

Hollywood Hills Speedway 2008 Street Stock Rules

The vision for the Street Stock division is to provide an avenue for the participants to build racecars that are more technically advanced than the Hobby Stock division.

The Hollywood Hills Speedway, Street Stock rules are designed to encourage a safe, competitive stock car class that allows a limited amount of performance modifications, while keeping a limit on spending.

In no way will the rules be interpreted to allow a car that is technically superior to dominate the class or to be constructed in an unsafe fashion that poses a danger to the operator or other competitors.

Car specifications

WEIGHT LIMIT: The MINIMUM weight allowable for car with driver is: Eight (8) pounds per cubic inch of engine displacement up to 360 cubic inch displacement. If CID of engine exceeds 360 then weight must be 8 pounds per cubic inch plus 50 pounds for car and driver. **NO TOLERANCE.**

The Hollywood Hills Track C n C gauge and scales will be the official standard.

1. Bodies:

- a. Must be USA manufacturer, front engine All Steel body with a minimum of 100" wheelbase.
- b. NO pickups, station wagons, sedan delivery, convertibles, or front wheel drive vehicles.
- c. Body must remain centered over wheelbase.
- d. Stock or stock appearing external parts only, plastic nose and tail optional. Aftermarket steel body panels OK but stock concept and look needs to be kept. Hood and trunk deck only can be aluminum. No fiberglass body parts.
- e. Fender reinforcement is optional, maximum 1" round or square pipe and must remain inside body. No exposed sharp corners.
- f. Wheel wells may be trimmed to maximum of 4 inches over tire edge and must be rolled.
- g. Original Equipment Manufacture (OEM) bumpers are required and may be reinforced with steel tubing (2 1/2" maximum diameter). Aftermarket plastic nosepiece is optional, but must have a metal bumper intact. Bumper ends must be attached to body using a minimum of 3" wide steel strap.
- h. All external trim must be removed, including head, tail, and marker lights, chrome, hubcaps, door handles, all plastic and glass.
- i. All interior carpeting, plastic, upholstery headliner, trim, and mirrors must be removed.

- j. Head and tail light openings must be covered.
- k. Doors must be securely welded or bolted shut.
- l. Numbers are required on roof and on both sides of the body and must be at least 18" tall and legible. 5" tall numbers are required on the front and back hood and must be visible for staging purposes.
- m. Driver must be completely protected from engine, fuel cell, driveline and track with a complete metal firewall. Front OEM firewall and floorpan may be replaced with steel, a minimum of 20 gauge steel. Rear firewall may be aluminum or steel. Construction and installation must meet tech committee approval.
- n. Windshield opening must be protected with hardware cloth, expanded metal or 4 vertical bars ½ inch outside diameter. A screen over entire opening is recommended with extra bars in front of driver.
- o. If using bars only, construction is subject to tech committee approval.
- p. Air cleaner may protrude thru hood, air intake scoops allowed.
- q. Rear spoiler allowed. Maximum material dimension allowed is ten (10) inches in length and no wider than rear deck width.

2. Chassis:

- a. Chassis must be same manufacturer and body style. GM to GM, Ford-to-Ford, etc...
- b. Weight jacks allowed on all four wheels.
- c. Chassis must be stock from steering box to centerline of rear axle, frames may be shortened to accommodate wheelbase of body, using only original frame material.
- d. Uni-body frames must have front frame tied to rear frame section using steel (round or square) tubing.
- e. Front suspension must match original manufacture's concept and location.
- f. One piece "A" with cross member style tubular upper control arms may be used with original mounts or after market mounts in stock location.
- g. Lower control arms must remain stock for chassis.
- h. Wheelbase from left and right sides must be symmetrical within two (2) inches.
- i. A Ford nine-inch rear end is optional in any chassis, but must utilize factory-mounting hardware in stock location.
- j. Spool, welded or posi-traction rear ends permitted. No quick-change rear ends allowed.
- k. All ballast must be painted white and have car number painted on it.
- l. Ballast must be mounted to frame or roll cage with (minimum) ½" bolts with large washers.

3. Roll cage:

- a. Main cage, door bars, halo, and bars to rearward 2 points, and dash bar must be minimum of 1 ½ inch OD, .090 thickness steel tubing.

- b. A 6-point roll cage with gussets at right angle welds on main cage required.
- c. Driver side door must have minimum of 4 bars horizontally from front upright to rear upright of cage, equally spaced from window to frame. Ladder or x bracing required on all door bars, plating recommended.
- d. Passenger side door area must have 2 bars minimum, of parallel, X or Z design.
- e. A horizontal bar must be placed between 2 front upright bars at dash height.
- f. A minimum 1" diameter bar must be placed from center of horizontal dash bar to front center of halo.
- G. Front hoop OK, additional bars to strengthen main cage recommended. Any and all cage material and welds subject to tech committee approval.
- h. Roll bars in vicinity of driver must have padding.

