

STREET STOCK RULES

- 1. BASE WEIGHT.** The minimum weight before qualifying or any race is 3100 pounds including the driver; 57% left side weight.
- 2. TIRES.** Hoosier 800 Series. Tire soaking and/or any other types of tire tampering is prohibited. Steel 8" racing safety wheels with 1" lug nuts. Tread width will be 77" measured with toe plates.
- 3. FRAME.** The minimum wheelbase is 108". Rear wheel drive, stock OEM frames only. No fabricated chassis of any kind. Minimum frame height off the ground will be 5" which can be checked before qualifying or any race. Stock OEM style gearbox; no rack and pinion steering components allowed.
- 4. CHASSIS.** Stock OEM frame from spring pocket to spring pocket. 2" x 3" steel tubing extending front and rearward to support bumpers is permissible. All cars must have OEM rear stock upper trailing arm crossmember in place where the upper trailing arms connect. A 4-post roll cage with 4 driver side door bars with a 10" x 30" x 0.125" door plate is required. Center section of roll cage to be constructed out of 1.75" round tubing 0.090" thick. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area.
- 5. BODY.** Aftermarket (Five Star, AR or equivalent) straight up steel, aluminum or fiberglass bodies are not allowed. These are a template body and will not be allowed at Kalamazoo Speedway in this class.

The following are a measuring guideline for the 1988 Monte Carlo steel bodies; they should be viewed as guidelines, not as a template. The measurements will be used as a guide to keep the Monte Carlos in check as well as providing a guideline to keep other-bodied cars more in line with the Monte Carlo.

Rear quarter panel maximum height off the ground ----- 37" maximum
Bottom of the tail panel/bumper up from the ground ----- 17" maximum
Front edge of the fender where it meets the nosepiece ----- 29" minimum
Continuous body rake on the front fender ----- 3.5" maximum No
two-piece fenders that run relatively flat and then angle sharply down over the top of the tire
Side window opening height ----- 14" minimum
Roof height (measured back 24" from the windshield) ----- 50" minimum
Windshield angle ----- 35 degree maximum
Front or back edge of the roof will be no more than 1" higher or lower than the center (24" back from the
edge) of the roof.

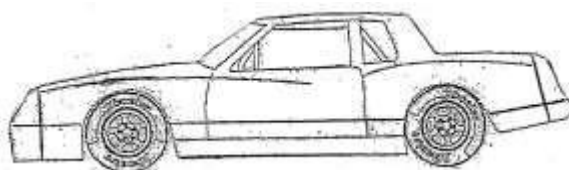
No body panel or nosepiece will be lower than 5" off the ground (measured with driver in the car). Rub rails are allowed with no sharp edges or fasteners.

All aftermarket nose pieces will be unaltered and uncut; this includes the side of the nose piece that wraps around toward the tire. The uncut portion of the nose piece will be the guide to keep nose pieces mounted straight up and down, not laid back. If the nose piece is cut in any way, drivers will run with no spoiler and 100 pounds of extra weight until a new nose piece is installed.

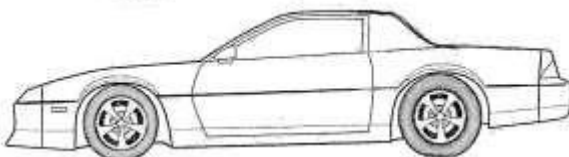
With adoption of these body measurements, several Camaro body advantages were noted, especially at the height of the front of the fenders where they attach to the nose piece. Many of the stock appearing bodies are 3"- 4" lower than the Monte Carlo bodies where a few of the other bodies are 5-6" lower. Camaro quarter panels will rake down 3-4" like a stock body does; not level or sloped upward. The tail panel will be fully enclosed down to 17" maximum from the ground. Camaro bodies will run a 3" x 60" flat spoiler.

For older cars that were not manufactured with tail panels and nose pieces, Kalamazoo Speedway will exercise a bit more flexibility on the nose and tail panels; however, the minimum and maximum heights will be in line with the '88 Monte bodies. Drivers choosing not to run the nose and tail panels will be starting with a 3" tall spoiler. Depending on measurements, this could be reduced to running with no spoiler. The tail section of the older cars must be fully enclosed and measure a maximum 17" to the ground.

A. OEM style stock appearing steel body from nose piece to tail piece. (Diagrams represent acceptable OEM specs.) (See rule below on Five Star body parts that do not have to remain steel.) The doors and the rockers may be made from aluminum or sheet metal but will have the stock body line and curve as do the stock panels. All bodies will be stock appearing; no flat sides or stretched out bodies



B. Five Star offers a stock appearing '88 Monte Carlo steel body at a reasonable price. The entire body is steel and has a fiberglass stock sized roof with c-pillars. Running this Five Star unaltered fiberglass roof mounted 100% in a stock appearing fashion is allowable. Five Star also makes a stock appearing (not a flat sheet of fiberglass) replacement fiberglass hood for these cars which is also allowed. Stock size/height/length A and B pillars, no lowering or moving the full stock sized roof.



