



## 2021 Street Stock

\* The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.

\* Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

\* Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

\* Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

\* Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

\* Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

***Anything not specified in the rules must be stock in original position from the original manufacturer unless other stipulated.*** Questions, please call Larry Hudson @ 334-342-8954

### Weight:

1. Minimum weight of all cars is 3200 pounds and maximum left side of 54.0 percent. Minimum weight will be enforced before and after qualifying. 1(One) Pound per scored lap Burn off allowed after Race.
2. Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver.
3. No titanium products, parts or components allowed anywhere on race car. No gun-drilled, tubular or hollow bolts or studs anywhere on car.

### Frame and Cage:

1. 108" wheelbase minimum.
2. Camaros and Unibodies OK. Must tie sub frames together with tubing.
3. Minimum 6-inch frame height.
4. Frame must match make and model of car and stock from front to rear bumper mounts.
5. No modifying of frame for any reason. (May brace) If X Braced 50-pound penalty.
6. Roll cage may extend thru firewall and trunk.
7. Front doors may be hulled for door bars. (If doors are hulled, 3 door bars must extend into door cavity)

### Bodies:

1. Complete body must remain stock appearing stock dimension from bumper to bumper and no rake permitted. Fiber Glass Hoods, aluminum, or sheet metal optional but must be stock appearing.
2. Camaro- Rear Bumper cannot exceed 5" over stock width
3. May run approved aftermarket steel fenders, doors, quarter panels. Stock Steel doors, outer skins may be sheet metal or aluminum must be welded shut and stock appearing.
4. No sectioning, chopping, channeling, hulling, or cutting of any kind. You may gut roof, and trunk lid only.
5. May remove front inner fender wells.
6. All body parts must maintain 6" ground clearance.
7. May run aftermarket nose piece. Must match car and be approved by tech.
8. Must have Lexan or equivalent screen (no Plexiglas). Back and side windows optional. (Nothing in door openings)
9. Must remove hinges, stock hood and trunk latches and replace with pins.
10. May extend either steering wheel or pedals, but not both.
11. Racing seats are mandatory.
12. Must cover all holes in front and rear firewall and floorboard.
13. Full front and rear firewall and shelf must remain in car.
14. Body must mount on stock rubber mounts, in stock location.
15. Radiator core support may be fabricated but must maintain stock dimensions. i.e.: height, width, design.
16. Fender height and width must remain stock.
17. 5" x 60" spoiler or factory spoiler allowed.
18. Fuel cell required and a maximum of 22 gallon. May cut trunk floor for fuel cell. (No more than 2 inches bigger than cell) must be centered. Bottom of fuel cell must be level with or above bottom of frame.

### Suspension and Drive train:

1. Stock type front sway bars and mounting must be stock only.
2. Racing springs optional but springs must remain in stock location.

3. Front may be adjusted using shims, spacers, jack bolts or screw shims. May slot spring bucket for easy access on front. Do not cut or move the upper A-arms mounts and move or weld plates on upper A-arm mounts.
4. Rear may be adjusted using shims, spacers, screw shims, jack bolts, adjustable shims, or OEM - optional.
5. Metric full frame cars may use Speedway part # 916-34051 upper and lower control arms. Upper control arms on rear-end side only, may be drilled and weld washers on the outside to adjust pinion angle.
6. Stock type shocks only but may have bearing ends and mounting is optional. No air shocks allowed. Shocks may be claimed for \$150.00 per shock exchange must be same brand. No bump stops allowed.
7. Leaf spring cars may run lowering blocks and adjustable shackles.
8. No modifying of any other suspension parts allowed. May remove rear sway bars.
9. All suspension parts must remain stock for make and model of car unless specified. No spacers, blocks, chains, or any other device may be used to alter suspension.
10. Optional may use SAS Tech approved tubular upper control arms. Other upper control arms subject to SAS Tech approval. No slotted cross shafts allowed.

#### GM Metric Chassis

910-34394R 8" Right  
 910-34394L 8 1/2" Left

#### 1970-81 Camaro Chassis

910-34397 9" or 9.5" Right  
 910-34397 **8.5", 9" or 9.5" Left (Updated 5/10/21)**

Approved upper control arms for other chassis please call on chassis not listed- Ricky Brooks

