

STREET STOCK
2014 RULES & REGULATIONS
(Revised 1/12/14)

IMPORTANT NOTE: Anyone entering the pit area must be properly registered. Track Official in charge has the right to refuse any entry.

NOTICE: No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerance contained in this rule book will not be eligible for approval during 2014.

NOTE: **STOCK** refers to stock manufacturer's equipment for the car you are building **STOCK** refers to parts made by GM, Ford, Chrysler, etc. It does **NOT** refer to aftermarket speed parts varying from stock dimensions. **STOCK** means a factory ID number must be in place. Stock means original equipment parts for your car.

1. ELIGIBLE MODELS APPROVED FOR COMPETITION: Any 1972 and newer American manufactured hardtop with a minimum wheelbase of 103 inches. **NO** front wheel drive cars will be allowed.

2. WHEELBASE: Stock with a maximum allowable tolerance of 1/2 inch plus or minus on the other side.

3. TREADWIDTH: Maximum 66 inches. A tolerance of one (1) inch will be permitted between front treadwidth and rear treadwidth.

4. STEERING: All cars must have a removable steering wheel.

5. CHASSIS: Heavy duty springs optional as long as they fit in original position without modifications. **Steel body, non rebuild-able non adjustable racing shocks allowed and must be mounted in stock location.** An adjustable rear shackle assembly speedway motors part# 916-45545 may be used without weight penalty. Front shocks may be moved outboard with a weight penalty of twenty-five (25) pounds per shock. **Rear shocks may be moved inward to prevent tire rubbing. Screw jacks allowed (any car without screw jacks will receive a fifty (50) pound weight break).** No drop spindles as measured on spindle pin. If screw jacks are adjusted during the race a one (1) lap penalty will be given. Rear frame rails may be sectioned with a minimum of two (2) inch by three (3) inch boxed tubing with a minimum of 0.083 inch thickness. Rails must be sectioned no further forward than the center of the rear axles. Leaf spring cars must have mounts in exact stock location. Shock claim rule of \$100 per shock. Must be a competitor that finishes in the top five of the event to be eligible to claim another competitors shock(s). Competitor must have finished in front of the driver making the claim. Claim must be made within ten minutes of the conclusion of the event and be in writing stating the competitor, shock(s) to claim and signed by driver. CASH and written claim must be delivered to head technical inspector within allotted time frame.

6. ENGINE IDENTIFICATION: All cars must have engine displacement clearly marked on hood.

(Engine A): GM Circle Track (Crate Motor) 88958602 Engine must be completely stock including but not limited to distributor, oil pan, valve covers, timing chain cover, vibration dampeners, etc.

(Engine B): Chevrolet 305 V-8

(Engine C): Stock for make of car.

(Engine D): GM Circle Track (Crate Motor) 88958603 Engine must be completely stock including but not limited to distributor, oil pan, valve covers, timing chain cover, vibration dampeners, etc.

7. WEIGHT: All cars are weighed with gas, oil, water and driver included. All weights must be painted white with car number on it. No weight can be added after a race (i.e. gas, water, etc).

(Engine A): Must maintain a minimum weight of 3,250 pounds after the race with 1,465 pounds minimum right side weight.

(Engine B & C): Must maintain a minimum weight of 3,200 pounds after the race with 1,440 pounds minimum right side weight.

(Engine D): Must maintain a minimum weight of 3,300 pounds after the race with 1,490 pounds minimum right side weight.

NOTE:

Cars with a vortec head must weigh 3300 pounds with 1490 pounds minimum right side weight.

Cars with a 70cc plus heads must weigh 3150 pounds with 1375 pounds minimum right side weight.

Weights may be adjusted to level competition if Track Official / Promoter deems it necessary for all above engine types. Additional weight may be added to a car if it does not meet the rules specifications.

The amount of weight added will be at the discretion of Track Officials.

8. ENGINES:

(Engine B): 305 cubic inches with an allowable overbore of .045 and may be interchanged in any brand of car.

(Engine C): limited to stock for make of car with an allowable overbore of .045. No blue printing. No Polishing or painting inside of block. Four (4) Bolt-Main Blocks permitted with stock caps only.

9. CAMSHAFT: Hydraulic or flat tappet cams allowed. No roller cams allowed

(Engine B): Must use hydraulic camshaft and lifters.

