

# WEST TEXAS RACEWAY

## 2022 STREET STOCK RULES

**IF IT DOESN'T SAY YOU CAN, YOU PROBABLY CAN'T! ASK FIRST. IF A USRA FACTORY STOCK CAR RACES AT WTR IN THE STREET STOCK CLASS, THEY MUST BE FULLY USRA FACTORY STOCK LEGAL AND WILL BE TECHED UNDER USRA FACTORY STOCK RULES!**

### General Rules

1. Must be 1955 or newer, 107.5 minimum wheelbase, 2 or 4 door sedan except Sport Mods. No convertibles, station wagons, or sport cars.
2. All glass must be removed, any flammable interior parts must be removed, all light assemblies, handles, etc.....and all chrome except bumpers must be removed.
3. Full factory floor pan or equivalent including rear fender wells must be retained. Full factory front or equivalent must be retained. Front fender wells may be removed. Fenders and quarter panels may be trimmed as needed for tire clearance. Exterior body panels are to be OEM or may be fabricated using sheet metal but must maintain OEM body lines and contours. No slab-sided Late Model type bodies are allowed.
4. Doors must be welded or bolted shut, gutting of all interior panels including trunk floor allowed. Metal firewall between driver and fuel cell required for safety.
5. Front and rear bumpers may be an OEM type or fabricated using pipe or tubing no larger than 2" OD and with a wall thickness no greater than .125". Fabricated front and rear bumper heights not to exceed 10". Bumpers must have ends capped, plated, turned in or otherwise prepared in such fashion to prevent the hooking of other cars and cutting tires. NO SHARP EDGES.
6. Aftermarket nose and tail pieces are allowed.

### Roll Cage and Bracing

1. 4 post – 6-point (2 braces from top of cage back to frame) roll cage must be welded directly to factory frame fully framed cars. Uni-body cars only. Cage must be welded to minimum 6" by 6 ¼" thick plates that are securely welded to body strong points. Sub frames may be tied together. Three driver's side door bars and 2 passenger side door bars minimum.
2. Roll cage and door bars must be constructed using at least 1 ½" OD pipe or tubing with a minimum .125" wall thickness. 1 ¾" OD .95" wall OK too. Door bars must be tied together top to bottom in at least 2 places.
3. Full front and rear lopes with associated bracing allowed.
4. Nerf bars allowed. Can be round, rectangular or Lexan. Must be within ½" of body and ends must be either capped or tapered or turned into body. NO SHARP EDGES.
5. Plating of frame allowed only on hump over rear axle or for repairs. Track tech will make final decision about what constitutes a repair. Rear frame rails may be replaced with square or round tubing to a point no further forward than behind rear axle where hump over rear axle begins.
6. Driver's compartment: Minimum three windshield bars in front of driver. Aluminum high-back seat only and must be bolted in using minimum 0.375-inch bolts. Driver seat may be no further back than rear edge

of B-pillar. Driver must be sealed off from track, driveline engine and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat; rear can be no higher than front except for cowl in front of driver. No other interior tin or covers. Inside rear quarter panels. Below window level, may be cut out. Doors and driver side B-pillar may be gutted. No cutting out of firewalls, roof, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Must remain flat. OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception in maximum eight-inch-tall driveshaft tunnel similar to the OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind. If your car doesn't conform to these rules, under the track's decision, you may be able to add weight in front of the firewall to justify your infraction.

### **Engines**

1. GM and Ford 360 CID maximum allowed. Mopar 365 maximum allowed. No bore and stroke combinations not offered by OEM allowed. Blocks must be cast iron OEM.
2. Engine and frame must be same manufacturer: GM in GM, etc.
3. Domed or pop-up pistons of any kind not allowed.
4. Stock crankshafts and steel stock appearing I-beam style connecting rods only. No dry sump or external oil pumps allowed.
5. 5.7 length stock appearing rods only.
6. Hydraulic flat tappet cams only. No solid lift cams allowed.
7. Aluminum low rise. No high-rise intakes (even if they are OEM) or aftermarket intakes allowed. OEM cast iron or any dual plan low rise aluminum intake. No intake taller than a 2701 allowed.
8. Stud girdles ok.
9. Cylinder heads must be cast iron OEM. Vortech (part #'s 10239906 and 12558062) EQ and Dart stock replacement heads will be legal. No porting or angle milling allowed. Screw in studs, guide plates, roller rocker arms and polylocks OK. All stock replacement heads are OK.
10. OEM distributor only, aftermarket coil module OK. No MSD boxes or other aftermarket ignition parts not listed above allowed. MSD ignition #8727CT rev limiter or equivalent will be allowed.
11. 2-barrel carburetor only. Aftermarket carburetor spacers or adapters allowed with the use of a Holley list #4412 and 4412 CT 500 CFM 2 barrel only. Choke hardware may be removed, but choke horn must remain unmodified. No airflow work allowed on any carburetor. No more than 2" adapter/spacer Maximum 2 3/8" gaskets included.
12. Only 1 radiator allowed. It can be stock or racing and must be placed vertically in front of engine. Aftermarket reduction pulleys OK.
13. Engine can be set back but #1 spark plug can be no further back than even with upper ball joint.
14. Exhaust may be cast iron manifolds or chassis style headers only.
15. Must have inspection cover in the oil pan.

