



2024 Lebanon I-44 Speedway Street Stock Rules

The guidelines and/or regulations set forth herein are designed to establish minimum acceptable requirements. No expressed or implied warranty of safety shall result from publication of, or compliance with these guidelines and/or regulations. And are no way a guarantee against injury or death.

1. The track reserves the right to modify these rules as may be necessary to keep the class competitive for all participants.
2. The track cannot anticipate every situation, circumstances or interpretation of these rules. There for it reserves the right to INSPECT, TECH or TEAR DOWN any competing car at any time.
3. Additional weight may be added to any car at track's discretion to keep the class competitive.
4. Any parts found to be illegal by Lebanon I-44 Speedway rules will be confiscated by Chief Tech Official and not returned to team found to be illegal.
5. Anyone under the age of 18 (Driver or crew member) must have a *signed and notarized* minor's parental waiver / release form(s). Both parents must sign. Questions, please call before showing up at track. *Proof of age is required.*
6. At no time is anyone allowed to ride in or on the car with any part of their body outside the car. This includes in the pit or on the track. Disqualification from event can result.
7. **All Rules are subject to change to keep competition fair and keep racing competitive.**

Street Stock Class

**All Vehicles with 108"+ wheel base will be allowed 57% Left and 49% Rear
Any Vehicle with less than 108" will be set to 56% Left and 47% Rear
Tech Reserves the right to change weights to keep competition fair.**

Rear wheel drive V8 cars – Minimum Weight of 3150 After Race With Driver

- A) 602 or 604 Crate with Holly 650 carburetor – 6400 RPM maximum with minimum 3250 lbs. Any Crate Engine must be from Speedway Motors or GM Performance and must have all paperwork.
- B) Excessive Cubic Inch 394+ 3200Lbs
- C) **LS Engines will be allowed with weight penalty and left side penalty. 3250 total and 56% left.**

A. BODY / FRAMES

1. Cars must utilize factory frame sections from front steering box mount to front of rear spring pocket. No widening of the frame in any way. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
2. **Aftermarket Firewall and Floorpan is allowed but must be in stock location.**
3. Cars must have factory roof, and factory upper portion of rear 1/4 panels with factory lines and dimensions. No chopping. All other body panels must be made out of steel and be stock appearing, **Fiberglass hoods are allowed.** GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance.
4. Must run a stock-type bumper if no bumper-cover is used. Aftermarket bumper covers must match factory body style and must cover all fabricated bumpers and brace supports and all metal must be behind and covered by the cover. Fabricated bumpers may use up to 1.75" steel round tubing. Rear bumper/tail-light area must be enclosed (no open tail sections). Bumpers must be securely mounted in stock location for make and model of car, reinforcement allowed. Headlight and taillight covers are permitted.



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5. Must have tow hook or cable, front and rear, capable of supporting car, minimum of ¼" cable.
6. Nose-piece must be mounted with stock body line in mind.
7. Side windows may go no further back than 15" from the corner of the A-Post. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
8. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat.
9. Minimum roof height with standard roof rake is 48 inches.
10. Rear Spoilers (up to 5" tall X 60" wide – clear Lexan only if in an area to impede vision) aftermarket hood scoops (up to 3" tall and with good vision) are allowed. **No openings for air filter to stick out in the wind.**
11. Any factory body allowed. No aftermarket bodies.
12. Frame rails of uni-body cars may be reinforced, but must not replace stock frame rails with tubing.
13. Uni-body cars must have 10-inch circumference square or rectangular frame rails added with .125-inch wall thickness connecting front and rear sub-frame.
14. All glass is to be removed. Lexan windshield or screen with 3 support bars required. Lexan must be clear, not tinted.
15. Doors must be welded and/or bolted shut. Trunk lid and hood must be pinned down.
16. Rear view mirror must not extend outside of body.
17. Steel hood may be debraced.
18. Front inner fenders may be removed.
19. Stock/Aftermarket interior floorpan must remain from frame rail to frame rail. No cockpit-type interiors permitted.
20. Driver must have easy access into and out of car on both sides.
21. Steel trunk lid may be debraced.
22. Wheel openings may be enlarged a maximum of 20 inches from center of hub.
23. Numbers are required to be registered with track. Car must have brightly painted easily visible, contrasting color from body and at least 4 inches thick and 24 inches high number on roof (reading from passenger side) and at least 4 inch thick by 18 inches high number on both doors, and numbers at least 1 inch thick by 6 inches tall on front (driver side) and rear (passenger side) of car. See general rules. Numbers must be registered with track before racing.
24. Car must be kept in good condition all season long.
25. Fabricated core supports are allowed. Minimum 1.5-inch square tubing for core support.
26. Fabricated or stock steering columns are allowed with removable steering wheel. **Collapsible steering column RECOMMENDED.**
27. Wheelbase +/- ½" from side to side
28. Side skirts up to 4" width allowed as ok'd by tech official



