



2014 Street Stock Division

Models

1. Any American made steel body cars with a min wheel base no less than 102inch for GM, and 104 for Ford and Chrysler and produced between 1968 and 2000. Ford may use thunderbird, Granada, Fairmont, or Monarch.

Chrysler may use Aspen, Volari or heavier construction. Wheel Base for year and model.

2. Engine may be interchanged within corporate manufacturing lines. All entries must be painted with nice color schemes with engine size painted on hood with no less than 2inch high letters. Note: All parts and components must remain completely stock (unless otherwise specified) for year model engine type, body codes being used. Sub frames may be tied together. If a sub frame car is seen to have a clear advantage, weight restrictions may be imposed.

3. SNMP has the right to protest/inspect any or all cars in any event. SNMP will allow cars to compete from other tracks with weight additions and/or restictor plates added in lieu of competition at Tech Directors discretion.

4. Full racing suit and helmet required.

5. All cars must run track or equivalent fuel (no special blends or additives). Fuel Specifications (section 12 of track rules) apply

Bodies

1. Original dimensions of body as manufactured. No weight Penalty

1.5 After Market Steel Bodies must add 25LBS to total Weight. 48" Roof Height Min.

2. Doors welded shut. 5 star body can be used for doors, hood and front end only. (Riveted front only) Monte Carlo can use the 5 Star Rear quarters.

3. Hood and rear deck lid must have safety pins installed to adequately secure

4. Bumpers and optional mount must remain in stock location. Nose cone: optional stock appearing after-market units allowed. Extra internal bumper braces required.

5. All glass, chrome, moldings, mirrors, headlights, taillights, door handles, etc. must be removed. Holes must be covered. Window nets must be mounted with 1/2 " solid bar or 1" x 1/8" steel plate.

6. A rear spoiler 5" x 54" permitted. Stock spoiler may be used.

7. Front windshield (may be Lexan) and rear glass is optional, if one must be Lexan with a min thickness 1/8. No side glass.

8. Chassis may be square tubular 2"x2" or 2"x3" from center of rear end to back bumper.

9. Floor pan can be cut from driver's seat back.



10. Fuel cell must be mounted in the center of truck (10" height)
11. A full roll cage constructed of round mild steel seamless tubing 1 3/4 x .095" wall thickness. Must have minimum of 3 bars in the left door and 2 bars in the right door. Main roll bar, roof bar, front roll bar legs, plus all proper or additional horizontal bracing. These are minimum requirements for Street Stock. Roll cage must remain in the car. When using a unitized body; sub frame connectors may be used. Steel plate of minimum 16-gauge steel must be over outside of drivers door bars.
12. Manual or power steering, racing type pump allowed.
13. Battery location optional, can be in driver compartment but must be securely fastened and completely encased. Battery disconnect required. Must be marked and within reach of safety personnel.)
14. Minimum weight 3175lbs, 55% left side weight max. Weight will be measured as car leaves the track from qualifying and end of race. All added weight must be securely fastened and painted white with car number.

Fuel burn off will be calculated at 3/4lb per lap and subtracted from total weight. Top 5 finishers report to tech after race.

- 14.5 Minimum Metric Chassis car weight 3075lbs 55% Left. Weight will be measured as car leaves the track from qualifying and end of race. All added weight must be securely fastened and painted white with car number.

Fuel burn off will be calculated at 3/4lb per lap and subtracted from total weight. Top 5 finishers report to tech after race.

15. Engine cradle mounts must be bolted in stock location for year, engine body code of vehicle. May be stock type, Solid stock or Aftermarket mounts allowed.

Suspension :

- 1.No modifications in chassis or suspension. Adjuster cups may be used. Stock sway bars allowed. All suspensions components must be in place and functional. No welding or reinforcing of any kind permitted. Sway bars may have adjustable devices on one end of each bar. May run after-market or stock neoprene bushings. Neoprene bushings must be of stock configuration. All suspension must be in stock location. All cars may run aftermarket upper control arms but have stock config. Screw are Allowed.
2. Springs (front rear) may be aftermarket pre-rated, heavy-duty stock replacement type. 1 1/4 max sway bars.
3. Shocks (steel nonadjustable) maybe heavy-duty type, One shock per wheel, no re-buildable or re-valveable shocks allowed.
4. Brakes must be stock type for year, model and body code, with all components in place and functional. Power booster optional. Metric cars may use the NAPA Heavy Duty S-10 Blazer rotors on the front. Rear Disc Brakes allowed. May run aftermarket pedals and master cylinders. Brakes adjustments cannot be in reach of driver only 1 adjustment.
5. Front Spindles, rotors, and calipers may be interchanged within makes, (GM-GM, Ford-Ford) Metric frame cars may use an aftermarket upper a-frame. Must be stock configuration, using standard ball joints and mounting.
- 5.5 G-body metric chassis may run drop spindle, must be cast, no fabricated spindles allowed.
6. Ground clearance: 4" minimum. (With driver in seat)



7. Rims must be steel and not to exceed 8 inches in width with no less than 2 inches backspacing. Recommended full welded racing wheel. 1/2" wheel spacers allowed, front or rear. Bleeder valves are not allowed. No soaking tires.

8. Max Tread width 65"

Engine

1. 361 CID or less (360 Chrysler may have a .040 overbore). Fords may not use the C or M series engines. Fords 302 or 351W. GM- 302, 305, 307, 327, or 350

1.5 603 Crate allowed with 500 carb and spacer must meet LMSC guidelines.

