



STREET STOCK RULES

1. GENERAL

- A. This division is intended for the hobby/entry level driver and is not intended to be a high dollar car division. These rules are for the safety of all and standardized fairness in the Street Stock Division.
- B. Any driver under eighteen (18) years of age must have on file at the Orange County Fair Speedway; a minor release form signed by a parent or legal guardian and a copy of his/her birth certificate prior to competing.
- C. Final Street Stock Driver eligibility will be determined by Speedway management.
- D. A fire extinguisher capable of putting out fuel and oil fires is mandatory to be on hand in the car's pit area. The extinguisher will be the class B.C, or B/C type only. No air pressurized, refillable, water class A type extinguishers will be accepted for the purpose of extinguishing fires in the pit area.
- E. Cars are subject to inspection and re-inspection at any time during the season to ensure compliance with these rules. Especially following major damage from wrecks.
- F. Orange County Fair Speedway Management and Track officials reserve the right to perform an in depth technical inspection on any car they feel is not in compliance with these rules, no matter what position the car finished in the event.
- G. Any car found not in compliance with these rules will be allowed to finish the event for that week, forfeiting all prize monies and points for that event, and will not be eligible to participate in future events until infractions are corrected.
- H. All Tach's must be mounted in dash.

2. TRANSPONDERS

- A. Working transponders are required and must be mounted 15 inches behind center of rear axle.

3. WHEELBASE

- A. Minimum wheel base 107 inches.
- B. Stock OEM measurements for the year, make, and model.
- C. No station wagons, convertibles, 4 wheel drives, trucks, front wheel drives or Pro Stocks.

4. DOORS

- A. MUST be welded or bolted shut, NO CHAINS ACCEPTED.

5. GLASS/WINDOW NETS

- A. All glass must be removed.
- B. Windscreen will be fabricated from heavy steel wire screening with square opening of 1/2" to 3/4".
- C. One support bar will run from roll cage down to dash for support and screen will cover the entire original windshield opening and two (2) 1" inch flat bars from the top to the bottom of wind screen to support wire mesh.
- D. Window nets are mandatory and must be able to easily be opened from both inside by driver or outside by safety personnel. Spring loaded latches are not recommended.

6. BODY/APPEARANCE

- A. No aluminum body panels or fiber glass roofs. Cowl must be OEM or approved by OCFS Official.
- B. Body must maintain stock appearance.
- C. Fenders and rear wheel wells may be cut away or modified to prevent tire rubbing.
- D. Front inner wheel wells may be removed.

- E. All chrome and painted trim will be removed.
- F. No sharp or jagged edges.
- G. No rear-view mirrors.
- H. Passenger side and rear area of driver's area will not be sheeted over.
- I. Rear spoiler must be stock or after market not to exceed 5" in height.
- J. All holes (machined, cut or rust) will be covered and sealed in firewall, floor pans, and trunk bulkhead to prevent fire and/or hot liquids from entering driver's area especially where the fuel line passes through the trunk bulkhead and firewall. No hood holes for air cleaner. Clearance scoop must be closed front and back.
- K. The only exception will be the hole for the throttle linkage passing through the firewall.
- L. Cars that do not have bulkhead between the trunk and driver's area will have to fabricate one to isolate the two areas.
- M. Exterior openings may be covered i.e. headlights, side markers, and tail light openings.
- N. Four (4) retaining pins will secure the hood and four (4) pins for trunk lid unless original hinges are used in which case two (2) pins for the hood and two (2) for the trunk lid will suffice.
- O. No exterior rub rails permitted on sides of bodies. Polly carbon graphics protectors are permitted.
- P. No front or rear bumper support visible, nose and rear cover mandatory.

