



**2018**  
**STREET STOCK**  
**DIVISION RULES**  
**5/23/2018**

# 2018 STREET STOCK RULES

The Street Stock Division is intended to be a progressive Mid-level class of racecars. All cars shall maintain a stock appearance while utilizing mostly original manufactured parts. Minimal high-performance equipment is allowed except for the sake of safety.

\* Please familiarize yourself with the General Track Rules which is an extension of these rules.

## 1. ELIGIBLE MODELS:

A. Cars 1972 model year or newer. No convertibles or trucks. Four passenger American made hardtops only.

## 2. BODIES / CHASSIS:

- A. Wheelbase must be the same length as the car came manufactured with (OEM). Minimum OEM wheelbase allowed to complete in this division will be 100.4 inches. **No shortening, lengthening or widening of the chassis is allowed.**
- B. Body must match chassis being used including make and model. Body must be 1994 model year and older ONLY. Body may be made of Plastic, Fiberglass, Steel or Aluminum. No ABC, Downforce, Dirt or 1995 and newer body styles allowed. **All bodies must appear stock.** Front bumper cover and rear bumper cover are required, or closed off with. **NO OPEN FRONTS OR TAILS. No swapping of bodies as in taking a leaf spring car body and swapping it over onto a coil spring car, same goes for a coil spring car, no changing over the body onto a leaf spring car.** Station Wagon Bodies with No Spoiler or exclusive racking of the roof will be allowed in 2018
- C. **Aftermarket Bodies: AR Bodies Sportsman Muscle Car bodies allowed. Body must be used in full. No mixing and matching of other panels/pieces. Windshield only with No Rear Windows allowed. Please contact for additional Muscle Car Body questions.**
- D. Front firewall and floor **must in the original (Stock) position** with any/all holes patched with 0.031" steel sheet metal only. Engine/front firewall must remain in the stock position, **No relocating of front firewall.** Rear firewall may be moved, but must be position behind the driver's seat and needs to be constructed of a minimum of 0.031" steel sheet metal.
- E. All glass must be removed. The windshield shall be replaced with minimum of 1/8" Lexan. Full front windshield required. No rear windows permitted. Rear quarter windows are ok
- F. Cars must have full front and rear bumpers. Bumpers may be reinforced but reinforcement must be behind the bumper. Nowhere is there to be anything beyond the front and rear bumpers. Stock appearing aftermarket bumper covers may be used but must be trimmed to give a stock appearance. Bumper covers like those used for Pro Stocks and Busch cars are not allowed. No open back panels, it must be completely closed in.
- G. Rub rails are allowed between the tires only. Bars must be mounted flush to the body and doors, and welded to the cage. Rub rails must be made of 1' x 1" square tubing only with the ends cut at a 45° angle sloping into the body. Ends must be sealed, and any sharp edges must be removed. Steel rails MUST be secured to the cage in two places. Plastic rails may be riveted to the body with a minimum rivet spacing of twelve inches. One rail per side maximum.
- H. No three-digit numbers. Track reserves the right to reassign numbers to avoid duplication. Scoring will be by number only. Cars registered during the previous racing season (car must race a minimum of 3 races) will have first refusal of numbers up until, but no later than **3:00PM on January 31<sup>st</sup>** of the current racing season. All others will be on a first come basis. Numbers and Letters can be assigned, such as 50X or 50 NH, will be available.

- I. No front spoilers or deflectors permitted. Side skirts are allowed, but must clear ride height tool, [this includes the nose also](#).
- J. Rear spoilers are allowed, Maximum height is 5" with a maximum width of 60" (5" x 60") Spoiler must be of single blade style only, must be Lexan. Not to exceed 40inches from the ground.