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B. ROLLAGE

1. Must consist of continuous hoops not less than 1 ¾ inch outside diameter and must have a wall thickness of at least .095-inch carbon steel round mechanical tubing.
2. Must be welded to frame in at least 6 places or welded to 6" by 6" upper sandwich plate made of ¼" steel and connected to the bottom sandwich plate by four – ½" diameter grade 5 bolts. Body mounted roll cages are not acceptable.
3. Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
4. Driver's head must not protrude above cage with helmet on, while strapped in driver's seat. A minimum of 3 inches of clearance to nearest tubing.
5. Roll cage must have 3/16-inch inspection hole in non-critical area.
6. Minimum requirements for all roll cages are as follows:
 - A) 4 upright bars and 3 overhead bars
 - B) Must have at least 4 curved horizontal bars at driver's door welded to front and rear cage members and must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars. And 3 in passenger door connected by vertical tubing.
 - C) 1 horizontal bar in dash area connecting front uprights.
 - D) Roof support bar (see diagram #2).
 - E) Rear hoop brace (see diagram #3).
 - F) Tubing to protect driver's feet (see diagram #4).
 - G) Vent window brace on driver side (see diagram # 4).
7. Must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars.
8. Bends must not have any kinks.

C WHEELS / TIRES

1. **8" tires will be ran. Working on finding a brand that works best for the track.**
2. Steel wheels only must be racing wheels on right side. 8" maximum width 2, 3 or 4" backspacing only.
3. **May run up to 78 inch tread width front and rear from outside of tire to outside of tire at spindle height. Any wider is a DQ.**
4. At least ½ inch bolts and 1-inch heavy duty lug nuts recommended.
5. No bleeders allowed.



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D. WEIGHT

1. See Option 1 & 2 below for tolerances per style of car.
2. Added weight is permitted. All ballast must be in block form, of 5 pound minimum, painted white, must have car number painted on it, and be securely fastened. Cannot be located in drivers compartment.
3. Additional weight may be added to any car at track's discretion to keep the class competitive.

E. BRAKES

1. Must have operating brakes on all 4 wheels, at all times.
2. **Floor mounted pedals with dual master cylinder are legal.**
3. No brake bias cables allowed.
4. May run disc brakes on rear.