#### Engines: If it doesn't say you can do it, you can't.

1. **Crate Engine;**
  - a) GM 602 Crate Engine with credible seals.
  - b) 602 BUILT Engine can be built using only 602 credible parts - any aftermarket will be disallowed based on 602 engine rules. This motor is subject to be torn down at any time the tech officials deem necessary. May run 88958602 Crate motor only may run 350 carburetor or 500 carburetors.
2. **Built Engines;** (350 Chevy, 351 Ford, 360 Chrysler)
  - a) Rotating Assembly
    1. Stock or Stock replacement crankshafts minimum weight of 52 pounds. Must have 1" inspection plug in oil pan or 100-pound penalty. Must match stock weight and dimensions. Balancing optional.
    2. May use stock replacement 5.7 rods. May use aftermarket rod bolts.
    3. Flat top, dish, or forged pistons only.
  - b) Intake
    1. Stock cast iron intake (must have been available on a car) option may run a 500 Carburetor.
    2. May use #7101 Eldebrock Performance Aluminum but must run 350 Holley Carburetor.
    3. No truck, marine, or high rise. Maximum 2" adapter.
  - c) Heads
    1. Stock Cast Iron Heads. No Vortex or late model fuel injection allowed. 4 angle valve job allowed.
    2. Maximum compression 225 pounds with exhaust valve disabled with all plugs removed, and carburetor in open position.
    3. 1.94 intake, 1.5 exhaust (maximum) - Ford and Mopar excluded.
  - d) Valve Train
    1. Maximum valve lift hydraulic cams only, .426 Chevy, .445 Ford, .445 Chrysler.
    2. Screw in studs, poly locks and guide plates allowed.
    3. Stock type and ratio rocker arms only.

#### **Misc.:**

1. Pulleys are optional.
2. May run electric fan or alternators.
3. Must run harmonic balancer. Type optional.
4. Stock style Moroso motor mounts allowed. No mid mounts
5. No antifreeze allowed, \$50.00 Fine.

#### **Ignition:**

1. Stock type ignition only. May lock advance.
2. HEI must use stock type module.
3. Must run MSD Soft Touch Rev Control with 5800 RPM Chip Required mounted under hood. We now have an RMA# with MSD to have soft touch checked. **Must sign in at parts room for chip – no personal chip will be allowed**

#### **Carburetors and Air Filters:**

1. Holley 7448 or 80787 350 CFM or 500 carburetors only. Must fit track gauges.
2. Maximum 2" adapter with .065 gaskets.
3. Must run air filter. Size and type optional. No cold air boxes or heat shield of any kind.

#### **Exhaust:**

1. May run Flowtech header's part# 11100 FLT or stock manifolds, NO EXCEPTIONS. LT1 exhaust has to be stock with no filing or machined LT1 exhaust allowed and no aftermarket LT1 exhaust allowed. (Summit, and other racing websites make racing exhaust LT1 and they are not allowed).

2. Exhaust must exit behind driver. "Y" optional cannot join closer than seal on tail of transmission. End of pipe optional- i.e.: flat, round, square Size of pipe optional.

#### **Transmissions & Driveshaft's:**

1. Stock production automatic transmissions or standard transmissions permitted. No lighting or polishing of the transmission and must maintain 2 forward gears and a reverse. Must match manufacturer of car. No aftermarket allowed.
2. Stock 10.4" type clutch and flywheel only with a minimum weight of clutch assembly 32 pounds. L88 flywheels and aluminum allowed. No lightening or excessive milling allowed.
3. Must run stock type torque converter. No small converter like Vega, Etc.
4. Steel drive shafts only and must be painted white.

#### **Tires, Wheels, Brakes and Rear Ends:**

1. Rear end must be stock for make and model of car but you may run an aftermarket stock appearing axles. No gun drilling or lightning of any parts. You may drill and weld washers to the right-side trailing arm bracket only to square rear-end.
2. Open rear ends only. No positrac, limited slip, or locked\*. Gear optional. You can't shim or otherwise lock rear-ends in any fashion. You cannot fix it with any device to where your rear end will lock. This will result in a DQ.
3. Stock front and rear brake systems only and Must be in working condition. From master cylinder to the wheels
4. Track tires only. 8-inch steel wheels optional. May run up to 2" offset rims. Steel large lug nuts required.
5. Both front tires may be leaned at top 3 inches maximum. (Measured on the rim)!
6. No pop-off or bleeder valves.

#### **Protests: (*Protesting is a privilege, not a right*)**

1. Protests must be filled in writing by the driver the same class within 10 minutes of feature completion. Every item that is being protested must be in writing or it will not be checked. Protesting party may designate 1 person to oversee protest. May be driver or another person, but only 1 person will be allowed in protest area. Protested party is allowed 3 people total.
2. Protesting Driver and Protested car must have finished in top five. Maximum of 2 protests by a driver in a year.
3. Discovery of any illegal items not on the protest may result in dq, but not loss of protest
4. Losing party of all protests must pay \$50 tech fee to tech inspector.
5. Winning party retains all money posted for protest.
6. Tech inspector reserves the right to refuse a protest if he believes it is being done out of spite or to hassle another driver.
7. Any act of unsportsmanlike conduct in protest or by either crew is adequate reason for that party to lose protest.

#### **Cost of protest:**

1. Top end- what can be checked with intake and one head remover. \$200
2. Complete Engine tear down. \$750
3. Rear End check (Spool, Ratio, Etc.) \$ 50
4. Transmission removal, torque converter or clutch assembly \$ 250

#### ***Penalties for cars found illegal thru protest – or refusal of protest:***

1. Must start in rear of heat and features for next weeks that compete. Special races may be excluded.
2. First time, loss of points and monies for all events that night.
3. Second time, loss of points and monies for all events that night and \$100 fine.
4. Third time, loss of points and monies for all events that night and \$250 fine.
5. Fourth time, loss of points and monies for all events that night and possible suspension for the remainder of the racing season.