

EWSC 2012 Street Stock Rules

1. Eligible Models:

- A. 1960 or newer sedans or hardtops.
- B. No trucks or convertibles.
- C. No front wheel or four wheel drives allowed.
- D. Wheelbase minimum of 108" as listed by the manufacturer.
 - a. Measured from center of lower ball joint to center of the rear axle.
 - b. Maximum 1" variance allowed.
- E. Other models may be allowed, but must be pre approved by track official.

2. Frame:

- A. Must be stock.
- B. Frame may be reinforced for safety only.
- C. Frames may be (X) braced, tubing not to exceed 6" in circumference (highly recommended). Side rails may be plated where open with 1/8" plate.
- D. Front cross member must remain in stock position.
- E. Design may not be altered except frame rails behind rear spring pocket maybe replaced with 2" x 3" x .095" square tubing.
- F. Unibody cars are okay but must be reinforced with 2" x 3" x 0.12 subframe connectors and must retain the full unibody structure including floor.
- G. No Camaro or Firebird frames allowed. **Effective for 2013 season.**

3. Roll Cage:

- A. Four point roll cages are required and must be constructed of a minimum of 1 3/4" X .095" round steel tubing. Roll cage must be welded to frame and gusseted.
- B. No cast iron pipe or exhaust tubing. No offset cages.
- C. On metric frames the back of the main hoop will be no farther back than 82.5" from the lower ball joint.
- D. Some tracks may allow alternative rule for metric frames, I.M.C.A. stock car rule [maximum 41" {48" for 1988-1996 GM bodies} from top center of windshield to the front edge of the rear hoop]. Cars running by the I.M.C.A. rule must be pre approved by track official.

EWSC 2012 Street Stock Rules

- E. Rear main hoop must be perpendicular to frame.
- F. Driver's head must not protrude outside of cage with helmet on (2" clearance between helmet and roll cage required).
- G. Two front support bars may extend forward from the cage to the frame.
- H. Rear support bars must extend from the top of roll cage to the rear of the frame.
- I. Roll cage must have one bar side to side at dash level and one bar side to side behind driver's seat at shoulder height
- J. Halo bar must have one cross bar running either front to back or diagonal made of 1 3/4" x .095" wall steel round tubing.
- K. There must be a minimum of 3 bars in the driver's door (4 recommended) and 2 bars in the passenger's door. In addition, need 2 bar's connecting from the lower driver's door bar to the frame.
- L. Steel plates required in the driver's door, mounted on the outside protection bars, but inside of body panel skin. Plates must cover the entire driver's door bars. Minimum 1/8" thickness.
- M. Door bars and protective plate must fit flush with the outer door skin.
- N. Vent window bars required on both sides. Left vent window bar must be no more than 4" forward of the intersecting point of the left vertical front post and halo hoop, and must be perpendicular to the upper door bar.
- O. Radiator protection bar may be added outside the car body on the bumper and may be constructed of 1 3/4" x .095" or smaller tubing and be no wider than the front frame rails and no higher than the hood.
- P. Left foot protection bar mandatory between the main hoop and the frame.

4. Driver Compartment:

- A. All flammable materials must be removed.
- B. Dashboard must be removed.
- C. Stock seat must be replaced with properly mounted racing seat and five point racing harness.

5. Bodies:

- A. Stock factory steel body or aftermarket steel bodies allowed. Plastic nose and plastic tail / rear bumper cover allowed (No fiberglass).
- B. Body repairs must not alter the stock appearance.
- C. Stock bumpers may be reinforced. Must have both bumpers to race. Bumpers must be stock steel. Bumper ends must be bolted or welded to the body (not trimmed or cut) to prevent hooking of another car.
- D. Max twin tube front bumpers are permitted, must be 1 3/4"D x .095"T. x As wide as stock bumper.