F. SEAT, SEATBLETS & SAFETY ITEMS

1. Full containment seat Strongly Recommended, high backed steel or aluminum racing seat is mandatory.
2. Seats must be attached with a minimum of 6, 7/16 inch or larger bolts (minimum of grade 8) with fender washers; 4 on bottom and 2 in back.
3. All cars must be equipped with an approved quick release type seat belt and shoulder harness, securely fastened to frame and roll cage.
4. Lap belt should be 3" wide and shoulder harness material should be at least 2 inches wide to compensate for Head and Neck Restraints and **CANNOT be older than 5 years**. Minimum requirements consist of lap belt, shoulder harness and crotch strap. And should be routinely checked and maintained through-out the season. No sewing or altering allowed on seat belt material. Seat belts must be attached to main structure with a minimum of 1/2-inch grade 8 bolts with double or self-locking nuts.
5. Seat and steering wheel may be located to suit driver, but must be kept on the left side.
6. Drivers are required to wear a helmet (with the latest Snell Foundation label, rated for SA (Special Application) at all times while on the track. See general rules for additional information. Head & neck support/brace devices are highly recommended.
7. Drivers are required to wear fire retardant driving suit and fire resistant gloves at all times on track. Fire resistant socks and shoes are recommended.
8. An approved safety net with quick release is required.
9. Master "ON/OFF" switch on battery cable must be located just inside driver side window, between ledge and roof, just behind driver for easy access.
10. Must be equipped with a fully charged fire extinguisher with working gauge and must be mounted in a quick release holder to be accessible by the driver. Onboard fire-out system is recommended.



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G. FUEL SYSTEM / FUEL CELL

1. Maximum fuel cell size is 22 gallons. Fuel cells are *mandatory*. Fuel cells with a bladder highly recommended and must be encased in an approved metal container of no less than 20 gauge steel or 1/8 inch aluminum.
2. Fuel cells must be mounted between frame rails as far forward as possible and using minimum of 2, 2 inch by 1/8-inch metal straps. Must have check valve on vent tube or cap.
3. Fuel cell must not extend below the rear end housing. Fuel cell height is measured from ground to lowest point of bottom of fuel cell, 10 1/2 inches is minimum permitted. Must be equipped with a drag loop extending below the bottom of the cell.
4. Must have a sealed steel or aluminum / sheet metal firewall mounted between driver and fuel cell.
5. Tanks must not be mounted within 10" of the rear panel or extend beyond the frame rails.
6. Steel lines must fit tight against bottom of floor pan. Use high pressure fuel hose at ends for final connections. Fuel lines must be armored hose, or installed in metal conduit, or steel fuel lines. And must not be routed through driver compartment.
7. Gasoline only. Must meet track specifications.

H. ENGINE OPTION # 1

1. **Engine must be cast iron (block & heads). No Dry Sumps.**
2. **Use of Roller Cams/Lifters is not permitted**
3. **Heads must be standard valve angle. NO shaft mounted rockers.**
4. **Aluminum intake allowed with NO penalty.**
5. **Headers may be used with NO PENALTY (no 180's or over the top headers).**
6. **Use of Chevrolet 602 and 604 crate engines are allowed. See next engine option**
7. **Engine must be located so the spark plug of forward most cylinder is no further back than center-line of the upper ball joints.**
8. **Exhaust must exit behind the driver and beneath car or under frame.**
9. **Starters must be mounted in stock location.**
10. **2 Barrel Carburetors One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.**

ENGINE OPTION # 2 – CRATE MOTOR

All crate engines must have FULL documentation of engine purchase and all history with car at all times. It is the Car owner or driver's responsibility to provide paperwork on Crate motor. Otherwise no points or payoff will be issued until proper paperwork is provided, within 5 business days.

Engine must be registered with Lebanon I-44 Speedway and documentation along with spec sheet on file with I-44 Speedway. All engines used must be sealed by the manufacturer and / or Certified Engine Rebuilder and must remain in the "as shipped" condition. A double redundant sealing system, which must be visible at all, times. All engines, with or without this seal are subject to testing and / or confiscation at any time during an event. Competitor's refusing confiscation, impounding and / or replacement will be disqualified from the event, and all future events until engine issue has been resolved. Teams fined or penalized for engine infractions are not eligible for competition until all fines and / or penalties have been paid or fulfilled.

May run sealed stock GM 602 or 604 crate motor with Holey 650 C.F.M. 4-Barrel carburetor, with minimum weight of 3250-pounds and a 6400 RPM maximum chip. Must have a MSD soft touch Rev Control.



