



# 2019 STREET STOCKS RULEBOOK

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**THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!**

**ANY INFRACTIONS OF THE RULES MAY RESULT IN NOT BEING ABLE TO RACE  
SERIES OFFICIALS HAVE FINAL DECISION IN ALL RULINGS! KNOW THE RULES BEFORE YOU GET TO THE TRACK**

## **1. CHASSIS/BASE WEIGHT:**

1. Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
2. 3000 lbs. base weight minimum at all times, including after race with driver (no refueling after race). Max. left side weight is 57.0% at all times.
3. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
4. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance.  
Weight Jacks OK. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
5. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts. A min. of 3 windshield protection bars (min. 1/4" wide round stock) in front of driver are mandatory.
6. No cage or body supports may run through the body or windshield.

## **2. TRANSMISSIONS:**

1. Standard Automatic transmissions w/ working torque converter... or an OEM manual transmission and min. 7.25" clutch.
2. NO aftermarket transmission
3. Transmissions must have working reverse gear. Drive shaft loop is required.

## **3. SUSPENSION:**

1. No Bump-Stops or suspension travel limiting devices. No coil binding.
2. No aftermarket lower A-Frames (O. E. M. mounting towers only).
3. No aftermarket or made for racing spindles Must be OEM style spindle.
5. No aftermarket trailing arms (Single, non adjustable chassis mounting point only). Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other.
6. One shock per wheel. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable
7. 3-Link rear ends add 100 lbs.
8. Ford 9 inch rear ends OK. No Quick-change rear ends.
9. Max. 78" tread width from outside to outside of tire at spindle height.
10. Stock-type, steel brake calipers only. Brake caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all four wheels.
11. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.

12. Maximum 8" wide steel wheels only. 1

#### **4. ENGINE:**

1. Engine must be cast iron (block & heads). No Dry Sump.
2. Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
3. Heads must be standard valve angle. NO shaft mounted rockers.
4. Aluminum intake is ok
5. Headers ok
6. Engines under 355 c.i. may deduct 50 lbs.
7. Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
8. Exhaust must exit behind the driver and beneath car or under frame.
9. 2 and 4 barrel carburetors. No Demon/Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

#### **5. BODIES:**

1. No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, Cutlass, and Camaro bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines may not be used or must get prior approval before building.
2. An aftermarket firewall and floor pan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
3. Cars must have factory steel roof (A,B,C pillars considered part of the roof) and factory upper portion of rear 1/4 panels. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance. No "Dirt Style" bodies or components allowed.
4. The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening. Cars with this roof will receive a left side weight penalty of 1%. They may only race at 56% maximum left side weight.
5. Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
6. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections).
7. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
8. Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
9. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
10. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
11. Minimum roof height with standard roof rake is 48 inches.
12. No spoilers allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty.
13. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.
14. Rub rails may only be used if they are polycarbonate.

#### **7. TIRES:**

1. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. **SOAKING OF TIRES IS STRICTLY PROHIBITED.** (*This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires*) Tires may be checked at any time.
2. BFMSF Tire Rule: **PURCHASED AT THE RACE TRACK AND FROM THE OFFICIAL TIRE DEALER** Decision of BFMSF official is **FINAL and NOT up for discussion!!** **\*\*TIRES MAY BE BROKEN DOWN AND INSPECTED AFTER THE RACE AT OFFICIALS DISCRETION.**

**NOTE: HOOSIER COMANCHE TIRE WILL BE USED IN 2015!! MUST BE PURCHASED FROM FORT WAYNE OVAL TRACK SUPPLY**

#### **8. ADDITIONAL RULES:**

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. No carbon fiber except for safety units such as seats or neck restraints.
3. A collapsible steering column will be required for 2016 and beyond.
4. Radios NOT allowed.
5. See General Rules Section for additional safety rules.
6. BFMSF officials may change any rules in the interest of fairness and safety at any time and all decisions are final.