



NOTE: ALL RULE CHANGES FOR 2010 ARE NOTED IN RED!!!

**BARONA SPEEDWAY STREET STOCK RULES 2010
REVISED 1/21/2010
(FORMERLY KNOWN AS FACTORY STOCKS)**

YOUR INTERPRETATION OF THESE RULES AND ANY WORK DONE ON YOUR RACE CAR IN AN ATTEMPT TO COMPLY WITH THESE RULES IS SUBJECT TO TECH APPROVAL.

1. ELIGIBILITY

- A. Any 1960 or newer American automobile whose components meets U.S.A. specifications only, with these exceptions: No convertibles, jeeps, station wagons, trucks, sports cars or front wheel drive cars. Car must have been available in the U.S. and sold by American Motors, Chrysler, G.M. or Ford.
- B. All cars will have a wheelbase of no less than 108 inches. No car will have more than 1/2" difference side to side.
- C. All cars must remain stock for year, make and model per the manufacturers original specifications. The only exceptions are those contained in these rules.
- D. All casting numbers and part numbers will remain intact and unaltered to be legal. YOU are responsible for what you run.

2. BODY

- A. Body must be complete and stock in appearance. Body type must match frame type. (Ford on Ford, GM on GM, etc.) No alterations or customizing of any kind will be permitted.
- B. Stock front and rear bumpers only. Tubular bumpers are NOT allowed. All bumpers must be strapped to fenders or curved inward to avoid hooking of bumpers. All stock bumpers must be reinforced to insure secure fastening to vehicle. Bumper brackets may be fabricated from

- ¼" steel plate. Both front and rear bumpers must be chained or cabled to car for added support, subject to Tech approval.
- C. All glass must be removed from body. Windshield area shall have a minimum of **three (3)** vertical straps at least ⅛" by 1". ~~though 3 straps are strongly recommended.~~ Windshield area shall have a ½" maximum screen over entire area. ~~It is strongly recommended that~~ ¼" round stock **no less than 3" or more than 5" must** be used in front of driver side of windshield for added protection.
 - D. All exterior trim, door handles and antennas must be removed.
 - E. All interior upholstery must be removed. Gutting of interior door sheet metal is allowed for installation of door bars only.
 - F. Front fender wells ONLY may be removed. Gutting of hood or rear deck lid is allowed. Stock firewall, floor pan and rocker panels are required. Stock firewall (front and rear), floor pan, and rocker panels must be retained. All holes in firewall or floor pan must be covered for driver's protection. Outer fender wells may be trimmed to a maximum of 3 (three) inches tire clearance. All edges must be rolled and show good workmanship. If fender wells are intact, a 6" hole must be put into each fender well to allow for fire extinguishing.
 - G. All doors must be bolted or welded shut.
 - H. ~~If hood is still hinged to car, two (2) hood pins are required. If hood is not hinged, Hoods can not be hinged to car.~~ Four (4) hood pins are required. **Fiberglass front ends are allowed.** For complete fiberglass front ends, six (6) hood pins are required.
 - I. An adequate firewall is required between fuel cell and driver's compartment. Rear firewall can be no further forward than the rear fender well with no less than 20 gauge steel.
 - J. Fiberglass or aluminum body panels are allowed over top of stock body panels only. Body panels must be bolted or riveted on. No screws. All body panels must be of stock material construction.
 - K. Stock appearing grill or mesh must be installed. Subject to Tech approval. Plastic racing nose is OK.
 - L. All cars must have numbers on both doors and roof a minimum of 18" high. **Door numbers must be centered between front and rear tires on both sides. Factory Street** Stock numbers are to be between 0-99. Cars with a specific number the previous season have the option to maintain their number. Numbers can be applied with vinyl, paint or tape, but must be visible from the scorers stand. 3" numbers must also be applied to the left side of front bumper and the right side of the rear bumper to be readable when standing in front or back of car. No duplicate numbers. No numbers with letters.
 - M. Interior sheet metal in trunk area may be removed between frame rails only to allow for fuel cell installation. Minimum 4" hole mandatory.
 - N. T-Tops and sun roofs must be filled with minimum 14 gauge steel, welded shut. Subject to Tech approval.
 - O. Removal of plastic dash is optional. Steel structure must remain intact.