10. CRANKSHAFT: Stock stroke and crankshaft only. Crank must be a minimum of 50 lbs.

11. PISTONS AND CONNECTING RODS: Flat top or Dish pistons allowed. No high performance pistons allowed. Pistons must be stock type replacement. Pistons must have "Four (4) Eyebrows" all the same size. A maximum of 3/16 hole may be drilled in the piston at the wrist pin. This hole must be drilled STRAIGHT. Piston may not extend above top of block. Minimum weight for piston pin and rod is 1200 grams. Stock connecting rods only with no polishing or machine work permitted.

12. FAN: Removal of fan belt is not permitted. The engine cooling fan must meet the following requirements:

A. Only standard **STEEL** fan with a minimum of four blades shall be used. Electric fans permitted.

B. The pitch of the fan blades may be changed, however, the fan blades must remain standard size, width and length for make and model.

C. Minimum diameter of fan shall be no less than 14 inches.

D. No flat fan blades permitted.

13. FAN SHROUD AND DUCTS: Must remain stock for make and model. Aftermarket radiators permitted.

14. STARTER: OEM starters allowed, must mount in original position.

15. ENGINE OIL PANS AND OIL COOLERS: Steel racing oil pans permitted. NO Kickouts allowed. No windage trays in oil pans.

16. CLUTCH ASSEMBLY: Must be stock production in all respects.

(Engine A & B): V-8 stock production may be used. Flywheel must be steel and must maintain the original configurations in all respects. Minimum weight of flywheel is 14 pounds. A steel scattershield not less than 3/8 inch thick must be installed over flywheel and clutch area.

(Engine C): Stock flywheel must be used. Only stock pressure plate allowed. Single disc, STOCK type clutches only. NO aftermarket, high performance units allowed. Bell housing must be modified to allow inspection of clutch and flywheel. Flywheel and clutch assembly minimum combined weight must be 33 pounds.

17. HEADS:

(Engine B): No cutting of head. Minimum of 52 cc. No roller rockers. Maximum valve sizes: Intake 1.840 Exhaust 1.500.

(Engine C): No cutting of head. Minimum 62cc. **Double hump heads are allowed.** Valve train components must be stock. Only stock OEM valves permitted. No roller rockers. Ford #53030. No titanium valves permitted. All heads are limited to a minimum of 62 cc combustion chamber. Three (3) angle valve jobs permitted - no cutting in pocket lower than OEM cuts. The maximum valve sizes measured across the face of the valve are as follows:

General Motors: Intake - 1.940 Exhaust - 1.500

Ford & Chrysler: Same as engine B

OPTIONAL: World Products aftermarket head (Dart #4351 & 4361) will be allowed.

18. CARBURETOR:

(Engine B, C & D): Any Track approved two barrel carburetor properly installed will be permitted. Track has approved the Holley 2300 two-barrel carburetor model number 7448 with a venturi size of 1 3/16 inches and maintaining a throttle bore maximum size of 1 1/2 inches.

The rework guidelines for the Holley 2300 series carburetor are as follows:

(1). BODY OF CARBS: No polishing, grinding or drilling of additional holes permitted. The maximum size for the air bleed holes in the top of the carburetor body will be .080 inch for all four holes.

(2). CHOKE HORN: Choke horn may not be removed.

(3). BOOSTERS: Boosters may not be changed. Size or shape must not be altered. Height must remain standard.

(4). VENTURI: Venturi area must not be altered or reshaped in any manner. Casting ring must not be removed.

(5). BASE PLATE: Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will not be permitted.

(6). BUTTERFLIES: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.

(7). THROTTLE SHAFTS: Shafts must remain standard and must not be thinned or cut in any manner

(8). CARBURETOR SPACER: Carburetor spacers must be Track approved. Only a one-piece aluminum carburetor spacer, a minimum .700-inch, maximum .750-inch in thickness, must be installed between intake manifold and carburetor. The spacer must be centered on the intake manifold and have two holes with 1 1/2 inch

openings that match the base of the carburetor. Holes must be cut perpendicular with base of carburetor. No taper or bevels, or any modification permitted. A one-piece gasket maximum .065 inch thick must be installed between the carburetor and spacer. A one-piece gasket maximum .065 inch thick must be installed between the spacer and intake manifold. Only one (1) gasoline cartridge type filter may be used between the fuel cell and fuel pump. A fuel filter on the pressure side of the fuel pump may only be used at the carburetor fuel bowl inlet. The location and size of the filter must be acceptable to Track Official.