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I. EXHAUST

1. May run headers (maximum header tube diameter 1 5/8", maximum collector diameter 3").
2. Exhaust must exit behind the driver and beneath car or under frame.
3. Maximum outside diameter 2 1/2" on exhaust pipe (if running headers with 3" collectors there must be an reducer down to exhaust pipe.
4. H, X and crossover pipes are allowed with maximum outside diameter 2 1/2" on exhaust pipe .
5. Catalytic converter may be removed or gutted.
6. Exhaust must be sealed and securely mounted.
7. **3" minimum ground clearance on exhaust. NO EXCEPTIONS!!!!**

K CARBURETOR

1. Stock Holley 4412 or Rochester - 500 CFM carburetor only. **UNLESS RUNNING CRATE ENGINE**
2. Alterations to allow additional air to be picked up below opening of venture will not be permitted.
3. Base plate must not be altered in any way.
4. No modifications, No polishing, grinding or drilling of holes permitted.
5. Boosters may not be changed or altered in any way. No Epoxy!
6. Venturi area must not be altered in any way. Casting ring may not be removed.
7. 1-inch thick maximum aluminum or fanalic spacer allowed. No super sucker spacers must be straight bore.

L. FUEL INJECTION

1. Entire Fuel Injection System must be kept totally stock and must be factory equipment for car being raced.
2. ECM of Computer Control System must be kept totally stock and must be factory equipment for car being raced.
3. No aftermarket programming allowed



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M. IGNITION / ELECTRICAL SYSTEM / BATTERY

1. Must have working starter and be capable of starting engine on demand.
2. Must be stock in stock location.
3. Factory style distributor and Max 48,000 volt coil only. HEI distributors allowed. **602 and 604 Must have MSD soft touch Rev Control.**
4. Battery may be relocated to an area behind driver or in trunk. If so it must be securely mounted and encased in a sealed box. No 16 volt Battery or system.

N. ENGINE COOLING SYSTEM

1. All engine-cooling radiators must be mounted in engine compartment.
2. Must have operational radiator overflow tank with a minimum capacity of 1 gallon, securely mounted.
3. NO ANTI-FREEZE permitted. WATER ONLY, NO ADDITIVES!! Violators subject to penalties.
4. Radiator may have protection hoop.

O. TRANSMISSION

1. Automatic or manual transmission allowed. Must have all forward and reverse gears in good working condition. No lightened internals. Must remain stock.
2. Stock 12" torque converter only if running automatic.
3. **Powerglides are allowed**
4. **Bert or Brinns are discouraged and will have a 75 LBS weight penalty if ran. Weight must be in front of firewall and on right side of car.**

P. MISCELLANEOUS

1. **No 2-way communication allowed.** This includes radios, cell phones, etc. Scanners are highly recommended. Driver will be allowed a scanner to monitor track frequency; scanner can only monitor track frequency and cannot use a spotter.
2. **RACEceiver will be used. You can purchase or rent from track.**

I. REAR WHEEL DRIVE CARS - BODY / FRAME

Any American made car, front engine, and rear wheel drive may be used with a minimum wheelbase of 108". If shorter than 108" see beginning of rules for weight penalties.

II. REAR WHEEL DRIVE CARS - DRIVE SHAFT

1. Minimum 2-inch diameter, painted white, steel drive shaft. No carbon fiber or aluminum.
2. Steel slip-yokes only.
3. 360 degree drive shaft loop highly recommended and must be constructed of at least ¼ inch by 2 inch steel, or 1 inch tubing, mounted six inches back from front U-joint.



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III. REAR WHEEL DRIVE CARS - REAR END

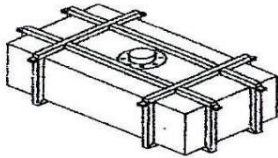
1. Only Steel approved OEM passenger car or truck non-cambered rear end permitted.
2. **Spool allowed in rear-end. No detroit locker or gleason type rear-ends allowed.**
3. Must be centered in chassis.
4. Floaters are allowed. All components must be steel, except lowering blocks, axle caps and drive flange.
5. Open tube rear end not permitted.
6. **Absolutely no independent rear suspension allowed.**
7. Aluminum rear end is not permitted.
8. 9-Inch Ford rear ends OK.
9. Ring gear, center section and yoke cannot be lightened.
10. **Solid steel axles only. No gun drilled axles!**
11. Inspection hole in housing or cover is required.

