



2014 Street Stock Rules

For 2014 Crate Engine #12499529 will be allowed. Must be sealed through Petty International Raceway. Engine orders must go through Wayne or Craig. Dealer will be decided. Motor comes complete except for intake. Carburetor must be stock 2 barrell Rochester, no spacer plate.

We will monitor crate motor cars for three weeks to determine if it is too much of a motor for fair competition. Changes may be made to compensate.

ALSO THIS SEASON, IT WILL BE MANDATORY TO HAVE A TOW CHAIN AROUND THE BUMPER IN THE FRONT AND REAR OF THE RACECAR.

Approved Models

General Motors: 1973 & up Nova/Venture/Monte Carlo/Chevelle/Lemans/Malibu/Impala/Parisienne or similarly designed cars.

Ford: 1973 & up Torino/Thunderbird/Granada/Crown Victoria or similarly designed cars. Up to 1991 Crown Victoria. 1992-1995 Ford Crown Victoria allowed (must use drum brake housing from 1991 and prior)

Chrysler: 1973 & up Dart/Satellite/Charger; 1978 & up Volare/Diplomat or similarly designed cars.

No Mustang, Camaro, Cuda or similarly designed cars

Any other models are subject to approval by track management.

Minimum wheelbase of 105" (factory specifications) with not more than one inch difference (+/-) side to side.

Body

All steel bodies approved.

All fiberglass body panels similar to Duraflex are approved.

Interior

All interior flammable materials must be removed with the exception of the driver's seat.

A completely enclosed steel firewall front and rear is mandatory.

Floors may not have any holes. They may be repaired with steel but must retain their original appearance.

Metal interior panels MAY be removed. If interior panels have been removed, they must be steel braced to sufficiently prevent bowing and deforming. They will be subject to a weight penalty if excessively lightened.

Electrical

Battery must be ahead of the firewall and securely fastened.

Charging system and starting system must be operating.

Ignition system must be clearly marked "off" and "on" and be accessible from the outside of the car, as well as within the driver's reach (when safety harness is fastened).

Weight

All cars must weigh a minimum of 3600 pounds with driver at all times.

Maximum left side weight 53% of total weight.

Maximum rear weight 45% of total weight.

Brakes

Cars must have four-wheel brakes in working order, drums on rear.

No bias valves permitted.

Power booster must remain in stock location on firewall.

Standard master cylinder in stock location will take a 10lb penalty. This weight must be bolted on the top of the master cylinder to the firewall.

Chassis and Suspension

All suspension parts are to be stock with no modifying.

The car must be a minimum of six (6) inches of the ground measured at any point under the frame Ground clearance will be the same on both sides. Inspection height gauges must pass under frame with no contact.

All vertical measurements will be taken with driver in car.

Stock size rubber mount must be used between frame and body. Body mounts may be solid rubber or steel but must retain original dimensions and mounting points.

Front coil springs may be OEM or OEM replacement type. Conventional OEM type race springs allowed (i.e. AFCO, Hypercoil). No beehive or progressive rate springs allowed.

Front springs must have stock coil spacing. Springs must be a minimum of 5.0" O.D. (+/- ½ ") in diameter. Front springs must sit in the original OEM spring seats. Solid shims may be used on the top of the spring and seated in the original spring seat. Solid wedges are permitted in the front springs. ABSOLUTELY no adjustable spring seats allowed.

Stock arch must be maintained on rear leaf springs. No lowering blocks, jacking bolts, or adjustable spring spacers.

No cutting and/or welding pitman arm.

No air shocks or bags.

Stock sway bar only. Bar MUST be mounted in original brackets under frame rail.

Sway bar MUST be mounted in OEM position on top of control arm. OEM sway bar not to exceed 1 5/16" O.D. Sway bar links must be OEM type. They are to be installed as original. This will include positioning the link straight up from the control arm to sway bar at each end. **The links MUST be equal height side to side, NO CHAINS.**

A piece of thin wall tubing may be used to reinforce the link but it is only to be

installed over the existing link spacer. Stabilizer link bushings may be rubber or urethane (no steel). These links may NOT be adjustable.

Springs must be of original design and in stock location. No coil-over spring/shock combinations.

Rear coil springs may be OEM or OEM replacement type. Conventional OEM type race springs allowed (i.e. AFCO, Hypercoil). No beehive or progressive rate springs allowed.

