

Tisdale Motor Speedway

Street Stock Rules

Revised December 2012

General construction rules

1. Bodies

- a. All cars to be made from North American made automobiles. Cars must have a complete body at the start of each race program; pieces may be removed due to damage. Cars must remain stock unless specified by the rules. Stock or stock appearing panels must be used, **metal, composite, and fibreglass replacement panels allowed.**
- b. All cars are to have a minimum 108" wheelbase, **Frames may be lengthened or shortend. 1" side to side tolerance allowed.**
- c. wheel wells may be cut a maximum of 5" above tire. In case of an accident only remove metal causing wheel obstruction allowed.
- d. Stock appearing rear bumper. Both bumpers must remain stock in location and all corners must be rounded. All reinforcement must be behind body panels. After market nose pieces allowed.

2. Roll cage Construction

- a. All roll cage material must be a minimum of 1.66 OD steel tubing with a minimum of .095 wall thickness.
- b. All roll cages must be attached to the frame with a minimum of 6 mounting points. No part of the roll cage may protrude from the bodywork.
- c. The main hoop behind the driver must have a minimum of one cross brace. Driver's helmet must be below roll cage.
- d. A bar must be added to the centre of the roof hoop for added protection.
- e. 3 drivers side door bars must be used with a minimum of 2 supports per bar continuing down to frame. 2 bars must be used on the other side of driver's compartment. **Door plate on outside of door bars of minimum 1/16" must be used on leftside.**
- f. **drivers side leg protection mandatory.**
- g. One dash bar is required running horizontal between doorposts.
- h. Drivers side pillar bar is mandatory.
- i. Rub rails allowed. Maximum sizes 1x2 rect. Or 1.75 round mounted a maximum of one inch from body. Rub rails can only run from tire to tire in a straight line with a maximum overhang on either end of 4"

3. Suspension

- a. All suspension and steering components designs must remain in family lines, i.e. It is now allowed to use impala spindles on a cama

NOT allowed to use Ford on GM etc. No aluminum suspension components reinforcement is allowed to stock parts on Chrysler and Ford cars.

b. front control arms (**tubular A-arms allowed**) and front spindles must bolt onto the stock brackets without modifications to any parts, the frame or mounts. All mounting points must be in stock location. Spindles and axles may be drilled to accept larger studs and match bolt patterns.

c. Steering must be stock to the car in use, no steering quickeners allowed.

d. Racing springs allowed. Spacers for coil springs and lowering blocks and adjustable shackles for leaf springs allowed, but NO sliders. **Weight jacks allowed.**

e. Sway bars must be stock to family of chassis, and can be adjustable.

f. Shock absorbers must be stock type. NO shocks with adjustable valving. Only one shock per wheel.

g. NO aftermarket panhard bars.

h. Aftermarket power steering pumps allowed.

4. Engines

a. Engines must remain in the same family line as the car chosen. Engines must be in stock location and mounted with stock type or steel motor mounts. Motors must be chained down on each side with a minimum 5/16" chain.

b. Blocks must be stock cast iron with stock stroke crankshaft. NO Chevrolet 400 small blocks and cranks allowed. Stock type oiling system must be used. Rods must be stock from the same type of engine used. Pistons must be OEM type flat head or dished. NO strokers or destrokers, stock or otherwise.

c. Any flat tappet camshaft and lifters, solid or hydraulic, allowed. Factory replacement valve train, roller rockers or roller tip rockers **allowed**. Stock type timing chain only, no belts or gear drives.

d. Heads must be stock, unmodified, cast iron production parts. They may be planed. NO vortec heads, NO bowtie heads, NO angle plug heads for GM, maximum allowed for GM is straight plug camel humps.

d-1. Vortec heads will be allowed on "sealed" crate 602 engines only.

e. NO gasket matching and NO porting or polishing.

f. Heads may have screw in studs, guide plates and aftermarket springs (must fit in stock spring pocket). Heads must have steel retainers, stock type and ratio rocker arms and stock type pushrods.

g. Intake manifolds. Stock to family cast iron, marine, or Edelbrock torker II & **performer RPM only. No air gaps allowed**

h. Exhaust manifolds. Stock, Centre dump, or headers allowed.

