



2012 STREET STOCK RULES

Rule Book Disclaimer

The following rules shall govern the Street Stock racing events held under the direction of the Borderland Racing Association. The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events, and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participation in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

1. The Tech Officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation of, or deviation from these rules is left to the discretion of the Tech Officials. Their decision is final.

1a) IF IT IS NOT FOUND IN THE RULES, YOU CAN NOT DO IT OR USE IT.

1b) IF THE TECH INSPECTOR DOES NOT APPROVE, IT IS NOT LEGAL.

1c) "O.E.M." means and refers to "Original Equipment Manufacture"

ROLL CAGES

1. Main cage must be minimum of 1.5 inches outside diameter .095 inch. Door bars as seen in diagram are mandatory and we strongly recommend that the four bars be used. Vent bars are also mandatory. Must consist of continuous hoops. All cars must have a leg bar or equivalent from left front cage post forward to frame. Cage must be mounted in at least seven (7) places (leg bar being the 7th place). Outside of door bars must be covered by a single sheet of 16-gauge minimum thickness steel. Must be securely welded on all edges to the door bars. Must also be stitch welded to the horizontal door bars with minimum of three stitches. Drivers head must not protrude above the top of the cage with helmet on and strapped in. 1 ½” clearance between helmet and “Halo” bottom is advised.
2. Low carbon, mild steel tubing. No exotic metals will be allowed.
3. Tech inspector may require a 3/16” inspection hole in roll cage.
4. Side bars must be horizontal and located so as to provide maximum protection for the driver. The side bar must be welded to the front and rear of the cage members and to the chassis at each end. They must be tight to the body.
5. Two members must be installed from the bottom member of the drivers door to the frame. One member to be installed in centre of windshield, “Dale Earnhardt Bar”. A second member must be installed to the right of center of windshield opening.
6. Roof must be securely bolted to roll cage “Halo”. 7/16” (11mm) bolts recommended.

BODIES

1. Cars must remain stock appearing. Roof, trunk and hood must remain in stock location and maintain stock appearance. Body panels do not have to match frame or manufacturer. No O.E.M. galvanized panels allowed. Removable non-essential galvanized parts should be removed.
2. All cars must have a stock front firewall mounted with stock mounts in stock locations and through frame. Mounting bushings can either be stock rubber or homemade from rubber, steel, aluminum, or plastic. They must be the stock size. All cars must have a hood. If hood is cut for air cleaner, it must be boxed in completely with solid metal.
3. On full-framed cars, boxed-in cockpits are allowed. They must be flat and not above the doors. Internal panels may be removed for roll cage. Floorboards must extend to the main cage uprights behind seat.
4. On uni-body cars, floorboards must run from firewall to the rear bumper. Trunk may be cut out for fuel cell but no excessive cutting allowed. No cutting out of floor to expose frame. Front and rear frame must be tied together.
5. Floorboards must be covered with a sheet of steel minimum 16 gauge that runs from the

drivers pedals to the rear of drivers seat, from left frame rail to, and over drive shaft tunnel.

6. Brake and throttle pedal, steering wheel and master cylinder must be in stock location.

7. Side skirts allowed, minimum of 4" ground clearance. Rock guard in front of driver recommended.

8. Seat must be on left side of car and must be securely fastened to roll cage and/or frame. Approved racing seats only.

9. Windshield must have screen or bars in front of driver. 1½" maximum space between bars. Minimum of eight (8) bars. Minimum of ¼" bar must be used.

10. After-market nose allowed. Must have external tow chains or hook bars easily accessible to the front and rear.

11. All cars must have a rear firewall between driver and fuel cell. It must be made of steel or aluminum.

12. Must have front and rear bumpers. May use stock type bumpers. No sharp edges. May use tube bumpers of equivalent nature. Front and rear bumper tubing must make a complete loop back to the frame to prevent "hooking". Collapsible bumper mounts must be rendered inoperable.

13. Rear spoilers allowed. Maximum measurements are 68" X 4 1/2". The tallest/highest part from the rear deck lid may be no more than 5". Must be positioned between rear window opening and rear of the body.

CHASSIS AND WHEEL BASE

1. Any North-American made full frame car or uni-body car with a minimum wheelbase of 108" with a half-inch tolerance will be allowed. Any frame/body combination that conforms to all other rules is allowed.

2. Minimum total weight of 3200 pounds with driver after race.

SUSPENSION, FRONT AND REAR

1. All front and rear suspension must remain stock except tubular upper "A" frame. Stock passenger car spindles and hubs only. Spindles, rotors, calipers, and stock "A" frames must match chassis being used. Tubular upper "A" frames are allowed on stock upper control arm mounts in stock location. Stock type or other bushings allowed but hole must be concentric/match OEM.