Rear springs must be a minimum of 5" O.D. (+/- 1/2 "). Rear springs must have original spacing. Rear spring seats may be modified to accept closed coil-ground spring.

Recommended 1" bucket type spring seat on differential housing. Solid shims may be used on the top of the spring. Solid wedges (either rubber or metal) may be used between the coil spring spacing. ABSOLUTELY no adjustable spring seats allowed.

One stock replacement shock absorber per wheel in stock position using stock mounting hardware is permitted. No racing shocks. Shocks may be stock replacement GAS shocks. All shock numbers MUST be readable. Shocks will be deemed illegal if numbers are unreadable.

Upper and lower control arms, MacPherson strut towers, and all other suspension components must remain stock and in stock location. No reinforcing.

Only stock OEM spindles and rotors for year, make and model may be used.

Original collapsible steering columns may be used. Quick release steering wheel may be installed which could mandate the changing of the steering column. This is permitted.

All steering components must meet the original specifications of the manufacturer for specific year, make and model.

An aftermarket rear control arm(s) has been approved for 2013 for metric chassis cars. It will be available from three suppliers which are Tucker Racing Products, Johnson

Chassis and Lonnie Sommerville Racing. These will be the ONLY suppliers for these arms.

They will be subject to a strict adherence policy and will be inspected by template as to correct dimensions. Further information is found in APPENDIX "B" in this rule package.

For 2013 Front end Camber angle will be inspected. The camber specifications will be as follows:

LF wheel maximum camber will be 4.0 degrees positive or negative (+/- 0.5 degree)

RF wheel maximum camber will be 6.0 degrees positive or negative (+/- 0.5 degree)

Fuel System

Original gas tank must be removed.

A smaller tank (max 12 gallon) must be installed in the trunk, between the frame rails, as close to the rear firewall as possible, securely strapped to the frame of the car.

Filler must be inside trunk.

The bottom of the tank must be no lower than the top of the frame rails.

Two pieces of tubing, pipe or angle iron may (Mandatory if trunk floor is removed or weak) be welded between the frame rails to install tank. These pieces may be parallel or in an "X".

Tank must be secured to frame with out movement.

All fuel lines must run under the floor and be metal. Steel braided fuel line may be used provided it is attached at or near OEM locations and is also OEM inside diameter.

A metal box completely enclosing a plastic tank is mandatory.

May use any size approved fuel cell positioned as above.

Any gas leak of any kind will park a car.

Fuel: Filling station gas only with no additives. No aviation fuel allowed.

Stock fuel pump only. (No electric fuel pumps)

Throttle must have two return springs on separate brackets

Two-barrel carburetor must be stock.

Serial Numbers must be readable. (2GC-Chev., Motorcraft-Ford, Carter or Holley-Dodge)

AIR CLEANER AND AIR FILTER: Only Track approved round air cleaner element minimum 12 inches and maximum 17 inches diameter will be permitted. A Track approved completely dry pleated paper element - minimum 1 ½ inches - maximum 4

inches high must be used in the air cleaner at all times. All air shall be filtered through element. The air filter element may not be sprayed or soaked with any type of chemicals or liquids. Only a round metal air cleaner housing is permitted. The top and bottom of the air cleaner must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the air filter element.

The air cleaner housing must be centered and sit level on the carburetor. The bottom of the air cleaner housing must be lower than the top of the carburetor choke horn. No tubes, funnels or any device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.

No K&N Air filters (or K&N style filters) will be allowed

Rear ends/Drive shafts

No lockers, limited slip or posi rear ends.

Welded rear ends allowed.

Gear ratio: Maximum 3.73

Front and rear drive shaft loops required.

Radiators

Radiator (only one allowed) must be in stock location. Aluminum radiators will be allowed. They must be OEM replacement type units. They are to fit within the stock radiator support.

Must have a cooling system overflow located in engine compartment only.

Water is the only acceptable coolant. No anti-freeze.

Engines

Must run stock engine; i.e. G.M. in G.M., Ford in Ford, MOPAR in MOPAR.

All engine parts must meet OEM specs for engine and brand.

Engine must have an engine mount restraint on the left side.

Solid mounts acceptable provided they conform to OEM specs

Engine must be located in stock position.

