

# Okanagan Street Stock Club

## November 30, 2009

### Okanagan Street Stock Club Race Car Rules for the 2010-2011-2012 race seasons:

The following Race Car Rules are locked in for 3 years (2010 – 2012 race seasons).

The rules set forth herein are designed to provide fair parameters for competition and a high level of safety. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and regulations, they are intended as a guide for the conduct of sport and are in no way a guarantee against injury or death to participant, spectator, or official. Driver/Car owner is legally responsible for all crew signed in under car.

It is the Driver/Car Owner's sole responsibility to ensure his or her car is legal. If there are questions regarding the rules, please seek clarification from any member of the rules committee prior to arrival at the track. Non-conforming cars will generally not be permitted to run, except for the Tech Officials discretion regarding non-safety related items.

All of the rules are to be read and interpreted in the "spirit of the rules". The intent of these rules will not change for the 3 race seasons specified. *Any issue of alternate interpretation (grey area) will result in the specific rule wording being adjusted if required to reflect the original intent. These adjustments may be made at any time during the term of the rules.*

The existing Rules Committee will remain in place for the duration of the rules (3 years) to provide the Tech officials with any interpretation of the rules that may be required, and to make any necessary wording changes to the official rules.

Rules Committee members:

Joe Cornett-Ching  
Matt Stephenson  
Tim Comeau  
Jerry Roos  
Dave Richmond

## **Chassis:**

- 1) Any North American built, stock production passenger car, or pick-up truck.
  - a) Station wagons, Convertibles, Corvettes, and 1982 and newer Camaros or Firebirds not permitted.
  - b) 70-81 Camaro and Firebird allowed with stock front clip, unibody extending to all suspension pick-up points, rear suspension and body complete only.
- 2) Cars must be a min. of 108" wheel base.
  - a) Frames over 108" wheel base may only be shortened in the straight, middle section to achieve 108" wheel base.
  - b) No interchanging of front or rear clips.
  - c) Control arms and trailing arms must be stock to chassis being used.
- 3) Fords may run a min. 104" wheel base on the 1984 to 1987 T-Birds and Cougars only.
  - a) Must retain the original suspension that came with that car.
  - b) No Mustangs permitted.
- 4) Reinforcing the frame, such as boxing or adding an "X" brace is recommended.
- 5) All unibody cars must have sub frames tied together with an "X" brace or longitudinal braces.
  - a) Braces to be 2" x 3" 0.95 tubing or equivalent.
- 6) Wheel base must be within 1 inch variation right to left side.
- 7) No four wheel drive cars permitted.
- 8) No four wheel independent suspensions permitted.
- 9) Car must weigh NO LESS THAN 3200 LBS. at any time, with driver.
  - a) Minimum weight of car must be clearly shown on top right corner of windshield.
  - b) Weight allowances at tech's discretion for cars which sustain damage during race day.
- 10) Lead ballast must be bolted to the frame or cage with two ½" bolts and lock nuts.
  - a) All ballast must be painted white with your number painted in black.
  - b) All ballast must be visible to tech. inspector.
- 11) Weight allowance 55% Left side max., 47% Rear max., with driver seated and belted in

## **Suspension:**

- 1) Front and rear suspension must mount in the stock locations with no alterations.
  - a) No alteration of front or rear clips from original specifications,
  - b) No raising front or rear clips on frameroads,
  - c) No replacing front or rear clips with different models (replace g-body rear with a-body etc.)
- 2) No alteration of suspension attachment points to front or rear clip;
  - a) A-arms and trailing arms must mount in stock locations, no moving mounts or holes to alter suspension geometry
  - b) Rear jacking bolts permitted in stock spring location,
  - c) Spring buckets permitted for rear springs only.
  - d) Adjustable spring spacers permitted for front springs.
- 3) No alteration of A-arms and trailing arms permitted except as specifically approved;
  - a) Steel, nylon, polyurethane, or rubber control arm and trailing arm bushings permitted.
  - b) No offset or eccentric bushings permitted.
  - c) Trailing arms may have bottoms boxed for reinforcement.
  - d) A-arms may be modified for installation of larger upper ball joints
  - e) A-arms may be trimmed for shock shaft and exhaust manifold clearance.