EWSC 2012 Street Stock Rules

- E. Exterior rub rails may be added but be no larger than 2"x 1" tubing and the ends must be trimmed and closed off at a 45 degree angle and contain no sharp edges. Rub rails must be securely mounted to the body or roll cage. On doors only, also may run lexan rub rail no more than 6" tall and protruding no more than 1" from door. All mounting hardware must be used in such a way that there are no sharp edges sticking out.
- F. The rear quarter panels behind the wheels may be reinforced with steel tubing, but that reinforcement must be welded to the frame.
- G. Fender edges must be rolled under. No sharp edges.
- H. Stock interior floor must remain in place.
- I. The full stock front firewall must remain in place and any holes must be patched and sealed. If firewall needs to be replaced, the stock dimensions must be used to rebuild firewall.
- J. Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory appearing manner with 20 gauge (.0359") thick steel plate. Right side of floor may be no higher than the drive shaft tunnel for muffler clearance. (Drive shaft tunnel does not mean transmission bell housing)
- K. Rear firewall must be installed. There must be a firewall below rear window with 20 gauge steel.
- L. Trunk floor, inner and outer wheel wells may be removed, must have rear compartment firewall sealed with 20 gauge steel, any part of rear wheel well in front of the rear fire wall must be intact.
- M. All interior sheeting must provide for the easy exit of driver through either side of vehicle.
- N. All cars must have tow hooks front and rear (looped chain okay).
- O. Spoilers may be added but cannot be larger than 5" from base to tip. May not exceed width of trunk lid and no side or sail panels.
- P. Doors must be securely welded or bolted. All rust damage on bottom half of door may be patched with 20-gauge steel and may not exceed bottom of frame rail.
- Q. Stock hood and trunk. Latches must be removed and replaced with hood pins. Back of hood must be completely sealed down. Hood scoops, non-functional only, to be no larger than 2"x 24"x 24". Steel hoods only, no aluminum hoods.
- R. Must have hood and trunk lid to start each race.
- S. No window glass allowed. Minimum of 3 bars in front of driver's cockpit. (OR) Windshield screen covering all of windshield area required. Stainless steel windshield screen is recommended but not mandatory. Windshield screen must be no less than .063" for mesh larger than 1/2" or no less than .035" for 1/2" or smaller mesh (no larger than 1" mesh screen allowed), to cover entire opening with three upright braces top to bottom of 3/8" or larger solid rod. Front screen bars to be one bar in the center of the window and other two bars evenly spaced on either side of the center one
- T. Stock plastic and cast grills must be removed. May be replaced with screen or expanded metal. Stock or after market plastic nose and tail allowed.

EWSC 2012 Street Stock Rules

U. All chrome, plastic trim and mirrors must be removed.

6. Engines:

A. Only V-8 engines are permitted. Engine must be of Parent Corporation of frame. The maximum displacement for General Motors and Ford engines is 363.0 cubic inches. The maximum displacement for Mopar engines is 368.0 cubic inches. The maximum compression ratio is 10.80 to 1 for all engines. Engine mounts may be after market. The engine must remain in the stock V8 location. No setback allowed. On a GM metric chassis, the centerline of the fuel pump must be no less than 2 $\frac{3}{4}$ - inches ahead of an unaltered crossmember. **Engine rule effective 2013 season.**

B. Engine Blocks

a. Block must be a factory production cast iron block with external measurements identical to the standard production engine. Angle milling of block is prohibited. All engine block markings must remain.

C. Crankshaft and Harmonic Balancer

a. Only cast iron or forged steel crankshafts permitted:

b. Titanium crankshafts are prohibited. Lightweight, knife-edge, and undercut counterweight crankshafts are prohibited. Crankshafts with journals undercut more than 0.030 inches prohibited. Minimum crankshaft weight is 50.5 lbs. Only OEM, all steel, standard type harmonic balancers are permitted. Aluminum or fluid type balancers are prohibited.

D. Pistons and Rods

a. Any after market piston, with the wrist pin in the stock location, may be used. Stock dimension wrist pins must be used. Only magnetic steel, forged, connecting rods are permitted:

b. Any aftermarket, magnetic steel, rod bolt may be used. Cap screws are prohibited. Titanium rods and rod bolts are prohibited.

E. Oil Pump, Pan, and Cooler

a. Wet sump oil pumps only. Dry sump oil pumps are prohibited. Any after market oil pan, without an oil recovery pouch or power kickout on passenger side, may be used. External engine oil coolers are permitted. Coolers may not be located in the driver's compartment. Oil accumulators (Accusump's) may not be located in the driver's compartment.

F. Cylinder Heads

a. Cast iron cylinder heads only. Must be O.E.M. Stock or O.E.M. replacement parts. (Allowable head numbers are 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997) or any other OEM stock replacement head that fits these criteria. General Motors Vortec (Casting P/N 10239906 or 12558062) and SR cylinder heads are permitted. General Motors Vortec cylinder head P/N 25534351 & 25534371 are prohibited. Vortec heads may be drilled and tapped to install intake manifold.

b. No Dbl hump, angle plug, bowtie, W-2, GT-40 or SVO heads are allowed. SPECIALLY PRODUCED LIMITED PRODUCTION PARTS SUCH AS CORVETTE Z-28, OR MARINE APPLICATIONS TYPES ARE NOT ALLOWED! Aluminum cylinder heads are prohibited. Titanium valves are prohibited.

c. Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No material may be added to the

EWSC 2012 Street Stock Rules

combustion chamber. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve.

