BETHEL MOTOR SPEEDWAY

COUNTY ROUTE 141 – WHITE LAKE, NY

STREET STOCK RULES – 2018

(Last Updated 01/23/2018)

BE SURE TO READ THESE RULES CAREFULLY AS THERE HAVE BEEN CHANGES FOR 2018!

The Street Stock division is rigidly based on stock production type cars with limited eight cylinder engines. While not a “strictly stock” class like the 4-Cylinder division, Street Stocks must compete under strict guidelines to keep the cars performing and looking stock as well as controlling the costs. Bethel’s Street Stock rules have been written to coincide with the other nearby tracks’ rules as closely as possible, so as to encourage participation. The Street Stock class is not limited to beginner or novice drivers, however it is not the class for those with the resources to build or purchase more complex race cars, as those teams should be considering the Pro-Stock, Bethel Modified or Dirt Sportsman divisions.

Technical Specifications, STREET STOCK:

These rules have been formulated to encourage participation. It is not the intention that every participating car will be equipped with all the items allowed by these rules. Since cars from a multitude of tracks and numerous sources of used cars and parts must be considered, the rules have been written to accommodate what is likely to be available or already installed on cars that are in the area or available for purchase used.

1. CAR ELIGIBILITY:
1.1. Any US manufactured full body passenger car or midsize truck, model year 1955 through 1995. No front wheel drive, 4-wheel drive, Jeeps, station wagons, 2 seaters, or convertibles allowed.

1.2. Minimum stock wheelbase shall be 108” (1” tolerance for crash damage).

1.3. There must be 4" minimum ground clearance at all frame and body locations (except front crossmember and exhaust pipes).

2. FRAMES:
2.1. Frames shall be stock perimeter style, stock sub-frame clip with uni-body rear section or entirely unibody. Stock frame REQUIRED.

2.2. All suspension mounting locations shall remain in original stock locations.

2.3. Rusted or damaged frames may be repaired where necessary, but must maintain stock dimensions with 1” wheelbase tolerance allowable for damage. Rear frame sections, behind the rear axle ONLY, may be replaced with minimum 2” x 3” rectangular steel tubing.

2.4. Unibody frames may tie the subframes together with structural steel tubing, but stock frame rails must remain and if the ties extend through the vehicle, the floor must be completely welded to the frame to seal off the driver's compartment. Cars utilizing structural steel tubing to replace unibody rear sections must construct main frame rails of minimum 2" x 3" x 0.120" rectangular steel tubing fabricated to closely resemble the frame it replaces and accurately position the rear suspension in the original locations.

2.5. The engine shall be in stock location for the frame being utilized. No notching of crossmember for fuel pump clearance. Under no circumstances shall the engine be located further back than center of number 1 sparkplug hole aligned with the center of the top balljoint.

2.6. Cars with front clips mated to tubular frames that do not exactly locate suspension in stock locations shall be considered Pro-Stocks and are not permitted for competition in the Street Stock division.

3. STEERING:
3.1. Stock steering column optional. Steering column may be made with 3/4" steel shaft with quick disconnect. No plastic collars or retainers on steering wheel disconnects. If stock steering column is used, stock ignition switch and steering lock MUST be completely removed.

3.2. Steering wheel center shall be padded.

3.3. Stock steel steering box, linkages, spindles and tie-rods required. No “drop spindles” allowed.

3.4. Camber adjustment shall not exceed 5 degrees on right front tire, measured on level surface.

4. SHOCK ABSORBERS:
4.1. One stock type steel shock absorber per wheel, in good operable condition at all times.

4.2. Shock mounting locations shall be stock with stock type mounting hardware. No monoball or heim joint style shocks.

4.3. No coil-overs, air shocks, load levelers, etc. No heavy duty or truck shocks. No aluminum body shocks. No revalvable, or adjustable shocks allowed. No Schrader valves allowed on shocks.

5. FRONT SPRINGS & SUSPENSION:
5.1. Stock front suspensions are required. Springs and control arms must be in original location.

5.2. Springs must be stock type. Minimum coil spring outside diameter shall be 5”.

5.3. Stock lower control arms are required. Steel tubular, non-adjustable, upper A-arms allowed, but must match stock dimensions within 1⁄2” tolerance and must mount to stock frame mounting ears. Control arm frame mounts may NOT be cut from their stock location and moved. Mounts MUST remain in their stock, manufactured location.

