

Mid Atlantic Street Stock

2009 Rules 12/9/08

1. Competing Models

1970 or newer American cars listed below.

General Motors	Ford	Mopar
Monte Carlo	Taurus	?
Camaro (1 st Generation)	Thunderbird	
Lumina	Mustang	
Cutlass	Fusion	
Regal		
Firebird (1 st Generation)		
Grand Prix		

2. Body

- a. All bodies must be steel and have stock appearance.
- b. All Body Parts must be OEM or stock appearing, with the following exceptions:
 - o Front nose, grilles and rear bumper may be plastic, but must match car model
 - o Hood may be fiberglass, no openings permitted
 - o Doors may be aftermarket, made of twenty (20) gauge steel
- c. All body panels must have stock contour.
- d. Must have stock floor pan. Right side may be raised to allow for exhaust clearance only
- e. Fenders and quarters may be altered for tire clearance only.
- f. Full windshield must be used, must be made of Lexan, and must have at least 2 internal supports.
- g. Rear window may be used, must have at least 2 external supports, may be Lexan or Plexiglas
- h. Bodies must be mounted in stock location. Rubber mounts may be replaced with solid or polyurethane mounts. Body cannot be lowered on frame.
- i. All trim, plastic and glass, door hardware, side windows, carpet, upholstery and headliner must be removed.
- j. Inner body panels may be removed, but must be safe and neat appearing. No sharp or jagged edges.
- k. Doors must be welded or bolted shut. Pop rivets may be used, but must be acceptable to track officials.
- l. Rear spoiler may be used, must be no wider than 54", Maximum height of five (5) inches, must be ¼" lexan, and securely anchored.
- m. Must have a complete dashboard, may be fabricated from twenty (20) gauge steel
- n. Must retain Front and rear firewalls, Front firewall must be in stock location, all openings must be sealed.
- o. Bodies should be kept neat appearing at all times.
- p. Front & Rear Hood Pins must be magnetic Steel.

3. Frame, Suspension, Weight

a. Frame

- o Must have stock wheel base, minimum 105 inches
- o Must have stock tread width, maximum 66 ½ inches
- o Frame must be stock for vehicle type, frame dimensions must remain stock between rear kick ups and front suspension. All spring, trailing arm, and other suspension mounting locations must be stock. Fabricated "tubular frames" may be used only in front of the front suspension, and behind rear frame kick ups. Any deviation from this will require a minimum weight of 3550 lbs.
- o Minimum 4" ride height, measured to frame rail

- Springs must be mounted in stock location, no coil-overs permitted
- Jack screws are permitted
- All suspension must be mounted as factory installed.
- Tubular steel non-adjustable upper control arms are permitted
- May install larger or screw in type ball joints but must mount in stock location.
- No Adjustable style ball joints permitted.
- Lower A-arms must remain stock or aftermarket OEM type and be the same length on both sides. Mono-balls not allowed.

b. Steering

- Steering components must be stock OEM for car being run.
- Stock OEM steering box must be used, and bolt in OEM location.
- Center of the steering wheel must be padded.
- Quick release steering wheel coupler is mandatory.
- Aftermarket power steering pumps permitted.
- Collapsible steering shaft required.

c. Brakes

- Must be stock production or aftermarket stock OEM replacement.
- No high-performance aftermarket or racing calipers allowed. Maximum of one (1) piston per caliper.
- Four wheel disc brakes permitted.
- One (1) brake adjuster permitted.
- Dual master cylinders permitted.
- No after market light weight drilled or cross cut rotors allowed.
- Brake fans not allowed.

d. Shocks

- One (1) steel bodied shock per wheel. Maximum shaft diameter is 5/8".
- May relocate front and rear shocks.
- Any AFCO 12 series shock or Pro Shock WB series
- No re-buildable, re-valveable, aluminum, or adjustable shocks allowed.

e. Sway Bars

- Only stock OEM bars are permitted.

f. Weight

- Stock Frame cars must weigh at least 3250 pounds with driver, 55% maximum left side weight, modified (see section a) frames must weigh at least 3550 with 55% left side weight.
- Added weight must be securely bolted in place with a minimum of two (2) 3/8" bolts.
- No weight may be added ahead of the spindles or inside the driver's compartment.
- The weights must be painted white with the car number on all sides.
- All added weight must be in solid block form.