### 3. **FRAMES / SUSPENSION:**

- A. Frames must remain as manufactured. No cutting or altering of stock frames permitted. Sections may be replaced with tubing from rear axle to rear bumper and from steering box forward to front bumper. These changes MUST have approval of Head of Tech. No altering of any mounting brackets of any kind. Unibody cars (i.e. Firebirds and Camaros) may have sub frame connectors. Stock front snouts may not be interchanged
- B. Front and rear suspension components must remain stock. Front spindles must be for make of car as it came manufacture with (OEM), **No changing of spindles or Lower Control Arms allowed, must be as manufactured (OEM). No cutting or altering of spindles or Lower A-frames**. Lower Control Arms must remain stock with stock ball joints. No relocating of Lower Control Arm mounts.  
\*Aftermarket replacement upper A-Frames are allowed. Aftermarket A-Frames (**steel tubular upper A-Frame with a 7¾" mount**) along with having a stock bolt on ball joint. **No Adjustable A-Frames. Maximum cost of Upper A-Frame shall not exceed \$85.00 dollars each. No roller bearings, No mono bushings or mono ball joints allowed.**
- C. One shock per wheel allowed. No take-apart shocks allowed.
- D. **Shock price must not exceed \$105.00 dollars (each). No bump stops.**  
Shocks will comply with the following - Steel body with factory welded ends and no external valves or Schrader valves. All shocks will be inspected by the Lee USA tech department for compliance.
- E. Springs must remain/mounted in stock location. Steel racing springs are allowed with a minimum of 5 inches outside diameter and a minimum length of 9 inches. Rear jacking devices are allowed may be extended to allow for taller springs. **No jacking bolts or any other external jacking devices are allowed in the front. No spring binding allowed in this division.**
- F. There will be no mechanical tie downs or any other mechanical/suspension device that limits or binds any suspension travel. Suspension must travel a minimum of 2 inches in both directions when stationary, at ride height with driver in car.
- G. Minimum chassis to ground clearance is 5 inches with driver in car. Minimum engine cross member to ground is 4¼ inches with driver in car.
- H. Engine must be in stock location as manufactured. No engine set back, or offset is allowed.
- I. Minimum crankshaft height will be 13 inches when measured from center of crankshaft to the ground.

### 4. **ROLL CAGE:**

- A. All cars must have a four (4) point roll cage constructed of 1¾" outside diameter X .095 wall steel tubing. The roll cage shall consist of 4 vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four curved door bars on the left side and three curved or straight door bars on the right side are mandatory. Offset cages are not allowed. Roll bars within the driver's reach must be padded. Lee Tech Inspectors must approve all roll cages. (See Diagram) Roll cages: Main bar must not have more than 10 degrees lay back. Engine bay hoop is permitted. The rear roll cage upright may not extend past the rear door seam more than two (2) inches.
- B. Inside front and rear cage bars allowed, one per side. Rear bars from center cage to rear most part of chassis. Front bars from center cage to front part of chassis.

5. **DRIVE TRAIN:**

- A. Stock clutch rule; Minimum 10.5-inch diameter assemblies only, pressure plate must be made entirely of magnetic steel with a minimum weight of 14 pounds, No ultra-light or aluminum pressure rings allowed. No light-weight or lighting of flywheels permitted, No aluminum flywheels. Hydraulic clutch pedals are allowed. Scatter shields are mandatory for manual transmissions. Minimum 2" inspection-hole must be cut in the bottom of the scatter shield.
- B. Any stock OEM transmission **with all working gears from driver's compartment.** Any steel/cast iron manual, **NO ALUMINUM** or automatic transmission equipped with the stock torque converter. No racing transmissions.
- C. Driveshaft must be steel only and painted white. No aluminum driveshaft's allowed.  
**Must have two driveshaft loops with a minimum 1/8" diameter and 2" width. One located just behind the front U-Joint and the second one located in front of the rear U-Joint.**
- C. Cars may have any passenger type rear end with any gear ratio. **Rear ends must be locked.** No quick change, aluminum, black gold track, triple track, Detroit lockers, or any other device that would be considered a type of traction control. 9-inch Ford rear ends allowed, also full floating rear ends are allowed. (No Aluminum or light weight parts) Allowed using stock brackets in stock locations only. **No Cambered Rear-ends**
- D. All cars must have four-wheel brakes in working order and remain stock.  
**No racing brake components allowed.** Single piston brake calipers only, No aluminum calipers. No drilling or lightening of brake rotors or any other brake components allowed. Stock rear disc brakes are allowed. Rear drum brakes may be converted over to disc brakes, but must use stock brake components with the only exception allowed will be the rear end caliber mounting bracket. Aftermarket brake pedal and master cylinders are allowed, **brake bias adjusters allowed.**

