



I-96 Speedway

2014 UMP Street Stock Rules

1. Engine

The engine and body must be manufactured by the same company and be within the same manufacturer's model line when introduced into competition.

- a. The number one (1) spark plug must align itself in a perpendicular line with the center of the upper ball joint for each manufacturer.
- b. The engine block must be cast iron from an OEM manufacturer. In addition to the factory OEM blocks only the GM Bowtie blocks with the casting numbers of 10051181, 10051182 and 10051183 will be permitted. The SHP DART Block will be permitted for competition.
- c. Aluminum engine blocks will not be permitted.
- d. Cast iron cylinder heads of any make are permitted.
- e. Aluminum cylinder heads of any origin will not be permitted.
- f. Roller tip rocker and roller type rocker arms will be permitted.
- g. Roller Cams of any-type will not be permitted. Roller and/or mushroom-type lifters will not be permitted.
- h. Cast Iron or Aluminum intake manifolds will be permitted.
- i. Cast Iron or aftermarket exhaust headers will be permitted. The direction of the exhaust flow must exit away from the car and the track surface.
- j. HEI distributors will be permitted. The OEM firing order for the engine must be maintained.
- k. Racing-type and / or specific racing-type distributors will not be not permitted.
- l. MSD boxes and/or any other ignition amplifier boxes of any type will not be permitted.
- m. Conventional or Aluminum radiators will be permitted
- n. One 500 CFM 4412 Holley unaltered carburetor is required. The local track rules reserve the right for carburetors to be claimed and/or changed (i.e. "swapped") for competitive analysis and/or inspection.
 - I. The original choke tower must remain in its stock position and configuration.
 - II. The choke blade may be removed.
 - III. Any other alterations to the body of the carburetor, internal working mechanisms, venturis, throttle plate and/or
 - IV. any other part and/or component of the carburetor will not be permitted
 - V. Carburetor jets may be replaced and/or adjusted as an engine tuning method.
- o. Only mechanical fuel pumps will be permitted.
- p. All cars must be equipped with an operable starter in working condition.

2. Transmission & Driveline

- a. The transmission must have a minimum of at least two forward gears and one reverse, plus neutral position.
- b. With motor running and car in still position, the transmission must be able to engage the car in gear and the car must be able to move forward, then backward.
- c. Only OEM production type transmissions will be permitted - two speed, three speed, four speeds and automatic.
- d. Five speed (or more) transmissions, "in and out" boxes, and/or quick change will *not be permitted*.
- e. All functioning shift levers must be located in OEM position.
- f. The flywheel and/or flexplate must be bolted directly to the end of the crankshaft, and the pressure plate must be fastened and/or bolted directly to the flywheel/flexplate.



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- g. Only one (1) flywheel/flexplate will be permitted.
- h. All driveline components within the bell housing must rotate consistent with the RPM of the engine while the car is in any gear.
- i. Only unaltered an unaltered OEM flexplate and/or an OEM replacement will be permitted.
- j. Bert, Brinn, and Falcon type transmissions will *not be permitted*.

Manual

- a. Any manual-type transmission must be in an OEM or OEM replacement case.
- b. In manual-type applications only an external steel and/or aluminum, single or multi-disc clutch inside explosion-proof steel bell housing will be permitted. The bell housing must be a minimum 270 degrees around top of clutch/flywheel area.
- c. Special purpose, after-market type racing transmissions will not be permitted. Automatic:

Automatic

- a. Any automatic-type transmission must remain in an OEM or OEM replacement case, with a functioning OEM appearing pump.
- b. An aluminum OEM bell housing and/or aftermarket explosion-proof aluminum bellhousing will be permitted.
- c. The original OEM bell housing must have an approved scatter shield constructed of minimum 0.125" inch by three (3) inch steel, 270 degrees around flexplate. Manual bump starts will be permitted.

