

## 2021 Street Stock Rules for Nevada Speedway

CONDUCT - Racers and Race Team Members at the Nevada Speedway will maintain an appropriate and professional personal code of conduct at all times. Actions on or off the track deemed by officials to be detrimental to the sport or speedway will be dealt with severely. Consequences for fighting, cheating or other actions deemed inappropriate may include: fines, probation, suspension, deduction of points or any combination of the above. Nevada Speedway reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Nevada Speedway racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which Nevada Speedway events will be governed. The Nevada Speedway Competition Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The Nevada Speedway Competition Director can and will disqualify a racecar in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by Nevada Speedway by passing through prior technical inspections. The Competition Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Competition Director. His/her decision is final. These 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, spectator or official. All participants, guest and crewmembers fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury.

TECHNICAL INSPECTIONS – Any official at Nevada Speedway is allowed to check any car at any time. Top three (3) finishers in the heat race will go to the scales. The top four (4) finishers in the main event and any other racecars as instructed by officials, are be required to report to a designated area after the completion of the main event where mandatory and varied post-race technical inspections will be required to take place. At the discretion of the Nevada Speedway official(s) overseeing the event, any participant may be disqualified by the official(s) for violation of any Nevada Speedway rule and/or equipment or action(s) deemed to be hazardous to other participants or officials. All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be disqualified from the nights events.

TRANSPONDERS & RACECEIVERS: RaceCeivers and transponders are mandatory. RaceCeivers must be worn at all times when on the track. Transponders must be mounted on the bottom left side front bumper support frame horn area in front of radiator core support area.

**SAFETY – Drivers, please make sure your safety equipment is up to date! We want you to go home safely after a night of racing!** It is recommended that each racecar have built-in fire extinguishing

equipment, but cannot be

of the dry powder type (must be Halon 1211 or equivalent). Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers are highly recommended. Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races. Helmets are mandatory and must be certified Snell SA2005, SA2010 or SA2015 Standard or SFI

Spec 31.1A, 31.1/2005 or 31.1/2010. Helmet must accompany driver and racecar at time of inspection.

Complete one- or two-piece fire suits of a flame-retardant nature are mandatory. A fire suit certified to SFI Spec 3.2A/5 is strongly recommended. SFI approved fire-resistant gloves and shoes certified to SFI Spec 3.3/5 are mandatory. Fire resistant socks are strongly recommended. The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required. Factorytype shoulder belts or straps are not allowed. The use of a seven- point driver restraint system certified to SFI Spec 16.1 or 16.5 is strongly recommended. Metal to metal buckles are required on shoulder and seat belts. Shoulder harness must be mounted securely to the roll cage. Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt. Driver restraint systems must be no more than two (2) years past the manufacturer's date. Full-size window net mounted in the left side driver's window opening is mandatory. Window net mounts must be welded to the roll cage. Window nets certified to SFI Spec 27.1 are strongly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended. Must be certified to SFI Spec 27.1. Fire-resistant safety neck collars are mandatory.

**APPEARANCE** - All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the race car should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high. Officials reserve the right, in the public image of the sport and/or LUCAS OIL SPEEDWAY, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.

**FRAME** - Minimum wheel base of 101" and must be stock for the body. 1" tolerance on wheelbase from side to side but must not be less than minimum. 101" cars must remain stock on 3-link and panhard bar. Frame must match the body make (i.e. metric frame, metric body). Must be stock in all aspects and remain unaltered. Maximum 3" Height Spring Buckets allowed to allow for weight jack cup. Spring must remain in stock location and spring may not protrude above original stock mounting position. Racecar must be same generation frame and body. (Exception is: 1980 or newer Ford uni-body may be installed on Ford full frame, and shortened to minimum 108-inch wheelbase. No tolerance.) Rear of frame behind rear axle may be replaced with two-inch by threeinch steel tubing with .095-inch wall thickness. Original suspension mounts must remain intact, unaltered, and in stock location. Uni-body cars must tie rear frame to front frame. Lead weight may be added, but must be painted white and be marked with car number and bolted to the frame in a safe manner. Weight cannot be mounted inside driver's compartment above bottom of window opening.