6. **ENGINE / BUILT:**

- A. GM: 350 cubic inch displacement block plus a maximum of **.040** inch overbore per cylinder. 358 is the maximum cubic inches allowed. Stroker engines are not allowed or any other engine combination which exceeds 358 cubic inches.  
Ford: 351 cubic inch displacement block plus a maximum of **.040** inch overbore per cylinder. Ford 351 engines must be approved by head of tech before being allowed to compete.  
Chrysler: 340 or 360 cubic inch displacement block plus a maximum of **.040** inch overbore per cylinder. Chrysler 340 or 360 engines must be approved by head of tech before being allowed to compete.
- B. Any stock cast iron production cylinder head, including cast iron vortec heads with 1.94" intake valves and 1.5" exhaust valves. No Dart, Bowtie, Turbo, Chrysler W-2 or any other aftermarket cylinder head allowed. Angle plug heads must have exhaust cross over port. **No gasket matching, porting, polishing, acid dipping or filling of any ports allowed.** Valve springs shall not exceed 1.26" on outside diameter. **Roller Rockers and Stud Girdles are allowed.**
- C. Edelbrock Performer Intake 2101 or 2116
- D. Flat tappet camshafts only, **may be a solid or hydraulic cam.** No roller cams **allowed.** **A maximum .450 cam lift when measured at the valve.** Cam lobe measurement cannot exceed .300" with a 1.5" rocker arm ratio. Example of cam rule; .300" cam lobe x 1.5 rocker arm = .450" maximum cam lift (.300"x1.5" =.450").
- E. Flat top or dish pistons only. 10.5:1 compression ratio maximum.
- F. No machining of heads, blocks, or intake manifolds permitted except to clean up the heads or block during rebuild.
- G. Stock type air cleaners with paper elements only. No ram type induction allowed. No cold air boxes.

- H. Stock ignition for make and year of car. No magnetos or MSD ignitions allowed. Kill switch must be located within drivers reach No traction control devices of any kind. Tachs are allowed. Distributor will have a single Wire for power ONLY
- I. Starter must be in working order
- J. No electric fuel pumps allowed.

7. **WEIGHT:**

- A. **Built Engine:** Edelbrock Performer Intake 2101or 2116 with a stock unaltered 4412 Holley 2-barrel 500 CFM carburetor with choke horn, No "HP bodies/high performance components allowed, must use a 85050 or 85060 Canton 1 inch (maximum) carburetor spacer with a maximum of two .070 inch gaskets. No other carburetor spacers allowed.
- A. **TOTAL WEIGHT: 3150**  
**LEFT SIDE PERCENT: 55.0% REAR PERCENT: 49%, WITH DRIVER**
- B. **GM Crate Engine P/N 88958602 Option# 1:** Must use a stock unaltered 4412 Holley 2-barrel 500 CFM carburetor with choke horn, No "HP bodies/high performance components allowed, must use a 85050 or 85060 Canton 1 inch (maximum) carburetor spacer with a maximum of two .070 inch gaskets. No other carburetor spacers allowed.
- C. **TOTAL WEIGHT: 3050**  
**LEFT SIDE PERCENT: 55.0% REAR PERCENT: 49%, WITH DRIVER**
- D. **GM Crate Engine P/N 88958602 Option# 2:** You're allowed to run up to a maximum 650 CFM stock unaltered Holley 4-barrel carburetor, no "HP bodies/high performance components allowed. Must use a 1 inch straight bore carburetor spacer only with a maximum of two .070-inch gaskets. No beveled, tapered or altered carburetor spacers.
- E. **TOTAL WEIGHT: 3150**  
**LEFT SIDE PERCENT: 55.0% REAR PERCENT: 49%, WITH DRIVER**

8. **WHEELS / TREAD WIDTH:**

- A. Maximum **8**-inch-wide steel wheels only, as measured bead to bead with a minimum weight of 19 pounds. No aluminum, magnesium, or lightweight wheels allowed. **No mixing wheel sizes.**
- B. The maximum tread width allowed will be **72** inches measured from outside to outside of the wheel rim bead flanges when measured with Lee's tread width gage.
- C. Metric cars you may use up to a maximum of  $\frac{3}{4}$  inch wheel spacer/spacers if you **don't** exceed the tread width rule. If a spacer is used the wheel studs must be a minimum of  $\frac{5}{8}$  of an inch and at least a couple threads must be showing beyond the tightened lug nuts. A minimum of 1-inch lung nuts are required on all wheels.

9. **TIRES:**

- A. Tire Purchase - 1 new tire may be purchased every other race meet after the initial inventory of 8 new tires are purchased. All cars will be on the same schedule for purchasing tires. If you miss purchasing a tire or choose not to buy one for that race meet you will have to wait 2 weeks until tires are sold again for your division. Race meet #1 will be your first opportunity to purchase a tire.
- B. Lee track tires must be used.
- C. No tire-softening compound of any kind allowed.

**Tire slips must be turned in at the mandatory drivers meeting. See race meet tire procedures in General Rules. Failure to do so will place you at the rear of the nights racing events**

10. **FUEL CELLS:**

- A. Fuel cells are mandatory and must be securely mounted behind the rear axle and between the frame rails. The fuel cell must have an 8" clearance at its lowest point. Check ball required on return. Fuel cells must be protected by rear skid bar. This bar must extend at least 1" below the lowest point of the fuel cell. A fuel shutoff must be located within driver's reach, or an inline positive flow valve or fuel safe.

11. **FUEL INCENTIVE PROGRAM:**

- A. The speedway welcomes New England Racing Fuels & Sunoco. We endorse New England Racing Fuels as part of our sponsorship program, where you, the racer can reap the benefits. You must be a customer and purchase fuel at the speedway; you then will become part of their "Fuel Incentive Program" and have a chance to be rewarded at the season year end banquet. We want to welcome John Holland and New England Racing Fuels to our family of sponsors to where you can be the beneficiary.

12. **FUEL:**

- A. It is not mandatory to purchase all Sunoco Fuel from New England Racing Fuels at the Speedway. Petroleum based automotive gasoline is the only fuel allowed. **No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used.** See Fuel Incentive Program above 10 (A)

13. **MUFFLERS:**

- A. Mufflers are mandatory. Mufflers must be in good working condition and securely fastened. Exhaust must exit from under the car and behind the driver seat with the outlet pipes angled down towards the track surface not aimed to the side. All cars must meet mandated 96 dB requirement at 21 ft from the car as defined in the OSHA specification
- B. **Headers are allowed, only Street-type under-chassis headers are allowed. No 180 degree or up and over headers. No headers allowed that require cutting a hole through the firewall or door panels. No coating of headers allowed**

14. **DRIVER'S COMPARTMENT:**

- A. Approved aluminum racing type seat and **five-point harness** properly mounted to the cage is mandatory. Belts must be dated no more than three (3) years old. Minimum 3" belts and harnesses are mandatory. The only exception would be a 3 inch into 2-inch upper shoulder belt when a Hans device is used.
- B. All cars must have an approved SFI Window Net properly installed in the left front window opening and must have a quick release. No string nets allowed.
- C. All cars must be equipped with a quick release steering wheel. Center of the wheel must be padded.
- D. Battery must be securely mounted under the hood or behind the driver's compartment and protected by a non-conductive cover.
- D. **Neck restraints are highly recommended and should be used.**

15. **RADIATORS:**

- A. Only one radiator may be used and must fit under the hood.
- B. Electric fan allowed
- C. Water is the only coolant allowed. Liquid Cool or similar product allowed. No antifreeze allowed.

**16. SCANNERS ARE MANDATORY:**

Each Driver will be equipped with a scanner with a single frequency to be programmed at (464.600). This frequency will be the Lee Race Director and scoring for alignment purposes. You may not receive any radio communications from any other parties other than from a Lee Official. Failure to respond to a command from the race director will result in being black flagged. My scanner is not working is not an excuse. Two-way programmed radios may also be used but only in a single communication configuration.

**17. TRANSPONDER:**

Transponders are mandatory in all divisions. Transponders must be behind rear wheel. See diagram.

All cars must be equipped with a transponder and be in operation at all times during practice, heats and features. AMB Transponders can be purchased by calling 678-816-4000 or go the web at [www.Amb-it.com](http://www.Amb-it.com). See Diagram on page 13.

