

DTRP Street Stock Divisional Rules for 2012

Welcome back to YOUR track

COMPETING MODELS

Open to any North American 108 inch minimum wheelbase car. No Mustangs, Camaros, Firebirds, or similar type cars.

FRAME

A single "X" is allowed with Trans. Mount. No other bracing or reinforcing allowed. (Max tubing 1 3/4"x.095")

All doors must be welded or bolted shut.

All glass must be completely removed.

The interior of the car must be completely stripped.

The stock steel unaltered floor pans, firewalls, wheel wells, and front inner fender walls can be removed. Rear wheel wells from the center line of wheel may be removed.

No sectioning, channeling or chopping allowed. Rotted parts of Rocker panels may be replaced.

Cars must be strictly stock. No cutting, chopping, channeling or shortening allowed. Hood and body sheet metal must be kept in place at all times. Stock hood and trunk latches must be removed and replaced with hood pins.

Any holes in firewall must be filled.

No lightning of body components, doors, inner panels, fenders, and roof except clearance for roll bar installation. Hood and trunk may have webbing removed but must be hinged or pinned.

All interior and exterior sheet metal must be stock as manufactured for make and model of car.

All cars may have stock steering column. Removable steering wheel permitted subject to inspection by Tech. Cars may also use a 3/4" steering shaft. Must have 2 universal in shaft or slip shaft.

All cars must weigh 3400 lbs. WITH driver. No more than 52% left side weight WITH driver after the race.

One nerf bar per side allowed between front and rear wheels. Maximum size 1 1/2"x.120 wall. All edges must be rounded. Mounted bolts must be counter sunk.

All ballasts must have a minimum of two (2) bolts to secure weight and must be bolted to the frame or frame structure, painted white, and the car # must be legible on all ballast. No weight inside driver's compartment. No weight can be mounted lower than the lowest point of the frame.

Aftermarket tail and nose pieces allowed.

Stock appearing steel aftermarket body panels allowed at Tech Directors discretion.

Upper and lower rear trailing arms may be reinforced between the bushings. Optional aftermarket trailing arms, Speedway motors part # 916-34057 or 916-34055. All bushings must be made of rubber.

NO CAMBERING OF REAR END ALLOWED.

All cars must have two (2) drive shaft hoops. Minimum ¼" steel. One (1) front and one (1) rear. Drive shaft MUST be painted white.

Miscellaneous

Batteries must be under the hood and securely strapped. No driver compartment or trunk mounting.

All cars must have complete windshield.

Headlights and taillights must be removed.

Stock core support must be in stock location. Can be fabricated with Tech approval.

RAD SUPPORT MAY BE FABRICATED WITH TECH. APPROVAL

Electric fans allowed. (must use one or the other)

No traction control devices allowed.

No MSD type ignitions.

Roll Cage Installation

Six (6) point roll cage minimum required. Must have minimum of three (3) bars on driver's side door, and two (2) bars on right side door.

The roll bar must be located directly behind the driver and reach as close as possible to the roof and left side of the car.

Driver compartment bracing must remain inside driver's compartment and may not dissect, bisect, or pass through the trunk. Roll bar braces from the main cage on right and left sides may go through firewall to frame. One (1) bar per side. Roll bar installation is subject to inspection and will be closely monitored.

Rear hoops allowed. Must run parallel to rear frame. Maximum of two (2) vertical supports permitted. Allowed with Tech approval.

Suspension

No modifying of the suspension allowed. MOUNTS MUST BE IN STOCK LOCATION

Suspension parts must remain stock and unaltered for that make and model of the car. Left on Left, and Right on Right. Offset upper control arm shafts may be used. No screw adjusters or chains may be used to alter stock suspension of car.

All four (4) corners of the frame must be measured within one (1) inch of level. No new replacement equipment allowed unless prior approval.

Front wheel, left and right camber angle max eight (8) degrees. (with driver in car)

Shocks must be stock appearing, stock mount, steel body, no heim joint, and mounted in stock location only.

ANY stock appearing racing springs are allowed.

Minimum frame height is seven (7) inches.

Stock four (4) wheel brakes are mandatory and must be operational. Must be make and model for that car.