- P. Mirrors are not allowed.
- Q. No spoiler, air dams, or bolt on hood scoops will be permitted.
- R. Nerf bars are NOT allowed.
- S. Rub rails are allowed, 1"x2" tubing. Must be attached to door bars, mounted flush with door skin. Ends must be beveled.
- T. Cars need to be CLEAN with body panels intact at the beginning of the race meet.

3. CHASSIS

- A. No customizing, altering or reinforcing of chassis is permitted, except as noted in roll cage rules. Reinforcing of a chassis area due to damage fatigue will be allowed, but must be authorized by Tech PRIOR to repair.
- B. No special sub-frames are permitted.
- C. Sway bar mounting must be stock metal, Teflon or plastic bushings. No heim joints permitted. The left side may be connected with a chain.
- D. One shock allowed per wheel in stock location. No special shocks are allowed. Gas shocks are allowed. Stock type mounts only.
- E. Stock type springs only. Any spring rate is allowed. No coil over springs. No cut or modified springs allowed. No special springs are allowed. No aluminum leaf springs. After market rubber or metal spacers are allowed.
- F. You may run uneven amounts of leaf springs from side to side. All leaf springs will be bolted together and U-bolted to the rear end housing. Sliders are not allowed. Aluminum lowering blocks are allowed for leaf springs (Not adjustable).
- G. Weight jacks are not allowed. No hydraulic or air jacks allowed. **No adjustable spring spacers are allowed.**
- H. Ground clearance is a minimum of 4". Ground clearance is measured at the lowest point of the frame or cross member.
- I. All replacement of frame sections must be approved by Tech.
- J. No on board adjustable suspensions allowed. No airbag suspension.
- K. No aftermarket, tube or fabricated suspension components.
- L. No shortening or lengthening of wheelbase.

4. TRANSMISSION AND REAR END

- A. Rear end and housing and overall width must remain stock for chassis, Ford for Ford, Chevy for Chevy, etc. The only exception is: Ford 9" rear ends are allowed with stock mounts for chassis being used.
- B. No quick changes.
- C. All differentials allowed. Posi-traction, locked or spool is optional.
- D. **No aluminum allowed.—No aluminum drive shafts or rear end housings allowed.**

- E. Drive shafts must be painted white.
- F. Driveshaft hoop is required 12" from front U-joint, under floorboard around driveshaft.
- G. Stock clutch and flywheel only. No mini clutches allowed.
- H. Scatter shield, blanket, or ¼" steel plate mandatory for all **manual** transmissions. Conveyor belt material is allowed. No hydraulic retrofits allowed.
- I. Gear ratio optional.
- J. Transmission must be stock for motor and chassis, Ford for Ford, Chevy for Chevy, etc.
- K. Automatic or standard transmissions allowed. Automatic transmissions must have a functional torque converter. No direct drive transmissions or dummy torque converters.

5. WHEELS AND TIRES

- A. Steel rims only, maximum 8" x 16". No aluminum or alloy wheels will be permitted. No spinners allowed. No coating on wheels allowed.
- B. Tire profile is to be no less than 60 and no wider than 245. Size designation must be visible on sidewall and unaltered. All tires must be street legal, non-race DOT approved. NO HOOSIERS OF ANY TYPE. DOT approved tires can be grooved.
- C. Any rim offset/backspacing is allowed as long as wheel is within outside fender edge.
- D. 9/16" or larger wheel studs required if spacers are used. If not using spacers, stock wheel studs are allowed, ½" or larger preferred. Each stud must have a lug at all times. Lug nuts must be open ended.
- E. Valve stem location is optional. No bleeder valves are allowed.
- F. Inner tubes are allowed.
- G. All wheel weights will be on the inside of the wheels.
- H. No electronic traction control devices allowed.
- I. No mud or snow tires allowed. No studded tires or truck tires allowed.
- J. No bead locks or screws are allowed.
- K. All wheels must remain within the outside edge of fender. Subject to Tech approval.