## **Suspension (Continued):**

- f) No cutting, sectioning, lengthening of a-arms or trailing arms permitted
- 4) The upper control arm shaft called "The Problem Solver" is allowed.
- 5) No Panhard bars unless your chassis came stock with it.
- 6) Panhard bars may not be adjustable and must only mount with the stock bushings.
- 7) One shock per wheel, mounted in the stock location.
- 8) Steel racing shocks permitted of the following brands and models only:
  - a) Afco stock mount K-series,
  - b) Pro street stock non take-apart,
  - c) QA1 stock mount steel shocks,
  - d) Bilstein AK series street stock shocks.
- 9) Racing springs may be used.
  - a) No fiberglass or composite mono leaves.
- 10) Spring spacers, and spring rubbers allowed but no metal wedges in springs.
- 11) Leaf springs must mount in stock location and orientation except as specifically approved;
  - a) Lowering blocks on leaf springs permitted.
  - b) Rear leaf spring sliders permitted.
  - c) Jacking shackles or slider permitted.
- 12) A minimum 6" ride height on the left side frame rail or 4" to front frame clip on unibody cars.
  - a) Measurement taken with the driver in the car.
- 13) Stock design suspension and steering components only
  - a) Stock tie rods only.
  - b) No mono ball joints.
  - c) No hiem ends on any suspension component.
  - d) No Howe replacement steering components.
  - e) No alterations to the steering mounting points.
  - f) No aluminum suspension or steering components permitted.
- 14) A bigger or heavy duty type steering box may be used if it bolts to the stock location.
- 15) After market fabricated steering column recommended.
- 16) Bigger front spindles allowed but must be OEM.
  - a) No aftermarket spindles allowed.
  - b) No OEM drop spindles permitted.
- 17) Sway bars must be OEM and must mount in the stock location.
  - a) Front sway bar can only be adjustable at the control arm mounting point.

## **Body:**

- 1) No excessive rear movement of the stock body permitted.
  - a) Only a maximum of 1" in any direction from the stock body mounts tolerated.
- 2) Any steel body may be run over any chassis of same make.
  - a) No distortion of the body is permitted to fit the chassis.
  - b) Only the location of the wheel openings may be moved to fit the wheel base of the chassis being used.
  - c) Body must be 108" or longer wheelbase in original form.
  - d) No aluminum body panels unless stock from vehicle.
- 3) Only stock appearing nose and tail pieces for the specific model and year are permitted.

## **Body (Continued):**

- a) No downforce, dirt style, ABC late model, etc. style noses permitted
- b) camaros may use aftermarket camaro nose of equivalent year
- c) all other vehicles may use aftermarket 1988 monte carlo nose and tail, and trim to fit.
- 4) Bodies must be complete and remain stock appearing.
  - a) No altering body or mixing panels from different models permitted except;
    - i) 1988 monte carlo nose, front fenders and hood may be used on any GM body and trimmed to fit in equivalent to stock location.
  - b) No chopping, channeling, changing angle of windshield, angling roof, etc.
  - c) Any damaged panels must be replaced before the next race day.
  - d) 22ga. sheet metal may be used for repairs,
- 5) No body panels may extend below the minimum 6 inch ride height at any part of the car.
  - a) This includes nose, front airdam/splitter
  - b) 6" body height also applies to unibody cars
- 6) No underbody aerodynamic devices permitted.
  - a) Area behind nose cannot be sealed between nose and cross member - i.e. false airbox floor.
  - b) No smoothing underside of floor pans or filling rear suspension area on trucks.
- 7) After market steel body panels allowed, but must retain stock roof and hood.
- 8) All hoods must be hinged at the rear and must have a minimum of two hood pins (four recommended) across the front to hold down.
  - a) Holes around hood pins must not exceed 5/8".
  - b) Straps connecting pins to the hood or body recommended.
  - c) Hoods can not be bolted shut.
- 9) Rear trunk lid hinges mandatory and must have a minimum of two hood pins to hold down:
  - a) Straps connecting pins to trunk lid or body recommended.
  - b) Trunk lids cannot be bolted shut.
- 10) All cars must have front and rear bumpers.
- 11) Bumpers not covered with plastic nose or tail pieces must be strapped to fenders on all four corners to prevent hooking.
  - a) Hardware attaching straps to fenders must have a rounded bolt head, such as a carriage bolt, with the threads extending towards the center of the car.
- 12) Wheel wells must be radiused for tire clearance and safety access for fire suppression.
  - a) Fender well edges must be rolled under, not out.
  - b) No sharp edges.
- 13) All doors must be welded or bolted in place.
- 14) Rear spoilers allowed, and cannot be more than 6" high regardless of angle.
  - a) Must be firmly mounted to the trunk lid or tail piece
  - b) Can not extend beyond the width of the fender.
  - c) No sides, no Gurney lips. No roof wings.
- 15) Pick-up trucks must have lexan rear window and tin cover over complete truck box.