3. Drive Shaft

- a. The driveshaft must be a minimum two (2) inch diameter and made from magnetic steel.
- b. The driveshaft must be painted white and clearly labeled with the car number on the white portion of the driveshaft.
- c. Only magnetic steel slip-yokes will be permitted.
- d. A 360-degree drive shaft loop will be required and must be constructed of at least 0.25" inch by two (2) inch magnetic steel, and/or one (1) inch diameter tubing, mounted six (6) inches behind the front universal joint. *A second drive shaft hoop is recommended and must be placed within 12" inches of the front universal joint.*

4. Chassis

- a. Only American manufactured cars and/or full-size "uni-body" type cars will be permitted. Sports car chassis for the Chevrolet Camaro / Pontiac Firebird and/or the Ford Mustang from 1967 to 1985 will be permitted.
- b. All vehicles must maintain a minimum of 107" (inch) wheelbase.
- c. Altering of stock frame, with the exception of repair to the original frame to maintain original specifications will not be permitted. Repairs that will be acceptable will include patching of holes and/or rust(ed) areas of the frame. Repairs will be approved at the discretion of DIRT CAR Officials and/or local track officials.
- d. The rear frame may be replaced from the rear shock absorber mounts toward the rear of the car.

5. Weight

- a. The minimum weight requirement at all times will be 3,200 lbs (pounds).
- b. All weights must be securely mounted with two (2) ½" (inch) bolts securing them to the frame in a positive manner. The weight(s) must be painted white with the car number clearly marked on them. All weights must be mounted under the body of the car.

6. Fuel Cell and Fuel

- a. Gasoline, race gas or E85 are the only permitted fuels: No methanol or any type of fuel additive are allowed.
- b. The fuel cell must be securely mounted in the rear of the car and secured with straps. It is recommended that the fuel cell be mounted solidly to the rear frame rails of the vehicle in a fabricated manner.
- c. All fuel cells must be enclosed in a metal container. T



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- d. The fuel cell must be a steel container with a minimum of two (2) one (1) inch by 1/8" (inch) steel straps on each side of the container to mount the fuel cell.

7. Body

- a. The body, frame and engine must match the manufacturer. The body, body mounting position and overall appearance must retain all stock OEM dimensions and original body line and contours and must be centered over the wheels. Shortening and/or overlapping of the body panels will not be permitted. All glass, chrome and upholstery must be removed from body prior to competition. The body must be made from magnetic steel. Bodies that appear to be flat sided and/or do not have stock contours and appearance and/or appear to be fabricated from scratch will not be permitted.

The following are the critical body dimensions;

- i. A minimum roof height of 51"-inches
 - ii. A minimum of 6"-inches ground clearance, nose and/or the side rocker panel(s).
 - iii. The minimum door length will be 28 ½"-inches.
 - iv. The minimum window opening will be 14"-inches measured vertically from the top of the door to the bottom of the drip edge on the roof.
 - v. Stock and/or after-market 'production-type' piece diagrams may be used for reference in regard to dimensions, proper mounting position and location for any standard body.
- b. The top and/or roof of the car may be removed to install the roll cage assembly, but it must be replaced and fastened in its stock OEM location.
- c. The front windshield opening must be covered with ½" x ½"-inch and/or 1" x ½"-inch wire mesh. It is also recommended that three (3) support bars fabricated from magnetic steel tubing, a minimum of 1"-inch diameter and .095" wall thickness be spaced equally in front of the driver and welded to the top roll cage bar and the dash bar of the roll cage in a vertical manner.
- d. The inner door panels may be altered for the placement of the door bars in the roll cage assembly.
- e. The floor pan and firewalls must be stock in appearance and be complete on both the driver and passenger side of the vehicle. The front firewall must be a maximum of 12"-inches behind the rear edge of the engine block. The floor pan and firewalls (front and rear) may be repaired and/or fabricated, but must retain stock appearance and stock material thickness. The minimum thickness for replacement material / patches on the floor pan will be .060" with the maximum being .125"-inch magnetic steel. The only alterations permitted to the floor pan and/or firewall will be for the proper engine setback. Any alterations to the floor pan and/or firewall material thickness will not be permitted.
- i. Repair of the floor pan or firewall patch, if needed, must be made with magnetic steel with minimum thickness of the original in the stock location. Repair patch is limited to the repair or hole only.
 - ii. Floorboard may be cut for the mounting of the roll cage only. 3.) The floorboard must have a driveshaft tunnel.
 - iii. Firewall(s) must be sealed and complete. Open holes in the firewall will not be permitted.
 - iv. The front of the rear firewall must maintain the same height as the top of the front of the dashboard.
 - v. The maximum length of the dashboard from the front firewall to the edge of the dashboard panel will be 24"-inches.
 - vi. The firewall must be at a 90-degree angle from the floor pan.
- f. The driver and passenger compartment must remain open from left to right exposing the stock-appearing floor pan and to the rear seat firewall and shelf. There may be an enclosure on the passenger side of the vehicle, a maximum of 6"-inches in width from the top outside edge of the door, for the purpose of routing and covering the fuel line as it passes through the driver compartment, unless a conduit is used. Additional sheet metal including cockpit type enclosures and/or any modifications within the interior of



