

Street Stock Rules

1. BODY

- A. Body and motor must be same manufacturer's line.
- B. 1964 or newer American made, intermediate sized cars.
- C. Vehicles originally equipped with 360 or less cubic inches.
- D. The following make/models will not be permitted: GM-Corvettes or Camaros; Ford-Probes, Mustangs or Firebirds; Chrysler-Dart, Duster, Daytona or Laser.
- E. No front wheel drive bodies allowed.
- F. After market stock appearing steel body panels allowed. Steel sheet metal bodies that maintain factory body lines are okay. NO flat side bodies. Front wheel drive steel bodies okay. Fiberglass or aluminum hoods and trunk lids allowed. Stock metric chassis wheelbase must be maintained.
- G. Must have stock appearing nosepieces.
- H. Stock body lines must be retained.
- I. Fenders may be trimmed. If trimmed must be done neatly and rolled under with no sharp edges.
- J. Doors must be welded or bolted closed.
- K. The hood must have hood pins.
- L. Stock bumpers allowed. Plastic nosepieces optional. Can be braced from behind. No push bars.
- M. If windshield is removed, a lexan or wire mesh screen supported by no less than three (3) 3/8 inch steel rods, must be in front of driver.

2. AERODYNAMICS

- A. Rear spoiler limited to 5" in height.
- B. Spoiler cannot extend past quarter panels. Side supports from spoiler toward deck lid may not exceed 5" in height and/or 18" in length.

3. FRAME/CHASSIS

- A. A full NASCAR style roll cage, with 3 sidebars per side, minimum.
- B. Stock 108" wheelbase must be maintained with a 1/2" tolerance.
- C. Stock frame must be retained from front spring pockets to rear control arm mounts. Front stock spring pockets must be retained. Rear clip can be replaced with box tubing from lower control arms back.
- D. You cannot use a stock front frame clip or uni-body frame and complete chassis with aftermarket tubing. The only portion of the stock frame that can be replaced is the rear clip and the area in front of the front spring pockets to the front bumper.
- E. Set back roll cage is OK. No other alterations of any type allowed.
- F. Front and rear firewalls must have no holes.
- G. Floor pan to right of driver seat may be removed to allow for easier installation of mufflers. If floor pan is removed, suitable type metal material is required to box area in. The area can have no holes and it must be sealed.
- H. Trunk floor pan is optional
- I. A Ford Thunderbird/Cougar body may be mounted on GM metric chassis. GM wheelbase must be retained. Ford engine and transmission must be run.
Example: T-Bird runs 351 Ford / Monte Carlo runs GM 350

4. FUEL/FUEL CELL:

- A. A NASCAR or NHRA approved fuel cell is mandatory and must be contained in a heavy steel box to prevent puncture. Fuel cell may be offset.
- B. NBS racing fuel only. No additives permitted. NBS has the right to withdraw the gas and refill with track gas.

5. TRANSMISSION/REAR-END:

- A. Three or four speed manual stock transmission permitted. Stock style manufacturer's case must be retained. Must have Lakewood style blow proof bell housing.
- B. Automatic okay. If automatic transmission is used, must have safety blanket or scatter shield.
- C. Must have NHRA or IHRA approved aluminum shield over the valve body of the transmission.
- D. Any aluminum or steel flywheel permitted. No cast iron flywheels.
- E. Nine inch Ford rear end permitted.
- F. Floater rear end permitted. Aluminum or steel hubs OK.
- G. NO quick change rear ends.
- H. Stock appearing clutch, pressure plate and throw out bearing required.
- I. No couplers or small clutches. Clutch must be 10 ½" minimum.
- J. Standard/Manual transmission cars must have inspection hole in bottom of blow proof bell housing. Minimum size of hole to be 1 ½". NBS Official must be able to see clutch assembly through the location of this hole. Clutch fork hole will not be permitted for this task.

6. BRAKES/SUSPENSION:

- A. One shock per wheel. No aluminum, adjustable or bypass shocks allowed. No coilovers allowed.
- B. Factory or aftermarket disc brakes permitted.
- C. Use of balance bar brake system permitted.
- D. No suspension adjusting devices allowed in driver's compartment.
- E. Front Suspension:
 - 1. All front springs must remain in stock location in unaltered mounts. Solid or screw type spacers allowed in stock spring location. No jack bolts.
 - 2. Modifications to lower control arm for height or length not allowed. Right A frame may be reinforced. May install threaded sleeve for Chrysler ball joint.
 - 3. Aftermarket upper control arms and control arm frame mounts allowed.
 - 4. No drop spindles. All steering components must remain steel and stock appearing.
 - 5. Front shocks must remain in stock location, mounts may be altered.
- F. Rear Suspension:
 - 1. Jack bolts allowed.
 - 2. Aftermarket adjustable trailing arms permitted. No snubber or cushion type bushings permitted on lower control arms.
 - 3. Adjustable pan hard bar must be right side chassis mounted, behind rear-end housing. 28" minimum center to center.
 - 4. If you use a top link bar on the rear end, it can be a snubber bar only. No springs or shocks.
 - 5. No lift or J bars allowed.

7. ENGINE SPECIFICATIONS:

- A. Engine and transmission must match body manufacturer.
- B. The engine must be completely stock excepted where noted herein.
- C. No crossbreeding of engine parts. Ford Cleveland and Windsor parts cannot be interchanged.
- D. No hi-performance factory parts not offered on a two-barrel version of the motor used.