## **Interior:**

- 1) The interior of the car must be stripped of all flammable material.
  - a) All sharp objects must be removed or folded over
- 2) Stock sized rear view mirror and a left side mirror that doesn't exceed body line allowed.

## **Interior (Continued):**

- a) No wink mirrors allowed.
- 3) Gas pedal must be modified or aftermarket including a toe hook
  - a) Mechanical linkage for throttle required.
- 4) Driver's compartment must be sealed off with minimum 22 ga. sheet metal,
  - a) No aluminum or spray foam.
  - b) Panels must be welded or riveted in place – no sheet metal screws.
- 5) Stock front firewall and floor (stock to chassis) must be retained to behind driver.
  - a) Behind driver may be removed and tinned over with a min. 22 ga. sheet metal.

## **Engines:**

- 1) Restrictor plates will be implemented and may be modified in size at any time throughout the season in an effort to create parity between engine package 1 & 2, and with the optional crate engine.
  - a) Restrictor plates will be provided by Okanagan Street Stock Club.
- 2) Cast iron OEM production engine blocks only.
- 3) No modification to cast iron engine components (heads, block, intake, exhaust manifolds) permitted unless specifically approved:
  - a) No porting, polishing, grinding, extrude honing, shot peening, media blasting, etc.
  - b) No angle milling heads
  - c) No gasket matching of any components.
- 4) The engine must be the same manufacturer as the frame and body (GM frame, GM body, GM engine, etc.) except when utilizing the crate engine option.
- 5) The engine must be within 1" of the centerline of the car.
- 6) All engines can use aftermarket or fabricated engine mounts subject to tech for safety.
- 7) Frame and/or cross-member may not be altered in any way for fuel pump or exhaust clearance.
  - a) Cross-member may be modified for fitment of oil pan sump only, not to lower pan itself.

## **Short Block:**

### **Package Option # 1: MUST USE OPEN CHAMBER HEADS**

**\*\*NOTE: ENGINE PACKAGE # 1 WILL BE LEGAL FOR 2010 RACE SEASON ONLY.**

- 8) Small block engines only; maximum engine size GM- 350, Ford 351, Chrysler 360 plus max. .060" overbore permitted.
- 9) Stock dimension internal short block parts only.
  - a) Maximum bore for all engines is 4.060"
  - b) Maximum stroke for chev 3.48", ford 3.5", dodge 3.58".
  - c) I-beam rods permitted;
    - i) No H-beam, A-beam, parabolic, H-I hybrid, etc.
    - ii) No aluminum or titanium rods.
  - d) Aftermarket cranks permitted;
    - i) No Honda, or other non-stock rod journal sizes, (SBC must be 2.1", etc),
    - ii) No gun drilled mains,

## **Short Block:**

### **Package Option # 1 (Continued):**

- iii) No drilled or pendulum cut counterweights.
- 10) Flat top pistons only.
  - a) Forged pistons are permitted.
- 11) Any hydraulic or solid lifter camshaft allowed.
  - a) No mushroom or roller cams permitted.
  - b) No ford lifters in GM blocks.

### **Package Option # 2: MAY USE OPEN OR CLOSED CHAMBER HEADS**

#### **NOTE: ENGINE PACKAGE # 2 WILL BE LEGAL FOR 2010-2011-2012 RACE SEASONS**

- 12) Small block engines only; maximum engine size GM- 350, Ford 351, Chrysler 360 plus max. .060" overbore permitted.
- 13) Stock dimension internal short block parts only.
  - a) Maximum bore for all engines is 4.060"
  - b) Maximum stroke for gm 3.48", ford 3.5", dodge 3.58".
  - c) Stock equivalent 5.7 inch I-beam rods only;
    - i) Stock rods with aftermarket bolts permitted
    - ii) Eagle rod # SIR 5700 and Scat rod # 2ICR 5700 only aftermarket rods permitted.
  - d) Stock OEM or equivalent cranks only;
    - i) 49 lb minimum weight
    - ii) After market Eagle ESP 103503480 and Scat series 9000 9-10442 crankshafts are only aftermarket cranks permitted.
- 14) Flat top pistons only.
  - a) Forged pistons are permitted.
- 15) Any hydraulic or solid lifter camshaft allowed.
  - a) Stock firing order.
  - b) No mushroom or roller cams permitted.
  - c) No ford lifters in gm blocks.