**ROLL CAGE** – Four-point roll cage required. Cage must be frame mounted. Minimum of three bars in driver's door. Roll cage must be cross braced. Cage must be minimum of 1 ½" steel tubing with

minimum wall thickness of .095. Front and rear hoops are allowed. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded. Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended. Installation and workmanship must be acceptable to officials. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage. May have two bars for protection in front of radiator. Must be located behind the front bumper and within the confines of the body, and may be no wider than stock frame horns. Front horns may be tied together. All front and rear bars must be inside the body. A minimum of one cross bar in top halo of roll cage is required. Steel door plate with eighteen (18) gauge or forty-nine one-thousandths (.049) inch minimum thickness metal must be securely welded the driver side door bars.

Plate must extend from the top door bar, to the bottom door bar, and must extend from the back of the seat to 6 inches in front of the seat. Must be visible for inspection. A tow hook on both the front and rear is required.

**CAR/BODY** - Any model rear wheel drive American made production car. All cars and bodies must be stock appearing. Roof and A & B pillars must be OEM style. Hoods must be OEM style, may be fiberglass or aluminum. Rear deck lids must be OEM style, may be aluminum. Fenders, doors, and lower rear quarter panels may be aluminum but must maintain original body line contour and remain stock appearing. No slab side bodies. Cars may use aftermarket nosepiece and tailpiece but must remain stock appearing. No wedge noses. Plastic front nose side allowed, must not extend past center of front wheel well. Flare may not protrude more than 2" outward or above the standard contour of OEM Fender. Rear of car must be completely enclosed. Minimum 1-3/4" diameter tube front bumper will be allowed w/aftermarket nose but must remain behind nose piece and attach at original position. No mirrors or reflecting device of any kind. All glass, chrome, trim, moldings, etc, must be removed. Windshield must be removed and replaced with a gravel screen or minimum of three (3) windshield bars in front of driver. Gutting of inside panels and front inner fenders will be allowed. Must have stock OEM or OEM style steel floor pan in stock location. Firewall may be stock or constructed of minimum .049" steel and must be complete side to side. Trunk pan may be removed. Relief may be cut for fuel cell and for engine set back only. All doors must be bolted or welded shut. A rear firewall is required between the driver compartment and gas tank. Trunk lid must be secured. Interior on right side of car may be enclosed but must have 12" x 12" trap door for inspection. Seat must be mounted in front of the original front door post. Maximum 6 inches high spoiler allowed no wider than the body. Spoiler may be braced on both ends and have one center brace no more than 6" high and 12" long and must be triangular in shape. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is forty-three (4) \*\*May run NeSmith bodies but must be complete NeSmith body kits\*\*

**COCKPIT** - Loose objects and/or weights are not allowed. Air bags are not allowed. Rear view mirrors are not allowed.

**SEAT** - Factory-manufactured aluminum racing seats are mandatory, and must be acceptable to officials. Homemade aluminum, plastic or fiberglass seats are not allowed. Must be properly installed and seat back cannot be moved back further than rear edge of quarter post. High-back aluminum seats only. Full containment racing seats are strongly recommended.

**SUSPENSION** - GM must run GM suspensions, Ford on Ford, etc. Tubular front non-adjustable allsteel, upper a-frames allowed. Speedway Motors 3 pc spindle will be allowed with OEM style steering arm. Front lower control arms must be unaltered OEM or OEM style non-tubular, nonadjustable approved

aftermarket direct replacement. No aluminum parts. No bird-cages. No sliders. No traction devices of any kind, no torque arms, no lift bars etc. One steel non-adjustable, unaltered shock per wheel. No bump stops allowed (internal or external), no air, remote reservoir, bulb type, or schrader valve shocks allowed. No coil over eliminators. Adjustable weight jacks allowed, must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with after-market steel mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. For 1978-1987 GM mid-sized metric frames, OEM upper A-frame may be replaced using one-piece after-market upper A-frame. Shock location may be moved and may go through center of after-market upper A-frame. Front spring tower may be notched for shock clearance. Single hole shock mounts only. Rear shocks may be mounted to install weight jacks.

Only one single mounting point on the car for rear shocks; additional mounting points not allowed. Front adjustable spring spacers are allowed. Suspension mounts OEM and in OEM location. Rear trailing arms must be non-adjustable OEM or non-adjustable approved aftermarket direct replacement. Trailing arm bushings must be installed and must be OEM type. Lower trailing arms must be at least 19" center to center and the same length. Lower trailing arm mount on rear axle may be no more than 3 ½ inches from bottom of axle housing to center of bolt and must be same height side to side. Upper trailing arm mount may be no more than 3 inches from housing to center of bolt. Front upper and lower trailing arm mounts must be in stock OEM unaltered location. Sway bars OEM and in OEM location and nonadjustable on rear. No suspension travel limiting devices (chains, straps, etc).

STEERING - Must be OEM and remain within original bolt pattern for type of frame used. May be modified to suit driver, but must remain on left side of cockpit (no center steering). Removable steering wheel and steering quickener allowed. Plastic couplings are not allowed. OEM rack and pinion steering allowed if car was originally equipped. No aftermarket rack and pinion units.

WHEELS - Must be fifteen (15) inches in diameter and eight (8) or 10 (ten) inches in width. Tire must match wheel width. Must be reinforced steel only. A steel bead lock may be used on the right rear wheel only, and may be mounted on the outside of the wheel so long as it does not add over three-quarters (3/4) of an inch to the overall width of the wheel. Homemade mud caps are not allowed. Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted. Spacer or adaptor, offset wheel or a combination of the two is permitted, but may not exceed two (2) inches total offset per wheel. Three tabs of no more than two (2) inches long each may be welded onto the wheel for mounting of mud cap. Bleeder valves are not allowed. No Wide-5's.

TIRES - American racer G-60, Hoosier G-60 IMCA modified tires, Hoosier A-40 or 10-inch Hoosier asphalt take offs (10.0 / 27.0 0-15). Tire must match wheel width. May re-groove tires. Tires must durometer minimum 55 hardness. Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals, which alter the manufacturer's baseline-settings of the tire, is not allowed. Grooving and/or siping is permitted. All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

TIRE TESTING PROCEDURES - All tires must "Cold" durometer a minimum of 55 prior to pre-race inspection, no tolerance allowed. After any race the tires must "Hot" durometer 50 or above. Any tire reading below 50 will result in a disqualification for that race and will be subject to tire testing. Any tire "Hot" that durometers higher than 60 will be subject to tire testing. Any tire not meeting the durometer rule reading is subject to having a tire sample sent in for chemical testing. Track tech official will have the driver take nine different samples of the tire under the tech official's observation and one witness and place three samples each into three different bottles. These bottles will be sealed and placed in an evidence bag and sealed with the identifying numbers on the seals and evidence bag number will be

documented on a Tire Sample Collection Form with the sample date, track name, drivers name, address, tire information written on the form. The driver, tech official and the witness will sign the form. The driver will retain one of the samples for further testing if needed, along with a copy of the form. One sample will be sent to the accredited laboratory for testing. One sample will be held by track officials for further testing if needed. Track officials will be notified of the results of the test as soon as they are provided to the accredited laboratory. The driver will then be notified of the results and any other action that may be required based upon the results. Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test shall result in the following penalties: For first infraction, driver shall be subject to a fine of one thousand dollars (\$1,000), suspension from all events for fourteen (14) days, loss of all points earned at the event and forfeiture of all cash and/or awards earned at the event. For second infraction, driver shall be subject to a fine of twentyfive hundred dollars (\$2,500), suspension from all events for one (1) year, loss of all points earned to date for the current season and forfeiture of all cash and/or awards earned at the event. This penalty also applies to driver refusal of a tire test. Refusal of tire test shall be treated the same as an infraction. Official(s) may inspect any tire on the racecar and/or any tire in possession of the driver in his/her pit area and/or hauler (in other words, if you have "doped" tires then do not even bring them to the track). It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances. Lucas Oil Speedway will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires.