GM: may run 350, FORD may run 351 Windsor, MOPAR : 360 cu. in. only.

FACTORY PRODUCTION FIRING ORDER ONLY.

NO 327 CU. IN. ENGINES.

The following specs are for the GM 350, 351 Windsor, and the 360 MOPAR:

BORE/STROKE:

350 Chev - 4.000"/3.485"

351 Ford - 4.000"/3.500"

360 MOPAR - 4.000"/3.578"

.030 overbore permitted.

CAM/LIFTERS: Hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum specifications as follows (all measured at the valve):

G.M. lift - intake .390 exhaust .410
Ford lift - intake .419 exhaust .448
MOPAR lift - intake .410 exhaust .410
No solid Anti-pump or Rhoads lifters.
Camshaft must have stock duration.

Vacuum 18" @ 800 RPM (The engine must be able to achieve 800 RPM at idle-in park with no throttle or mixture screw assistance)

PISTONS/RODS : stock cast (dished or flat top) pistons only (or equivalent replacement).

G.M. must have four relief valves from manufacturer. Stock rods (No 6" G.M. rods) and pressed wrist pins only. No floating pins.

Aftermarket rod bolts and nuts are allowed.

COMPRESSION RATIO: Maximum compression ratio of 8.5:1 is set. (8.7:1 on whistler will be deemed illegal). Compression will be determined by volume gauge and electronic sonic tester (whistler).

HEADS: All cylinder heads must be cast iron, OEM smog type, with specifications as follows:

G.M.: 333882, 3986336, 3998920, 3998993, 462624 castings only. Maximum intake diameter

1.94". Maximum exhaust diameter 1.5". Minimum Combustion Chamber volume 76cc.

Min combined deck clearance plus head gasket thickness .040".

Maximum intake runner volume 160cc.

Maximum exhaust runner volume 60cc.

FORD: D5AE, D5AEA, D5AECA D5TE, D5TEDA, D5TEEB, D70A, D80E castings only.

Maximum intake diameter 1.84". Maximum exhaust diameter 1.55". Minimum combustion chamber volume 69cc. (flat top piston)

Maximum intake runner volume of 125cc. (flat top piston)

Minimum combustion chamber volume of 60cc, and maximum intake runner volume of 140cc,

a dished piston with .120" cup must be used.

Minimum combined deck clearance plus head gasket thickness .070" for all heads.

MOPAR: 3169974, 3671587, 3751357, 3751857, 3769596, 4027596 castings only.

Maximum intake diameter 1.88". Maximum exhaust diameter 1.5" (318); 1.6"(360).

Minimum combustion chamber volume 68cc.

Minimum combined deck clearance plus head gasket thickness with a flat top piston .110".

Maximum intake runner volume 162cc.

Maximum exhaust runner volume 72cc.

All cylinder heads must have stock intake and exhaust valves and stock valve spring dimensions (1.275" Chev, 1.437" Ford, 1.5"MOPAR). Stock replacement stainless valves are permitted. Valve stem length, diameter and keeper group location must be stock. Steel retainers must be used.

No undercut valves.

No angle milling, porting, port matching, polishing, sandblasting, coating and/or blueprinting will be allowed. Heads may be milled for straightness only.

Stock rocker arms (or equiv. replacement) with stock ratios (GM and MOPAR 1.5, Ford 1.6).

Jam nuts are allowed.

No poly locks. No screw in studs or guide plates are allowed.

CRANKSHAFT: Only standard cast production design. Stroke may not be increased or decreased. Only standard factory OEM production steel or cast crankshafts with stock

strokes permitted. Must have OEM readable numbers. No aftermarket crankshafts. Engine balancer must be OEM stock. It is to measure no less than 6" in diameter by 1" in thickness at outer edge.

MANIFOLDS: Stock cast iron intake (2 barrel with no adapter plates) and exhaust manifolds only. INTAKE: Must run stock cast iron intake manifold. No angle milling, porting, port matching, polishing, sandblasting, coating and/or blueprinting will be allowed. OEM numbers must be readable. EXHAUST: No ram horn manifolds. No inverted exhaust. No porting and/or polishing. **Exhaust must exit behind the driver in front of rear wheel(s). Exhaust pipe must be 2" O.D. maximum from exhaust manifold to pipe exit. A single exhaust must use an OEM crossover pipe. If dual exhaust is used, pipes may not be joined (no balance pipe).** Pipes must be tight at all joints and securely fastened.

