



2017

Outlaw Speedway

Street Stock Rules

#1 – Body

- 1.1 Any American made, rear wheel drive car or pickup
- 1.2 Minimum wheel base will be 107” with a 1” tolerance
- 1.3 Full frame cars may replace rear frame after kick ups with 2x3 tubing
- 1.4 Stock unibody cars may replace with 2x3, 36” back from centerline of front wheels, must go over the top of rearend housing.
- 1.5 BRP (Camaro clip) late model chassis allowed, must be converted to either F body (leaf) or G body (coil) rear suspension. Must be converted to 2x2 or 2x3 rails, from the point of termination of the stock clip rearward
- 1.6 Minimum weight of 3000lbs with driver, after race. Track scales will be used to determine legal weight.
- 1.7 4 point roll cage minimum, with 4 door bars on drivers side, front and rear hoops. 1 ½” .095 tubing minimum
- 1.8 Stock steel bodies allowed, optional aftermarket steel or aluminum bodies (AR bodies, 5 Star Bodies, Performance Bodies) legal. Must be ONE stock appearing, 5” spoiler allowed with 5” sides.
- 1.9 Maximum body width 82”

- 1.10** Must run stock type nose (no MD3, or Dominator type late model) tail optional.
- 1.11** Must run full rear bumper, minimum 12" off of track surface, and remain inside of rear quarter panels
- 1.12** Cold air boxes allowed
- 1.13** **All cars must be presentable**

#2 – Front Suspension

- 2.1** All suspension and steering components must be OEM and in stock location, with the exceptions of steel tubular style upper control arms, shocks, and tie rods maybe changed to heim ends
- 2.2** Steering quickeners allowed
- 2.3** Jacking bolts allowed
- 2.4** One non adjustable, steel body shock per wheel, mounting location optional, no Schrader valves, or coilovers allowed.

#3 – Rear Suspension

- 3.1** Leaf springs allowed
- 3.2** No pull bars, No 3 link, No panhard bars allowed
- 3.3** Floater rearends allowed, No gundrilled axles, Steel spool only, No lockers or other traction devices.
- 3.4** No quick change rearends allowed
- 3.5** Rear end side, arm/housing brackets must be in stock location horizontally on axle tube, arms can be located anywhere vertically in brackets, no more than 5 ½" from housing
- 3.6** Coil springs may be mounted in stock G body (straight above axle), or stock A body (forward of axle centerline) location
- 3.7** Chassis side mounting brackets (upper and lower) must be in stock locations. (+/- 1") Must be stock width, and stock height
- 3.8** Rear clip must be centered with front clip
- 3.9** BRP chassis must use 2x3 tubing to mount rear G body suspension (no mounting directly to chassis)
- 3.10** Rear control arms may be converted to adjustable rods with heims, but must retain stock length +/- 1" (mono ball also permitted)

#4 – Engine

Option 1

Factory sealed 602 crate engine with stock venturi Holley 650 carb (4777, 80777, or 4150HP allowed)

Option 2

- 4.1 All engines must remain stock stroke configuration for manufacturer and cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum 50lbs, no lightening
- 4.2 Flat top or dished pistons only, no part of the piston may extend above deck surface of block
- 4.3 Maximum overbore – GM 350 .070, Ford 351 .070, Chrysler 360 .040, GM 400 .040
- 4.4 Stock production blocks only
- 4.5 Cast iron stock production heads, bowtie heads, Dart SS10021070 or 10021010, World Products 043600 or 043610 with max 2.02 intake and 1.60 exhaust valve. Vortec 906 and 062 heads allowed, valves no larger than 1.94 intake and 1.5 exhaust
- 4.6 No race flow or undercut valves allowed
- 4.7 No porting of heads allowed
- 4.8 Roller rocker arms allowed, with a max ratio of 1.6, No shaft rockers unless factory stock.
- 4.9 Screw in studs, guide plates, and stud girdles will be permitted
- 4.10 No Roller camshafts
- 4.11 Engine setback MAX, center of number 1 spark plug hole in line with center of upper ball joint
- 4.12 Factory stock distributor, points or HEI permitted – No circuit board modules allowed
- 4.13 12 volt electrical system only
- 4.14 Holley 4412 or 4412s, HP or XP carbs allowed. Stock 1-3/8" ROUND venturi size, all carbs must pass with track tech tools.
- 4.15 Stock cast iron 2 barrel, or optional aluminum intakes permitted. No porting, No marine, and No Military intakes allowed. Weiand 7546, 7547, 7547-1 (Chevy) 7515,7516 (Ford) 7545, 2920 (Chrysler) Edelbrock 5001, 2101, 2116 (Chevy) 5021, 5081, 2760 (Ford) 5076 (Chrysler) and GM GMPP 602 crate intakes will be permitted.
- 4.16. Any aluminum 2 barrel adaptor, maximum adapter thickness of 1 1/8" with gaskets.
- 4.17 Stock type fuel pumps only
- 4.18 1-5/8 or 1-3/4 headers allowed, crossover headers allowed. No 180 degree headers, No step headers, No balance/H/X pipes allowed, No 2-1 exhaust allowed. (exhaust cannot interconnect L-R)
- 4.19 Mufflers mandatory, must exit behind driver. 3" pipes maximum
- 4.20 Site plug optional in drivers side of oil pan, 3-6 inches from front of pan. If bottom end is not accessible by tech, be prepared to remove oil pan

#5 – Transmission, Bellhousing, Driveshaft

- 5.1 Any transmission, automatic or standard allowed. Standard must have steel bellhousing or blanket.
- 5.2 Steel driveshaft painted white
- 5.3 Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft
- 5.4 Bert/Brinn/Falcon style tranny allowed

#6 – Brakes

- 6.1 4 wheel brakes mandatory
- 6.2 OEM calipers only
- 6.3 Aftermarket master cylinder allowed
- 6.4 Remote brake adjuster allowed

#7 – Tires and Wheels

- 7.1 Steel wheels only with a maximum width of 8", beadlocks allowed
- 7.2 No wide 5 hubs allowed
- 7.3 Must have racing type 1" lug nuts
- 7.4 American Racer and Hoosier 26.5/27.5 8" tires allowed, Medium or harder only, no softs allowed. American Racer 245/70/15 DIRT compound non DOT tires also permitted. No snows, aggressive tread, or duals permitted.

8 – SAFETY

- 8.1 All cars must have an aluminum racing seat safely installed with no less than 6 bolts (subject to tech)
- 8.2 All cars must have a window net securely mounted
- 8.3 All drivers must have a one way radio on the 454.000 frequency

**BRP and Hybrid (F/G combined) chassis guidelines and rules subject to change if chassis is proven to be over dominant

ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEARDOWN

ALL OFFICIAL AND TECH RULINGS ARE FINAL!!

**While the above rules offer a good guideline, not everything can be covered by a written rule. If you have any questions, ASK FIRST. Any non covered part can be deemed illegal at any time. Anything not covered in these rules, is not assumed legal.