5.4. Balljoints must be stock type. Only OEM factory replacement parts for make and model permitted. No screw-in balljoints. No adjustable or long-length balljoints.

5.5. Spring cups and shims for spring height adjustments are permitted. Rated springs allowed.

5.6. No weight jacking or spring height adjusting bolts allowed. No hydraulic weight jackers allowed.

5.7. No coil-over shocks allowed. No "helper" springs allowed.

5.8. Stock type front sway bars are allowed. Links may be stock or threaded rod, no heim-joints.

5.9. All bolts must be stock diameter and if not stock, must be Grade 5 or better. No smaller diameter bolts in place of larger diameter bolts allowed anywhere in front suspension.

5.10. Maximum track-width, measured outside edge of tire to outside edge of opposite tire, shall be 78”.

6. REAR SPRINGS & SUSPENSION:
6.1. All rear suspension must be stock for the frame utilized. Coil for coil, leaf for leaf, etc...

6.2. Leaf springs may not utilize multiple holes in front mounts for height adjustments. Rear shackles may be adjustable (no sliders or slippers, shackles ONLY). Lowering blocks permitted. “Chrysler” dimension leaf springs are not allowed on GM or Ford frames. No mono-leaf springs allowed.

6.3. Coil springs must be maintained in stock locations on top of rear axle tubes. Minimum coil spring outside diameter shall be 5”. Rated springs allowed. Spring cups and shims for spring height adjustments are permitted.

6.4. No weight jacking or spring height adjusting bolts allowed. No hydraulic weight jackers allowed. Existing cars with rear weight jackers may be eligible, at Officials’ discretion, providing the jacking bolts are either removed or welded to prevent adjustments.

6.5. Stock type rear trailing arms are required. No moving of trailing arm mounts allowed. Bolts must be stock size and no less than grade 5. No smaller size bolts in place of larger bolts anywhere in rear suspension.

6.6. GM intermediate chassis must maintain stock 4-link suspension system. 3-link w/panhard bar allowed ONLY on cars originally equipped. Torque-arm and truck-arm style rear suspension is prohibited.

6.7. Any stock type rear sway bar is allowed.

6.8. Maximum track-width, measured outside edge of tire to outside edge of opposite tire, shall be 78”.

7. REAR AXLE:

7.1. Stock type rear axle assemblies ONLY. No full-floater or Quick-change or truck rear axles allowed. Independent rear suspension is prohibited. No cambered rears allowed.

7.2. Rear axle housing must match frame, GM for GM, Ford for Ford, etc... 9" Ford rear axle is allowed ONLY in Ford chassis.

7.3. No alteration of rear end housing in any way is allowed. All stock mounting must be maintained.

7.4. Limited slip and factory positraction differentials are permitted. Welded spider gears or a steel mini-spool is allowed. No “locker” or ratchet rears permitted. Ring & pinion may be changed.

7.5. Stock, or aftermarket steel axles shafts are required. Must be stock type axles. No full-floating hubs allowed. It is recommended that integral rear ends (where the axles are held in by "C" clips) be welded to prevent the axles from pulling out.

8. BRAKES:

8.1. Must have operable and effective four wheel hydraulic brakes in good working condition at all times.

8.2. Brake system must utilize stock steel brake calipers, rotors, hubs and spindles. No excessive drilling or machining of brake rotors and brake calipers allowed.

8.3. Rear disk brakes may be retrofitted to cars originally equipped with drum brakes. Rear disk brakes must utilize stock steel calipers and rotors. Aftermarket rear caliper brackets may be used.

8.4. Master cylinders may be single or double type. Brake balance adjustments must not be able to be made by the driver. No brake adjusters may be within reach of the driver.

8.5. Brake shut-offs, either mechanical, hydraulic or electric are prohibited.

8.6. Cars that appear to have inadequate brakes may be removed from the race due to safety reasons.

9. WHEELS & TIRES:
9.1. 15” maximum diameter X 8" maximum width steel racing type wheels are mandatory. Wheel centers must be minimum 1/8" thickness.

9.2. All four wheels must have minimum of 5 lug nuts per wheel. Studs must extend through lug nuts. 1/2" lug studs and 1" lug nuts are highly advised.

9.3. Maximum 1” thickness steel or aluminum wheel spacers may be utilized, but only with adequate length and strength wheel studs.

9.4. Wheel offsets shall not exceed 6” (including spacers) measured from outer edge of rim to hub flange surface (example: 8” wide wheel with 2” backspace shall measure 6” from outer edge of rim to hub mounting flange). Wheels may need to be removed to verify width, offset and spacing is in compliance. 1⁄4” tolerance allowed for wheel offset measurements.

9.5. Tires must remain predominantly inside the body. Tires extending outside the body will be at the discretion of track inspector whether it is acceptable.

9.6. All tires must be in good condition, not excessively worn, damaged, or deteriorated and shall be capable of sustaining racing cornering loads. TIRE SOFTENER IS NOT PERMITTED.

9.7. REQUIRED TIRES (***Tentative as of 01/14/2018***): Treaded tire, Hoosier G-60, except that equivalent American Racer tire (American Racer K704) or dirt equivalent American Racer 70x24.5x15 will be allowed only until June 1, 2018 (this date can be extended by one week if schedule is delayed by rainout). After June 1st, any NEW car/driver (competing at BMS for the first time in the 2018 season) may use American Racer tires for one week only, and will not receive track points until complying with this tire rule. Sidewall markings must be legible on at least one side of the tire. Any tire that does not have legible markings on at least one side is prohibited and will be deemed illegal. No racing slicks allowed.

If running DOT Tires (special events only) - Maximum 8" Tire, minimum tread wear rating of 375, and minimum durometer reading of 58. No snow lugs, retreads, or made for racing tires will be allowed as DOT tires. Sidewall markings MUST be legible on at least one side of the tire, and you may be asked to remove the tire for inspection if the outer sidewall markings are not legible. Any tire that does not have legible markings on at least one side is prohibited, and its use will result in disqualification.

Tire softener is not allowed.

10. BODIES:
10.1. All bodies must be stock appearing, model years 1955 through 1995. Only stock steel or exact steel replica body panels allowed (except hoods). Body must match frame GM for GM, Ford for Ford, etc... No interchanging of bodies unless correct size, dimensions and proportions can be maintained for stock appearance. No compact car bodies allowed. Body installation must be done neatly and properly maintained in a presentable condition.

10.2. Full fenders only (reasonable radiusing for tire clearance is allowed). No excessive chopping, channeling, lowering, etc., permitted.

10.3. No slab sided style bodies allowed. No flat roof bodies. No excess body panels, ornaments or appurtenances deemed to be outside the intention of this stock-appearing class. All bodies must have back panel above the bumper. Stock height spoiler not exceeding 6” from top of trunk lid panel surface shall be allowed. No other wings, air-dams, skirts or aero-features will be permitted.

10.4. All lights, air bags, trim, upholstery and rear seat must be removed. No excessive lightening of bodies, all interior sheet metal must be left intact. Inner tin may be removed in trunk area. Front inner fender panels may be removed if rigidity remains; dash may be removed provided steering column remains adequately supported.

10.5. All doors must be securely welded or bolted shut. All hoods and trunk lids must be securely fastened and easily openable with quick-release latches or pins. Lift off hoods and deck lids are allowed provided they are securely mounted in such a way as to completely seal off the engine compartment and trunk area. The rear of the hood must be completely blocked to prevent hot fluids from the engine compartment from reaching the driver in the event of ruptured hoses, etc.

10.6. Hoods may be replaced with stock appearing fiberglass or aluminum provided no holes for air cleaner are present. Any hood scoops installed for air cleaner clearance shall be completely closed and shall not exceed 6” above the hood panel surface.

10.7. All glass must be removed except front windshield, if free from defects. Front windshield may be replaced with 1/2" square heavy gauge steel wire, the full width of the windshield area or full Lexan windshield. Windscreen must be installed full width of windshield opening in front of the driver. All windscreens must be adequately supported to properly protect the driver, with adequate center supports from the dashboard to the roof. Straps must be solid, no pipe strap allowed. Windshields exhibiting excessive cracks, scratches or weathering may be required to be replaced. All side and rear windows must remain unobstructed. Plexiglass may be used in quarter windows only.

10.8. Window net shall be installed in driver’s side window opening. Net may be web, string or mesh construction. Net and mounting hardware must be of adequate strength to restrain driver in case of side impact. Window nets must have quick-release mechanism that can be operated from inside the car, by the driver. When released the net must drop down and out of the window opening.

10.9. Firewalls must be steel minimum 20 gauge thickness. Front firewall shall be stock type and in stock location. Engine compartment must be completely sealed off to the driver’s area. All holes in firewalls shall be adequately covered. All necessary openings for wires, throttle linkage, clutch linkage, steering column, etc., shall the smallest possible. The rear firewall may tin-in from the rear of the roll cage back using no less than 20 gauge steel. No “cockpit style” interiors allowed. Driver’s compartment must be open to the floorboard from the dashboard to rear firewall behind the seat, full width of the car’s interior.

10.10. Floorboards must be steel and be the stock floorboard, or closely resemble the stock floorboard. Floorboards must extend from front firewall to rear firewall and from body side skin to side skin. Rusted floorboards may be repaired. Wherever roll cage bars or subframe connectors intersect the floorboards, the floor must be sealed by welding or riveting. Floorboards behind driver may be removed for muffler clearance. Floorboard at right side passenger area may be raised for exhaust clearance, not higher than the transmission tunnel height. Any holes in the floorboards for the shifter, etc. must be no larger than necessary to facilitate the shift pattern, etc. and shifter boots must be used to help seal off the driver's compartment.

10.11. Optional steel door plates highly recommended. Minimum 18 gauge or .049-inch minimum thickness steel, shall be securely welded to outside of door bars on driver's side. Plate shall cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat.

11. BUMPERS AND RUB RAILS:

11.1. Must have stock appearing bumpers in stock location. No excess reinforcing shall be visible.

11.2. All bumpers must cover full width of car. Cars with rubber/plastic bumper covers must have covers on car. Stock appearing aftermarket noses and tails allowed.

11.3. All bumpers must be welded, bolted or chained in place to avoid falling off in the event of impact. Cars with metal bumpers must have smooth rounded corners. Metal guards (enclosures) extending from bumpers to body panels and returning to frame, to avoid bumper gouging are recommended.

11.4. Cars with bumper covers shall provide chains, hooks or cables to facilitate easy towing & lifting.

11.5. Side rub rails are optional and must be a maximum of 1” thickness metal mounted flush against body with closed ends, and must angle in at the ends. Rub rails are allowed for body preservation purposes ONLY, and are not to be used to reinforce the car. Open ends, sharp edges, or protrusions are not allowed.

12. ROLL CAGE:
12.1. A four-post (6 point) roll cage with a minimum outside diameter of 1 1/2 inches and a minimum wall thickness of .095 is mandatory. Mild steel tubing is recommended. No aluminum or galvanized. No threaded pipe fittings. Cage must be fitted, welded, and gusseted and the cage welded to the frame or sub-frame (not the floorboards).

12.2. A minimum of three (3) door bars, connecting the uprights on both sides with the driver's side curved to extend into the door shall be mandatory. These bars shall have at least one set of vertical support bars between the uprights.

12.3. Front loop around radiator may be used, must remain behind grille.

12.4. Chassis must have 2 rear bars through rear firewall to rear frame and rear loop to protect fuel cell.

12.5. Additional diagonal bracing and supports are allowed and encouraged.

13. SEAT & SEAT BELTS:
13.1. A racing style aluminum seat is mandatory. Must be securely fastened (bolted) to the roll cage and/or frame. No floorboard installations. A minimum of six (6) bolts are required, four (4) in the seat area and two (2) in the backrest; minimum 3/8” diameter, Grade 5 or Grade 8, with flat washers and locking nuts. No carriage bolts or lock washers.

13.2. The seat must be positioned completely to the left of the center line of car.

13.3. A high back seat or padded roll bar headrest is mandatory. Driver's head must not protrude above cage with helmet on, strapped in driver's seat. Roll bar padding shall be installed wherever impact by the driver could cause injury.

13.4. Seat belts & harnesses must be a minimum 5-point style (including sub-belt). 5-point seat belt/harness shall employ 3” quick release lap belts and 3” shoulder straps. 2” shoulder straps allowed ONLY with HANS type device.

13.5. Seat belt & harness must be securely fastened to the frame or cage and NOT to floorboards or sheet metal components of car. All mounts MUST be in direct line with the direction of the pull. Bolts MAY NOT be inserted through belt webbing for mounting.

13.6. Seat belts will be rejected if not in good condition. Refer to General Rules, Pages 18-20 for instructions and Page 24 for diagrams of proper installation of seat belts & harness. Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2018 season, the date stamped on the belts can be no older than 2013). Seat belts without a legible date stamp on them will NOT be allowed.

13.7. SEAT BELTS MUST BE WORN TIGHTLY AND SECURELY AT ALL TIMES WHILE ON SPEEDWAY!! NO EXCEPTIONS!!

14. FUEL TANK & FUEL SYSTEM:
14.1. Fuel cell required. Maximum size 22 gallons. All fuel cells must have tip-over check valves with additional check valve (PCV) on fuel tank vent.

14.2. Fuel cell must be securely mounted, centered between the frame rails and behind the rear end. Bottom of cell may not be mounted lower than centerline of rear axle.

14.3. Fuel cell must be protected by a minimum of two (2) horizontal bars not less than 1-1/2" (1 upper & 1 lower) even with top and even with bottom and mounted at least 4" to rear of cell.

14.4. Plastic fuel cells must be mounted in steel container.

14.5. Filler neck must be completely inside the trunk area - no access holes. Trunk must have to be opened to fill fuel tank.

14.6. Fuel lines shall be steel tubes or braided type hoses. No rubber fuel hose in cockpit.

14.7. A fuel shut-off valve, within reach of the driver while strapped in the car, is mandatory, and must be clearly labeled "ON"/"OFF".

14.8. Glass bowls on fuel pumps and fuel filters are prohibited. No plastic fuel filters.

14.9. Fuel pump must remain in and be driven as mechanical stock OEM type equipment. Electric fuel pumps are prohibited.

14.10. **Sunoco brand Race Fuel only**. No other fuel is permitted. Random checks will be made throughout the year to ensure use of Sunoco brand Race Fuel.

14.11. Refer to General Rules regarding placement of required decals and driver suit patches to be eligible for Sunoco Race Fuels points fund bonus.

15. ELECTRICAL:
15.1. All cars must be self-starting.

15.2. Battery shall be located under hood and mounted securely. Or, if installed in trunk, top of battery cables and connections must be covered in plastic or rubber and securely mounted. No bungee cords or ratchet straps.

15.3. Battery shut-off switch within reach of the driver is recommended.

15.4. An ignition kill switch must be located within easy reach of the driver when strapped in the car and clearly labeled “ON” and “OFF”. Accelerator toe straps and double return springs mandatory on throttle linkage.

15.5. All gauges, tachometers, etc. MUST be mounted below the dash line and out of the driver’s direct line of sight. Gauges shall not be positioned to act as mirrors.

15.6. Accessory lighting is subject to inspection and approval by track officials and shall not cause distraction to other drivers.

15.7. Alternator/generator shall be optional. If used, shall not exceed 14 volts.

16. COOLING SYSTEM:
16.1. Radiator must be stock style and in stock location. Aluminum radiator is allowed.

16.2. All radiators and cooling systems must have an overflow catch can minimum 1 quart capacity, mounted securely.

16.3. No anti-freeze allowed. No Coolant Additives (i.e., Water Wetter, 20 Below, etc.). WATER ONLY.

16.4. Mechanical cooling fans are required. No electric cooling fans allowed. Fan may be steel, aluminum, or plastic. All cooling devices MUST be shrouded.

16.5. Water pump must be mechanical, stock type cast iron or aluminum only.

16.6. Water pump and crankshaft pulleys must be steel or aluminum only.

17. CLUTCH & TRANSMISSION:
17.1. Stock type manual or automatic transmission required. No direct drive, Bert, Brinn, Falcon, etc., allowed. No ram-couplers or triple-disk clutches allowed.