6. FUEL CELL AND FUEL

- A. Gasoline only. Gasoline cannot be mixed with alcohols, ethers or other oxygenates. No Aniline or its derivatives. No nitro compounds or nitro containing compounds. No icing or cooling of fuel permitted in the pits or racing area.

- B. Fuel cell must be top fed and securely fastened in trunk area with a minimum of four (4) straps on top and four (4) straps on bottom of fuel cell. Straps are to be 1/8" by 2" minimum. There must be an 8" hole in the trunk area to assist in fire extinguishing.
- C. Fuel cell is to be mounted behind the rear axle, and no lower than the center of the rear axle. Bottom of the fuel cell cannot be lower than the bottom of the frame rail. **Fuel vent tube must end final location below bottom of fuel cell.**
- D. Fuel cell shall be enclosed in a minimum of an 18 gauge steel box with the filler spout located in the trunk compartment. Fuel cap must be tethered to the fuel cell. **Zip ties are not acceptable.**
- E. Fuel line may be run through driver's compartment, but must be completely enclosed in steel tubing and sealed at both ends. Subject to Tech approval.
- F. No electric fuel pumps.
- G. No pressurized tanks.

7. STEERING AND BRAKES

- A. Cutting or welding of steering components is not allowed. U-joints can replace rag joints. All steering columns must be collapsible. Stock is OK. Steering shaft must be 3/4" by .120 wall tubing. Solid rods must be used for all steering rods.
- B. Stock brakes are required. Removal of any brake is not allowed, except removal of parking brake. All brakes must be in good working order.
- C. Center of steering wheel must be padded.
- D. No driver accessible or aftermarket proportioning valves allowed. No cutting brakes permitted.
- E. All brakes must be O.E.M. for make and model. NO slotting or cross drilling of rotors.
- F. No brake cooling vents or ductwork, with the exception of O.E.M. backing plates or shields.
- G. Removable steering wheels are **allowed mandatory and** must lock securely to the steering column.
- H. **No parking brakes allowed.**
- I. **Steering quickeners are allowed.**

8. ROLL BARS AND CAGES

- A. Four (4) point minimum cage is required that extends the width of the frame. Six (6) point cage is preferred. No more than six (6) points allowed, including 2 rear kickers which must be attached to the frame within driver's compartment, in trunk area or at rear hoop. A minimum of three (3) drivers door bars (4 is highly recommended) and two (2) right

side bars (3 is highly recommended) is required. Cage must meet Tech approval. No butt-welds on door bars unless bars are bent.

- B. Spreader bars on doors are required with a maximum 14" spread. It is required that the driver's door be plated with **minimum 1/8" gauge steel. Plating must extend from forward "A" pillar down tube to completely behind driver. Must leave 2" gap between down tubes.**
- C. Cage must be minimum 1 1/2" O.D. steel tubing with minimum .090 wall thickness.
- D. Upright bars must be attached to floor or frame by a bolted plate (minimum 3/16") or welded. Bolted plates must be secured with a minimum of four (4) 3/8" grade "8" high quality bolts.
- E. Rear hoop may be installed in trunk, behind the fuel cell, with 45-degree kickers for fuel cell protection. A 1 3/4" tube or 1/2" by 1" square tubing may be mounted behind the fuel cell between the ends of the frame rails. No flat or angle stock will be permitted. Tubing is allowed for fuel cell support only, and is subject to Tech approval.
- F. Cage and roll bar must be padded wherever driver may come in contact.
- G. Driver leg and foot protection allowed if attached to cage only.
- H. A front radiator hoop is allowed. Four (4) kicker bars may be linked between the radiator hoop and main cage.
- I. The windshield center bar **MUST** be at least 1 1/2" x .095 with round tubing mounted in cage.