7. WHEELS/TIRES

- A. A Reinforced wheel is required on the right front.
- B. Original stock rims will have a spot welded to the plate on the inside of the wheel.
- C. All wheels will be steel (NO ALUMINUM)
- D. No bead lock wheels allowed.
- E. One inch (1") lug nuts are mandatory on all four wheels.
- F. MAXIMUM WIDTH of rims and tires 8" No tolerance allowed. 15" rim only.
- G. Any combination of 2, 3, 4" offsets allowed. Wheel spacers allowed.
- H. Any combination of mixing and matching allowed 3 and 4 inch offset.
- I. DOT Production Street Tires Only - Maximum width 8 inches. No snows, no directional, and no altering tire in any manner. No race DOT tires of any brand.

8. FUEL CELL

- A. Max 22 gal. Capacity.
- B. Cell will be centered in trunk and if trunk floor is removed will not extend below the frame rails behind the rear axle.
- C. The fuel cell will be secured with a minimum of two 1" X 1/8" flat steel straps secured by 3/8" bolts.
- D. Fuel lines will be made of steel tubing or steel braided fuel line from fuel cell to carburetor through the center of driver area.
- E. A fuel shut off valve painted a bright color (red, yellow, orange or white) located next to the drivers seat.
- F. OEM rubber fuel hose and OEM fuel tanks are not allowed!
- G. A one-way check valve will be installed in the event of a roll over.

9. FUEL

- A. No leaded racing fuel allowed. Pump or track fuel only.
- B. No additives or boosters permitted.
- C. This will be strictly enforced.
- D. No alcohol or methanol fuel(e85).

10. ENGINES/INTAKE MANIFOLD

- A. V-8 engines only.
- B. 350 General Motors
- C. 351 Ford Windsor only.
- D. 360 Chrysler
- E. Normally aspirated engines only.
- F. Intake manifold MUST remain stock, cast iron passenger car 2 barrel only.
- H. Stock OEM cast iron or stock OEM aluminum water pumps permitted.
- I. GM 602 Crate Engine is acceptable as long as it is stock from manufacturer with seals. Seal integrity to be determined by track Tech Officials.
- J. Water pump, balancer pulley, power steering pully and alternator pully, aluminum or steel allowed. May use V belt or Serpentine pullies. Harmonic balancer must be steel OEM only.
- K. No gasket matching barring or porting allowed.

11. AIR CLEANER

- A. Air cleaner may be OEM or after market.
- B. After market adapters for air cleaner are mr. gasket part #4339,6406 or adapter #91011390 from speedway motors, allstar part #26080
- C. No hi-rise, no power enhancing, no diffusers, no reflectors, no hats, NO MODIFICATIONS OF ANYKIND).
- D. An air cleaner element no higher than 4" (after market reusable element allowed).

12. CABURETORS

- A. Stock two barrel carburetors only. Rochester 2 Barrel, no spacer plate. Adapter allowed for crate 602 motors..
- B. Maximum throttle bore 1- 11/16"
- C. Maximum venturi bore of 1 ¼".
- D. OEM replacement parts only.
- E. No speed parts.
- F. No race type carburetors.
- G. NO boring or polishing of throttle or venturi bores allowed!
- H. NO modification of throttle shaft, butterfly screws, or internal parts allowed.
- I. Choke plate and choke shaft may be removed.
- J. Jet may be changed.
- K. If original air cleaner stud is not used original cross bar with boss for air cleaner stud must be present as cast location.
- L. **No Rochester 500 or Holley 4412 allowed.**

13. FUEL PUMPS

- A. Must be mechanical fuel pump stamped steel or aftermarket aluminum. No notching of frame to accept fuel pump. No electric fuel pumps.

14. RADIATORS

- A. Must remain in stock location.
- B. Aluminum radiators are allowed.
- C. A catch can for the radiator overflow is mandatory.
- D. No electric fans.
- E. Steel OEM style fan blade only. Minimum 4 blade.

15. CRANKSHAFT

- A. Must be OEM stock for the type of engine.
- B. No lightening or boring allowed.
- C. No H-Beam rods.