(EngineA): Must run the Holley 500 (4412) or Holley 500 HP (080583-1) Carburetor. Parts may not be interchanged between the two carburetors. The spacer for the 500 carburetor must be centered on the intake and have two (2) holes with 1.68 inch (1 11/16th) maximum openings located in the center to match the base of the carburetor. All other guidelines are the same as the Holley 2300.

19. AIR CLEANER AND AIR INTAKE: Air cleaners cannot be removed during practice or competition.

A. AIR CLEANER AND AIR FILTER: Only Track approved round air cleaner element minimum 12 inches and maximum 17 inches diameter will be permitted. A Track approved complete dry element - minimum 1 1/2 inches - maximum 4 inches high, must be used in the air cleaner at all times. All air shall be filtered through element. The air filter element may not be sprayed or soaked with any type of chemicals or liquids. Only a round metal air cleaner housing is permitted. The top and bottom of the air cleaner must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the air filter element. The air cleaner housing must be centered and sit level on the carburetor. The bottom of the air cleaner housing must be lower than the top of the carburetor choke horn. No tubes, funnels or any device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.

B. AIR INTAKE: Cowl air induction is not permitted. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. No fresh air openings of any type are permitted in the hood or cowl area.

20. ELECTRICAL SYSTEM: Distributor may be stock. No dual points or aftermarket pieces. Distributor can be curved or spark advance removed. Stock electric ignitions permitted. HEI ignitions permitted. No dual point distributors (MSD) or ignition boosters permitted. Battery, if mounted under hood, will be in as near original position as possible or may be recessed in firewall with a minimum of 2 inches out. The battery may be located behind the driver's seat in a steel box securely fastened to the floor. The battery must be enclosed completely.

21. LUBRICATION SYSTEM:

22. EXHAUST SYSTEMS: Mufflers must be removed. Exhaust pipes must extend behind driver's seat and extend to outer edge of car body. No flexible pipes permitted. Exhaust manifolds of make an model of car may be used. Headers optional. No 180 degree headers allowed. Headers must be Track approved. No thermal wrap or coatings permitted. Size must remain the same from collector pipe out. No cones or pyramids permitted. Must maintain a minimum four (4) inch ground clearance. Frame may be notched for exhaust clearance.

23. INTAKE MANIFOLDS:

(ENGINES B & C) Listed below are the only approved intake manifolds approved by Caraway Speedway. These manifolds must remain as manufactured. No port matching or flow work permitted. Manifolds must not be painted. All part numbers are current design Edelbrock Performer series intake manifolds. Older design manifolds with the same number are not permitted.

1. Chevrolet: Edelbrock – Part Number 2101

2. Dodge: Mopar – Part Number P5249572AB (this number appears on the intake manifold and is to be used to order this part). This intake manifold must be used with a 9.200 inch deck height engine block.

3. Ford: Ford Performer Intake Manifold – Part Number M-9424-C358

B. The intake manifold material must be aluminum. Magnesium or other exotic materials will not be permitted.

(Engine C) Stock, intake manifolds allowed. A track approved one (1) inch spacer may be used with a one (1) piece paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate installed between the carburetor and spacer and a one-piece paper gasket maximum 0.065 inch thickness installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold.

24. ENGINE LOCATION: (Engine A, B & C): located so center of #1 spark plug hole on right side of engine block is in line with the center line of the front upper ball joint. Engine ground clearance will be measured from the center of crankshaft at pulley mounting. A minimum height of twelve (12) inches from center of crankshaft to ground must be maintained at all times.

25. TRANSMISSIONS: (Engine A & B):

A. Standard production, which are cataloged are available through regular dealer channels may be interchanged. Three and four speed transmissions permitted. Five Speed transmissions with gears removed are not permitted.

B. All forward and reverse gears must be in working order.

C. No quick change transmissions allowed.

D. STOCK Automatic transmissions receive a fifty (50) pound weight break.

(Engine C): Must remain stock for make and model.

26. DRIVE SHAFT: Driveshaft and universals must be similar in design to standard production type. It is mandatory the two u-shaped brackets, no less than 2 inches wide and 1/4 inch thick, be placed around driveshaft and fastened to the floor or cross member of car to prevent driveshaft from becoming dislodged and

dropping to race track. All drive shafts must be made of Magnetic Steel and painted white.