- d. The maximum valve sizes, as measured across the face, are as follows:

<u>Manufacturer</u>	<u>Intake</u>	<u>Exhaust</u>
GENERAL MOTORS		
VORTEC	1.940 inches	1.500 inches
ALL OTHER GM	2.020 inches	1.600 inches
FORD "CLEVELAND"	2.046 inches	1.656 inches
FORD "WINDSOR"	1.8437 inches	1.5469 inches
MOPAR	2.020 inches	1.625 inches

- e. The maximum allowable spring diameter is 1.32 inches. No beehive or double spring, and must appear OEM.

G. Camshafts, Valve Lifters, & Rocker Arms

- a. Only flat tappet, steel, camshafts may be used. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.500 inches, measured at the valve retainer. Chain and sprocket camshaft drive system only. No roller tappets, or mushroom lifters are allowed. Valve spring retainers must be magnetic steel only. Only the following steel, straight barrel lifters are allowed:

<u>Manufacturer</u>	<u>Maximum Diameter</u>
GENERAL MOTORS	0.843 inches
FORD	0.875 inches
CHRYSLER CORP.	0.904 inches

- b. Rev kits and stud girdles are prohibited. Only steel push rods are allowed. Only stock rocker arms are permitted. Roller rocker arms are prohibited.

H. Intake Manifold

- a. Any cast iron, OEM, non high rise, intake manifold is permitted. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other alterations to the original, as cast, intake manifold is prohibited. General Motors intake manifolds 14096242, 14096011, 14097494, and 12366573 are prohibited.
- b. One (1) inch, straight bore, phenolic adapter plate may be used between the intake manifold and carburetor: No modifications allowed.
- c. NO chamfering, grinding, or drilling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used.

I. Exhaust System

- a. O.E.M. unaltered cast iron exhaust manifolds only. All exhaust must extend beyond driver and exit under car. Exhaust pipe maximum 2.5 inch I.D. Mufflers are mandatory.

J. Carburetor

- a. Street Stock engines must run a Holley Model 4412S or 4412C two-barrel, carburetor. The carburetor must meet the following:
- i. Carburetor Body - No polishing, grinding, or drilling permitted. Factory type air bleeds only. Screw in air bleeds prohibited.

EWSC 2012 Street Stock Rules

- ii. Choke - The choke may be removed.
 - iii. Choke Horn - The choke horn may not be removed.
 - iv. Boosters - The boosters and booster location may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
 - v. Venturi - Venturi area must not be altered. Casting ring must remain.
 - vi. Base Plate – Base plate must not be altered.
 - vii. Butterflies - Butterflies must not be thinned or tapered. Retaining screws may not be altered.
 - viii. Throttle Shafts - Throttle shafts must not be thinned.
 - ix. Metering Block - Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.
- b. Any carburetor can be claimed either for \$25.00 plus a carburetor of the same model from claimer's engine used in that race, or \$250.00 outright. Claims must be made, by the Competitor, to a Raceway Park Official in the Claim Area immediately after the completion of the division A Main race and be accompanied by cash or cashier check. Claims are limited to the top 5 finishing positions in the race. Claimer must have competed in A Main race. In order for the fifth place car to be eligible to make a claim, the fifth place car must have finished on the same lap as car which finishes in fourth place.
- c. Any attempt to pull outside air other than down thru the venturies is prohibited. Throttle linkage must be solid rod, cable type linkage is prohibited. Two carburetor return springs, mounted in two directions, required. Gas pedal must be push/pull type. Toe loop required on gas pedal.

7. Transmission and Drive Train:

- A. Stock unaltered automatic transmission and torque converters only. No manual transmissions.
- B. Torque converter minimum diameter is **10"**. No air cooled torque converter.
- C. Must match same corporate family as chassis.
- D. Transmission cooler must not be in drivers' compartment.
- E. No lock up converters allowed.
- F. O.E.M. automatic transmissions that match car make.(G.M. in a G.M. or Ford in a Ford etc.). Vehicle must have two forward gears and one reverse, plus neutral. With engine running car in still position must be able to engage car in forward and reverse gears. Torque converter must be unaltered O.E.M. or O.E.M. replacement (No dummy converters allowed). Torque converter must be a minimum of 10" at face. NO add on pumps to transmission. External transmission oil coolers are allowed. No transmission coolers allowed in driver compartment. Drive shaft must be O.E.M. steel, 2.5 inches in O.D., painted white and labeled with car number. All cars must be equipped with driveshaft hoop. The hoop must be constructed with .25 inch by 2 inch steel located 6 to 8 inches behind the front u-joint connected to the frame.
- G. No quick change rear ends
- H. Stock rear end for frame used or optional Ford 9". Any combination is okay as long as parts are steel. No aluminum except drive flanges. Drive flanges to be of equal distance on both sides of frame. No independent rear end (Corvette, Jaguar). Rear trailing arms must remain mounted in stock frame locations. One hole in upper and lower for each trailing arm mount location. No

EWSC 2012 Street Stock Rules

aftermarket limited-slip or ratchet style rear ends (Ex: Gold Track, True Track, or Gleason, etc....).
Mini spool or welded spider gears only.

I. Ford 9" allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials.

J. No gun-drilled axles.

8. Suspensions and Steering:

A. Only stock design components may be used and all parts must match frame.

B. Steering wheel to be quick-release style.

C. Steering shaft must have 2 u-joints or be collapsible style.

D. Quick steers not allowed.

E. Springs must be a minimum of 5" diameter.

F. Non-adjustable type spring spacers allowed (shims). No lowering blocks allowed. No screw jack type devices allowed.

G. Only one (1) shock per wheel mounted in original factory position. Shocks must be steel, stock or O.E.M. type, no heims, adjustable or screw on ends. Non-rebuildable shock only.

H. Rubber bushing replacement – Stock or neoprene bushings allowed.

I. NO OFFSET OR BEARING TYPE (MONO BALL) ALLOWED.

J. Leaf spring cars may have non-adjustable lowering blocks in stock location. No offset pins.

K. Front upper control arm may be replaced steel tubular drop-in replacement, one-piece control arm of stock length, plus or minus 1/2" of stock length using stock ball joints. No aluminum components allowed.

L. Rear control arms must remain stock lengths. No cutting or shortening. No re-drilling holes to alter length. (Metric cars with ford rear ends must follow rear end rule). May plate to strengthen.

M. Aftermarket trailing arms allowed, must be stock dimensions)

9. Brakes:

A. Steel, unaltered O.E.M., or unaltered O.E.M. replacement, operative 4-wheel brakes allowed. Front components must match frame and maintain minimum O.E.M. dimensions for hubs, rotors, calipers. O.E.M. diameter caliper pistons only. No vented, scalloped, or ceramic coated rotors. No floating brakes allowed. Brake lines must be visible. (not running thru tubing or frame) Plastic

EWSC 2012 Street Stock Rules

brake lines allowed. You may remove O.E.M. vacuum brake booster and master cylinder and replace with O.E.M. manual brake master cylinder. No after market brake pedals with dual cylinders.

- B. No adjustable proportion valves.
- C. No brake shut off devices.
- D. Ford 9", GM 7.5 and full size rear ends may run rear disk brakes.

10. Fuel and Tanks:

- A. Stock tank must be replaced with an approved racing fuel cell (no bottom draw fuel cell). Maximum 22gallon cell.
- B. All tanks must be mounted in the trunk area in any location between the rear frame rails of the car.
- C. Fuel lines may be under the floor with adequate protection.
- D. If in driver's compartment, fuel line must be run through a continuous piece of metal conduit (no splices) and is sealed at both ends
- E. Fuel cell must be enclosed in a minimum 22 gauge steel box and strapped with a minimum 1" x 1/8" steel strapping, two straps in each direction.
- F. Trunk may be removed but fuel cell must be mounted with at least (2)1" x .095" square tubing between frame rails.
- G. Minimum clearance to ground is 12" from bottom of tank. A fuel cell protection bar must be behind the fuel cell and must be as low as the fuel cell. The bar must be made of at least .065 tubing.
- H. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a rollover.
- I. (Mandatory) to check fuel cell cover gasket, rollover valve and for leaks annually.
- J. No Alcohol

11. Wheels and Tires:

- A. All wheels must be steel racing design. Maximum width 8".
- B. All wheels must have oversized racing type lug nuts 1.0".
- C. All cars may use up to a 1" wheel spacer.