I. One carburetor only. Spacer/adaptor plate maximum 1" must be non-adjustable. Fuel pump must be stock type driven in stock way. Air cleaner limited to 14" overall diameter.

j. Stock distributor ignition with stock type parts. NO rev limiters

k. All cars must have working starters in stock location.

l. Only one radiator is allowed.

m. Maximum for a Dodge; 360 cu. in. .060 overbore

GM; 350 cu. in. .060 overbore

Ford; 351 cu. in. .060 overbore

5. Brakes and Drive Train

a. brake system must be stock type mounted in stock way and all 4 brakes must be in good working order. NO aluminum or after market parts.

b. Transmissions must be OEM type with a forward and reverse gear. Stock, unmodified torque converters or stock, unmodified flywheels with stock single disk clutches must be used. All clutches must have a scatter shield.

c. Drive shafts are to be stock type steel units with minimum number of one 2" x 1/4" safety loop (or 1/4" chain) located six inches behind front u-joint or yoke cup. Drive shafts must be painted white. NO aluminum drive shafts allowed.

d. Differential housing must be stock design. Differential may be changed for a stronger unit but must be mounted in a stock way with no offset (ex. Ford 9" differentials are allowed in all makes). NO full floater or quick change rear ends allowed.

6. Interiors

A. the front firewall, rear firewall, and floorboards are to remain stock, leftside may be 'cockpit' from driveline hump to bottom of window on passenger side.

b. Interiors must enclose the driver's compartment from the back of the hood to the front of the trunk and from door to door. Interiors must be fire proof. All interior patching must be minimum 22 gauge steel.

c. If the fuel lines run thru the interior it must be encased in steel conduit.

d. All burnable must be stripped from the interior of the car.

e. There should not be any sharp edges in the driver's compartment. All bars that the driver may come in contact with must be padded.

7. Fuel System

a. Fuel cells are mandatory. Maximum size is 22 gallons (fuel cells must be placed in a metal container). Fuel containers must be guarded against rear impact, in addition to the rear bumper.

b. Fuel containers must be securely mounted no lower than the bottom of the differential tubes. It is recommended that the bottom of the fuel cell be mounted no lower than the bottom of the frame rails.

c. Only pump fuel is allowed. NO racing fuels, aviation fuels, or fuel additives (including octane boost). No fuels containing more than 10% Ethanol.

d. NO electric fuel pumps or pressure boosters are allowed.

8. Wheels and Tires

- a. Wheels must be steel with a maximum width of 8". Centre section must contact outer section 360 degrees and be securely welded. On the passenger side of the car, ONLY racing wheels are to be used.
- b. Maximum tire size is 275/60-15
- c. DOT stamped tires, American Racing, Goodyear or Hoosier dirt tires allowed.
- d. 1" lug nuts are mandatory.
- e. Beadlock rims ARE allowed.

9. Safety and General

- A. all seats must be steel or aluminum racing type, mounted securely to the frame and cage, with back support.
- b. Seatbelts are to be racing type 5 point 3" width mounted securely to the frame, seat frame, and/or roll cage. Shoulder belts must be mounted within 4" of the horizontal plane of the driver's shoulders. It is recommended that the shoulder harness be mounted slightly above the shoulders.
- c. Drivers side quick release window net is mandatory mounted securely to the roll cage.
- d. All cars must have a windshield or screen (maximum 2" square x minimum 10 gauge wire, or equivalent) with 2 minimum 5/8" bars.
- e. Battery must be mounted securely. It must be encased in a marine style box if mounted in the driver's compartment.
- f. Minimum car weight is 3200 lbs. with driver. All ballast must be painted white and marked with car number.
- g. Recommended to have an operable 2 pound minimum fire extinguisher mounted in a quick release bracket in reach of the driver at all times.
- h. Drivers must wear a minimum of **fire retardant coveralls and gloves**; racing gear strongly recommended. Minimum DOT approved helmet; SA **2005** recommended.
- I. Each car must have a clearly labeled kill switch which is easily accessible from outside the car.