4. Engine

- a. Stock standard production (OEM) engines only.
- b. All engines must be located so that the center of crankshaft must be on centerline of the frame and tread width. Front spark plug must be within 1 inch of the center of upper ball joint.
- c. Displacement:
 - GM maximum 350 cu. in.
 - Ford maximum 351 cu. in.
 - Chrysler maximum 360 cu. in. NO 355 cu. in. engines allowed.
- d. .060 maximum overbore permitted - all cars.
- e. Engines will be controlled with a \$1300 claim rule (Oil Pan to Intake). Any top five finishers in the race may claim any of the other top five finisher's Engine from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$1300.00 cash. Anyone not allowing their Engine to be claimed will be suspended a minimum of one racing event. Claims are limited to one per year per claim per claimant, claimant must also provide their engine in addition to the cash.
- f. All internal and external engine components must remain standard production or stock OEM

replacement; except as noted below

1. Pistons

- Stock production replacement forged pistons permitted.
- Must be stock in appearance and skirts must be stock.

2. Rods

- Stock OEM production steel rods only for engine being run
- Must be stock length for engine being run.
- No polishing, lightening, or altering rods.

3. Crankshaft

- Stock production OEM cranks with stock stroke.
- No modifications permitted except for balancing.
- No cutting down of counterweights, polishing, or lightening in excess of balancing.

4. Camshaft

- Only standard hydraulic camshafts allowed, no roller cams, no solid lifters
- Lifters must be steel
- Roller Rockers permitted

5. Timing Chain

- Double roller timing chain allowed. Gear or belt drive timing systems not permitted.

6. Ignition

- Any OEM HEI or point's type distributor allowed. No MSD, crank triggers, magnetos, etc. permitted

7. Lubrication

- Stock production assembly only, no Dry Sump systems.
- No oil coolers or remote filters.

8. Heads

- No aluminum heads permitted.
- No porting, polishing, acid porting, coatings, etc. permitted.
- Three (3) angle valve jobs permitted using normal machining procedures. No cutting in pockets.
- Guide plates and screw in studs permitted.
- Aftermarket valves must be same shape and size as factory. No Undercut valves.
- Stock type or roller rocker arms, 1.5 or 1.6 ratios only.
- Single valve springs only, flat damper inside spring allowed.
- Minimum 58 CC combustion chamber
- General Motors permitted heads
 - Any GM steel production head
 - World Products brand head permitted:
 - S/R Torquer – 170 cc runner
 - Bare Part 042660 or 042670 (or assembled equivalent)
- Ford permitted heads
 - Any Stock steel production head offered on a 2-barrel version of the motor used.
 - World Products brand head permitted:
 - Windsor Jr – 180 cc runner
 - Bare Part 053030 or 053040 (or assembled equivalent)

9. Intake

- Edelbrock Performer series only, no modifications allowed
- General Motors - #2101 or 2116 (Vortec Heads)
- Chrysler - #2176
- Ford - #2750 or #2181

10. Carburetor

- 500 CFM Holley 2300 2bbl carburetor model #4412
- No modifications. Must be stock out of the box except as follows:
- All air leaks must be sealed. Any attempt to pull outside air other than through the venturi is not permitted.
- The only alterations permitted are: the choke may be removed, the power valve size may be changed, accelerator pump cam, and accelerator pump discharge nozzles may be changed and the jet size may be changed. Idle holes may be drilled in the

- butterflies. No other changes allowed.
- No reshaping, polishing, grinding or drilling allowed. No adjustable (jetted) air bleeds or circuits. Gaskets must remain unaltered. No “hp” parts allowed. No chrome carburetors.
- Only a one (1) piece solid aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor.
- The spacer must be centered on the intake manifold and have two (2) round holes located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor.
- A one (1) piece two (2) hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one (1) piece paper gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.
- Round dry paper element, min. 12 inches, maximum 17 inches in diameter permitted.
- Element must be min. 1-1/2 inches, maximum four (4) inches in height.
- No carburetor hats, ducts, baffles, etc.
- Air cleaner must not protrude through hood.
- No cooling, spraying, or altering of air cleaner.
- Bottom of air cleaner cannot be above choke horn.
- No opening may be cut in the cowl or hood. No tubes, funnels, ducts, or baffles permitted.
- Carburetors will be controlled with a \$250 claim rule. Any top five finishers in the race may claim any of the other top five finisher’s Carburetor from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$250.00 cash. Anyone not allowing their Carburetor to be claimed will be suspended a minimum of one racing event. Claims are limited to one per year per claim per claimant, claimant must also provide their carburetor in addition to the cash.