IX. REAR WHEEL DRIVE CARS - SUSPENSION / STEERING COMPONENTS

1. All suspension parts must be made of steel.
2. **Sway bar may run under the frame rail and run under A-Arms.**
3. **Can run weight jacks both front and/or rear,**
4. No other adjusters of any kind allowed unless listed in these rules.
5. Struts are not to be replaced with coil-overs.
6. May run approved aftermarket upper A – arm, stock mounting highly recommended. **If mounts are moved must add 50 LBS.**
7. **Steering quickener allowed.**
8. Racing springs are allowed in stock location.
9. Steel, non-adjustable shocks only. \$100.00 each – track claim on shocks.
10. **5” ground clearance to frame with driver in car at all times.**
11. No heim joint tie rod ends.
12. No Bump-Stops or suspension travel limiting devices. No coil binding.

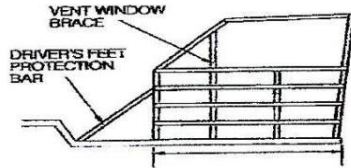
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DIAGRAM #1



1 INCH STEEL SQUARE TUBING
OR
2 INCH BY 1/8 INCH STEEL STRAP

DIAGRAM #3



THIS AREA TO BE .095 INCH WALL THICKNESS BY
1.66 INCH O.D. TUBING MINIMUM.

DIAGRAM #2

TOP VIEW
FRONT

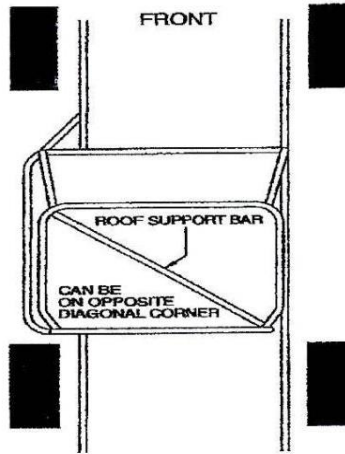
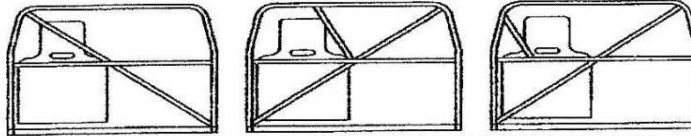


DIAGRAM #4
BACK VIEW



ADDITIONAL BRACING BEHIND DRIVER'S HEAD IN MAIN HOOP REQUIRED.
THESE DIAGRAMS ARE MEANT TO BE SUGGESTIONS ONLY.

PROPER DRIVER SIDE DOOR PLATE INSTALLATION

Diagram # 5
Preferred Method

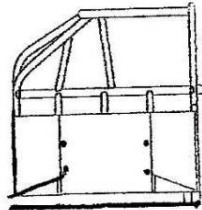
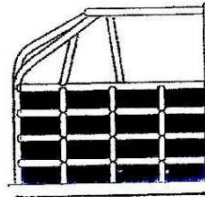


Diagram # 6



SEAT / SAFETY HARNESS

3-bar adjuster should be positioned as close possible to harness bar or snap-on/bolt-on bracket.
This applies to both lap and shoulder belt points. The final wrap as pictured in # 9 is mandatory. At
Least 4-inches of webbing material must extend out from the adjuster after this final wrap is completed.

Diagram # 7
Lap Belt Angle

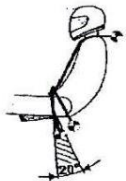


Diagram # 8
Sub Strap Angle

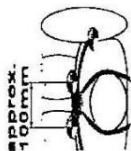


Diagram # 9
Proper Wrapping of
Shoulder Harness Belts