Stock clutch and flywheel assembly (33 lbs min)

Weight Penalty 75 lbs

2. All completely stock components. No after-market or factory high performance parts allowed. Must be stock unless otherwise specified. (OEM or s/r scat replacement crankshaft allowed) Chevrolet engines with SCAT light crank shaft must use a 6 3/4 unmodified Harmonic balancer.

2.5 Stock stroke for engines being used.

3. Carburetor 2-barrel Ford and GM Holley # 7448, 350 CFM, 1 1/2" bore throttle only. No modifications except as follows 602 crate 500 both per LMSC.

4. LMSC guide lines apply to carburetor

5. One gasket allowed between the carb and adapter and one between the intake and adapter. Maximum thickness .065."

6. Air cleaner: Must use a round type, metal top and bottom of the same diameter. No air flow devices allowed. Air filter must be a dry paper type element. A spacer may be used between carburetor and lower filter housing, to clear ignition system, no tubes, tunnels or any other devices which may control the flow of air is permitted inside air cleaner. All air shall be filtered through element.

7. Air intake: absolutely no ducts or baffles permitted on or leading to, the air cleaner or element.

8. Hydraulic cam and lifters: Maximum .480 lift at valve. All other valve train components must be stock and meet exact stock measurements, weight ratios. Etc. Lifter must function as hydraulic. Roller lifters not allowed. Lifter must be 1.6 max. 4-7 swap cam shafts will not be allowed.

9. Sock cast iron production heads with standard size valves only. Except World products S/R permitted (4351 or 4361) (no Bow-Tie Heads of any kind permitted.) NO porting , or polishing of any kin. No port matching. Vortec heads allowed. Ford may use the Windsor JR. head GM: valve not to exceed 1.94 Int and 1.5 EXH Chrysler: Valve no it to exceed 2.02 Int, 1.6 EXH Ford : valve not to exceed 1.94 INT, 15.0 EXH Stainless stock design valves allowed. Springs must be stock diameter. Valve job. 3 angle



allowed . No bowl cuts, valve reliefs may not extend past the cylinder head gasket. No RHG, bowtie heads and vortec only casting 062/ 906 No angle plug heads allowed

10. Gm 602 crate engine with Holley 500 CFM LMSC guidelines, must be ¾” spacer

11. Exhaust manifold optional, conventional type after-market header permitted. Exhaust pipes may not run through drivers' compartment. Must exit car behind driver on either sides. Dual into H-pipe ok, X pipe ok.

12. Edelbrok 2101 or 2116 GM, 2121 Ford 302, 2181 ford 351, and 2176 or 2920 Chrysler aftermarket intakes allowed. Intakes spacer ¾, 1 ½ holes

13. Stock factory ignition systems or stock replacements. Aftermarket module allowed but must be a direct stock type replacement. 12 volt battery system only, no 16 volt batteries allowed. No MSD boxes

14. Engine block may not be decked below piston level. Measurements will be taken at piston center. After-market oil pan allowed, but cannot be a power pan or have kick outs between sump and pan bolts

15. Engine balancing is optional, must be done in standard production manner. No undercutting crankshaft counterweights. No lathe type balancing allowed. Rods cannot be polished. Balance pad must be untouched on top and bottom of one or two rods. Eagle SIR or Lunati SS rods allowed, Unmodified. PM allowed. Crankshaft min weight is 50pds.

16. Pistons may be forged. Must be factory OEM or stock replacement (S/R) part. Must meet exact factory specs. May use TRW forged S/R Flat tops. Must be stock weight or heavier. No light weight. K 120 & 228 allowed with stock ring package.

16.5 Floating or Pressed pin pistons allowed. 2 or 4 eyebrow cuts allowed either one.

17. Harmonic balancers must be stock. No racing balancers allowed. Factory balancers do not have to match engine.

Transmission

1. 3 or 4 spd OEM stock production trans allowed. No after-market lightened trans. All gears must function.

2. 10 ½ min clutch, clutch, pressure plate and bolts min weight 33lbs must be steel.

2.5 7.25 min dia clutch pack with 602 crate motors will be allowed

3. May use after-market clutch pedal and release bearing allowed

4. Transmission may be stock automatic with no internal modifications (shift kits allowed)

5. GM must be Th400, Th300 or power glide. Must remain stock shift pattern as a full automatic. All gears forward and reverse must function

6. Torque converter must meet factory specs. Stock diameter and stall speed, No high stall or trick converters. No Vaga converter no lockups.



7. Auxiliary transmission coolers allowed. Must run stock transmission pan with no modifications. Cooling lines must not have more than 12" of high pressure rubber tubing
8. Must have a steel drive shaft loop (360 degrees) in center of drive shaft. 2" x ¼"
9. Min 2 ¾ driveshaft
10. Steel scatter shield mandatory
11. Differential may be locked,(welded or spool). Driveshaft must be steel and painted white. GM 10 bolt or 12 bolt. Ford 8 ½ or 9" Chrysler: 8 ¾" differentials. No Gleason or torque sensing differentials. No quick-change.
12. OEM Disc brakes will be allowed.

Tires/ Wheels

1. F45 Scuff (Stack of 4)
2. No soaking or the tire softener of any kind will be permitted
3. 8" Wheels and 10" will be allowed. (add 50lbs for 10")