27. REAR END ASSEMBLY: Any gear ratio may be used. Rear ends may be interchanged in manufacturer's line. Full floating rear ends permitted. Floater rear ends permitted. Differentials may be welded, spool, OEM limited slip (clutch type), or Detroit Locker NO Gleason (gear driven) devices allowed. No cambered rear ends allowed.

28. BRAKES: (Engine A, B & C) Any interchangeable brake and drum assembly may be used. Disc brakes may be used on rear of car. Front disc only on make and model that it came out on. Disc rotors cannot be drilled or lightened in any way. Brake adjusters allowed under the hood only out of reach of driver. No brake ducts or blowers allowed. No dual master cylinders permitted.

29. BODIES:

(Engine A, B, C & D):

A. Body Panels - Body must remain stock appearing except for reasonable trimming for tire clearance. No reinforcements. Aftermarket front fenders, doors and quarters may be used. Bodies must have stock steel top, a post and b post.

B. The front header panel must be stock appearing with stock dimensions and contour.

C. Body Height - Body may not be chopped or channeled. Minimum roof height 49 inches.

D. Ground Clearance - All cars must maintain a five (5) inch minimum ride height on frame and body measured anywhere in front of the left rear wheel. Right side of car CANNOT be more than one (1) inch higher than the left side. Heating of springs to lower car is allowed. Exhaust pipes must maintain a minimum of four (4) inches ground clearance.

E. Floors - The stock steel floor pan, firewalls, trunk floor and rear wheel wells **MUST BE RETAINED**.

F. The hood - Fiberglass hood optional. Positive fasteners required for deck lid and hood. One hood pin on each side of hood and deck lid. Hood inner panel may be removed. Deck lid inner panel must remain stock. No trimming.

G. Dash. Must be complete.

H. Up to three (3) inch adjustable lowering blocks permitted on rear.

30. SPOILERS:

(Engine A & B):

A. **FRONT AIR DAM:** The front air dam must be mounted perpendicular to the ground at the trailing edge of the front bumper or nose area. The front air dam must maintain a minimum ground clearance of five (5) inches. All support brackets must be mounted to the rear of the air dam.

B. **REAR SPOILER:** A non adjustable spoiler not exceeding five (5) inches in height and not more than **sixty (60) inches** in width may be attached to the rear lid regardless the width of the trunk.

Spoiler must be solid, non-adjustable and control the flow of air over one surface only. No rudders or forward mounting brackets are allowed.

31. BUMPERS: Stock, well maintained bumpers must be retained. All cars must have a hook, front and rear, to enable a wrecker to hook up without delay. Aftermarket front and rear bumper covers allowed.

32. GLASS: All glass must be removed except windshield and rear view mirror. Each car must have full windshield made of lexan. Rear Window Glass: Optional. Caraway Speedway has approved the use of lexan in lieu of standard rear window glass. Side Window Glass: Lexan may be installed in the rear quarter windows on cars, which come from the factory with standard window post. All window glass must be secured with "pop out straps".

33. SAFETY: All drivers must attend the driver's race meeting each week held in the inspection building. At all times, before going onto the race track, drivers must wear an approved helmet, driver's uniform and seat belts. The window net must be secured in the proper position.

34. HELMET: Drivers should wear a helmet carrying at least a valid SA 1995 or SA 2000 Standard Snell Sticker at all times on the racetrack. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.

35. DRIVER'S UNIFORM: It is mandatory that at all times driver wear driving suit of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

36. WINDOW SCREEN: A nylon window screen must be installed in the left side door opening. The window screen must be a rib type, made from 3/4 inch wide nylon material with a minimum one (1) inch opening between the ribs. The minimum window screen size shall be 22 inches wide by 16 inches high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type latch at the top on front only.

37. SEAT BELTS:

A. Each car should be equipped with a Track approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3) inches wide.

B. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

C. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.

D. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.

E. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE NASCAR APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

38. SEATS:

A. Only custom-manufactured aluminum seats acceptable to Track Official should be used.

B. All seats should have padded side protectors and padded aluminum seat leg extensions on the left and the right side.

C. A padded headrest acceptable to Track Official should be used. All roll bars and other hard surfaces around the driver's seat should be padded with impact absorbent material acceptable to Track Official.