- E. Stock stroke must be retained with a +/- ten thousands (0.010) tolerance; measuring at visible center of piston. Final value to be determined on average of 4 cylinders on same bank.
- F. Camshaft and Lifters
1. Any hydraulic cam and hydraulic lifters permitted.
 2. No mushroom lifters.
 3. No solid lifters.
 4. If lifter collapses at the touch of a fingertip, you will be disqualified.
 5. No collapsed lifters.
 6. NO roller cams allowed.
- G. Heads ***ALL PART & CASTING NUMBERS MUST BE VISIBLE***
1. Must be small valve heads.
 2. GM may use after market heads as follows:

Dart Iron Eagle S.S.	#10021070 Bare or #10021171 Complete
World Products	#043600 or #043610
PBM	#167970

Vortec heads allowed. No bowties.
 3. No 305 CID heads allowed.
 4. No 2.02 heads for any make engine.
 5. After market steel valves OK. Manley Race Flow part #2809 Exh, #2552 Intake.
 6. Roller rocker arms permitted. Stud girdles permitted.
- H. Rods/Crank:
1. Connecting rods may be press fit or floating.
 2. No grinding or polishing of any internal parts.
 3. Stock replacement Eagle, Scat or GM crank OK.
 4. Stock replacement Eagle, Scat or GM rod OK. Press pin only.
- I. Pistons
1. No piston rod combination changes.
- J. Carburetor
1. Holley 4412 or Keith Dorton #080583-1 allowed. All casting numbers MUST be visible. MUST pass go/no go gauges. Metering blocks will be checked.
 2. Choke can be removed.
 3. Any jet permitted.
 4. Horn on top of carburetor must be retained.
 5. Factory 2 barrel carburetors allowed. Maximum 3/8" gasket allowed when used with factory cast iron intake and no spacer. Venturi area of throttle body of carburetor can measure no larger than the following:

<u>Manufacturer</u>	<u>Top</u>	<u>Bottom</u>
GM/Delco/Roch	1.374"	1.688"
Motorcraft/Auto	1.330"	1.650"
Chrysler/Roch	1.374"	1.688"

These are the maximum dimensions allowed. Casting variance of .005 over acceptable. Venturi area cannot be enlarged in any manner. If it has been ground on it is illegal!
 6. Top of carburetor cannot be ground down.
 7. Maximum 1 1/2" spacer allowed and 0.060" allowed for gaskets.
 8. Must maintain visible carburetor number. NO NUMBER – IT'S ILLEGAL.
 9. Original factory cast iron 2-barrel intake manifold or Edelbrock Performer intake. NO PERFORMER RPM INTAKE MANIFOLDS. Casting numbers must be visible.
 10. Matched porting is not permitted.

11. Removal of material inside runners is not permitted.
 12. No acid dipping.
 13. No grinding, cutting or machining allowed.
 14. Venturi cluster of carburetor cannot be altered. If any material is removed, it is illegal.
- K. Fuel Pumps
1. Electric fuel pumps are permitted. Electric fuel pumps must be wired into ignition switch.
 2. If electric, you must have a drag style master shut off switch located behind driver area on left side of car, behind seat.
- L. Radiator
1. Any radiator permitted.
 2. Radiator must be in front of motor.
- M. Battery/Ignition
1. Battery may be relocated. It must be in a marine box and securely mounted.
 2. Stock electronic ignitions are permitted.
 3. MSD box OK.
- N. Mufflers/Headers
1. MUFFLERS ARE REQUIRED. NO EXCEPTIONS.
 2. Schoenfeld Muffler Part #IMCA 609 or 92535.
 3. Mufflers must be installed so that part number is visible.
 4. After market headers are permitted.
8. ENGINE LOCATION:
- A. Farthest spark plug forward on engine must center of upper ball joints.
 - B. Maximum tolerance one inch (1”).
9. TIRES:
- A. Hoosier tires required. may use either Spec15 or 35 compound
 - B. Tires must be purchased from David Ruley and must be branded by him. David can be reached 9-5 Monday – Friday at 540-463-3495.
 - C. No soaking permitted.
10. WHEELS:
- A. Maximum 12 inches wide steel only and must retain same offset.
 - B. Larger and longer wheel studs required on all cars.
 - C. Bead locks OK.
11. DRIVER’S EQUIPMENT:
- A. Racing seat with headrest required. No fiberglass seats.
 - B. Crash helmet required. Must be Snell 2000 or later approved. Full face highly recommended.
 - C. Three inch seat belt, shoulder harness and crotch strap required.
 - D. Drivers must wear fireproof jacket. Fireproof pants, shoes and gloves are strongly recommended.
 - E. Driver side window net required.
 - F. All cars will carry a 2 ½ lb. fire extinguisher.
 - G. No in car radios permitted.
 - H. No mirrors of any kind allowed.

12. WEIGHT:

- A. Base weight with driver included is 3275 lbs.
- B. Each car must display its NBS required weight in the top left corner of the windshield, or above top left corner.
- C. NBS reserves the right to adjust weight up or down to equalize competition.
- D. All added weights must be bolted to the frame, painted white and have the car number on each weight.
- E. NBS reserves the right to add weight to any car winning more than three races.

13. PULL CHAINS

- A. Must have front and rear pull chains that are attached to frame. Cable may not be used.
- B. Failure to have both will result in purse being held until in compliance.

14. MISCELLANEOUS: