

2022 Ki-Po Motors STREET STOCK RULES



#1 - Body

- 1.1 Any American made, rear wheel drive car or pickup
- 1.2 Minimum wheel base will be 107" with a 1" tolerance
- 1.3 Full frame cars may replace rear frame after kick ups with 2 x 3 tubing
- 1.4 Stock unibody cars may replace with 2 x 3, 36" back from centerline of front wheels, must go over the top of rear-end housing.
- 1.5 BRP (Camaro clip) late model chassis allowed, must be converted to either F body (leaf) or G body (coil) rear suspension. Must be converted to 2 x 2 or 2 x 3 rails, from the point of termination of the stock clip rearward. Up rails back may be tubular.
- 1.6 Minimum weight of 2900 lbs except 400 cubic inch motors – must weigh 3000 lbs with driver, after completion of race. Track scales will be used to determine legal weight. All lead must have car numbers on them.
- 1.7 4-point roll cage minimum, with 4 door bars on driver's side, front and rear hoops. 1 ½" .095 tubing minimum. Driver's door intrusion plate mandatory.
- 1.8 Stock steel bodies allowed, optional aftermarket steel or aluminum bodies (AR bodies, 5 Star bodies, Performance bodies) legal. Rear windows on cars using station wagon bodies remain open at all times. 5" spoiler allowed with 5" sides. Plastic fenders allowed.
- 1.9 Maximum body width 82".
- 1.10 Must run stock type nose (no MD3, or Dominator type late model). Tail pieces optional.
- 1.11 Must run rear bumper, minimum 12" off track surface, and remain inside of rear quarter panels.
- 1.12 Cold air boxes allowed.
- 1.13 All cars must be presentable.

#2 – Front Suspension

2.1 All suspension and steering components must be in stock location. Any OE style lower control arm allowed except tubular style not allowed. Steel tubular style upper control arms, shocks, and tie rods may be changed to Heim ends. Heim end tubular upper controls arms allowed. After market center links allowed.

2.2 Steering quickeners allowed.

2.3 Jacking bolts allowed.

2.4 One non-adjustable, steel body shock per wheel, mounting location optional, no Schrader valves, or coil-overs allowed. Any gas ports must be sealed.

2.5 No bump stops allowed on any shock. Internal or external, or any located anywhere on the chassis.

#3 – Rear Suspension

3.1 Leaf springs allowed, Chevy or Chrysler.

3.2 No pull bars. No 3 link. No Panhard or jbars allowed.

3.3 Floater rear-ends allowed. No gun-drilled axles, no wrap-up axles and both axles (left to right) must be same diameter. Solid axles only. Steel spool only. No lockers or traction devices. No cambered styledrive flanges allowed.

3.4 No quick change rear-ends allowed.

3.5 Rear end side, arm/housing brackets must be in stock location horizontally on axle tube. Arms can be located anywhere vertically in brackets, no more than 6 ¾" from housing.

3.6 Coil springs must be mounted straight above the axle and 34 inches center to center.

3.7 Chassis side mounting brackets (upper and lower) must be in stock locations (+/- 1"). Must be stock width and stock height.

Upper bars chassis side – can only use three holes on the right side and three holes on the left side. The three holes on the right side must match the left side, vertically only. **Open holes must be plugged.**

Lower bars chassis side – can only use three holes on the right side and three holes on the left side. The three holes on the right side must match the left side, vertically only. **Open holes must be plugged.**

Upper and lower holes must be within one inch of the center hole. All coil cars must be double triangulated 4-link. Upper links must run from the rear-end housing inward to outward. Lower links must run outward to inward.

3.8 Rear clip must be centered with front clip.

3.9 Rear control arms may be converted to adjustable rods with Heim's but must retain stock length (+/- 1"). Mono ball also allowed. No spring rod or biscuit style control arms.

3.10 One non-adjustable, steel body shock per wheel, mounting location optional, no Schrader valves, or coil-overs allowed. Any gas ports must be sealed.

3.11 No coil spring shock sliders anywhere on car

#4 – Engine

Option 1:

Factory sealed 602 crates with stock venture Holley 650 carb (4777, 80777, or 4150 HP allowed).

Option 2:

4.1 All engines must remain stock stroke configuration for that manufacturer and cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum 46 lbs, no lightening or knife edging. No billet or aluminum rods.