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the car and/or driver compartment area will not be permitted. F.) The trunk floor area may be cut to allow for the mounting of the fuel cell.

- g.* The body, including fenders, quarters, hood, roof, decks doors must be magnetic steel and remain stock or approved stock in appearance.
- h.* The body must be mounted in its stock OEM location and centered between the wheels. Chopping and/or channeling of the body will not be permitted.
- i.* Exposed tubing and/or bracing outside of the bodyline of the car will not be permitted with the exception of rub/side rails.
- j.* Plastic aftermarket front nose will be permitted provided they are approved and stock appearing for the year, make and model of the car. Late Model type aerodynamic noses will not be permitted.
- k.* Rub/side rails may be attached flush to the body from the fender well to the rear quarter panel.
- l.* A maximum seven (7) inch visor/sun shield may be added to the top of the windshield opening. The window openings, front and/or rear, driver and/or passenger side must retain their stock OEM dimensions.
- m.* Mirrors of any type are not permitted.
- n.* The back of the hood must be sealed off from the driver's compartment.
- o.* The front bumper must remain stock. Sharp edges will not be permitted. Both sides and ends of the bumper must be capped. Tube-type front bumpers will be permitted. Tube-type bumpers must have capped ends.
- p.* The rear of the car must be enclosed. The rear bumpers may be covered and must have round edges and connect solidly to the frame. After-market rear bumper covers will be permitted provided they are approved and stock appearing for the year, make and model of the car.
- q.* A single rear spoiler will be permitted. The maximum height of the spoiler will be 4"-inches. Front spoilers of any type will not be permitted. Spoilers that are molded as a part of an OEM type application will be permitted.

8. Suspension

- a.* All suspension components must remain stock in their OEM mounting locations for the year make and model of the vehicle with the exception of racing shocks and/or springs that are mounted in stock locations.
- b.* The steering shaft may be a collapsible shaft
- c.* Aftermarket steering wheel and quick release are permitted.
- d.* Steering quickening devices are permitted.
- e.* After-marketing steering components will be permitted. After market steering components must be similar and/or replacement in type to the OEM application for the make and model of the vehicle.
- f.* Only stock OEM-type bolt-in upper ball joints will be permitted. Adjustable and/or truck type ball joints will not be permitted. Cutting and/or alterations to the frame will not be permitted to accept any other type or style of ball joint.
- g.* Only DIRTcar approved Tubular-type A-Frames, mounted in their stock OEM location will be permitted. The A-Frames may be reinforced along the edges by welding round stock. Cutting and/or changing lengths of the A-Frames will not be permitted.
- h.* Only stock OEM and/or Ford 9"-type rear ends will be permitted for competition. Quick change rear ends will not be permitted.
- i.* The lower rear trailing arms must remain in their stock OEM length, format and length, from the original OEM application and measurement system (English or Metric) and must remain specific to their particular chassis/frame and must be the same length on each side. The lower rear trailing arms must be mounted in the stock location. Additional holes in the frame and/or rear end will not be permitted.
- j.* The upper rear trailing arms may be altered (shortened and/or lengthened) to obtain the correct pinion angle.



