

2016 STREET STOCK RULES

Body:

- Any **American** made car/truck with 108" wheel base or longer.
- No convertibles, four wheel drive, or compacts allowed.
- Body must be stock appearing; aftermarket bodies allowed.
- All cars **MUST** be neatly painted and have 6"-inch x 1-inch" number on the upper right corner of the windshield, as well as a minimum 12"-inch tall x 3 inch" wide number on both doors and roof.
- All glass must be removed.
- A lexan windshield is **MANDATORY** *NO PLEXI GLASS*
- Mirrors are **NOT ALLOWED**.
- Lexan spoiler max 6"-inch tall x the width of the trunk.
- Body does not have to match frame but must remain corporate, i.e. Ford to Ford, Dodge to Dodge, GM to GM.

Frame and Roll Cage:

- Must be stock to the middle of the rear end.
- All cars must have a minimum 6 point roll cage made of 0.95" thick wall steel tubing.
- Front and rear hoops are allowed.
- 4 drivers side door bars with an 18"x24"x1/8" thick steel plate on driver's side door roll bars is mandatory.
- 3 window bars made of solid 3/8"-inch welded behind windshield in front of the driver is mandatory.
- Tow chains on front and rear of car are also mandatory.

Coil spring cars 3200 lbs. (minimum total weight.)

-Maximum left side weight 55%.

Leaf spring cars 3300 lbs. (minimum total weight)

-54% max left side weight

-50% rear weight maximum.

- NO ballast lower than the frame.
- Unitized must have full front sub.

Suspension:

- Must be stock components.
- Aftermarket centerlink allowed.
- A minimum 5"-inch coil spring.
- Drop spindles **NOT** allowed.
- Trailing arm and leaf spring pivot points can be relocated + or - 1"-inch.
- Leaf spring slider boxes allowed.
- Shocks must be made of steel and only 1 per wheel.
- 4"-inch ride height measured at the cross member, with the driver in the car.
- Front screw jacks and upper aftermarket A-frames allowed.
- Aftermarket ball joints allowed.
- There will be a \$50.00 per shock claim.

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Drive Axle Differential:

- 9"- inch Ford allowed.
- Floaters allowed.
- No quick change rear ends allowed.
- 8" max width steel wheel with a maximum tread width of 78"-inches from outside sidewall to sidewall.

Brakes:

- Four wheel hydraulic brakes are mandatory and must be in good working condition.
- Front to rear proportioning valve allowed.
- Rear disc brakes allowed with aftermarket mounting brackets.
- Single piston cast iron calipers only.

Transmission:

- Automatic transmission must have a shelled converter.
- Manual transmission must have stock appearing flywheel and pressure plate.
- No aluminum flywheels.
- No racing transmissions, such as; Best, Brinn, Falcon, etc.
- Drive shafts must be painted white and car must have (two) 2 drive shaft loops one in the front and one in the rear.
- Aluminum drive shafts **Not Allowed**.

Engines:

- 360 CID Maximum (NO 400 BLOCKS)
- Compression must NOT exceed 12.5:1. Solid steel motor mounts allowed.
- Forward most spark plug MUST be in line or ahead of upper ball joint centerline.
- Stock cast iron block.
- Any cast iron 23 degree head allowed.
- Roller rocker and stud girdles allowed.
- Roller cams and Roller lifters are not allowed.
- Any flat tappet camshaft can be used.
- Hydraulic or solid lifter with stock lifter bore.
- Stock un-altered Holley 4412. (NO XP CARBS)
- A maximum throttle plate is 1.687"-inches
- Stock battery operated ignition systems only.
- 4" - inch x 14" - inch air cleaner allowed.
- K&N Filter allowed (No other K&N components allowed).
- Coolant: No antifreeze. WATER ONLY!
- Must have a working starter at all times.
- MUST remain corporate, i.e. Ford to Ford, GM to GM, Dodge to Dodge.

Exhaust:

- Under chassis headers allowed (Only Cast Iron Manifolds)
- All exhaust pipe must not exceed 2 ½"-inch maximum from the headers.

Fuel System:

- No electric fuel pumps.

THE WRC RESERVES THE RIGHT TO MODIFY THESE RULES AS NEEDED "AT ANYTIME TIME"

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- Fuel **cells** must be securely mounted and separate from the driver's compartment.
- Fuel **lines** cannot run through drivers compartment.

Battery:

- Only one allowed.
- Must be securely fastened and out of driver's compartment with a master shut off with an easy to read ON/OFF label within easy reach of driver and track officials.

Tires:

Hoosier D800's