16. PISTONS

- A. Must be stock OEM cast or forged replacement.
- B. Chevy pistons may be flat. Top 2 or 4 valve relief types.
- C. No pop up's allowed.
- D. Max cylinder bore allowed is .60 over.
- E. Stock OEM rods, no matching allowed.

17. CYLINDER HEADS

- A. Must be stock OEM cast iron only.
- B. NO BOWTIE, DART, VORTEX, OR ALUMINUM HEADS, NO ANGLE PLUG HEADS WITH THE EXCEPTION OF 602 FACTORY SEALED ENGINE.
- C. Heads may not be ported and polished in any way.
- D. Head studs are not allowed.
- E. Max Intake Max Exhaust:
 - a. Intake - Chevrolet 1.94"
 - b. Exhaust - Chevrolet 1.50"
 - c. Intake - Ford 1.94"
 - d. Exhaust - Ford 1.60"
 - e. Intake - Chrysler 1.88"
 - f. Exhaust - Chrysler 1.60"
- g. Head casting numbers must match OEM valve spec's for that casting number.

18. CAMSHAFT

- A. Must be stock hydraulic lifter type only.
- B. No roller cams or lifters.
- C. No solid lifters.
- D. Camshaft lift will be measured at the valve.
- E. Maximum lift will not exceed 0.480.
- F. Double roller timing chains are allowed.
- G. No gear drives or belt drives.

19. ROCKER ARMS/ROCKER STUDS

- A. Long slot rockers are allowed as long as the stock rocker lift and duration is not affected.
- B. Rocker arm studs may be pinned.
- C. Screw in studs are allowed.
- D. Guide plates for pushrods are not allowed.
- E. 1.5 rocker arms only.
- F. Roller Tip rocker allowed.
- G. Poly locks are optional.

20. IGNITION

- A. Only Stock OEM breaker point and HEI (Electronic Ignition) distributors with OEM coils.
- B. OEM or stock replacement distributors allowed with module and coil mounted in original location.

C. OEM or stock replacement ignition modules only. Must mount in original location. NO circuit board ignition modules.

No amplifiers to boost coil voltage, this will be tested at the Ignition coil. Max output at coil will 13.8 volts maximum.

D. No locking advances.

E. Ignition and battery switches will be mounted in the center of the dash so safety personnel can easily access them from either side of the car.

F. Indicator lights for these switches are highly recommended.

G. Stock ignition switches in the steering column will be removed completely to prevent inadvertent locking of the steering column.

H. No car with column type switch will be permitted to run in any event during the season.

21. THROTTLE LINKAGE

A. Must be of the solid rod type.

B. No throttle cables are allowed for any event.

C. Dual throttle springs are mandatory.

22. EXHAUST MANIFOLD

A. Must be OEM cast iron. No LT1 type manifolds stock monte, camaro or truck type only.

B. No tubular style manifolds permitted.

C. NO CENTER DUMP, RAM HORN or HEADERS are allowed.

D. No porting and polishing or internal coating allowed.

23. EXHAUST

A. Single or dual exhaust is allowed, all exhaust manifold bodies must be below sparkplugs.

B. Stock, California turbo, Turbo 400 mufflers with rev baffles, glass packs, flow masters types are permitted.

C. No H-pipes or crossovers.

D. Exhaust must exit behind the doors, 2 ½" pipe outside diameter is the maximum allowed.

E. Welding of joints is highly recommended to prevent muffler falling off if the car bottoms out.

24. BATTERY

A. Must remain in the engine compartment sealed from driver's compartment and securely fastened. Location from center to right side only.

B. Battery cut-off is MANDATORY.

C. Electrical cut-off switch to cut battery hot wire circuit must be mounted to the right of center on the dash in clear view of safety crew.

D. Only one battery per car. Must be 12-volt type battery (maximum 13.8 volts).

E. No step-up transformers or devices to increase battery voltage.

25. CHARGING SYSTEM

A. Alternators are not mandatory but car must be self-starting.

B. Any car that will not start from line up on its own will be placed at the rear of the field no matter where handicappers place car in field.