17.2. Transmissions must have all gears working, including reverse.

17.3. Automatic must have functional stock type torque converter with minimum 10" diameter. No "Circleglide", no converterless, no hollow converter allowed. No ball valves on trans lines.

17.4. Standard transmissions must have stock type single disk clutch and flywheel mounted in stock location. No aluminum or lightweight steel flywheels. Clutch disk and pressure plate must measure minimum 10" diameter.

17.5. Explosion proof clutch scatter shield mandatory. Inspection hole must be provided in scatter shield to check clutch. Automatic transmission explosion blanket recommended.

17.6. Transmission coolers are allowed and MUST NOT be mounted in cockpit area.

17.7. Driveshaft shall be steel, painted white or bright color. One front drive shaft loop required.

18. ENGINES:
18.1. Engine eligibility shall include GM 602 "Crate" (option 1) or 358 flat top "limited" (option 2) with each option subject to specific carburetion regulations.

18.2. OPTION 1 - CRATE ENGINE:
18.2.1. Crate engines will be allowed to compete in the Street Stock division, however the carburetor must be a stock 2 barrel (see the option 2 rules Sec. 18.3.15 for carburetor specifications).

18.2.2. The crate engine GM part # is 88958602 / 19258602. This is a factory-sealed 350 horsepower, cast iron cylinder head, hydraulic lifter engine requiring minimal maintenance.

18.2.3. Seals on crate engines must not be tampered with or removed. Any such tampering shall require the engine to be resealed and re-certified by a GM authorized crate engine servicing facility before being allowed for competition.

18.2.4. Carburetor shall be STOCK 2 barrel (same as specified in the option 2 rules) with a maximum 1" thick adapter plate.

18.2.5. CLAIMING: Crate engines shall be subject to claiming in the amount of $4,000 (U.S. Funds). Claimed engines shall be surrendered the night of the claim, at the track, and include only the long block (intake to pan) & ignition as supplied by GM at time of purchase. Claims may be made by another active competitor within the specific division, who must have finished the race on the lead lap, and who must have a 2018 Bethel Motor Speedway Membership license. The claims must be submitted with CASH, CASHIERS CHECK, OR MONEY ORDER PAYABLE TO BETHEL MOTOR SPEEDWAY only, along with a written request of the claim, signed, and dated. Engines are only eligible to be claimed when they finish in a top 3 position at the conclusion of their main feature event. The claim must be made within 15 minutes after the feature event officially ended, and must be made to the tech inspector or pit steward. If a valid claim is refused by the driver of the claimed car, it will result in a disqualification from the feature

event with a loss of points and monetary/prize winnings. Additional penalties will also occur to the claimed race team by refusing a valid claim.

18.3. OPTION 2 - NON-CRATE 358 flat top LIMITED ENGINE:
18.3.1 North American passenger car V-8 engines with cast iron blocks and cylinder heads. Must match make and model (i.e. GM in GM, Ford in Ford, etc.).

ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

18.3.2 All engines must maintain stock bore and stroke combinations, except that the following overbores are acceptable: Engine Maximum Overbore:

Chevy 350 C.I., 4.00" +.060 bore x 3.480" stroke
Chry. 360 C.I., 4.00" +.060 bore x 3.578" stroke
Chry. 340 C.I., 4.04" +.060 bore x 3.313" stroke
Ford 351 C.I., 4.00" +.060 bore x 3.500" stroke

18.3.3 BLOCKS – All engine cylinder blocks must be OEM stock cast iron. The engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance type blocks allowed.

18.3.4 CYLINDER HEADS - only OEM cast iron stock production heads allowed, with stock valve angles and locations. No performance heads allowed. No angle plug heads, no Dart, no Vortec, no GT40, or Bowtie heads allowed. No porting, grinding, polishing or welding of heads is permitted. No epoxy or coating of heads is permitted. No relieving or unshrouding of valves in the combustion chamber. Valve guide liners are allowed. Valve material must be one piece solid steel or stainless steel, no titanium, or sodium filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center. Stock diameter valve springs required. Maximum valve spring diameter for Chevrolet engines shall be 1.30" O.D.