4. Engine/Drive Train:

- a. Engine must match manufacturer of body and chassis.
- b. Engine must be mounted with forward most sparkplug hole on centerline of upper ball joints (1" maximum set back allowed).
- c. Block and heads must be cast iron, OEM, with casting #'s visible.
- d. No porting, polishing or port matching of heads to intake or headers.
- e. No Popup pistons allowed. No part of piston can extend above block deck.
- f. Hydraulic or solid flat tappet camshaft and corresponding lifters are allowed. No mushroom or roller cams allowed.
- g. Aluminum intake manifolds allowed.
- h. Roller rockers and stud girdles are allowed.
- i. Headers allowed.
- j. Single 4bbl or 2bbl carburetor allowed, No predator carburetors.
- k. No fuel injection, superchargers, turbochargers, or nitrous allowed.
- l. Carburetor spacer is optional, max of 1" thick allowed.
- m. Any USA manufactured OEM type transmission allowed.
- n. Driver must be able to engage car in gear with engine running and move forward and backward at the discretion of tech officials.
- o. Scatter proof bell housing is mandatory.
- p. Torque converters are optional. Automatic transmissions require a transmission scatter shield.
- q. No magnetos. Electronic ignitions with one (1) control box allowed.
- r. Cars must be able to start under own power.
- s. No traction control devices of any kind allowed.

5. Brakes, Wheels, and Tires:

- a. Hydraulic four (4) wheel brakes are mandatory and must be operational at all times.

- b. No shut off valves or line restrictors allowed.
- c. Adjustable brake bias allowed for front to rear bias only.
- d. Wheels must be between 7" and 8" in width. No wheel weights allowed.
- e. Bead lock allowed on right rear only, but cannot make wheel wider than 8.75".
- f. Wheel air bleeder valves are not allowed.
- g. Wide 5' wheels with adaptor plates are permitted.
- h. Wheel studs must be ½" minimum.
- i. Maximum tire width is 12" at the sidewall with racing tire pressure.
- j. The track tire width gauge will be the official standard measurement tool.
- k. No studded, knobby, or mud and snow tires allowed.

6. Cooling, Fuel, and Exhaust:

- a. Any radiator may be used, must be mounted in front of engine and have a fan shroud.
- b. No radiators or oil coolers allowed in driver compartment.
- c. Fuel cells contained in a steel box are mandatory and must be securely mounted in trunk area with a minimum ground clearance of six (6) inches.
- d. Fuel cell must be protected from rear impact, must have a minimum 1 ½" steel tubing loop that hangs down below the fuel cell with at least two (2) (1 inch minimum) support bars that attach to the rear frame or bumper for support.
- e. If an electric pump is used, an operational oil pressure switch must be wired to kill fuel pump when engine oil pressure drops.
- f. If fuel lines pass thru driver compartment they must be enclosed in steel tubing.
- g. Pump gas or racing fuel only, No alcohol or methanol fuel.
- h. MUFFLERS are MANDATORY; Must be stock or aftermarket "turbo" style, or Shoenfield style mufflers. NO modifications, NO inserts, No glass pack mufflers allowed. Mufflers must be welded (no clamps, screws or rivets). Exhaust system must extend beyond drivers seat.
- i. Any car losing a muffler will be disqualified from race.

7. Safety:

- a. Tow chains, capable of lifting car are required at front and rear of car and must be mounted inside the body.
- b. Battery must be completely enclosed in a steel or high impact plastic box and must be securely mounted to tech committee's approval.
- c. Master kill switch (from battery) must be mounted in driver window area and must be marked with distinguishing arrow on roof of car. Should be within reach of driver as well.
- d. Driveline must be painted white and cleaned periodically.
- e. A drive shaft restraint, either chain, or steel strap loop of 2" x 1/4" material must be mounted to floor pan around driveline within 4" to 12" from front u-joint.

8. Driver Safety:

- a. An approved full face helmet SA-95 or newer must be worn any time a car is under power and moving.
- b. A minimum, SFI approved single layer fire suit, SFI approved shoes, and SFI approved gloves must be worn. Double layer suits or single layer suits with “nomex” underwear are highly recommended.
- c. An approved aluminum or steel racing seat must be used, must be mounted to the roll cage at a minimum of 4 places (2 on back and 2 on seat) using minimum 3/8” grade 8 bolts with straps or fender washers.
- d. 5 point safety harness with minimum of 3” wide webbing and a single point release mechanism must be worn. Belts must be mounted with manufactures hardware to roll cage or frame, using a minimum 3/8” grade 8 bolts. Belts cannot be weathered appearing or older than 4 years.
- e. A 2-1/2 pound fire extinguisher must be securely mounted within reach of driver in cockpit area.
- f. A SFI approved mesh type window net must be installed in driver’s window opening. Must have accessible quick release mechanism. Release point must be clearly marked.

Visiting cars which conform entirely to ‘IMCA Stock Car 09’ rules will be legal. Must remain IMCA legal in all respects.

===== RULE ENFORCEMENT AUTHORITY =====

The Street Stock tech committee and drivers as a group may adjust weight rule to equalize any car and driver that dominate regularly. IE – 2 main event wins in a row.

The Street Stock Tech Committee and Drivers as a group may adjust weight rule to equalize any cars with MINOR discrepancies to the rules or any car found to have a significant advantage in an effort to achieve competitive racing and increase car count. This is designed to be inclusive for out of town visitors who wish to run with this division.

The Street Stock tech committee in concert with the Hollywood Hills Speedway competition director will have the final interpretation authority of these rules.

The tech committee may impound the top four finishers of the main event for tech inspection purposes.

The tech committee will perform random inspections to ensure that cars are in compliance with the rules.

NOTICE: Cars that fail to meet the minimum safety requirements outlined in this document will not be allowed on the racing surface until the infraction(s) are corrected to the approval of the tech committee.