26. ROLL CAGE

A. A MANDATORY 6 point roll cage must be used to surround the driver and must be constructed of 1 ½" outside diameter steel tubing with a 1/8" wall thickness.

- B. Welding of joints must be continuous around the entire joint, no partial beads or spot welding.
- C. Welding will be of good quality, excessive slag and overheating of steel (burn through) will be cause for rejection.
- D. The up rights must be mounted over on the left and right sides of the frame with upright in front and one behind the driver on each side of the frame.
- E. They must be securely welded to the flat horizontal portion of the frame not the kick ups or floorboards.
- F. The four bars joining the uprights must be at least two inches above the helmet height of the driver when strapped into the car.
- G. There will be at least three (3) horizontal bars on both sides of the car connecting the main uprights.
- H. These horizontal bars must have at least one set vertical supports centered between the main uprights to tie the bars together.
- I. A diagonal bar from the top left bar down to the top horizontal bar in the driver's door is highly recommended.
- J. A horizontal bar at dash height must connect the front uprights.
- K. The rear uprights must be connected from the top of the left rear upright down to the bottom of the right rear upright.
- L. Any joint between two or more must be gusseted with at least 1/8" steel material for added strength.
- M. Flush grinding of welds is not permitted.
- N. Threaded pipe, angle iron, pipe fittings, lap weld pipe, soft metals such as aluminum, and channel iron will not be used.
- O. Any bars running through the engine and trunk compartments will be completely within the body panels of the car.
- P. Two (2) additional horizontal bars behind the fuel cell to provide crush protection are highly recommended.
- Q. One (1) bar in this location is mandatory.
- R. An anti- intrusion plate for driver side door bars made of a minimum 13 gauge steel and properly welded together with an allowance for jaws of life access is mandatory.
- S. A minimum of 2 bars are required from bottom of door bars on driver's side to frame rail.

27. PADDING

- A. Any cage bars within 18" of the driver's body, extended arms, legs and head will be padded.
- B. The steering wheel center will also be padded.

28. ALUMINUM RACING SEATS

- A. Aluminum racing seats are mandatory.
- B. No fiberglass seats. Full containment seat recommended.
- C. Seats must be securely fastened with 6 bolts, 4 on the bottom and 2 on the back, to the frame and roll cage. Driver seated in vehicle must be below top bars.
- D. Lower seat bar attached to cage.

29. HELMET

- A. ALL drivers must wear a SA 2015 or newer Snell approved full face helmet (no motocross helmets).

30. FIRE SUITS

- A. All drivers must wear a clean one-piece SF1 driver's suit (quilted or with fire retardant long underwear), racing shoes, head socks, gloves, and foot socks.
- B. Arm restraints and Hans device highly recommended.

31. SEAT BELTS AND HARNESS

- A. All cars must be equipped with 5-point seat belts to SFI 16.1 specifications.
- B. Belts older than 24 months (from the date of manufacture) will not be permitted.
- C. All belts must be securely fastened to the frame or cage.
- D. Bolts may not be inserted through the webbing for mounting.
- E. Seat belt webbing that comes into contact with any sharp or and metal edge must be protected from that edge by means of push on grip vinyl trim.
- F. The areas of concern are the webbing slots in the metal racing seats.
- G. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions.
- H. Webbing entry slots into the seat with an existing metal roll of 1/8" smooth radius will not require vinyl trim.

32. TRANSMISSIONS

- A. Scatter shields for manual transmissions are mandatory.
- B. Flywheel and clutch assemblies will be stock OEM.
- C. No small clutches.
- D. No 10,000 RPM clutches.
- E. A hydraulic slave cylinder is optional.
- F. Transmissions may be removed to check clutch or torque converter.
- G. Scatter shield must have 1 3/4 inspection hole at the bottom.
- H. Automatic transmissions must run Stock OEM Torque Converter and shatter blanket is highly recommended.
- I. Automatic transmission must have a working torque converter. It must allow the car to idle in every gear and obtain a stall speed.
- J. No direct drives, ram couplers, external solenoids hollow or dummy converters. No Brinn or Falcon transmissions.
- K. All gears must work (auto and manual).

