



Central Nevada Racing Association 2012 Street Stock Class Rules



1. No offset cages. Four point roll cage must be used, front and rear hoop welded to the OEM frame. Must use .095 inch tubing, at least 1 $\frac{3}{4}$ inch diameter for cages and door bars. Three horizontal door bars on left side door is mandatory. Minimum of two horizontal door bars on passenger side. May have bars for protection in front of radiator, behind bumper, within confines of body, no wider than stock frame horns. May tie front horns together. All bars, front and rear, must be inside body. Must have minimum of one cross bar in top of halo of roll cage.
2. Helmets are required. SFI approved full fire suits of a flame retardant nature are required. Fire retardant gloves and racing shoes are highly recommended. A full size driver's side window net is required, minimum 16" X 20". Window net must be mounted so that latch is at the top of the window. Aluminum racing seats are required. No factory seats allowed. Five point safety belts mandatory, no older than four years old. Must show dates on belts. Roll bar padding is required in drivers compartment. Battery master On/Off switch mandatory. Switch must be easily accessible by safety crew. ON and OFF must be clearly marked. Must have two safety chain hoops from floor under drive line. Steel drive shafts and yokes only. Drive shafts must be painted white.
3. Front engine cars only. Engines must be same as manufacturer, GM to GM, Ford to Ford, etc. Small block V-8's only. No big blocks. 362 cubic inch max. rule in effect. Compression rule in effect 10.5 to 1 ratio, 170 lbs. Max compression. No aluminum blocks or heads. Factory stock cast iron heads only. No porting or polishing allowed. Flat top pistons only. Hydraulic or solid lifter cams only. .500 maximum lift at valve. No roller cams allowed. No roller rockers or roller tip rockers allowed. Stock hydraulic or solid lifters or stock replacement hydraulic or solid lifters only. No anti-pumps or Rhoads lifters allowed. Aluminum intake manifolds ok rise no higher than four inches above head. No racing carburetors. No machining, porting, or modifying of carburetors allowed. No carburetor spacers allowed. Manual stock fuel pumps only. Absolutely no changes to fuel pumps allowed. No spark boxes. Starters must bolt up in stock location. Only OEM type transmissions allowed. Trans must have forward gear and reverse plus a neutral position. Stock clutches and flywheels only. NO aftermarket racing clutches or flywheels allowed. No lightening of flywheels allowed. Automatics must use stock torque converters only. No lock up devices or couplers allowed on any transmission. Flywheel / clutch scattershield required; must be appropriate kind for type of transmission used. Automatics may substitute $\frac{1}{2}$ " minimum conveyor belting bolted to firewall between transmission and firewall / floorpan.
4. No 180 degree headers. No exhaust through body panels or fenders. No over the top headers.
5. Racing fuel cell required. No boat or stock automotive fuel tanks allowed. Fuel cell must be securely fastened inside trunk of car, and be mounted by at least two 1 inch x $\frac{1}{8}$ inch solid steel straps. Fire wall must be between driver and fuel cell. All cell mounts must be steel, attached to frame/cage. No adjustable fuel cell mounts allowed. Fuel lines through drivers compartment must be encased in a minimum of $\frac{3}{4}$ " metal tubing. (see track rules). No cool cans allowed. Pump fuel only up to 100 Octane Max. No alcohol, no nitrous, no performance enhancing additives.

6. Battery must be in an enclosed case securely mounted in metal frame behind the seat or in the trunk area. If located inside driver's compartment, it must be mounted inside a container so as to provide protection from battery acid spill in case of a rollover. Subject to tech approval.
7. Loose objects and/or weights must not be used in driver's compartment or outside of the body or in hood area. No weights can be higher than driver's shoulders. Weights must be securely mounted to frame or roll cage, must be painted white and have the car number on it and be attached with at least two ½ inch bolts.
8. Tread foot print 11 inch maximum. Street tires ok. Grooving tires allowed. No tire conditioning or tire softening allowed. All wheels must be 8 inch steel wheels only. Offset wheels ok. Bead locks allowed.
9. Minimum wheelbase is 102 inches on both sides. All cars must remain stock wheelbase +/- 1 inch. Stock frame must match body for all cars make to make. Number one spark plug must line up with or be in front of the ball joint. Metric frames and Ford frames must have the back of the fuel pump in front of the cross member. Frames may be "X" braced.
10. No weight jacks devices allowed. No adjustable spacers allowed or adjustable shackles. Rear suspension must match frame, stock components only. 2 inch maximum lowering blocks allowed. Stock type shackles required. Front suspension and steering must be unaltered approved OEM in stock location, and must be replaceable by stock parts. Stock passenger car spindles only. Bottom A-Frames cannot be altered or moved. Lower A frame and spindles must match frame. Upper A-arm may be OEM or NON adjustable tubular with OEM ball joint only. Steering quickener allowed.
11. Any approved OEM passenger car or truck type rear end permitted. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. Floaters are optional. No quick change devices allowed. No electronic or mechanical traction control devices allowed.
12. One shock per wheel. Racing shocks Allowed. Must be factory mount type only, no reservoir shocks allowed. No air shocks permitted. All shocks must mount in stock position.
13. Must be approved OEM three wheel operating drum or disc combination. Vented rotors only. No floating brakes. No pressure sensitive devices allowed. Racing master cylinders allowed with no adjustment possible. Balance Bar must be heads up, Must have an inspection door.
14. Any U.S. manufactured full body rear wheel drive passenger cars, full frame or unibody. Stock steel bodies ok. Aftermarket stock appearing aluminum bodies ok. Fiberglass hoods ok. Stock appearing aftermarket plastic nose and tail pieces ok. Steel rub rails no bigger than 1 X 2 Box tubing or 1 ½" pipe may be attached to body from fender well to fender well and rear quarter panel, flush with body. All windows in body will remain open. Windshield must have three bars and steel mesh in front of driver. No cutting of firewall or floor pan except for roll cage and safety equipment clearance. All holes in front and rear firewalls are to be covered with metal. Dash is not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat except for cowl in front of driver. All glass removed. No mirrors allowed. The driver's seat may be no further set back than the rear edge of the quarter post.

15. Car frames must be completely stock, and in stock location. Weight rule is in effect. All cars must weight 3,300 lbs. after race with driver, no exceptions. Hoods may be gutted, but not shortened. Back of hood must be sealed off from driver's compartment, using metal not plastic materials. Fabricated bumpers ok, subject to techs approval. Bumpers must be attached to frame with chain. No intentional reinforcement of front bumpers allowed.
16. All cars are subject to inspection any time they are at the race track. Any refusal will result in disqualification from that event. Any problem with safety items must be fixed before the car races that event. Other problems may be given a one-race probation depending on circumstances. Anything not stated in the above rules or in any gray areas are up to techs discretion. Any decisions made by tech are final. Any car that dominates and/or walk away may be subject to weight being added at any time per techs discretion.

See track rules for additional rules.

**Thank you,
Central Nevada Racing Association
Tonopah Speedway**