

2010 Dillon Motor Speedway Street Stock

COMPETING MODELS

- 1960-2010 models of rear wheel drive cars with a minimum wheelbase of 102”
- Wheelbase must be for make and model of car and remain unaltered. These cars are designed to use Stock components unless specified below for safety and cost concerns.

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CAR BODIES

- Body must remain stock looking. Aftermarket front and rear bumper covers allowed.
- *NO hulling or reinforcements permitted with the exception of the hood, front fender wells and trunk lid. All must remain stock.
- Body must have OEM roof with all OEM pillars. Replacement Parts must be a minimum of 24 gauge steel. All bodies must be tech man approved. Non approved body is subject to a 100 pound weight penalty.
- Firewalls must remain in stock location and be minimum 22-gauge steel.
- All hood and cowl air vents must be covered. Inner fenders may be removed.
- Hulling for door bars is permitted. Doors must be welded, riveted or bolted shut. Headlights must be covered with metal. Window net required.
- Full Windshield required. Back glass optional. Lexan may be substituted.
- Quarter panels and front fenders may be cut for tire clearance only.
- Any fabricated sheet metal must be 24-gauge steel.
- Chassis height minimum (5) five inches.
- Wrecker hook-ups on front and rear of car mandatory.

SPOILER

- Homemade spoilers must not be over 5” high x 60 wide” or 300 sq. inches.
- Spoiler must be mounted on the deck lid. Factory spoilers must be OEM if used.

FRAME and SUSPENSION

- No shortening or altering in any way. Tubing frame connectors allowed. Stock floorboard must be in place.
- Frame rails and sub-frames must be stock for make and year model. Fabricated frame rails from center of rear end to the back bumper allowed.
- Interchanging of frames and engines allowed. Engine must remain in stock location. Stock lower A-arms must be stock length and unaltered. Upper arms may be shortened or lengthened for camber adjustments. Aftermarket tubular upper arm allowed with 25lb. per wheel penalty. Aftermarket ball joint allowed.
- Stock OEM spindles, steering box and steering only.
- Solid engine and transmission mounts are permitted.

ROLL CAGE

- 4-point cage with door bars required.
- Roll bars must be welded and made of at least 1 ½”x .083 roll bar tubing.

- Roll bars may be extended through engine compartment and rear deck.
- All roll bars within drivers reach must be padded.
- All roll cages are subject for approval by speedway for safety.

REAR END

- Stock rear end mounts for make and model of car. 10 and 12 bolt rear ends allowed. Ford 9” allowed. Floater rear end permitted but the mount must be stock from factory.
- Rear end must be OEM. Differentials may be welded, spool or OEM limited slip (clutch type). No Detroit Locker or Gleason (Gear Driven) devices allowed.
- Rear end hook-up must be stock from factory. Trailing arms must be stock configuration for make and model. Lowering blocks allowed.
- No cambered rear end housings. +/- .4 Grace

SPRINGS and SHOCKS

Heavy duty springs that fit in original position allowed. Minimum size 4” outside diameter. Two spring adjustments (Can be installed in any location) allowed per car. Additional spring adjustments must add 25lbs per adjustment.

- OEM suspension for make and model of car required.
- Aftermarket steel welded shocks allowed. No at the track rebuildable or revalveable shocks allowed. Shocks must be approved by track officials.
- OEM Sway bar mounted in OEM location. Mounting brackets may be fabricated.
- No composite leaf springs allowed to compete.

BRAKES

- Stock OEM steel brake calipers and components required.
- Disc brakes permitted on all 4 wheels. All 4 wheels must work.
- Aftermarket brake and clutch pedals allowed. No brake adjusters allowed.

WHEELS, TIRES AND TREADWIDTH

- Maximum width 8”. 15” Steel wheels required.
- Cars must not exceed the maximum allowable tread width of 66 inches.
- Air Bleeders will not be permitted. No chemical tire treatments allowed.
- Tires used for qualifying and race must be approved by the speedway. Dot allowed.
- Any car tires from any source other than speedway tire building will be disqualified.
- BF Goodrich RW right side, B+ left side “DMS” Stamped Track Tire required.

CRATE ENGINE GM #88958602

- This Crate Engine can be used as supplied from factory manufacturer with a speedway seal on engine. These engines are subject to teardown procedures and legalities determined by tech committee.
- Crate engines are designed to cut the cost of racing. Anyone found tampering with these engines will be fined up to \$1000.00 for each offense and loss of championship points.
- Crate Motor is a great application for Local Racing if the competitor will leave them alone. Run them as supplied from the factory to ensure legality. Contact Tech Official if you need clarification to this rule.

ENGINE

- Only standard production engines from manufacturer allowed. Any cubic inch OEM stock engine plus overbore. No high performance parts allowed unless listed below. Overbore of .060 permitted. Engines over 360 cubic inches must use OEM parts.
- No polishing or coating any parts including inside of block.
- No electric fuel pumps permitted. Stock OEM fuel pumps only.
- OEM Stock or OEM replacement parts for OEM cubic inch including cylinder heads, pistons, crankshaft, and connecting rods only. *For Example:* Rods Chevrolet 350 – 5.70 Rods, Ford Windsor – 6” Rods, Ford Cleveland – 5.77
- Only steel connecting rods allowed. Rods must not be lighter than OEM rod.
- Flat top or dish three ring pistons are permitted. Pistons may have “two eyebrows”.
- Stock crank with stock stroke must be retained. 50 lbs min weight. No drilled rod or main journals. Crank journals may be ground for undersize bearings. No lightening or drilling. No other machine work will be permitted.
- Enlarged OEM oil pan permitted.
- Piston must not extend above top of block.
- Four bolt-main blocks permitted. Engine must be in Stock OEM location.
- Aftermarket pulleys allowed.