ENGINES OPTION 1: CRATE ENGINE - GM Performance Parts (GPP) factory-sealed CT400 Chevy small block crate engine (Part No. 88958604): includes 8-quart circle track oil pan with dual kick-out design, valve cover breather kit, open-plenum high-rise intake manifold, 1.5:1-ratio aluminum roller rockers, forged steel crankshaft, hypereutectic pistons, 23° Fast Burn aluminum heads and special "kool nut" rocker arm design. Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. "Only" GM Performance Crate Motor Specs will be followed during technical inspections. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track points accumulated up to, and including, the date of the offense, a \$1,000 fine and a one-year suspension from all events. May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not permitted. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified. Bert, Brinn, and Falcon, and Mitchell Machine Bullet Transmissions with internal clutch are allowed on crate motor. Must utilize a maximum 6800 RPM rev limiter. (Rev limit may be subject to changes if needed) Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time.

OPTION 2: LUCAS OIL STREET STOCK CONCEPT ENGINE - Chevrolet 350 cubic inch, 10.1 compression engines only. Stroke must match block. 4.060 maximum bore. Aftermarket blocks are not allowed. Aftermarket and/or splayed main caps are not allowed. Grinding, polishing and/or coating of any internal or external engine parts is not allowed. Altering lifter bores are not allowed. Altering of the lifter bore is not allowed. No mushroom lifters allowed, Balancing permitted by drilling or adding weight only. GM OEM replacement crankshafts are allowed and must match block. 3.48 stroke only allowed. Aftermarket crankshafts allowed. Lightweight cranks are NOT allowed. Resizing journals to 0.030 inches under maximum is permitted. GM five and seven-tenths (5.7) inch rods only. Lightweight, polished or aluminum rods are NOT allowed. 10:1 flat top pistons only. Only steel oil pans with one-inch inspection hole are permitted. Only wet sump systems are permitted. Cam Shafts: Hydraulic Roller Tappet or Flat Tapped camshafts with maximum 0.474-inch intake, .0510-inch Exhaust lift are permitted. Only steel

and stock diameter lifters are permitted. Lift must collapse (0.100-inch minimum). Mushroom lifters are not allowed. The only cylinder head allowed is the unaltered EQ CH350I. Maximum valve size is 1.94-inch intake and 1.50-inch exhaust and 11/32-inch diameter, non-hollow valve stems. Titanium is not allowed in motor. No porting or polishing allowed. Concept motor is subject to head exchange by track officials. Refusal of exchange will result in disqualification, loss of points and subject to fines. Only stock diameter valve springs are permitted. Beehive valve springs are not allowed. Only stock steel spring retainers are permitted. Only 1.5:1 rocker arms allowed. Roller rockers are allowed, stud girdles allowed. Shafted rockers are not allowed. Intake manifold must be an unaltered SBC Edelbrock Victor Jr #2975. Must utilize 1-inch carb spacer with a maximum 3/8 inch of gasket material between carb and intake. Spacer holes must be same size top to bottom, no tapering allowed. One Holley four-barrel carburetor is permitted. No Aerosol carbs allowed. Stepped headers are allowed. No tri-Y or stainless headers allowed. Any stock steel balancer with a minimum diameter of 6.75 inches. Fluid dampeners are not allowed. Aftermarket distributor allowed. No crank triggers allowed. Must utilize a soft touch rev control box MSD 6AL PN#6425, MSD 6CT PN#6427 with a maximum setting of 7200 RPM. (Rev limit may be subject to changes if needed) Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Bert, Brinn and Falcon, and Mitchell Machine Bullet Transmissions with internal clutch will be allowed on concept motor. Overall racecar weight must be a minimum 2,900 pounds. Must have "Concept" sticker on both sides of racecar pillar post along with weight decals.