9. WEIGHT

- A. All cars must weigh a minimum of 3200 pounds with driver **before the race at all times.**
- B. All bolted weight and location must be approved by Tech. Weights must be painted white and stamped with car number, bolted securely no lower than the bottom of the frame member. No bolt on weight less than 5 pound block.
- C. Track scales will be the official weight.

10. ENGINES

- A. The engine must be stock for make of car (Ford to Ford, Chevy to Chevy, etc.).
- B. Cylinder compression is limited to an absolute maximum of 200 pounds; measured with track gauge, at 5 revolutions with carburetor wide open.
- C. V-8 engines must be stock production and cast iron only. No bow tie blocks. No angle plugs.

- D. Engine size is to be stock for make and model of car, with exception to cars produced with engines less than 8 cylinders, a 350 Chevrolet, 351 Ford or a 360 Dodge small block V-8 may be substituted per matching year O.E.M. specs.
- E. Overbore shall not exceed .060 from O.E.M. specifications.
- F. Aftermarket cams are permitted. Solid lifters are not permitted. Roller cams are not permitted. No roller cam lifters.
- G. Maximum cam lift measured at valve of .500 inches.
- H. No roller tip or roller fulcrum rocker arms. No rocker ratio can exceed the O.E.M. spec.
- I. No dry sump or external oil pumps allowed.
- J. Stock type or H.E.I. ignitions only. No magnetos, dual point or MSD box type ignition allowed.
- K. Stock diameter valve springs only. No dual springs. Dampeners are permitted.
- L. Stock vibration/harmonic dampener only.
- M. Heads may be milled or resurfaced. No porting or polishing allowed.
- N. Engine must remain in stock location. Solid motor mounts permitted.
- O. No aluminum heads or blocks allowed. Cast iron only.
- P. Stock type flywheel only. No aluminum, cutting or special over-the-counter types.

11. MANIFOLDS AND CARBURETORS

- A. One carburetor ONLY. Carburetor must be stock. The only exception allowed is a 4412 carburetor. No aftermarket carburetors. No cutting or machining permitted. Subject to Tech approval. Holley model #4412, unmolested, with air horn in place, with maximum 1" space adapter.**
- B. Maximum 1" adaptor plate is allowed.**
- C. All carburetors must have two (2) throttle return springs, one on the carburetor and one on the linkage.
- D. Turbochargers, superchargers or ram air of any kind is not allowed.
- E. Porting or polishing of manifolds or carburetors is not allowed.
- F. Intake manifolds must be of O.E.M. stock factory production only. If the intake manifold has bolts on top it must also remain stock. No factory high-rise. NO EXCEPTIONS.
- G. No "PCV" valves allowed on any part of engine, including carburetor, E.G.R. plate, oil pan, valve cover, intake or exhaust manifolds. All unnecessary hose shall be removed and a plug will be installed in the E.G.R. plate and carburetor. No exceptions.
- H. No fuel injection, NO EXCEPTIONS!!!

SPECIAL NOTE: CARS MAY HAVE EITHER ONE OR THE OTHER OF THE FOLLOWING: 1. ALUMINUM AFTER MARKET INTAKE MANIFOLD AND STOCK EXHAUST MANIFOLD OR 2. HEADERS AND STOCK INTAKE MANIFOLD.

12. EXHAUST

- A. Headers are allowed.
- B. Mufflers are mandatory. Mufflers cannot be home made.
- C. Exhaust must exit behind driver. Subject to Tech approval.
- D. "Y", "X" and "H" pipes are allowed. Subject to Tech approval.