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- k. Aftermarket bushings will be permitted, but the arm must not be altered in any manner. Slots and/or adjustable rod ends will not be permitted.
- l. Leaf-type springs will be permitted. Only stock OEM-type magnetic steel leaf spring(s) stack(s) will be permitted. Single leaf, mono-type-leaf and/or any type of slider and/or any composite leaf-type applications will not be permitted.
- m. Coil-over applications of any-type will not be permitted. N.) Aftermarket coil springs will be permitted. The coil spring location may be altered, however, the centerline of the axle tube may not be any further forward than the front of the spring or not further back than the rear of the spring.
- n. Only magnetic steel body, non-adjustable shock absorbers will be permitted. The DIRTcar approved –A– type shock absorbers displaying the DIRTcar “Approved” decal will be permitted to compete.
- o. Weight jacks will be permitted.
- p. Hydraulic ratchet and/or electric weight jacks are not permitted.
- q. Only stock-type OEM brakes will be permitted. Disc brake(s) will be permitted on the rear brake(s) provided that the rear brake caliper(s) match the front brake calipers. Alterations to the rear brake rotors, to fit the rotor to the rear only, will be permitted. All four corners must be in working condition prior to and following the completion of competition. After market brake pedals will be permitted. Brake bias adjusters and valves will not be permitted.
- r. Suspension components that are adjustable within driver compartment of any-type will not be permitted.

9. Battery

- a. Must arrive at the track fully charged. May be located anywhere outside of the driver's compartment.
- b. Battery must be fully secured in mounting location.

10. Brakes

- a. All in working condition (all four must lock in brakes test). No brake adjustment or shut-off valves from the driver's compartment.

11. Wheels and Tires

- a. A maximum 8” (inch) wide steel racing wheel will be permitted. Aluminum and/or magnesium and/or mag-type and/or homemade wheels will not be permitted. One (1) inch magnetic steel lugnuts will be permitted on all four corners of the vehicle.
- b. Hoosier E-Mod tires; compounds, D, H and/or A will be permitted
- c. Any type of alteration, chemical or mechanical, to the face and/or sidewall of the tire will not be permitted.
- d. A bead lock will be permitted on the right rear tire only.

12. Personal Protection Equipment

- a. It is the sole responsibility of each competitor for the effectiveness and proper installation, per the manufacturer’s specifications to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

13. Seat Belt/Restraint System

- a. It is recommended that each car be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- b. Seat belt webbing that comes into contact with any sharp or un-radiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- c. It is the responsibility of the driver, not the Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

14. Protective Clothing



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- a. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- b. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label.

15. Seats

- a. **Racing Seat is Mandatory! Seat must be securely mounted to frame or roll cage.**
- b. Head rest (behind the head) should include padding. All areas surrounding the head should have padding. A right head net or support is required. Head nets must be equipped with quick release mechanisms
- c. The seat must be mounted a minimum of 30" (inches) from the centerline of the rear end, measured at any point of the rear of the seat.

16. Helmets

- a. Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label.
- b. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier. C.) If a head and neck restraint system is connected it should conform to the manufactures mounting instructions. D.) Head and Neck restraints are strongly recommended.

17. Other

- a. No sharp or protruding edges in or around the driver compartment, which would impede the driver's rapid exit from the car.
- b. Windshield screens with a minimum of .090 inch screens must be securely fastened
- c. An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.
- d. A fuel shut off valve is recommended and should be utilized. The valve should be clearly labeled and within reach of the driver. The fuel line must not enter the driver compartment.
- e. Flame retardant seat, roll bar, knee and steering pads or padding are recommended