AIR CLEANER: Air cleaners mandatory. Any OEM replacement O.K. as long as hood will cover it without modification. No ram air or cowl induction allowed. **OEM pleated paper filter elements only.**

OIL PAN/VALVE COVERS: Stock oil pans (unaltered) and stock valve covers. Must maintain PCV valve and crankcase breather to control oil vapor.

WATER PUMP: Stock water pump only. No aluminum.

FUEL PUMP: Mechanical fuel pump only in stock location. No belt driven fuel pumps.

OILING : OEM oil pump only. No dry sumps.

TIMING: Stock timing chain (or equivalent replacement). No belts.

STARTER: Stock OEM starter for engine used.

No small starters NO PMRG (Permanent Magnet Reduction Gear starters (e.g. Toyota)

DISTRIBUTOR: Only stock distributor and stock type coil allowed. No dual points. No external amplifiers.

Distributor must be wired to match the FACTORY PRODUCTION FIRING ORDER ONLY.

- GM firing order is 1-8-4-3-6-5-7-2

- CHRYSLER firing order is 1-8-4-3-6-5-7-2

- FORD firing order is 1-3-7-2-6-5-4-8.

WIRES - OEM stock replacement plug wires or performance wires will be allowed. Wires MUST not be larger than 8mm and size must be clearly marked on wire insulation.

ENGINES For 305ci and Trucks - Block casting numbers must be readable (indicating block is a 305)

Block may be bored .030 to clean and square. Tech officials must be informed.

Heads must be stock 305 cast iron numbers readable, ie. 14014416, 367450 no vortec heads.

No decking block or planing heads other than to true up. Valves must be stock steel,

Stock replacement stainless valves permitted. No swirl polished valves. Max size intake 1.85 exhaust 1.5.

Stock size hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum valve lift as follows: intake .390 exhausts .410.

Compression ratio of 8.6:1 (checked by whistler)

Aftermarket extra capacity oil pans are allowed. No cutting of cross member is permitted.

Tires and Wheels

Tires allowed will be 890 sportsman or 660 Hoosiers or PEI recaps.

Wheels are 8x15 maximum.

Maximum wheel offset will be 2 inches. All wheels must be the same backspace on all four corners.

Transmissions

Three speed OEM automatic transmission only. These are limited to GM THM 350, Chrysler 904, and Ford C4 models only.

Transmission must have three gears forward and one gear reverse, plus a neutral and a park position. Must have stock shift pattern. No reverse valve bodies.

It must be able to be shifted by the driver in position. No "slap stick" shifters.

Must have a stock torque converter.

Transmission cooler legal. Must be located in engine compartment. Recommend cooler be fitted with high pressure hoses and fittings.

Cars must start in neutral or park only.

Must have stock shift points. The transmission must be able to be automatically upshifted to high gear at 1500 RPM with vehicle rear wheels raised.

The OEM transmission must have an operating vacuum modulator. This unit is used on all of the OEM transmissions for this class.

Driver Safety

Four point harness is mandatory. A Five point harness is recommended.

Harness must be worn whenever car is on racetrack. **Harness build date must 2010 or newer.**

Neck Collar is strongly recommended.

No tying, riveting, bolting, or any method other than a proper attachment will be acceptable.

Snell approved helmets must be worn whenever car is on racetrack. **Full face helmet use is mandatory for 2013.**

A securely mounted, easily removed fire extinguisher is required, within easy reach of the driver. It must have a recharge slip dated no earlier than January 1st of the current year.

Fire extinguisher must be minimum of 2.5lbs.

Flame resistant driver suits must be worn whenever car is on racetrack.

Flame resistant gloves and shoes must be worn whenever car is on racetrack

Window net with quick release attachments is mandatory.

Drivers are responsible to ensure all safety equipment is in good condition and securely installed.

Listening Devices

SCANNERS: **Mandatory for use in 2013.** They are to be mounted in a secure and driver accessible location. May require an external antenna. ONLY the track frequency is to be programmed. Scanners will be subject to inspection for other frequencies.

Miscellaneous

Petty Raceway reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

Any questions regarding these rules please contact Wayne Smith at wayne@pettyraceway.com