13. COOLING SYSTEM

- A. Only one (1) radiator is allowed and must be mounted in front of engine. Type must be per make and model.
- B. A one (1) gallon catch can is required and must be mounted inside the engine compartment.
- C. Water only in the cooling system. No antifreeze or oil of any kind. Water wetter is allowed.
- D. A fan shroud is mandatory. Fan shroud must have a top and sides.
- E. An air scoop is allowed. Air scoop must not exceed width of radiator and must not extend more than three (3) inches in front of radiator.
- F. Radiator protection is permitted with 1 ½" .090 tubing around radiator with one bar diagonally across in front of radiator. Must be behind bumper. Subject to tech approval.
- G. No electric fans allowed. Aftermarket engine driven fans are permitted. Fan must be mounted in stock location.
- H. No transmission coolers allowed inside driver's compartment. Transmission coolers are to be inside engine compartment only.

14. ELECTRICAL SYSTEM

- A. One passenger car battery per vehicle. If mounted in drivers compartment, battery must be fully enclosed in a steel box.
- A. All cars must have a kill switch clearly marked with "On" and "Off" locations. Kill switch must be within drivers reach and reachable from outside of car by rescue crews. **Location must be on the speedway bar or center cage to the right of the driver.**
- B. All cars must have starters and be self-starting at the beginning of the race. **If a push start is required for the beginning of a race, that car must start in the back.**
- C. No radios or on board computers allowed.

15. SAFETY EQUIPMENT

- A. A driver's side window net is mandatory. Window net release must be in front at the top of the window and workable from outside of car.
- B. Flame retardant driver's suits are mandatory. Neck collars and gloves are also mandatory. No nylon shoes or polyester clothing of any kind are permitted.
- C. A fire extinguisher with a charge indicator (minimum 2 lbs.) is mandatory. Fire extinguisher must be mounted with quick release and within driver's reach.
- D. A racing seat, securely mounted and attached to roll cage with grade "8" bolts is required. **Seat cannot be mounted to the floor!**
- E. A race approved 5-point harness is required. Harness must be date stamped no more than three (3) years old.
- F. Helmet must be Snell 2005 or newer. Helmet must be SA rated. ~~If M rated, must be accompanied with fireproof sock.~~ **M rated helmets are not allowed.** (NOTE: In 2013, a Snell 2010 helmet will be required.)
- G. Eye protection, helmets, harness, neck collars, gloves and driver's suit must be worn at all times when on the racing surface.

INTERPRETATION OF THE RULES

Though we have made every effort to provide rules that will be clear and precise, should there be any confusion in your interpretation, **ASK!! IGNORANCE IS NOT AN EXCUSE!** If a specific issue is not addressed in these rules, the official's decision is final. Any modifications not addressed in these rules will not be allowed unless approved by the Tech.

We want all cars to be competitive with each other in their division. If you do something with your car that has been overlooked in these rules that we feel gives you an unfair advantage over your competitors, YOU will be required to change YOUR car.

These rules are provided to maintain orderly conduct of racing events and to establish requirements. By participating in **Factory Street** Stock events at Barona Speedway, each driver agrees to comply with these rules and all general rules of the Speedway.

Should your car be found in violation of these rules it will be the Tech's discretion as to what action will be taken. A minor 1st time infraction may allow you to race that night, but require you to make necessary changes prior to the next race.

Any rule infraction will be given to you in writing. Should a racing advantage rule infraction be found, you may be asked to start in the back, or may not be scored or allowed to place in that event. You also may have to add weight to your car to compensate for the infraction. The amount of

weight to be added will vary depending on the infraction, and will be determined by the Tech. You will need to find the weight required yourself, it will not be provided. Changes will need to be made to your car to comply with the rules prior to the next race night.

These rules will be in effect throughout the 2010 racing season. These rules are in no way meant to imply any guarantee of safety. There is no guarantee against injury or death to participants, spectators or others.

These rules may be amended at any time by the Official. Changes may be made for safety, or to keep the competition close.

The Barona Speedway management appreciates your cooperation in complying with these rules. We wish you all a safe and successful 2010 racing season.