain open, except opera windows Maximum 7" visor may be added to top of windshield opening. Must have windshield pillars, painted roll bars are not acceptable. Minimum 12" vertical opening to left and right sides. All holes in front and rear firewall are to be covered in metal or aluminum plating. No mirrors allowed. Aluminum body allowed but must resemble stock OEM pieces. No body skirting below body lines. Body may be gutted. Back of hood must be sealed off from driver compartment. Spoiler height may not exceed 5" in total material. Total width not to exceed width of body. Maximum 4 braces including side braces: maximum 3" material height at front and must run in straight line to a maximum 7" material height at rear. Maximum 18" from front of brace to rear of body. Front bumper must be OEM with no sharp edges. Aftermarket plastic nose and tail pieces ok. Rear bumper not covered must have rounded ends that are connected to the body or the frame. You will not be allowed to compete without front and/or rear bumper. Front bumper may have one round bar, maximum 1" diameter, to support nose piece. This bar may be 8" maximum in front of the bumper. If front splash aprons bolt in, may be removed. Minimum 24" tall numbers on both sides of car. Must have minimum 6" tall car number visible from front of car.

Suspension: Any OEM, car or truck rear end. No quick-change devices. No cambered rear ends. **Steering and front/rear suspension components must be unaltered OEM, in original location, and match frame.**

Aftermarket, stock type non-adjustable trailing arms allowed. Lower trailing arms must be stock length. Mono-ball bushings allowed. **Trailing arm mounts must be in stock location at frame, top and bottom.** Must be within 2" of stock location on upper and within 1" of stock location on lower trailing arms at rear end. Weight jacks are optional, no hydraulic, ratchet or electric weight jacks anywhere on car. Lower A-frames and mounts cannot be altered or moved. Aftermarket cross shaft type tubular upper A-frames allowed. No aluminum or fiberglass suspension or rear end parts allowed except rear hub assembly and fiberglass leaf springs. Steel, no reservoir, racing shocks only. One per wheel. Shocks do not have to be in stock location.

Tires and Wheels: IMCA G60 Hoosier required and must have a maximum width of 9" mounted on a steel wheel with a maximum width of 8". Beadlock allowed on right side only. Bolt-in plastic mud cap or foam only. No snap-in caps allowed. Must use only steel bolts. Grinding on tires allowed. No straight line cuts, grooving, or siping allowed. No softening of tires allowed. No recaps allowed.

Brakes: Must be OEM, operative four wheels, drum or disc combination. No floating brakes. No brake shut-off devices. Proportioning valve allowed, front to rear only.

Exhaust: Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage. Must use unaltered race mufflers with downturn exhaust. No exhaust through body panels or fenders.

Fuel Cells: Racing fuel cells are mandatory and must be mounted by at least 2 steel straps 2" wide around fuel cell. Fuel cells must be protected in rear by roll cage tubing securely mounted. No part of fuel cell may be lower than protective tubing. Check valve required. If fuel cell does not have aircraft style positive seal filler neck/cap system; a flapper, spring or ball type filler rollover valve is required. Fuel cells must be enclosed in metal container. Firewall required between driver and fuel cell. All cell mounts must be steel, attached to frame or cage. No adjustable fuel mounts. Fuel lines through driver compartment must be in steel pipe or conduit. No fuel filters in driver compartment. Gas only. No alcohol or performance-enhancing additives.

Weights: Must weigh minimum 3100 lbs with driver after race. Loose objects and/or weights will not be allowed in driver compartment. **All weights added to vehicle must be securely mounted to tubing or frame with at least two 1/2" bolts and painted white with car number.** No weights allowed outside of the body. No weights attached above the deck of the car. Stacked weights will be at the discretion of tech inspector.

Battery: Must be securely mounted and shielded. Positive post must be covered.

Transmission: Must have at least one gear forward and one reverse, plus a neutral position. With the motor running and the car not moving, driver must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions will be allowed. No internal clutch transmissions allowed. Clutch must be in original location and may be multi disc. Three speed, four speed and automatic allowed. No five speed transmissions, in and out boxes or quick change devices allowed. All manual transmissions must have unaltered OEM case. Automatic transmissions must remain in OEM stock appearing automatic case. **Manual:** Must have explosion-proof steel bellhousing - minimum 270 degrees around top of clutch/flywheel area. **Automatic:** Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Driveshaft must be steel and painted white.

Engine: Must be stock appearing. Absolutely no changes allowed. #1 plug must be forward of center of upper ball joint. All engines used in competition must be able to be used in a conventional passenger car without alterations. Motor mounts cannot be removed or altered on engine block. Castings and fittings must not be changed. No machine work on outside engine or on front or rear of cam shaft. Any carburetor is allowed. No air funneling devices. No roller cams allowed. No limit on engine cubes. All cars must have an operable starter. Carburetor adaptor plate or spacer may be used. No aluminum heads or blocks. Aluminum water pumps allowed. Stock, push rod type fuel pumps only. Cooling system may be modified. Any over flow tubes must be directed to the ground, inside frame rails. No external cooling devices allowed.

Traction Control: No computers allowed on racecar, including, but not limited to, electronic traction control devices. Any driver caught with a traction control device will be subject to a fine, seizure of illegal parts and/or a lifetime suspension from all Drt Trak events and a notice of the details of suspension will be sent to all promoters in Eastern Iowa and Western Illinois.

Car Protest Rules: All intent to protest must be placed with a race official immediately following the feature with \$100 cash. Car in protest will be checked and if found illegal car will lose all points and awards for that night and protester's money will be returned. If car is legal then the protested car receives the money. Car owners and drivers are the only ones allowed to protest. Track officials have the right to protest any car, at any time, at no charge. No driver may protest more than two times during the racing calendar year. Protest is in effect on opening night for all eligible drivers and driver must have been at track on opening night to be eligible to protest second night of season. Following that, no driver may protest unless he/she has competed at the track the two previous consecutive events or 50% of the seasons races.

Any rule, covered or not covered, will be interpreted by track officials. Officials' decisions on scoring and rules are final. Promoter retains the right to change and/or interpret the rules in the interest of better competition or safety.