**18. NASCAR LICENSE:**

A NASCAR License is required for ALL drivers in our weekly NASCAR Whelen All-American Series which includes the Small Block Super Modifieds, Late Model Sportsman, Street Stocks and the Ironman Divisions. It is highly recommended for all pit crew members entering the pit area to hold a current NASCAR License so you too can acquire additional insurance coverage. Only License holders will receive a discount on pit tickets. Any driver under the age of 18 must complete the necessary releases (NASCAR License Form & Addendum "A" Form which needs to be signed by a parent or legal guardian in order to get a NASCAR license.)

Learners Permit License - (Tan Form): Drivers between the ages of 14 & 15 years old in the Late Model Sportsman, Street Stock and Ironman Divisions only can get a Learners Permit License. A driver applying for a Learners Permit License must also have an Addendum "A" Form signed by a parent or legal guardian in order to get a NASCAR license.

Additionally, only current NASCAR holders are eligible to receive points that will accumulate during the racing season. Therefore, only the NASCAR licensed drivers will be competing for the top ten positions in the year end point fund and sponsor money. This NASCAR license needs to be purchased prior to the first point race at the beginning of the racing season in order to receive all your points earned. (Points will not start to accumulate until you have purchased the NASCAR License. Any points earned before being licensed will not count.) To receive the special awards, point fund or sponsor money you must attend the annual banquet which is held on the 3<sup>rd</sup> weekend of November.

**19. RESPONSIBILITY:**

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES OF LEE USA SPEEDWAY AND THE CURRENT RULES PERTAINING TO THE DIVISION IN, WHICH HE /SHE CHOOSES TO PARTICIPATE.

**ANY ITEM NOT COVERED IN THE LEE RULES SECTION MUST BE STOCK OR APPROVED BY THE LEE USA SPEEDWAY OFFICE IN WRITING. IF ANY ITEM BEING CONSIDERED BY COMPETITOR IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES, COMPETITOR IS REQUIRED TO CONTACT LEE FOR A JUDGEMENT AS TO ACCEPTABILITY.**

The rules and/or regulations set forth herein are designed to provide for 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 participating in these events all participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are no way a guarantee against injury or death to a participant, or official.

NASCAR license will be required for any competition during a NASCAR weekly racing series sanctioned race meet. The fee will be held from the payoff.

Scanners / radio communications from the race tower to the race car is mandatory. Radios will be available for rent from the handicapper's shack. Penalty - car will be placed last in your heat or feature for not having the radio.

Transponders are required for ALL practices, heats and features. Rentals are available from the handicapper's shack.