Wheels

Only steel racing wheels allowed with only two (2) inch back space, which is measured from the back

Seven (7) inch maximum width for all wheels. No plastic, aluminum, or mag wheels allowed.

No wheel spacers allowed.

Tires, TRACK APPROVED ONLY.

Stock appearing safety hub allowed.

No tire soaking, or tire treatment allowed.

Durometer rule to take effect in 2012. Top three (3) and a random car must stop on back stretch on cool down lap to be checked before coming to victory lane. Drivers must stay in racing groove and cannot go in grass or up high before being checked. Deliberately doing so is automatic grounds for disqualification.

Tire must not be altered in any way.

Bleeder valves will not be permitted.

Engine

STOCK, as factory produced from manufacturer. All measurements internal and external must be stock unless otherwise stated herein.

The engine must be strictly stock, and in its original mounts.

Engine must be in stock location. Crankshaft centerline must be fifteen (15) inches minimum from ground.

No intermixing of manufacturer's allowed.

ANY SCAT PARTS, MUST ADD 50lbs AS A WEIGHT PENALTY.

Stock OEM type I beam 5.7 rods only. No H beam. Scat rods allowed.

Crankshaft, stock cast only. Minimum weight 49-52lbs. Scat 9000 stock OEM replacement allowed. Only normal balancing allowed. No under cutting, cross drilling, or knife edging allowed.

Engine sizes: GM-350 plus 0.030, Ford Windsor engines only-351 plus 0.030, Chrysler- 360 plus 0.030

Stock cast type four (4) valve relief flattop or dish pistons only. **(rule will be in effect for 2013)**

No high performance light weight pistons allowed.

Maximum compression 8.5 to 1.

No high performance S.V.O. or direct connection parts allowed.

No aluminum Blocks, intakes, or heads allowed.

Maximum lift 0.390 intake and 0.410 exhaust at valve. Hydraulic lifters only. No solid lifters or solid cams allowed. Distributor advance components must be functioning to OEM specifications. No special or rapid bleed down valve lifters allowed. Lifters must be able to be taken apart. No coil bind springs or spacers allowed in lifters to limit plunger travel. Stock type or double row timing changes allowed. No gear drives allowed.

No matching or grinding of any kind.

No aftermarket racing parts.

Stock appearing oil pan. Oil pan may have baffle.

ALL CARS MUST HAVE A MINIMUM 1 ¼" MOROSO SITE PLUG IN OIL. SITE PLUG MUST BE LOCATED 9 ½" FROM REAR OF BLOCK TO CENTER OF PLUG, AND 1 ¼" DOWN FROM THE PAN RAIL.

Rocker arm locking nuts permitted. Stock 1.5 rocker arm ratios only.

Screw in studs and guide plates are allowed.

Aftermarket valve covers are allowed.

Solid motor mounts may be used. Must be direct bolt-in mounts, bolting in stock location. Moroso parts numbers 62515 & 62630. If there is a different part number you may want to use, check with Tech before doing so.

No aluminum water pumps.

No aftermarket power steering pumps.

No high performance balancers allowed. Power bond replacement of stock OEM allowed.

Aluminum pulleys allowed. V-belt type only. No under drive pulleys allowed.

Stock firing order for engine must be used.

Heads

Any stock OEM open chamber head allowed. Max valve size 1.94 intake, 1.50 exhaust.

No cut down valves permitted. Minimum valve stem size 11/32 from top to bottom.

Steel valve springs only. Stock diameter. Must measure no larger O.D. than 1.250 top to bottom.

Steel retainers, locks, and pushrods only.

The head bolt holes cannot be offset or drilled for the purpose of moving the head in any direction.

No porting, or grinding of any kind allowed.

No port matching or flow work is permitted. No grinding, polishing, acid dipping, or filling will be permitted any place in the port or bowl area.

No internal painting or epoxy allowed.

Heat Riser can be filled.

Normal 3 angle valve job ONLY allowed.

All cutting in reference to valve job must be centered off the centerline of the valve guide. No radius cuts permitted. Upon completion of the valve job, the bowl must remain unaltered with the same shape and surface finish as supplied from the OEM manufacturer. Surfaces and/or edges where the seat cutter has touched must not be blended, radiused, or polished. No hand grinding, polishing, or acid dipping permitted on any part of the head.