EWSC 2012 Street Stock Rules

- D. Wheel studs must be 5/8" X 2.0" (course thread) with 1" lug nuts
- E. No dual bolt patterns wheels.
- F. Bead lock allowed on right rear only.
- G. Dzus fastened mud cover not allowed.
- H. D.O.T. approved 70, 75 or 78 series 15.0" tires only. Maximum size L-70 or P255/70.
- I. Original tire size marking must be visible upon inspection.
- J. No truck, snow or aggressive mud tires marketed as LT 70, LT 75 or LT 78, etc.
- K. 15.0" Racing tires allowed
- L. Good Year tires numbered D3264, D2599, D3268, D2342 or D2345
- M. Hoosiers 500 or G60
- N. Old IMCA American Racers G60 tire.
- O. No sipping, shaving, softening, grooving or recaps. Sipping allowed on G60 tires only

12. **Electrical:**

- A. Battery may be in the trunk between the frame rails.
- B. Battery may be moved to the driver's compartment (must remain behind the driver's seat, completely enclosed in a marine type battery box or steel metal box and cover, minimum 20 gauge and securely mounted).
- C. Positive terminal must be shielded.
- D. Cables must be color-coded as follows: (+) pos. Red and (-) neg. Black.
- E. Mandatory ignition switch must be clearly marked on/off and must be in easy reach of the driver.
- F. A battery disconnect switch in car is highly recommended.
- G. Only one 12-volt battery allowed.

EWSC 2012 Street Stock Rules

- H. Factory type ignition, no Multi-spark discharge or mags. Rev limiters allowed one chip system only.

- I. Mini starters allowed.

13. **Weights:**

- A. 3200 lbs non-Oshkosh spec motor.

- B. 3100 lbs for Oshkosh spec motor.

- C. Prior to competing all drivers will post the cars weight on the "A" pillar with decal.

- D. Weights to be bolted securely bolted using minimum (2) two ½" bolts and clearly painted white with car number and division on each weight.

- E. Welded type weight block must be bolted to car. No muffler clamp weight bracket.

- F. No weights in driver's compartment.

- G. Loss of weight during a race will be a mechanical black flag and that car will not return for that race.

14. **Mirrors**

- A. Absolutely no mirrors allowed.

15. **Drivers Safety**

- A. In 2011 Snell SA 2005 helmet mandatory. No "M" rated helmets. Approved goggles or face shield must be worn and securely fastened at all times when car is on track. Complete fire retardant driver's suit, fire retardant underwear, must be worn with a single layer driver's suit. Fire retardant socks, shoes and gloves are mandatory. Fire retardant neck brace or neck restraint device is mandatory. Condition of seat belts and shoulder harness is up to the discretion of the Inspector. Belts must not be frayed. Lap and shoulder belts must be approved snap type release belts at least 3" wide and securely fastened to the frame and/or roll cage. A 2" or wider crotch or anti-submarine belt is required. The shoulder belts are to be mounted level with or slightly below the driver's shoulders.

EWSC 2012 Street Stock Rules

Track Specific Rules

EWSC

1. **Engine Configuration (to be phased out in 2013)**
 - a. NO ALUMINUM HEADS OR ALUMINUM ENGINE BLOCKS.
 - b. Must be on the same corporate family as the chassis.
 - c. Welded stock and after market motor mounts allowed. MUST be in original position.
 - d. Engines may be chained or strapped to restrict movement.
 - e. Must be stock appearing. No external modifications allowed.
 - f. Engines must be able to be used in a conventional passenger car without alteration
 - g. Castings must not be changed.
 - h. No machining on outside of engine block.
 - i. Cast iron intakes and exhaust only. **Mufflers are mandatory.**
 - j. (Seymour Only) Exhaust pipe must extend beyond firewall. (Optional) muffler.
 - k. Oil accumulators may be used but must be safely mounted. (Mounting subject to track tech approval)
 - l. No electric fuel pumps or belt drive pumps.
 - m. Fuel pump must remain in front of cross member or in stock location.
 - n. Single OEM carburetor (two or four barrel) allowed. Holley 4412 allowed unaltered. (No Holley 4 Barrel allowed.) Holley
 - i. 4412 carburetor rules:
 1. Carburetor Body – No polishing, grinding, or drilling permitted.
 2. The choke may be removed
 3. The choke horn may not be removed
 4. The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
 5. Venturi area must not be altered. Casting ring must remain.
 6. Base Plate must not be altered.
 7. Butterflies must not be thinned or tapered. Retaining screws may not be altered.
 8. Throttle shafts must not be thinned.
 9. Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.
 10. Holley 4412 adapter plate maximum height 1 ¼" with gaskets
 11. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.