HEADS and CAMSHAFT

- Stock production steel heads only.
- NO modifications, no porting or polishing. No grinding of any kind. Standard 3 angle valve job allowed.
- Chevrolet 70cc minimum; Ford (Clev) 68cc; Ford (Win) 58cc; Chrysler 68cc minimum.
- OEM valve size for cylinder head required. Steel valves required.
- Hydraulic cam and lifters with a maximum lift of Chev .480, Ford .512, Dodge .500. Lift will be measured at the retainer after replacing the hydraulic lifter with a solid lifter with zero lash (can not turn push rod).
- Stock OEM valve spring and retainers. Aftermarket rocker arms allowed. Poly- locks ok. Studs may be pinned, screw-in studs and guide plates permitted. No stud girdles. Valves must be steel.
- Valve size maximum: Chevrolet 1.94 intake 1.50 exhaust
Ford Cleveland 2.05 intake 1.65 exhaust
Ford Windsor 1.89 intake 1.60 exhaust
Chrysler 1.90 intake 1.60 exhaust

INTAKE and SPACER

- Factory low performance cast iron intakes or chev Edelbrock 2101 aluminum intake ford #2181 or c90c-9414-e allowed
- No high performance intake allowed.
- No porting, polishing, or grinding will be permitted. No modifications allowed.
- Holley #7448 spacer a maximum ¾” metal spacer with 2 holes centered in spacer with a straight cut. No bevels. Spacer gasket .065 max thickness.
- Rochester spacer a maximum 1” single metal spacer with 1 or 2 holes centered in spacer with a straight cut. No bevels. Spacer gasket .065 max thickness.
- All carburetor and spacer plates must be speedway approved.

CARBURETOR

- Holley 2300 2bbl carburetor model #7448 “350” allowed “built” motor.
Holley 2300 2bbl carburetor model #4412 “500” allowed on “crate” motor
- OEM stock two barrel Rochester 2v allowed on “crate” motor
- No alterations except choke hardware may be removed and all vacuum ports must be plugged.
- No polishing, grinding, or machine work allowed on any part of carburetor.
- Only stock passenger car OEM boosters allowed. No modifications allowed.
- Base plate must not be altered in shape or size.
- Any attempt to pull outside air other than through the venturi is not permitted.
- Holley jets allowed on Rochester Carb.

AIR CLEANER

- Round air cleaner element minimum of 12 inches; maximum of 17 inches in diameter permitted. Dry type paper element only. Front facial allowed on half of diameter.
- Element must be minimum of 1 ½ “and a maximum of 4 inches in height.
- No tubes, funnels or anything which may control the flow of air are permitted inside the air cleaner or between the carburetor and air cleaner.
- Air Cleaner base must be below choke horn.

TRANSMISSION and FLYWHEEL ASSEMBLY

- OEM Automatic, 3 or 4 speed transmissions permitted. All gears must work.
- Automatics must have stock torque converter.
- All clutches and pressure plates must remain OEM stock. No lightening allowed.
- Clutch pressure plate, disc, flywheel, and flywheel bolts must weigh 33 lbs minimum.
- Steel bell housing required. All cars must have a speedway approved scatter shield.
- Drive shaft must be of magnetic steel only. Drive shaft must be painted white with safety loops attached to the bottom of car.

EXHAUST

- Cast iron manifolds permitted.
- Headers will be permitted. Headers must be 4 into 1 standard street design. No step headers, no cross over or 180 headers allowed. Tech official Approved. No coated headers
- Exhaust pipes may be single, h-pipes, or 2 into 1. No swedge or merge pipes allowed.
- All exhaust must exit behind the driver. Headers and Exhaust Must be Tech approved.

COOLING SYSTEM

- Aluminum radiators permitted. Antifreeze is not permitted.
- Electric fans are permitted. Overflow line must be installed.

ELECTRICAL SYSTEM

- OEM starter only and must be in working order.
- Battery may be relocated but must be bolted down securely and covered or placed in a battery box. Only one 12-volt battery permitted.
- Stock HEI ignition permitted. Distributor must not be modified in any way.
- Stock distributor with single point permitted. Stock firing order required.

- No traction control devices allowed
- No dual point distributor permitted.
- No racing coils permitted. No ignition boosters permitted.
- No aftermarket distributors permitted. NO MSD boxes.

FUEL and FUEL SYSTEM

- 100% Track fuel or 100% pump gas allowed. No mixtures of any kind.
- Fuel cells are recommended. Fuel cell must be in a steel can.
- Fuel cells must have 8" minimum ground clearance.
- Fuel cell must be vented high and to the left side frame.
- Right side fuel fill not permitted. Electric fuel pump not permitted.

WEIGHT

- 3250 pounds with driver. Gas may be added after race.
- 53% left side maximum weight permitted. Weighed with driver in driving position.
- Weight of car must be on the back of the hood for tech purposes.
- Any car competing with dislodged or lost weight may not add it back to make weight requirements after the race.

AMMENDMENTS

- These rules are subject to amendments for competition when ample notice has been given by the speedway. Any car that does not conform to any of the above rules may be required to add weight and/or restrictor plate determined by the tech committee.
- Speedway officials may use professional judgment for any infractions for a competitive race program.

******ANY RULES YOU DO NOT UNDERSTAND OR YOU NEED CLARIFICATION, PLEASE CONTACT SPEEDWAY OFFICALS. Email tech@dillonmotorspeedway.com or call the Tech Man Ronnie Barfield @ 843-496-4790 or Ron Barfield @ 843-496-4792.**