2. Any stock type shock absorber may be used as long as it mounts on the stock upper and lower mounts. Mounts must be in stock location. One shock per wheel only.

3. Springs must be in the stock location and position with stock spring hangers only. Any 4½” minimum diameter spring allowed front and rear. Leaf springs must be stock or replaced with stock style and must use original mounts. Lowering blocks are allowed on leaf cars only.

4. Steel brake components only. Brakes must be operating and must lock up all four wheels. Rear disc brakes allowed. O.E.M. calipers only. Steel vented rotors only. No aftermarket racing brake components allowed. Must be stock production components, OEM year appropriate brake components only.

TIRES AND WHEELS

1. Steel wheels only, up to 8” wide and up to 16” in diameter allowed. Right side rims must be reinforced or after-market.

2. Maximum tire size is 8” advertised width. Tire grooving and siping is allowed. No deep lug or snow tire.

3. Bead locks are allowed on right rear.

4. Oversized lug nuts only, minimum of 1” OD. 5/8” wheel studs recommended.

5. Wheel spacers or adapters allowed. 1” total thickness, may be aluminum.

DRIVE TRAIN

1. O.E.M. automatic transmission only. Torque converter must be stock, fully functioning, minimum 10 3/16” actual diameter. Converter must have a 1/8” drain plug on outside. Converter must be the same temperature or hotter than the transmission. Converter, when drained, must measure a volume no less than 3 quarts (U.S.). Addition of material to increase stock converter diameter is illegal. All transmissions must have an operating forward, neutral and reverse. No electronic, functioning lock-up type converter transmissions allowed. Safety blanket strongly recommended. Must be able to shift tranny from gear to gear while engine is running.

2. Any passenger car or truck stock rear end may be used. Full floating rear ends allowed. Welded spiders or steel spools only.

3. All rear end mounts must be stock. See attached Diagrams!!!!

4. Stock holes on all mounts only.

ENGINES

No intermarriage of engine makes. Engine, body and chassis do not have to match.

1. No aluminum or after-market blocks allowed.

- 2.** No marine engines or marine parts for engines allowed.
- 3.** All cars must be equipped with an engine with a stock stroke. Crankshaft and connecting rods must be O.E.M. to block and stock. Balancing is allowed. Stock balancers only, no modifications of any kind. Balancers must match block and displacement.
- 4.** The maximum engine overbore permitted will be .040 on the 360 Chrysler engine. On all other engines, the maximum overbore permitted will be .060. Stock type flat top or dished pistons only. Pistons must be below deck on all engines.
 - 4a)** Chevrolet engines will be permitted a maximum displacement of 360 cid.
 - 4b)** Ford engines will be permitted a maximum displacement of 362 cid.
 - 4c)** Chrysler engines will be permitted a maximum displacement of 367 cid.
 - 4d)** There is no cubic inch limit on big block engines.
- 5.** Distributors – Stock type distributors only.
- 6.** Intake manifolds must be stock cast iron. No alterations allowed. No propane or special production intakes. No marine manifolds! 305 engine may run aluminum TBI intake – modified to mount rules-specified Holley 4412. Maximum 3/8” spacer including gaskets!!
- 7.** Cast iron, stock, OEM heads only. No alterations allowed. Push rod guide plates are allowed. O.E.M. style stock length for engine used rockers only. No roller type rockers of any kind. No rocker modifications.
 - 7a)** No angle plug, vortex or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414, 492, 461, 461X, 462, 432, 041, 040, 370, 10239906, 14011083, 14096217, 10125320, 10208890, 12554290. Also no A.R.D. heads, no GT40 or magnum heads allowed.
 - 7b)** No bow-tie, SVO-W2 or any other after-market heads allowed.
- 8.** Valve seats may be ground no further than 1/4” below top of seat.
- 9.** Valve size must match the head being used. No 2.02 valves on Chevrolet or Chrysler. No. 1.6 exhaust valves.
- 10.** Stock ratio rockers only. No fulcrum roller or roller tipped rockers allowed. No stud girdles allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers.
- 11.** Valve springs must be stock diameter for the cylinder head being used.
- 12.** Any motor mount allowed.
- 13.** Hydraulic camshafts and hydraulic lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters.

14. Any timing chain allowed. No gear drives allowed.

15. Stock cast iron exhaust manifolds only. No center dumps allowed on Chevrolet. Casting No.s also not allowed are: 10168496, 10168494 & 12524289. No headers.