OPTION 3: STANDARD ENGINE - Steel blocks only. Must be able to be used in a conventional passenger car without alteration. 23-degree cast iron heads only. Aluminum intake is allowed. Headers allowed. No Tri-Y headers. Tip of number one spark plug must be even or in front of installed upper ball joint. Oil pump must be in stock location and OEM. No dry sump systems. Exhaust system and /or mufflers must be mounted in such a way as to direct spent gasses away from the cockpit. No lightening or external machining of block or heads. (Rev limit Rule may be added during the season or future if needed). Bert, Brinn, Falcon, and Mitchell Machine Bullet Transmissions with internal clutch will be allowed with Engine Option 3 and 50 lbs of weight must be added (25lbs on each upper frame tube measured 12" on center in front of engine plate to center of weight). Weights will not exceed 12" in total length. NO BALL SPLINE TYPE ALLOWED.

CARBURETOR – Cars utilizing engine option #3 Standard Engine must use 2-barrel carburetor. No more than 500 CFM. Maximum 1-11/16" throttle bore maximum. Carb must pass top and bottom "no go" gauges. Holley's OK. Engine option #1 Sealed crate engines and engine option #2 concept engines may use 4-barrel as stated in rules. Maximum one-inch spacer under carburetor. No aerosol type carburetors allowed. No remotely adjustable spacer/adaptor plate between carburetor and intake manifold.

STARTER, TRANSMISSION & CLUTCH - Starter must bolt to engine block or factory location. Bert, Brinn, Falcon, and Mitchell Machine Bullet Transmissions with internal clutch will be allowed with all engine options listed, with exception Engine Option 3 must have 50 lbs of weight added (25lbs on each upper frame tube measured 12" on center in front of engine plate to center of weight). Weights will not exceed 12" in total length. NO BALL SPLINE TYPE ALLOWED. OEM three-speed, four-speed and automatic production-types are permitted. Automatic transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump. "In and out" boxes are not allowed. Ball spline transmissions are not allowed. May all be clutch-operated or an OEM automatic with a coupler. May use a hand or clutch pedal operated ball valve for neutral. Clutch must be inside of bell housing for OEM production- type transmissions. One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver. Aluminum flywheel is permitted. Must have full-sized SFI approved explosion proof, aluminum or steel bell housing. Aluminum must be SFI approved (Note: GM

bell housing is not SFI approved). Flywheel must bolt to crankshaft. Clutch must bolt to flywheel and clutch must be workable. Mini clutch is allowed. Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel, and must be constructed of at least one-quarter (0.25) inch steel. Alternatively, automatic and/or aftermarket transmissions may utilize an SFI-certified aftermarket guard. Flex plates must be SFI certified. Internal clutches are not allowed except for approved aftermarket transmissions with engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

**COOLING SYSTEM** - Aluminum water pumps are permitted. Cooling system may be modified. Sprinkler systems are not allowed. One (1) radiator is permitted and must be mounted in front of engine. Overflow tubes must be directed to the ground, between frame rails. Accumulators and Accusumps must be mounted in the middle of the racecar or behind the driver, but not on door bars. Top flow air cleaner housings are permitted. Cold air boxes and/or air cleaner ductwork is not allowed. Marine-type engine components are not allowed.

**EXHAUST & MUFFLERS** - Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from area of possible fuel spillage. Use of mufflers is recommended. 'Zoomies' and/or 180-degree headers are not allowed. Exhaust pipes must extend to and connect with one (1) collector at least four (4) inches long. Must remain dual exhaust. Crossover or 'Y' pipes are not allowed.