### **Transmission/Drive Shaft**

1. OEM automatic or standard only.
2. Automatics must run fully functional torque converter no less than 10" in diameter.

3. Standards must run OEM fully iron flywheel, clutch, and pressure plate with friction face no less than 10" in diameter. No mini clutches.
4. Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward.
5. No five speed or more transmissions, "in and out" boxes, or quick-change devices allowed.
6. Functioning shift levers must be in OEM location.
7. Flywheel/flexplate must be bolted directly to end of crankshaft and pressure plate must be bolted directly to flywheel/flexplate. One flywheel/flexplate only and all driveline components within bell housing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM or OEM replacement.
8. Manual must be OEM or OEM replacement case and explosion proof steel bellhousing – minimum 270 degrees around top of the clutch/flywheel area.
9. Automatic must remain in OEM or OEM replacement case with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum .125" by 3" steel, 270 degrees around flexplate. Conveyor belt type belting of 1/4" thickness can be used for scatter shield.
10. Drive Shaft is minimum 2" diameter steel drive shaft and must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 1/4" by 2" steel, or 1" tubing, mounted 6" back from front U-joint.

### **Rear Ends**

1. Passenger car or light truck rear ends allowed. Rear ends may be locked by welding or other means. 9" Ford floater rear end legal but must have stock suspension in stock location. NO TOLERANCE.
2. Floaters OK. (safety)

### **Suspension and Brakes**

1. All front and rear suspension including mounts must remain absolutely stock, unmodified and in their original locations. Racing springs OK. Load bolts and weight jacks not allowed. Tubular upper control arms OK. No Heim end trailing arms of any kind.
2. Racing shocks OK but must mount with stock type hardware and in stock location.
3. Steering box and/or idler arm cannot be moved. Steering may be quickened by aftermarket steering quickener or other means.
4. Brakes must be functional on at least 3 wheels, but 4 wheels recommended. Aftermarket peddle and master cylinder but no driver adjustable bias controls allowed.

### **Wheel and Tires**

1. Steel wheels only not to exceed 8" in width, may be reinforced and/or reversed but must maintain no less than 2" backspacing. Wheels must be retained by no less than (5) 1" lug nuts. Racing studs and lugs recommended. 4 lug hubs and wheels OK for cars so equipped from factory but MUST be equipped with both racing studs and lugs. Bead locks allowed on right side only.
2. Tires are to be 60 or 70 series DOT stamped street tread steel belted radials only. Tires must be available at local retailers. No special, knobby, snow, recaps AT or racing tires allowed except for any tire stamped

or marketed as an IMCA G60, Hoosier 500. Asphalt tires OK and can be grooved. American Racer IMCA tire also legal.

3. Grooving is permitted. Grinding glaze off tread OK.

### **Fuel and Fuel System**

1. Gasoline only.
2. No electric fuel pumps. For year 2018 blocks with no manual fuel pump boss may run electric fuel pump but only with oil pressure switch.
3. Racing fuel cell only. Must be securely mounted in trunk area to rear bracing and cannot be visible from outside of car. Any fuel line ran through passenger compartment must be contained within rigid conduit. Vent must come from tank and make a 360-degree loop with a PVC of some device one way ball.
4. All fuel cells must be in a steel container.

### **Battery**

1. Battery must be in plastic box securely mounted to floor pan or in trunk area.
2. Battery must be capable of starting car and car must be able to idle in neutral and move forward and backward from a standing position with engine running.

### **Weight**

1. Minimum weight after completion of feature event with driver is 3100 pounds.

### **Seat and Safety**

1. Metal racing seat only. Must be securely mounted to roll cage and/or frame using a minimum of (4) 3/8" grade 5 or better bolts and nuts.
2. 5-point racing harness required and to be secured with minimum 3/8" grade 5 or better bolts and nuts.
3. Properly mounted window net must be used.
4. Driver must be equipped with an approved helmet, neck brace, gloves and wear drivers suit that effectively covers drivers' body.
5. Steering wheel must be equipped with quick release.
6. Drive shaft loop must be installed no more than 6" rearward of front U-joint.
7. Fuel cell must be securely fastened inside trunk and no part of fuel cell may be forward of any part of rear-end. Must be in steel container and mounted by minimum two (2) one-eighth (.0125) inch solid steel straps that are two (2) inches wide around the fuel cell. Must have check valve. Fuel cell vent (including cap vent) must have check valves, flapper spring or ball-type valve. Fuel lines passing through the cockpit must be enclosed in metal pipe or metal conduit. Fuel filters are not allowed in cockpit. D-ring fuel caps will not be allowed.
8. Every race car in each class must have a fire extinguisher mounted within reach of the driver except Sprint Class.
9. Every 4-Wheeler or AVT of any kind must have a fire extinguisher mounted on board.