## **Cylinder Heads:**

- 16) GM engines- Stock cast iron heads
  - a) No angle plug, Bow-tie, Vortec, etc.
  - b) Max. 1.94" intake valve and 1.50" exhaust valve diameters
  - c) Open chamber heads must have minimum combustion chamber volume of 70cc.
  - d) Closed chamber heads must have a minimum combustion chamber volume of 64 cc.
- 17) Ford engines- Stock Cast iron heads only.
  - a) No 4bbl. Cleveland or GT-40 heads.
- 18) Chrysler engines- Stock cast iron heads,
  - a) No W-2 heads permitted.
- 19) Only the following specified after market heads permitted:
  - a) GM- WORLD Products S/R-043600 (minimum 70cc, 1.94" intake valve only)
  - b) Ford- World Products Windsor J/R 053030 (1.94" intake valve only)

## **Cylinder Heads (Continued):**

- c) Heads available at: Finishline Race Products, Precise Engine Rebuilders, Precision Performance Machine, and others.
- 20) All heads must use stock diameter valve springs with no alterations to the spring pocket.
  - a) No beehive valve springs permitted.
  - b) No specialty metal retainers permitted (tool steel, aluminum, titanium, etc).
- 21) Valve seat blending permitted 3/4" into port.
- 22) Screw in studs and guide plates are permitted.
- 23) Stock style steel rockers only.
  - a) Fords may run chev rockers.
  - b) No roller rockers or roller tipped rockers permitted.
- 24) No roller lifters permitted
  - a) No stud girdles permitted.

## **Carburetor/Intake:**

- 25) All engines must use one stock Rochester 2G model carburetor.
  - a) Maximum 1 11/16" throttle bore diameter,
  - b) Maximum 1 3/8" venturi diameter.
  - c) Must be legal for go-no-go gauge.
  - d) Choke assembly can be removed but choke horn must remain.
  - e) Fuel inlet fitting and float assembly may be changed;
  - f) Holley jets may be used.
  - g) Jet model 37001 is an approved aftermarket carb, and must remain unmodified.
- 26) Any 2bbl. stock cast iron, passenger vehicle OEM intake manifold permitted.
  - a) No Aftermarket intake manifolds permitted.
- 27) Max. 1" spacer between carb and intake manifold.
- 28) Two throttle return springs mandatory.
- 29) Air cleaner mandatory with any size filter.
  - a) Must fit under the hood with no alterations to the hood permitted.
  - b) No ram tubes or ducting permitted.
- 30) Sportsman style cowl induction system allowed but fit under unmodified flat hood.
  - a) No hood scoops permitted.

## **Ignition:**

- 31) Stock design distributor and ignition parts only.
  - a) Aftermarket stock style distributors permitted utilizing in cap coil,
  - b) No DUI or Petronics distributors permitted,
  - c) No "external to cap" timing devices permitted such as: rev limiters, external coils, spark discharge boxes, etc.

## **Accessories:**

- 32) Stock style engine driven, mechanical water pumps only.
  - a) No electric water pumps permitted.

## **Accessories (Continued):**

- 33) No antifreeze allowed in coolant.
- 34) Any block mounted, diaphragm type, mechanical fuel pump allowed.
- 35) Fuel filters must be steel, no plastic or glass allowed.
- 36) Any wet sump oil pan allowed that does not sit lower than the cross member.
- 37) After market vibration damper and pulleys allowed.
- 38) All cars must have working starters, no push starting.
- 39) Radiator must mount in front of the engine.
  - a) Aluminum radiators permitted.
- 40) Radiator must have a min. 1 gallon overflow catch can.
- 41) Electric fans permitted.
  - a) Fan must have an ON/OFF switch and be fused.