18.3.5 MAXIMUM VALVE SIZES – GM: 1.94" intake, 1.50" exhaust – Ford: 2.04" intake, 1.65" exhaust – Chrysler: 1.88" intake, 1.60" exhaust

18.3.6 CRANKSHAFT - any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. No lightweight cranks. Minimum rod and main journal sizes must be Chevy, Ford or Chrysler specs only. No knife edging, narrowing or cutting down the diameter of the crankshaft counter weights shall be permitted. No polishing of the crankshaft.

18.3.7 VIBRATION DAMPENERS - must be steel or cast iron only, stock OEM type, not machined or altered in any way. No fluid or friction dampeners allowed.

18.3.8 CONNECTING RODS - stock production type solid steel rods are required. Stock rod length shall be maintained. No titanium or aluminum, no polished or billet rods allowed.

18.3.9 PISTONS - any brand, 3-ring flat top or dished aluminum pistons only. No domed or pop-up pistons allowed. Full-floating wrist pins are allowed.

18.3.10 CAMSHAFT - only hydraulic flat tappet camshafts allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. Lifters must maintain stock OEM diameters. A flat steel lifter galley may be used to prevent engine damage in case of push rod failure. Timing chains and gears only, no gear drive or belt drive timing devices permitted.

18.3.11 CAM LIFT REQUIREMENT - Maximum valve lift shall be 0.480” as measured at the valve.

18.3.12 ROCKER ARMS – Stock type stamped steel or roller tip rockers are allowed. Stock rocker arm ratios must be maintained (example: 1.5:1 for Chevrolet). Rocker arm studs may be pinned, or may be screw-in type. Guide plates are allowed. Stud girdles are not allowed. Shaft rockers are not allowed on Chevy engines. Only non-Chevrolet engines originally equipped with shaft rockers may use them.

18.3.13 LUBRICATION SYSTEM - Oil must be in steel pan only. Oil pan must have 3/4” inspection hole for connecting rod verification on left side of the pan. No dry sump system is allowed. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers is prohibited.

18.3.14 INTAKE MANIFOLD - must have a stock cast iron 2 barrel intake manifold. No machining of intake manifolds. No porting, grinding, polishing permitted. No boring/sanding or enlarging of intake bores or plenum areas permitted. No notching or drilling of plenum divider permitted. Welding, the addition of material, epoxy or any other type of alterations to intake manifold is NOT permitted.

18.3.15 CARBURETOR – Single 2 barrel carburetor ONLY, no race type carburetors. (NO Holley 4412 allowed). Must be stock OEM for the engine used (example: Rochester 2GC on Chevrolet). Maximum 1-11/16” throttle bores and maximum 1-1/4” venturi bores. OEM replacement parts only. No speed parts. NO modification of throttle shaft, butterfly screws, or internal parts allowed. No machining of the choke horn. Choke plate and choke shaft may be removed. Metering jets may be changed or drilled. Only one (1) OEM replacement gasket may be used between carburetor and intake manifold, not measuring over 1⁄4” (0.25) inch. Dual throttle return springs are MANDATORY.

18.3.16 AIR CLEANER - Conventional round type air cleaners only, measuring no taller in height than 6 inches. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers allowed. No ram-air systems allowed. Extension of air filter through the hood is prohibited.

18.3.17 IGNITION - Stock type distributors and coils only. No trigger ignition systems allowed. No multiple discharge ignitions allowed. On H.E.I. style ignition systems, coils must remain in the distributor cap. All H.E.I. distributors must remain stock as manufactured except aftermarket coil and module may be used. On point type distributors, coils must be stock type. With any ignition system used, only one coil will be allowed on car. Ignition must use OEM firing order as per manufacturer. No traction-control devices allowed in ignition system.

19. EXHAUST SYSTEM:

19.1. Exhaust must exit behind driver, but under car and directed downward toward track surface, or toward driver’s side. No exhaust shall be directed toward the passenger side of car. Exhaust may NOT exit out of the body panels.

19.2. Stock OEM cast iron exhaust manifolds are required. No aftermarket, no high performance and no rams-horn manifolds are allowed. No tubular exhaust headers are allowed. No “2 into 1” exhaust systems are allowed. No porting, grinding, polishing of interior exhaust passages permitted.