**BRAKES** - Must be operating on all four wheels and must lock up all four wheels during inspection. Must have caliper and rotor on all four wheels. Electronic brake actuators are not allowed. Must be OE operative four-wheel drum or disc brake combination. Stock rotors only. Scalloped rotors are not allowed. Rotors may not be lightened. Floating brakes are not allowed. Brake lines must be outside frame rails and visible. Brake shut-off and/or pressure sensitive devices are not allowed. One proportioning device (front to rear only) is permitted. Must maintain minimum OEM dimension for hubs, rotors and calipers.

**REAR ENDS** - Rear ends may be locked. 8" or 9" Ford may be used on all car makes. Floater rear ends are allowed. No traction control devices. No ratchet rear ends or torque dividing differentials. No cambered rear ends allowed. Axle Tubes must be OEM and same diameter and length side to side.

**DRIVESHAF**T - Minimum 2" diameter drive shaft retained with a steel safety strap. Must be painted white and made of steel. A loop is required and must be constructed of at least one-quarter (1/4) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (1/4) inch by one (1) inch solid steel fastened to cross member are allowed. Yokes must be made of steel.

**BATTERY** - Must be securely mounted and covered. One (1) 12-volt battery only (no 16-volt batteries). Voltage converters are not allowed. Must be in a marine-type case and mounted in trunk area. Positive battery posts must be covered.

**IGNITION** - Aftermarket or OEM Distributors allowed. No adjustable timing control or magnetos allowed. One MSD 6AL PN#6425, or MSD 6CT PN#6427 Box Allowed. Aftermarket ignition module and coil allowed. Track may confiscate and exchange MSD box at any time. Magnetos and/or crank-triggered ignitions are not allowed. No more than one (1) coil may be used. Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on". Ignition box must be out of reach of driver. Digital gauges are not allowed.

**STARTERS** - Must be in working order and start racecar. Must have capability of starting without being

pushed or pulled. Must be able to join event lineup on demand and unaided.

FUEL SYSTEM - Automotive gasoline, racing gasoline or E85 is permitted (no E98). No Methanol fuel allowed. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event. May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not allowed. Upper cylinder lubricants are not allowed. Electric or belt-driven fuel pumps are not allowed.

FUEL CELL - Must be commercially manufactured. Boat and/or stock automotive fuel tanks are not allowed. Must be securely fastened inside trunk of racecar and mounted by at least two (2) one-eighth (1/8) inch solid steel straps which are two (2) inches wide around the fuel cell and above the level of stock trunk floor. Must be in a steel container. Firewall must be between driver and fuel cell. All mounts must be made of steel and attached to frame or roll cage. Adjustable fuel cell mounts are not allowed. Must have check valves. A ball-type, flapper, spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system. Fuel lines passing through the cockpit must be enclosed in metal pipe or metal conduit. Fuel filters are not allowed in cockpit.

RADIATOR - Radiator and transmission coolers must be mounted under the hood (aluminum allowed).

WEIGHT - The minimum overall weight for Engine Option 1 and Engine Option 2 will be two thousand nine-hundred (2,900) pounds. The minimum overall weight for Engine Option 3 will be three-thousand (3,000) pounds. The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.

BALLAST - No unsprung weight allowed. May not be mounted in cockpit, or outside of body or hood area. Must be securely mounted, "MUST BE" painted white and clearly marked with the car number. Must be attached with at least two (2) one-half (1/2) inch bolts. May not be attached to rear bumper. Any car with ballast that is not painted white, have car number and securely mounted will be subject to disqualification.

EXCEPTIONS –

USRA , IMCA or NESMITH legal Stock Cars are allowed to race with the Street Stock division at Nevada Speedway. Your car must be 100% legal to one of these three sanctions. Your car cannot be a mix-matched of the three.

To see these rules, please visit [www.USRARacing.com](http://www.USRARacing.com) , [www.imca.com](http://www.imca.com) or [www.nesmithracing.com](http://www.nesmithracing.com)  
Thank you and good luck to all