## **Exhaust:**

- 1) Stock production cast iron exhaust manifolds or spec header only;
  - a) Spec header: Schoenfeld #185, 185M, or exact equivalent;
    - i) Equivalent to have 1 5/8" primary, 3" x 8" collector;
    - ii) One tube may be altered to clear "A" arm.
  - b) No Corvette 2.5" center dumps or vortec exhaust manifolds permitted.
  - c) No exhaust manifold adapters or spacers (only one gasket permitted).
- 2) All cars must have mufflers. No car shall exceed 95-dba noise level.
- 3) Exhaust must have a minimum 24 linear inches of 2 inch outside diameter exhaust pipe immediately beyond each exhaust manifold / header collector,
  - a) First 24 inches can have no other pipes attached - no crossovers, y pipes, x pipes, etc.
  - b) Exhaust system beyond initial 24 inches can be any pipe size(s) of any configuration.
  - c) Maximum 6 inches to transition from collector to 2 inch pipe.
  - d) Exhaust must exit within 12 inches of rear tire(s).
  - e) Exhaust cannot run through drivers compartment.

## **Tires/Wheels:**

- 1) Must use a heavy duty racing type steel wheel; No Stock rims permitted.
- 2) Wheels cannot exceed 8" in width.
- 3) Must have min. 5/8" wheel studs on all wheels.
  - a) Stud threads must protrude through the nut.
- 4) Wheel weights must be stick on type, mounted on inside of wheel with tape over.
  - a) No hammer on wheel weights allowed.
- 5) The tire and rim shall not extend more than 4" outside the body.
- 6) Minimum. 2" wheel backspacing.
- 7) AMERICAN RACER: P265-60D. There are two different sizes available for left and right side (Tire Stagger).
- 8) American Racer G-60 may be run for the 2010 season only to phase out existing racer's tire inventory
  - a) No purchasing of new g-60 tires permitted.
  - b) All existing racer inventory must be stamped prior to first race.

## **Tires/Wheels (Continued):**

- i) Up to 4 new, and 4 used, G-60 tires will be stamped;
- 9) Tire usage:
  - a) 4 new tires permitted only for first race of season for car,
    - i) Tires can be either all P265's, or all G-60's – no combinations of both;
    - ii) Cannot use 4 new G-60's and then change to 4 new P265's later in season.
  - b) 1 new tire permitted per race only, 3 must be stamped from a previous race.
  - c) New tire must be used on race day that it is stamped on
    - i) Cannot save up the 1 new tire per race to be used at a later date.
  - d) Tires must be declared and stamped prior to qualifying;
    - i) Tires used for qualifying must be used for entire race night – including double main events;
    - ii) If you must change a tire during race, it must be replaced with a previously used and stamped tire (excluding first race).

## **Roll Cage:**

- 1) A four point, full perimeter cage is mandatory. It must be constructed of 1¾" x .095 steel tubing and be electrically welded.
- 2) There must be four horizontal door bars on the driver's side and three on the passenger side.
  - a) Passenger side may also be made up of one horizontal bar and an X.
- 3) Four main cage corner bars must be directly attached to perimeter of factory frame
  - a) No attachment to internal subframes, cross braces, straight rails etc.
- 4) Rear upright must be cross braced.
- 5) Front window bars must be within 6" of the windshield post at either top or bottom.
- 6) Front uprights must be connected by a dashboard bar.
- 7) All cars must have an "Earnhardt Bar" in the center of the windshield area of the front roll cage. Must be made of either one 1½" tube or two 1" bars 6"-12" apart.
- 8) All cages will have an ankle bar on the left side.
- 9) All roll cage bars within reach of the driver, when belted in, must be padded.
- 10) All cars must have a safety approved aluminum racing seat mounted securely to the roll cage. Must be bolted down with a min. of six, 3/8" bolts with big washers and lock nuts. All seats must have at least one headrest.
- 11) No rub bars mounted outside the body.

## **Fuel Cell:**

- 1) The use of a commercially manufactured fuel cell designed for circle track racing is mandatory.
  - a) The maximum capacity is 22 US gallons.
  - b) Must be contained in a container constructed of not less than 22 ga. steel.
  - c) No plastic tanks are permitted.
- 2) Pump Gas (locally available 94 octane maximum) only;
  - a) No racing fuels, E 85, aviation fuel, etc.
  - b) No fuel additives.
  - c) Fuel sample to be taken during tech procedure at every race.
- 3) It is recommended all fuel cells be a minimum 15 gallon capacity to accommodate a 100 lap feature.