39. FIRE CONTROL:

A. Race cars must have an approved fire extinguisher securely mounted within reach of driver. This extinguisher must be mounted on an approved mounting bracket (no extinguisher may be taped to roll bars) or mounted in door area.

B. It is recommended that each car have built in fire extinguishing equipment, but it cannot be a dry powder type (must be 1301 halon or equivalent). All entrants should have in their pits, at all times, a fully charged ten (10) pound capacity dry powder fire extinguisher or its equivalent showing a current inspection certificate.

C. It is mandatory that at all times driver wear driving suits of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

40. ROLL BARS: Steel roll-over bars are compulsory and must be approved. Aluminum and other soft metals not permitted. Front and rear roll bars must be connected at top (cage type) and bottom on both sides at seat height. Side roll bars are compulsory and must extend into door panels, minimum of 4 on left side and 4 on right side with additional support on the back of roll bar.

- A. Left door side bars must be convex in shape, with some arch; an additional roll bar must be installed across bottom of dashboard from left roll bar to right roll bar leg.
- B. Roll bars must be welded and must be no less than 1 3/4 inches thick. All welds must have gusset plates and no less than .090 steel. No pipe fittings allowed. Only round seamless steel tubes permitted.
- C. Roll bars in driver's area must be padded and taped with foam rubber from bottom of left window to center of top.

41. FUEL CELLS: FUEL CELL MANDATORY!

- A. All fuel cells must be installed in trunk compartment. Fuel cells must be mounted in the center of the trunk compartment. Four metal straps must be used to secure fuel cells. If the factory floor pan has a molded hump to prohibit centered mounting, the unit may be shifted to the closest point possible to allow a flush level fitting of the fuel cell.
- B. A firewall of not less than 0.20 gauge steel must be used to separate driver from fuel tank compartment.
- C. Gas lines run inside of car must be covered by conduit pipe and must be within the perimeter of the roll cage.
- D. Fuel cell shut off valve recommended and should be installed near fuel cell.
- E. Ground clearance is a minimum of 13 inches measured from the ground to the bottom of the can with the car sitting on level ground.
- F. Trunk floor pans may be cut to reach minimum ground clearance only. A tight fit of the trunk pan around the unit must be obtained and a substantial frame and four straps are required to hold the unit in place.
- G. If a filler neck is used, it must be mounted on the left side of the car and vented at the left quarter panel.
- H. No gasoline additives allowed.

TRACK FUEL ONLY MUST BE PURCHASED FROM TRACK!

42. WHEELS: Maximum wheel width allowed is **8** inches. Wheel center must remain in original position. Reinforced but offset must be within one (1) inch on all four wheels.

43. TIRES: Hoosier F45 scuff's must be purchased at the track. No more than five (5) tires allowed in inventory. All inventory will be scanned and kept at the track. If a driver leaves with inventoried scuffs after the event, upon returning he/she will be required to buy a minimum of four (4) scuffs for new inventory. No car will be permitted to compete on tires that have not been purchased and inventoried at the track. A tire scanner will be used to police this policy. If a competitor tires are scanned after the event and found to be un-inventoried tires, disqualification will be enforced.

44. IDENTIFICATION:

Numbers must be at least 18 inches high and neatly painted on both sides of the car on the center of door. A number 24 inches high must be painted on the roof, reading from the driver's side. The use of number decals is acceptable if the number is legible. Foil number decals are not permitted. If numbers are not legible, the Track Reserves the right to make you change your markings. Block type numbers six (6) inches high, white in color, must be attached to the uppermost corner of the windshield on the right side, and also on the rear taillight cover. The speedway will maintain a registry of car numbers. **ALL DRIVER'S WILL BE ASSIGNED A NUMBER BY CONTACTING THE SPEEDWAY OFFICE.** If you register for a number, and do not compete within four events of registering, the track reserves the right to re-assign the number. Only single or double digit numbers permitted, 00-99. No alphabet number allowed. Track officials have the right to temporarily change racecar numbers to avoid duplication.

NOTE: Equipment or specifications not considered herein does not necessarily mean approval. Track Officials and/or Promoter reserves the right to add additional weight for un-approved items in order to keep competition level.

For additional information contact Darren Hackett at the speedway office (336) 629-5803