33. DRIVE TRAIN

- A. Drive shafts will be steel only and painted gloss white to aid other drivers in seeing it if it should snap and end up on the track.
- B. Drive shaft loop will be made of 1/8" thick material at least 2" wide, installed no more than 6 inches behind the front U-joint.
- C. DRIVE SHAFT LOOP IS MANDATORY.
- D. C-clip eliminator bearing kit is optional.
- E. Rear differentials will be stock OEM or optional non floater Ford 9" allowed with 5 lug wheel pattern only.
- F. Rear must maintain original width and stock mounting points.
- G. No truck rears, no posi traction units, no full spools or Detroit Locker type differentials.
- H. Welded or mini spools ARE ALLOWED.

34. SUSPENSION

FRONT:

- A. Coil springs must be stock height.
- B. Any spring rate is allowed.
- C. Front: No spacers, shims, jacking bolts or adjustments of any type permitted except caster camber and toe in.
- D. Control Arms: Any stock configuration aftermarket tubular upper A-Arms will be allowed. A-Arms must be one piece steel, non-adjustable cross shaft with stock steel ball joint.
 - 1. Monte Carlo Body: Distance from center from ball shaft is 8" right side and 8 ½" on left.
 - 2. Camaro: 8 ½" right side and 9" on left side.
- E. Stock Lower Arm
 - 1. No heim joints.
 - 2. No moving factory welded mounting points lower or top.
 - 3. Steel upper and lower arm bushings allowed in front only.

REAR:

- A. Stock mounts must remain in stock location.
- B. Metric chassis must use, same height rear coil springs.
- C. No pivot or monoball type bushings allowed.
- D. No 3 link suspensions.
- E. No panhard or track bars.
- F. No torsion suspensions.
- G. Stock tread width must be maintained
- H. Upper control arm length is 11 ¼" measured from bushing center line on frame to center of mounting hole. Lower control arm length is 19 ¼" measured from the center of the bushing to center of the mounting hole. Measurements are for 1978-1988 GM metric chassis components.

REAR (CAMARO):

- A. Rear leaf springs will have the same number of leaf's (3,4 or 5 -no more leaf's).
- B. NO Lowering Blocks.
- C. Rear leaf spring shackles must be identical.
- D. Front mounts must remain in stock location. No Chrysler springs.
- E. No leaf springs sliders or jacking bolts.
- F. Stock shock locations.

35. SHOCKS

- A. Any steel body non-adjustable, non-rebuildable shock. Shocks not to exceed \$150.00 MSRP a piece.
- B. Shocks must be mounted in OEM location.
- C. No monoball or hiem joint style shocks.
- D. No Schrader valves.
- E. No coilovers.

36. BRAKES

- A. Must be OEM or replacement parts that meet OEM specifications in stock location.

- B. All components will function as designed and vehicle's brakes are subject to inspection at any time for proper operation.
- C. Parking brakes and cables must be removed.
- E. Absolutely no aluminum calipers, lightweight drums or drilled rotors will be allowed.
- F. No type of adjustable proportioning valves or similar equipment is allowed.
- G. All four brakes must work.
- H. No right front brake shut offs.
- I. Rear disc brakes are optional with GM metric calipers only and stock rotors.
- J. Duel masters allowed.

37. TOW HOOKS

- A. Tow hooks or easily accessible lifting cables front and rear are mandatory.
- B. Car will not be allowed on track without them!!!!

38. WEIGHT

- A. Minimum weight of 3200 lbs.
- B. If weight is added it must be only bolted to frame in trunk, painted white and must have car # on it.
- C. Corresponding car number must be painted in black.