## **Fuel Cell (Continued):**

- 4) Overflow check valve is required.
- 5) No material other than the standard foam supplied by a fuel cell manufacturer is permitted inside the fuel cell.
  - a) No wood or plastic blocks to reduce volume,
- 6) Fuel cell must be mounted between the frame rails and as far forward as practical.
  - a) Fuel cell must mount inside a cage constructed of min. 1" square tube (NASCAR type).
  - b) Must have a min. of two 1½" wide straps bolting it in.
  - c) Fuel cell must have a min. 8" ground clearance.
- 7) All cars must have a nerf bar welded to the rear frame behind the fuel cell;
  - a) Must be at least the width of the fuel cell and extend up to the frame or a cross member on the sides.
  - b) Must hang equal to, or below the level of the bottom of the fuel cell.
  - c) Must be constructed of a min. of 1¼" round or square tubing.

## **Drive Line:**

- 1) Drive shaft must have two (minimum 1/8" x 1" or equivalent)) 360 degree retaining brackets installed,
  - a) One 12" from the front of the drive shaft and the second 12" from the rear. of the driveshaft.
- 2) Drive shaft must be painted white with car number on it.
- 3) No aluminum, titanium, carbon fibre, etc. drive shafts permitted.

## **Transmission:**

- 1) Any OEM manual or automatic transmission.
- 2) Must have working reverse gear.
- 3) Automatic transmission must have a steel, working torque converter.
- 4) Torque converter must mount to an OEM, steel flex plate with no alterations.
- 5) Automatic trans. must have an overflow "puke tube" from the dip stick tube to a min. 1 gallon overflow tank mounted on the firewall near the dipstick tube.
- 6) All transmission coolers must be mounted either ahead of the front firewall in the engine compartment or behind the rear firewall.
  - a) No coolers permitted inside the driver's compartment.
- 7) All transmission lines must have either screw on fittings or double clamped over flared ends.
- 8) All cars with manual trans. must have a steel 360 degree commercially manufactured scattershield.
- 9) All bell housings must have an inspection hole, a minimum of 1¾" in size on the lower passenger side of the bell housing, or be open at the bottom for clutch and flywheel inspection.
- 10) Stock OEM type, single disc clutch and pressure plates with a min. 10" diameter.
- 11) No aluminum flywheels permitted.
- 12) Minimum weight of 32 lbs for flywheel, clutch disc, and pressure plate assembly.

## **Rear ends:**

- 1) Ford 9 inch rear ends may be installed in any make of car.

## **Rear ends (Continued):**

- 2) Rear end pinion must be centered within 1" centerline of the car with trailing arms mounted in equivalent to stock locations and non-adjustable..
- 3) Locked rear ends (full spool, mini spool, welded spider gears) permitted.
- 4) No limited slip, posi traction, or torque biasing devices of any kind (tru-trac, Detroit Lockers, auburn, etc.) permitted.

## **Brakes:**

- 1) All cars must have stock OEM style brakes in good working condition on all four wheels.
- 2) Lightening of backing plates, brake drums, discs, shoes or calipers by cutting, trimming or grinding metal is not permitted.
- 3) No rear disc brakes permitted
- 4) Hi-performance, racing stock type brake pads permitted.
- 5) You may use stock type OEM bigger spindles with bigger brakes.
- 6) Ducting to the front brakes is permitted.
- 7) One brake bias adjuster for rear brakes only permitted,
  - a) Must be mounted out of reach of driver.
- 8) Stock OEM type master cylinders and brake pedals only.
  - a) No aftermarket brake pedal assemblies permitted.
  - b) Master cylinder must mount in stock location forward of firewall.

## **Lettering and Appearance:**

- 1) Numbers required minimum 18 inch x 3 inch stroke on both doors and roof.
  - a) Must also have 5 inch high numbers on front and rear of car.
- 2) Cars must be neatly painted with all exterior body panels in place.
  - a) A damaged car, if it is safe to continue, will only be allowed to finish that race date.
  - b) The car must have damaged panels neatly repaired or replaced before returning to the track on another race date.

## **Safety:**

- 1) Drivers must wear an SFI-1 approved NOMEX or PROBAN driving suit and gloves at all times when the car is on the race track.
  - a) It is strongly recommended the suit be at least two layers thick.
  - b) It is strongly recommended the driver wear NOMEX underwear, socks, headgear and shoes made of fire resistant material.
  - c) It is strongly recommended the driver wear some form of eye protection when on the racetrack - either bubble or ski type goggles or a face shield.
- 2) All drivers must wear an approved oval track helmet with a "SNELL SA-2000 or SA-2005" rating.
  - a) Helmet rating must be visible to the tech. inspector.
  - b) No motocross, motorcycle, snowmobile, or other non-fire retardant helmets permitted.
- 3) All cars must be equipped with a five or six point racing seatbelt harness, bolted to the cage with min. 3/8" bolts and lock nuts.