## **Rules may be adjusted to meet the needs to equal the playing field without notice.**

REVISED ON: **5/23/2018**

**\*ALL RULE CHANGES MUST BE APPROVED BY THE LEE USA SPEEDWAY TECH COMMITTEE WHICH IS:**

**Jeff Zuidema, Race Director/Director of Competition, 508-769-2890**

**[budmen2@charter.net](mailto:budmen2@charter.net)**

**Scott Miller, Super Lead, 603-477-4988 (after 5 pm) [scottmiller4412@yahoo.com](mailto:scottmiller4412@yahoo.com)**

**Dave Tibbetts, LMS & SS Lead, 603-397-5648**

**Dennis Soars, IM & PS Lead, 978-452-4895, [techmandennis@aol.com](mailto:techmandennis@aol.com)**

**Joe Bassett, General Manager, 978-580-7962, [jobassett@leeusaspeedway.com](mailto:jobassett@leeusaspeedway.com)**

**Mailing address for speedway's office:**

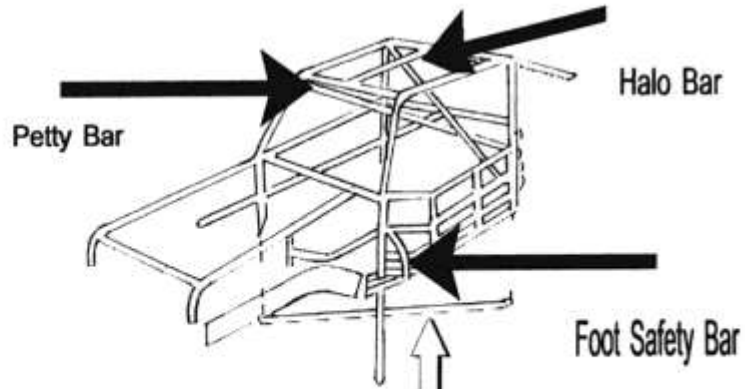
**Lee USA Speedway**

**P. O. Box 62**

**Amherst NH, 03031**

**Office Number is: 603-554-8723**

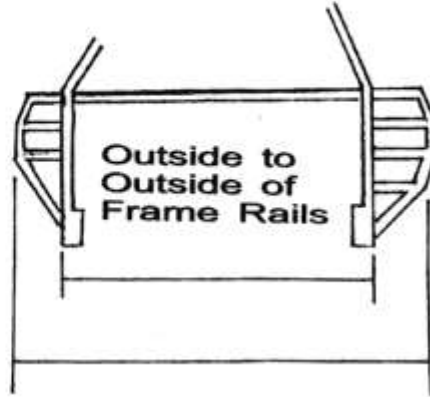




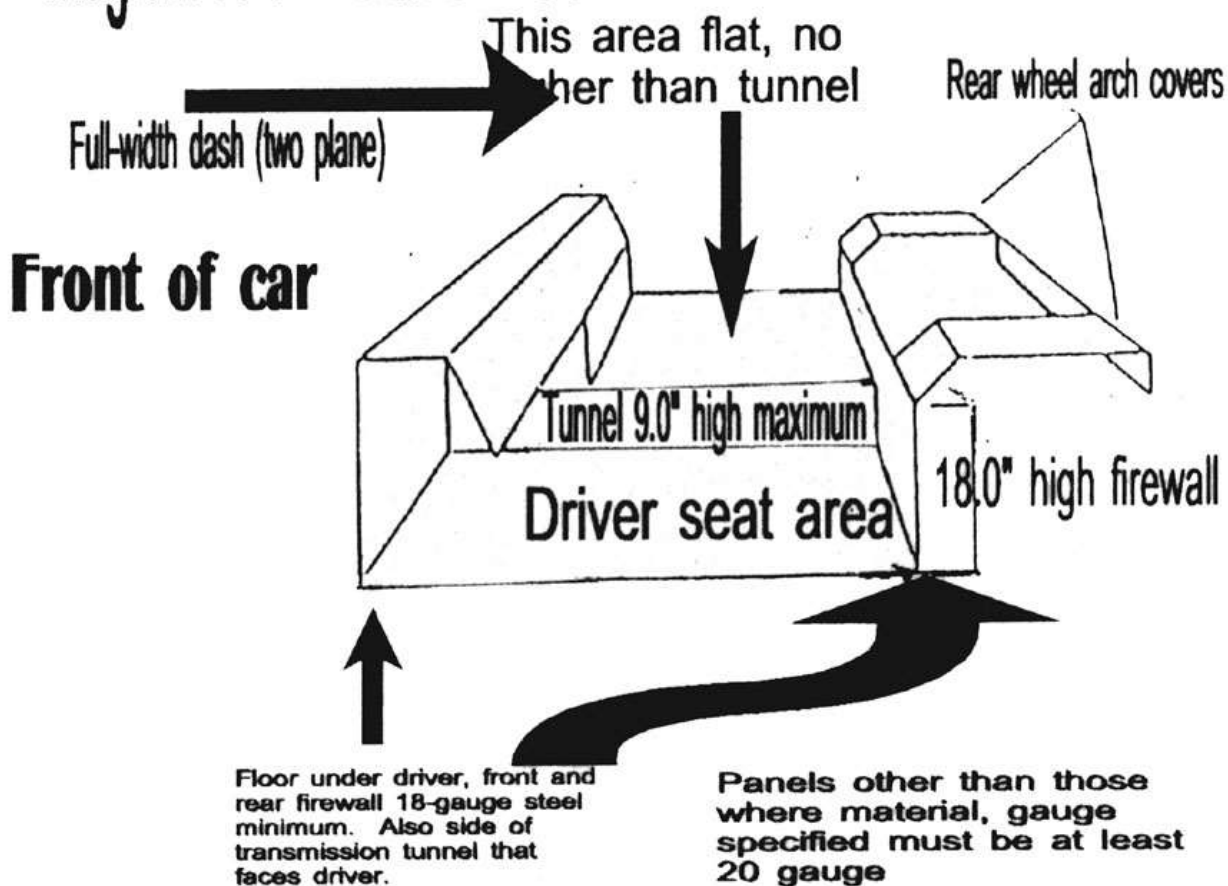
# Full Perimeter Chassis

Red Mead Bar  