16. One (1) radiator only and must be mounted in the stock location. Aluminum radiators allowed.

ASPIRATION AND FUEL

1. Carburetion will be limited to one stock, 2 barrel O.E.M. carburetor or Holley 500 cfm 2 barrel, part #4412 with 1 11/16" throttle bore (a Style 2300 Series, equivalent to the 2 barrel Holley 500 cfm part #4412 is acceptable). Choke can be removed. No other alterations are allowed. No fuel injection. Stock 4-barrel carburetor is allowed on an engine with a max 307 cid.

2. Carburetor spacer, maximum thickness 1 1/4" between carburetor and intake manifold. No high performance adapters allowed.

3. All air entering the engine must enter through the top of the carburetor.

4. Fuel must be pump gasoline only. Ethanol enriched gasoline may be used.

5. The only type of fuel pump that will be allowed is a mechanical pump mounted in the stock position.

GENERAL

1. Cars must have two operable lights clearly visible from the rear of the car.

2. Cars must be clearly visible on and off the track. The use of bright colours and graphics are greatly encouraged.

3. The car number is the property of the car owner. Points are awarded to the car number and are not transferable. Car must have one number on each side of the car, minimum of 18" high, one number on the roof, minimum of 18" high (facing the flagstand) and one number clearly visible from the front and the rear, minimum of 6" high. Preference of two digits.

4. Removal of identifying marks. Any grinding, de-facing or otherwise removing or obliterating casting marks, casting numbers on an engine or chassis part, or any unreadable number, will automatically render that part illegal.

SAFETY

HELMETS: Helmets are required and must be minimum of SNELL SA 2005 rate, or SNELL SA

2010. SNELL SA 2010 is strongly recommended. Helmet must be worn at all times when the car is on the track and must accompany the car at times of inspection. The helmet must have a full-face shield.

DRIVING SUIT: A driving suit of a flame retardant nature that is SFI approved must be worn by all the competitors.

EXHAUST SYSTEM: Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit area of the vehicle and away from areas of possible fuel spillage.

FUEL CELL – GAS TANK: Steel marine tanks are allowed but must be caged. Tank must be mounted in the trunk between the frame rails and securely fastened with two (2), 1/8” by 2” steel straps. Safety approved fuel cells are recommended. Fuel cells must be enclosed in a metal case of 18 gauge metal and must have a tubular barrier at the rear that extends below the fuel cell. The fuel cell overflow hose must go to the bottom of the cell on the outside and must be fastened at the bottom of the cell, or a ball check valve must be used. All fuel cells must have a minimum of two (2) 1/8” x 2” metal straps or equivalent metal around the fuel cell holding it to the frame.

BATTERIES: Batteries must be securely mounted and shielded. Batteries mounted inside the cockpit must be in a steel marine type case.

LOOSE OBJECTS: Weights will not be allowed above the deck or in the drivers compartment. Any weight added to the vehicle must be securely mounted to frame or cage, using a minimum of two (2) 1/2” bolts through the weights. Weights must be painted white and have car number on them.

SHOULDER HARNESS, BELTS, RESTRAINTS & NETS: A competition shoulder harness at least 3” wide and a lap belt at least 3” wide are mandatory. No. O.E.M. factory type shoulder or lap belts allowed. Metal to metal buckles are required on the shoulder harness and lap belt. The harness must be mounted to the frame or cage in at least five (5) places below the drivers shoulders. A window net with a quick release latch is mandatory. Neck collars are strongly recommended. Roll bar padding of fire retardant material is recommended. Head/helmet restraints and containment seats are recommended.

KILL SWITCH: A properly marked kill switch is required and must be within easy reach of the driver with seat belts properly tied. It must also be within reach and clear view of the safety personal.

DRIVE SHAFT HOOP: Drive shaft hoop required and must be constructed of at least the equivalent of 1/4” x 2” steel and must be mounted no closer than five (5) inches from the center of front U-Joints and no further than nine (9) inches from center of front U-Joint.

COMMUNICATION: The only radios or communications/video cameras allowed in race vehicles are those mandated or pre-approved by the track officials. Failure to comply with this or any rule may result in fines or other penalties.

STEERING WHEEL: It is mandatory that all cars be equipped with a quick disconnect steering wheel. Steering shaft must be collapsible of some nature.

FIRE EXTINGUISHERS: Fire extinguishers are mandatory for safety. Minimum 2 lb ABC and must be easily accessible to the drivers reach while strapped in and mounted very securely but quickly released.

If any questions contact Tech Inspectors:

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