11. Exhaust

- No flex pipes
- After Market headers are permitted.
- Exhaust pipes must extend past driver.
- No Cross over pipes
- Magna Flow muffler #12298 (3” on all cars).
- Car exhaust system shall have one Magna Flow performance muffler installed. The installed muffler will function as a “Y-pipe”, with the output of each header connected to the dual muffler inputs, and the single output of the muffler connected to tail pipe
- Tail pipe must be turned down under car.
- Headers will be controlled with a \$200 claim rule. Any top five finishers in the race may claim any of the other top five finisher’s headers from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$200.00 cash. Anyone not allowing their headers to be claimed will be suspended a minimum of one racing event. Claims are limited to one per year per claim per claimant, claimant must also provide their headers in addition to the cash.

12. Cooling

- Engine mounted fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.
- Electric engine cooling fans are optional. An electric fan can be used in place of a mechanical fan or in conjunction with one.
- If an engine-driven fan is used, it must be a standard magnetic steel fan with a minimum of four (4) blades. Removal of the fan blades or fan belt will not be permitted. The fan blades must be a minimum of 3 1/2 inches wide. Flat fan blades will not be permitted.
- When an electric fan is used, shrouds or panels rearward of the radiator will not be permitted, unless used in conjunction with the mechanical fan, and then a shroud is permitted. When a standard steel fan is used, the shroud must follow the entire

circumference of the fan and must not extend more than one (1) inch rearward of the trailing edge of the fan blade. Flat panels will not be permitted.

- The radiator overflow pipe must be relocated to the lower right side of the windshield.
- The radiator must be centered to the water pump. No offset.
- Aluminum radiators are permitted.
- Use of Anti-Freeze is not allowed.
- Stock OEM production water pump
- Aluminum pulleys allowed.

5. Drive Train

- a. Stock OEM 3 or 4 speed transmissions. No after market allowed.
- b. Automatic transmissions allowed, must use a torque converter with 10" minimum diameter.
- c. Bell housing must be a "Lakewood" type 360 degree drag racing style that is blow-proof. The bottom may be cut out for inspection.
- d. Any aluminum or steel flywheel is permitted.
- e. Only stock drive shaft is permitted, minimum of 3" diameter. No aluminum drive shafts. Drive shafts must be painted white.
- f. Drive Shaft must have two (2) safety loops made of 1/4 inch thick and One inch wide solid steel. Must be located six (6) inches to twelve (12) inches from each universal joint.
- g. Rear ends – 9" Ford, 10 or 12 Bolt General Motors
- h. 3 Link suspension permitted
- i. Pan hard bar if used must be of steel.
- j. Trailing arms must be steel non adjustable. No rubber bushings or "snubbers"
- k. Right and Left trailing arms must be same length.
- l. Top bar must be steel, and can be adjustable. No spring-loaded bars.
- m. Wheels must be 15-inch diameter five lug magnetic steel wheels
 - Bleeder valves will not be permitted.
 - Tires to be determined

6. Electrical

- a. Only stock factory OEM point or electronic ignition systems allowed. No aftermarket or modifications.
- b. The battery must be installed in an enclosed metal or plastic box, located in front of the rear axle housing or behind the driver's seat. The battery box must be mounted inside the frame rails and cannot extend below the bottom of the frame rail. The battery mounting position must be acceptable to Track Officials.
- c. A battery master switch must be mounted in center of dash and labeled ON/OFF.
- d. Aftermarket starters are permitted.

7. Fuel System

- a. Use of racing fuel permitted.
- b. Use of track fuel recommended.
- c. No additives permitted
- d. Refer to NASCAR rule book for fuel cell construction, minimum 8 gallons, maximum 22 gallons

8. Safety Belts, Roll Bars and Construction Guidelines

- a. Competitors must purchase a NASCAR competitors license
- b. Refer to NASCAR rule book for safety and roll bar information