No angle milling of heads.

Carburetors

Stock OEM 2 bbl carburetor and cast iron intake only. Maximum venturi sizes 1 3/8". No carburetor spacers.

Minimum 8" and maximum 17" diameter filter element.

Minimum 1 1/2" to maximum of 4" dry paper type only.

Air filter top and bottom may be aluminum or steel. No air foil or flow devices in or built into top or bottom.

Installations subject to inspection by Tech Director. Hood will NOT be bubbled or bowed up for air filter.

Stock unaltered or maximum of 350 CFM Holley 7448 unaltered.

May use 1" maximum adapter to bolt carburetor to intake. 1.060" total with gaskets, without any allowance. The bottom of the air filter must be lower than the top of the carburetor choke horn.

SOLID GAS PEDAL REQUIRED. (no cables) Two (2) return springs required.

Radiator

Aluminum radiators allowed. Only single pass radiators.

NO anti freeze coolant allowed. Water only.

Exhaust

Two (2) separate straight pipes extended to exit behind the driver. Maximum 3" pipes must not touch. No "H" or "X" pipes allowed.

Stock exhaust manifolds only. Maximum 2 1/8" outlet. No high performance styles allowed. No LT1.

Mufflers are OPTIONAL.

Transmission & Rear End

Stock automatic three (3) speed transmission only. All forward gears and reverse must be in working order.

No two (2) speed power glides or standard shift allowed.

Chevy 3.73 maximum gears. Ford 3.90 maximum gears.

No locked, welded, or posi-traction rear ends.

Steel driveshaft only. No aluminum or any other type allowed.

Gas Tank Installation

Fuel cells are mandatory.

Fuel cells must be mounted in center of trunk. No offset permitted. The trunk floor is to be cut from frame rail back to the spring pockets to accommodate the fuel cell. Bottom of the cell must not be lower than the center of the rear axle. Fuel cell must be securely strapped down with metal straps only. Fuel cell must be located inside of the trunk. No holes allowed in the trunk lid. One (1) fuel cell only.

The fuel line must exit from the top or side of the fuel cell. No fuel lines in the driver's compartment. No electric fuel pumps.

A complete firewall must seal the trunk area from the driver's compartment. Minimum 20 gauge steel.

Fuel cell must be secured with four (4) over the top and two (2) in each direction metal straps.

Installations subject to inspection by Tech Director.

Front Hoops & Down Tubing

Maximum of two (2) bars only.

No connecting of the two (2) bars.

Rear Frame Rails

Rotted or rusted out rails may be replaced with 2x3 .120 wall steel tube. Stock spring pockets must stay intact. Repair subject to inspection by Tech Director.

One Way Radio System is MANDATORY

All cars must be equipped with a 1 way radio or scanner to monitor the Race Director's instructions. Absolutely NO two (2) way communication permitted, including but not limited to, two (2) way radios, cell phones, etc. Frequency is 150.815. It is the driver's responsibility to maintain the device. Failure to do so may include a black flag or disqualification during race conditions.

REMOVAL OF ID or PART NUMBERS MAKES THE PART ILLEGAL.

Mandatory Safety

One (1) or two (2) piece fire suit with shoes and gloves.

2005 Snell or newer helmet. Tech approved. **May change to new standards an amendment would be released as soon as possible once the proper information is obtained.**

Fire extinguisher. Must be mounted within reach of driver and safety crew.

Power switch clearly marked on and off within reach of driver and safety crew.

Fuel shutoff clearly marked on and off within reach of driver and safety crew.

Five (5) point safety harness labeled within five (5) years. Tech approved.

UPON FIRST REQUEST, REFUSAL OF TECH AT ANYTIME IS AN AUTOMATIC DISQUALIFICATION.

Interpretation of the rules is in the sole discretion of the Tech Director. Tech Directors rulings are final.

If the rulebook doesn't say you can, you must assume you can't. Before doing anything NOT covered by this rulebook please ask for an official interpretation by the Tech Director.

Ignorance of the rules is no excuse.