under driver's seat

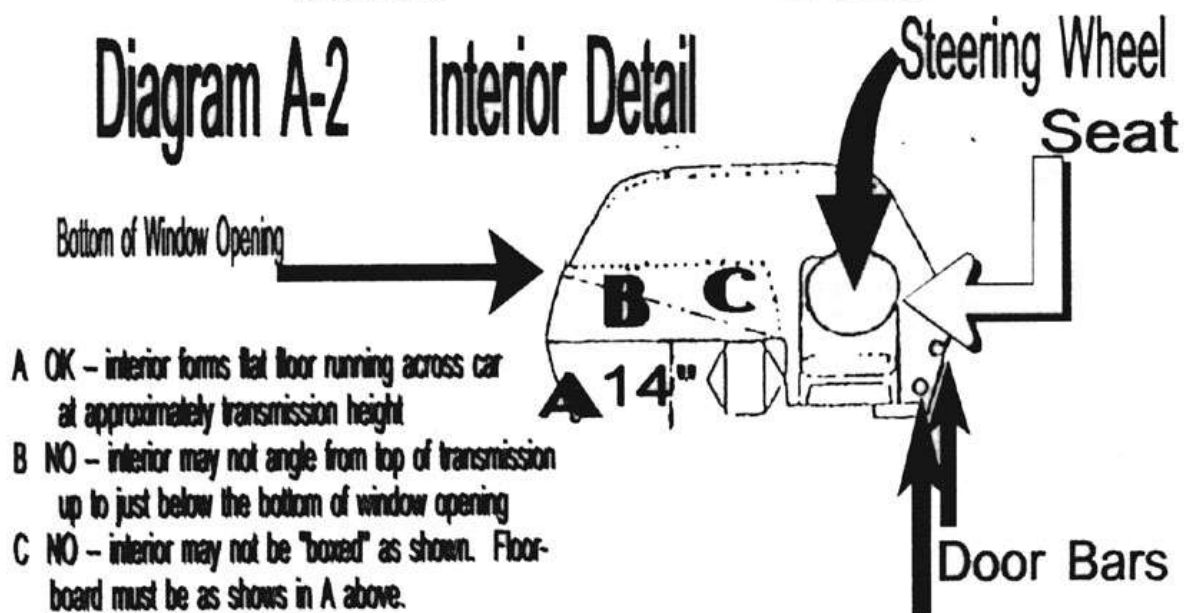
# Typical Front View

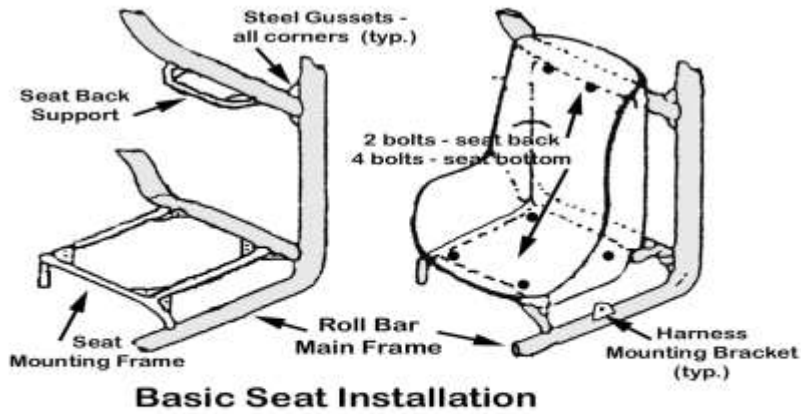


# Diagram A-1 Interior Detail



# Diagram A-2 Interior Detail

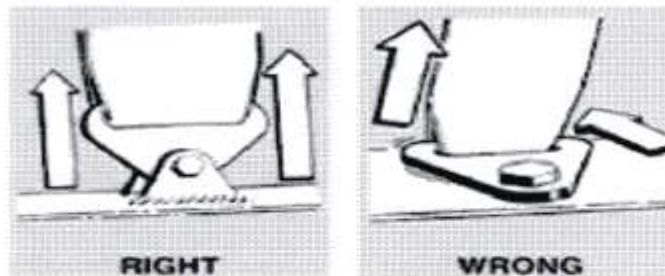




**FIGURE 2**

**Recommended installation for seat / belts -**

- 1) Anti-submarine belt should be anchored behind the chest line.
  - 2) Seat belts anchored apart, the width of driver, at an angle of 45 degrees to the floor of the car.
  - 3) Anchor shoulder straps at a point four inches below top of shoulder.
  - 4) Seat belt anchor should be positioned 2-1/2" forward of the driver's extended back line.
- All mounting brackets should be attached directly to the frame or chassis of car, and installed to limit the driver's body travel both upward and forward. **DO NOT MOUNT TO THE SHEET METAL FLOORBOARD.**



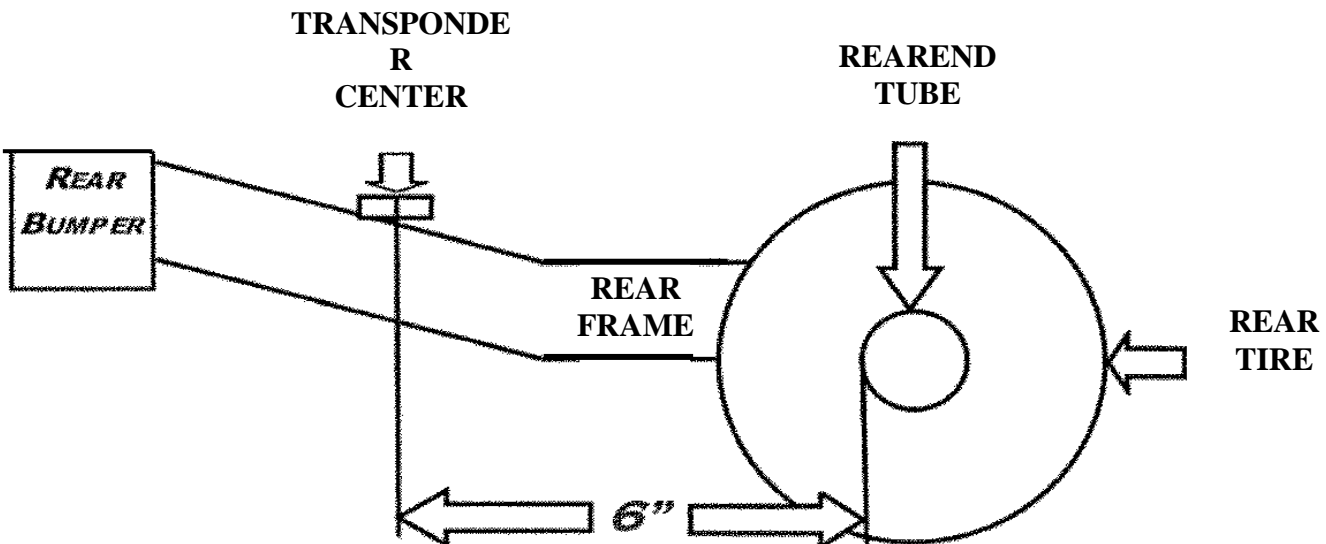
**FIGURE 3 & 4**

Mounting brackets should be installed at an angle that is compatible with the direction of pull on the webbing under full load.

Minimum specification for bolts and washers to attach the seat belts, harnesses and anti-submarine belt hardware are Grade 8.

## Transponder Mounting Location

The transponder must be mounted in compliance with the diagrams provided below. It must be mounted in a vertical position and open to the track surface. The center of the transponder must be six (6) inches back from the rear edge of the rear end tube. Also, the bottom most part of the transponder should not be below the bottom most part of frame. The clearance from the racetrack to the bottom of the transponder should be as close to a maximum of twelve (12) inches as possible.



**NOTE:** Permanent Hardwired Transponders are available for purchase and are mounted in the same orientation and position as the rentals. To purchase a transponder contact AMB Transponders at 678-816-4000 or [www.amb-it.com](http://www.amb-it.com). Any mounting questions should be directed as with any other rules to Lee Tech:

**TRANSPONDERS MUST BE AMB TX260 MODEL ONLY**