19.3. Maximum exhaust tube size shall be 2.5” outside diameter. Balance “H” pipes & crossovers are prohibited.

19.4. MUFFLERS REQUIRED with maximum one 2.5" inlet/outlet for each exhaust bank. Conventional type mufflers only, no IMCA or bullet style mufflers allowed. All mufflers must provide for adequate noise control at the discretion of the Officials. Any muffler deemed "too loud" will not be allowed. Make sure muffler is quiet before you purchase it. No car will be permitted at any time on the race track without specified muffler. Cars losing a muffler or becoming excessively loud may be removed from the race, therefore, be sure your mufflers are securely in place.

20. WEIGHT:
20.1. Minimum weight shall be measured at the conclusion of the race with the driver seated in the car and no fuel added. Track scales are official and NO allowance or tolerance shall be granted at the post race inspection. Teams are encouraged to check the weight of their cars, on track scales, prior to entering the race.

20.2. All Street Stock cars shall weigh a minimum 3,100 pounds. No weight break is given for crate engine.

20.3. Left and rear maximum percentages shall be measured at the same time as total weight. Maximum 54% left side weight and a maximum of 48% rear weight with the driver seated in the car and no fuel added.

20.4. Any ballast weights added to the vehicle must be securely mounted, painted white, have the car number clearly marked on it and must be attached with at least two (2) 3/8" or larger diameter bolts, Grade 5 or better, with locking nuts (no lock washers). Absolutely no plastic ties allowed for securing of weights. Loose objects and/or weights are not allowed in driver's compartment or outside the body.

21. SCORING: All cars must display numbers acceptable to the scoring and handicapping officials. High contrast, legible numbers shall be located on both sides, and the top of the car. Duplicate numbering may require addition or modification to eliminate scoring confusion.

21.1. AMB/MyLaps or FLEX transponders are now required in all divisions. Unless otherwise specified by a particular sanctioning organization, transponders are to be mounted on the right side of the car, between 15 and 20 inches rearward of the centerline of the rear axle, and no more than 18 inches above the track surface. Transponders must be mounted vertically with an unobstructed view of the track surface (no metal underneath). It is the driver's responsibility to be sure that their transponder is charged and functioning properly. If you have a question about whether your transponder is functioning properly, it is YOUR responsibility to ask track staff to check your transponder during hot laps, and track staff will make every reasonable effort to alert you to any issue with signal strength or charge. If a driver's transponder ceases to work during the course of an event, the car will only be scored until the point that their transponder stops reading. Any driver caught improperly mounting their transponder in order to gain an advantage will have their finish position adjusted and/or be disqualified from the event (including forfeiture of points and prize money) at the discretion of speedway officials. If you have a question regarding the mounting location of your transponder, it is your responsibility to verify it with speedway officials prior to competition. Cars equipped with scoring transponders may, or may not, be tracked for lap time purposes. Lap times posted through the electronic scoring system may not accurately list finishing order.

The AMB/MyLaps X2 transponder is available on the Internet with a one year subscription for under $150.00. Annual renewal subscriptions are also available on the Internet for under $100.00. It must be the AMB/MYLAPS transponder; other brands will not work. Older style AMB/MYLAPS units that do not require a subscription are also sometimes available as used or refurbished units, but usually at much higher cost. **Be sure you are purchasing the transponder for car/bike racing**, as other transponders for go-cart, MX, and RC racing are sold for less and will not work.

22. COMMUNICATION/RADIOS:
22.1. One way scanners / radios are required for the driver to receive instruction from track officials.

22.2. Radios are to have the speedway driver frequency in place before the start of any practice or event.

22.3. Radios shall be mounted behind and out of reach of the driver

22.4. The driver must have a radio ear piece for the unit.

22.5. No other forms of one way or two-way communication is permitted.

22.6. Any car found to be without a working scanner may be black flagged and/or disqualified from the event. Check your batteries.

22.7. It is very important to adhere to the instruction of track officials. Failure to properly react to radio instructions, hand signals or flag signals may result in penalties.

23. MIRRORS:

23.1. There shall be NO mirrors or reflecting devices permitted that allows the drivers to see the cars behind/around them. Gauges shall not be positioned to act as mirrors.