## **Safety (Continued):**

- a) Seat belts must be no more than five years old (2005 or newer) and be in good condition.
- b) Must be clean and have production date tag clearly visible to tech. inspector.
- c) Shoulder harness must pull back at a max. 10 to 15 degree downhill angle.
- 4) All cars will be equipped with an approved window net secured at the bottom.
  - a) The release at the top of the net must be within reach of driver and tech. inspector.
- 5) All cars must have an aluminum circle track racing seat with rib protection on both sides.
  - a) Seat must bolt to the roll cage with a min. of six 3/8" bolts with big washers and lock nuts.
  - b) All seats must have at least one head rest.
- 6) Batteries must be securely mounted to the frame or cage, not the floor.
  - a) If mounted in the driver's compartment it must be sealed inside a battery box.
- 7) All cars must run a quick disconnect switch within reach of the driver.
  - a) Switch must be painted red and clearly marked ON/OFF.
- 8) No glass windshields, Lexan only.
  - a) Must be firmly affixed in place by rivets, beveled screws, tabs, or combination.
  - b) No Plexi-glass.
- 9) All cars must have a min. 2½ lb. fire extinguisher within reach of the driver.
  - a) Must mount with a steel bracket;
  - b) On board fire system recommended.
- 10) Radio's allowed with 2 way communication

## **Crate Engine Option:**

**Crate Motor Cars must abide by Okanagan Streetstock Rules with additional rules as below:**

- 1) Crate motor may be new or used, but caution regarding used motors as HP limits strictly tested and controlled as outlined below.
- 2) Crate motor must be used in complete form only;
  - a) Must use stock Crate motor distributor and harmonic balancer;
- 3) Crate motor intake, heads, carb, etc. may not be used on a non-crate motor.
- 4) Crate Motor GM part #88958602 is the only crate motor permitted.
  - a) No other models of GM crate motors will be considered.
  - b) No ford or dodge crate engines permitted.
- 5) Crate motor can be run in any legal chassis, with installation location equivalent to the stock production engine.
  - a) Installation will be subject to tech's discretion, and must be pre-approved by tech.
- 6) Must use stock OEM flex plate or flywheel
  - a) Flex plate GM part #14088765 (included with engine).
  - b) Flywheel GM part # 14088646 (lightweight) or # 14088650 (standard weight).
- 7) Must use a part #0-80541-1 crate motor designated Holley 650CFM 4 barrel in absolutely unmodified form.
  - a) Fuel jets are only component of carburetor permitted to be changed.
- 8) No carburetor spacers are permitted.
- 9) Must run a carburetor restrictor plate to be purchased by owner.
  - a) Plate will be available for purchase from Okanagan Street Stock Club.

## **Crate Engine Option (Continued):**

- b) Size and taper will be determined by the Club, and may be changed at any time during the season.
- c) Replacement restrictor plate will be provided free of charge.
- 10) Must use Scheonfeld spec headers part #185CM.
  - a) One tube may be altered to clear "A" arm.
  - b) All other exhaust rules apply as per regular engine rules.
- 11) Must run a MSD rev limiter # 8728 with a maximum 5,500 RPM chip
- 12) Car weight to be 50 lbs heavier than non-crate motored cars;
  - a) Car and driver to weigh 3,250 lbs
  - b) Weight may be increased or decreased at any time during season at techs discretion in an effort to maintain parity with non-crate motored cars.
- 13) Crate motor must be dyno'd at an approved location with additional seals installed;
  - a) Approved dyno locations will be provided by Tech Officials
  - b) Additional seals to include identifying and tagging carburetor to engine.
  - c) Dyno sheets to be supplied from dyno location directly to Tech Officials.
  - d) Costs associated with transport, dyno, and extra seals are responsibility of owner.
  - e) Any motor found producing more than 2 % greater HP than advertised crate motor will be prohibited.
    - i) Engines will be dyno'd with and without restrictor plate to determine acceptable levels.
- 14) Crate motor may be impounded and sent for dyno testing at any time by Tech Officials.
  - a) All costs associated with dyno testing will be responsibility of owner if found to be illegal.