C. All cars will have an unaltered Five Star or equivalent nose and tail piece. No flat homemade rear tail pieces will be allowed. There will be no gaps or overlapped panels that will let air escape. Mount these tail or nose pieces as they were intended to be mounted in a stock fashion. The same thing goes for the material joining fenders to the nose piece. A 1981 aftermarket Camaro nose piece can only be run on a full stock bodied Camaro.

D. All cars with stock appearing bodies will be allowed a 5" x 60" flat clear spoiler centered – a 1" rear racing spoiler lip is permissible. Innovative bodies with sloped roofs and long windshield angles will not be permitted to run a spoiler and may carry extra weight as well.

E. All truck bodies require a back window, a flat tonneau cover up to the top of the bed and have minimal rake on the bed. No spoilers of any kind on a truck or a wagon body. Any truck or wagon body will not have any body panel acting as a side board. There will be no truck caps or no side windows of any kind on any wagon bodies.

F. All Street Stock will retain windshield posts which will be steel, fiberglass or aluminum. No wrap around windshields of any kind. No stretching the pillars out to achieve more roof or windshield angle. Roof and windshield angles are to remain close to OEM measurements.

G. Install the bodies level and to spec. Weight penalties or the no spoiler policy may be assessed for bodies built outside of the stock appearing rules, as determined by officials. It is permissible to be semi-creative with a street stock body; however, the front, the rear, the roof and the windshield angles must be relatively close to matching that car body. No mixing and matching of car bodies from front to rear. Rear quarter panels must remain relatively close to that of stock body measurements. Any cars with extra rake built into their bodies will lose the spoiler and adding weight.

H. No body panel or nose piece will be lower than 5" off the ground (measured with driver in the car). Rub rails are allowed with no sharp edges or fasteners.

- I. A Lexan windshield is mandatory. No rear window, except as required on truck bodies. Rear opera windows are permissible. The front side window panel will not exceed 12" (measured from the bottom of the windshield post along the top of the door then 90 degrees back up to the windshield post).

6. SHOCKS AND SUSPENSION.

- A. No bump stops of any kind.
- B. Rear trailing arms can be OEM or manufactured. Adjustable heims are permissible; however, the frame mounts and the rear end mounts will remain stock and in stock location. All trailing arm lengths must be within 1" of a stock OEM trailing arm for that car.
- C. All remaining suspension parts will remain stock, be in the stock location and be mounted in the stock angle with the exception of the front shocks which can be mounted outboard. Rear springs and shocks must be stock appearing and in stock location. Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. Threaded rod adjustments on the A-frame are permissible. Rear and/or front load bolts are allowable. Aftermarket tubular upper A-Frames are allowed. A-frames will have stock ball joints. Upper A-Frame mounts may be modified and be within 1" of stock location.
- D. All shocks will be steel and non-adjustable. No canister shocks of any kind. No bump stops of any kind. No Schrader valves of any kind. No coil binding. All shocks will be a nationally advertised shock and will not exceed a list price of \$145 per shock. No leaf springs or three link suspensions.

7. ENGINES/DRIVE TRAIN.

- A. Engines must be stock appearing, all cast iron block and heads and in stock location. Cast iron or aluminum intake. Cast iron exhausts manifolds or headers are allowed with 3" maximum exhaust tubing. The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer. HEI style ignition only. MSD distributors with external coils and aftermarket HEI coil mounted on the top of the distributor cap are permissible.
- B. OEM automatic or standard transmission; racing transmissions are not allowed. Stock style OEM rear ends only; four link suspension only. A steel 9" Ford is permissible with 4 link mount. No quick change rear ends or aluminum rear end components of any kind. A 2" inspection hole must be cut in all bell housings so the clutch can be easily seen. No reverse mount starters of any kind.
- C. No dry sumps of any kind. No external oil pumps; accu-pumps are permissible.

- 8. BRAKES.** Aftermarket brake pedals and or master cylinders are allowed. Aftermarket brake calipers are allowed. Rear disc brakes are permissible. An aftermarket gas pedal is highly recommended. No in cockpit adjustments allowed. A brake bias adjuster is permissible. All pedals will be in a relatively stock location and the driver will be seated relatively in stock location.

- 9. COCKPIT.** The full floorboard and front firewall may remain stock or be fabricated. A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.

- 10. FUEL CELL.** Fuel cells are mandatory with an 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2" x 3" steel tubing.