4.2 Flat top or dished pistons only, no part of the piston may extend above deck surface of block.

4.3 Maximum overbore – GM 350.070, Ford 351.070, Chrysler 360.040, GM 400.040.

4.4 Stock production blocks only.

4.5 Cast iron stock production heads, bowtie heads (no bowtie vortec permitted), Dart SS10021070 or 10021010, World Products 043600 or 043610 with max 2.02 intake and 1.60 exhaust valve. Vortec 906 and 062 heads allowed. Dart 180 only – part #'s 10110010F or 10110010. Engine quest heads allowed Ch350c, ch350h. Ford N heads not allowed.

4.6 No titanium valves allowed.

4.7 No porting of heads allowed.

4.8 Roller rocker arms allowed, max ratio of 1.6 – can be mixed. No shaft rockers unless factory stock.

4.9 Screw in studs, guide plates, and stud girdles will be permitted.

4.10 No Roller camshafts. Must have OEM firing order.

- 4.11 Engine setback MAX, center of number 1 spark plug hole in line with center of upper ball joint.
- 4.12 Factory stock distributor, points or HEI permitted.
- 4.13 12-volt electrical system only.
- 4.14 Holley 4412 or 4412s, HP, or XP carbs allowed. Stock 1-3/8" ROUND venture size, all carbs must pass with track tech tools. Base plate butterflies cannot exceed 1.688". Must have two return springs. throttle stop recommended.
- 4.15 Stock cast iron 2 barrel, or optional aluminum intakes permitted. No porting, No marine, and No military intakes allowed. Weiand 7547-1 (chevy), 7515, 7516 (ford), 7545, Edelbrock 5001, 2116 (chevy), m 5021, 5081, 5076 (Chrysler), and GM GMPP 602 crate intakes will be permitted. Weiand 8150, Edelbrock 7116 allowed.
- 4.16 Any aluminum 2-barrel adapter, maximum adapter thickness of 1 1/8" with gaskets.
- 4.17 1-5/8 or 1-3/4 headers only, crossover headers or conventional down under headers or side exit allowed. No step, tri y, 180 degree, or late model style headers. No merge collectors and two into one.
- 4.18 **Mufflers mandatory**, must exit behind driver. 3" pipes maximum.
- 4.19 **Site plug mandatory** 3-6 inches from front of pan on left side.
- 4.20 Stock style fuel pump. No rear bell housing drive accessories allowed.

#5 – Transmission, Bellhousing, Driveshaft

- 5.1 Any transmission, automatic or standard allowed. Standard must have steel bellhousing or blanket.
- 5.2 Steel driveshaft painted white.
- 5.3 Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft.
- 5.4 Bert/Brinn/Falcon style tranny allowed. Outboard starter style bell housing allowed.

#6 – Brakes

- 6.1 4-wheel brakes mandatory. No brake shut-offs.
- 6.2 OEM calipers only. No floating calipers allowed.
- 6.3 Aftermarket master cylinder allowed.
- 6.4 Remote brake adjuster allowed.

#7 – Tires and Wheels

- 7.1 Steel wheels only with a maximum width of 8", bead-locks allowed. No bleeders.
- 7.2 No wide 5 hubs allowed.
- 7.3 Must have racing type 1" lug nuts.
- 7.4 American Racer and Hoosier 26.5/27.5 8" tires stocker or E-mod only. Medium or harder only, no softs allowed. American Racer 245/70/2015 DIRT compound non-DOT tires also permitted. No snows, aggressive tread, or duals permitted. No chemical treating.
- 7.5 Wheel covers allowed – no plastic. Must be bolted by a minimum of 3 bolts.

#8 – Safety

- 8.1 All cars must have an aluminum racing seat safely installed with no less than 6 bolts (subject to tech). Full containment seat recommended.
- 8.2 All cars must have a window net securely mounted. Net must be up and secure when on track.
- 8.3 All drivers must have a WORKING one-way radio on the 454.000 frequency.
- 8.4 All fuel cells must have rubber flaps and foam.
- 8.5 All cars must have chain on front bumper.
- 8.6 Seatbelts must be within two years.
- 8.7 Transponders must be mounted from the center of the rear axle rearward 12 inches to the front of the transponder. Transponders are mandatory at all times.

*BRP and Hybrid (f/g combined) chassis guidelines and rules subject to change if chassis is proven to be over dominant.

ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEARDOWN.

ALL OFFICIAL AND TECH RULINGS ARE FINAL!!

While the above rules offer a good guideline, not everything can be covered by a written rule. If you have any questions, ASK FIRST. Any non covered part can be deemed illegal at any time. Anything not covered in these rules is not assumed legal.