

...Street Stock Division

Rule Book Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct 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 express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They 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.

The Race Director or Head Tech Inspector shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alterations or deviations. Any interpretation or deviation of these rules is left to the discretion of the officials and is final and binding.

On occasion when situations arise that are not covered by written rules herein, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

Any driver getting out of his car during an event will be DISQUALIFIED from that event, UNLESS, the vehicles is upside down or showing signs of fire.

If it's not stated in the rules it doesn't mean, it's approved. Please consult with the tech-man for approval. All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition.

NO ELECTRONIC ENHANCING DEVICES ALLOWED

SAFETY:

Track officials may inspect any car and equipment at any time for compliance.

No radios or audible communication devices except raceceiver.

All cars must have an extensive safety inspection each season before they race. All required safety equipment and apparel must be in use while the car is on the track. Racing helmet with minimum Snell SA2005 rating. Neck brace or Hans device recommended. Please see weight break.

Fire suit with SFI minimum rating of "1". No holes or torn fire suits allowed. Fire resistant gloves and shoes must be worn at all times when car is on track.

A minimum four-point roll cage. Must be steel tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side. No exceptions.

Steel plate required on Drivers door area May bolt or weld on.

Roll bar padding recommended around driver. All cars must have a fire extinguisher minimum 2 lbs. with a working and visible gauge securely mounted within easy reach of the driver.

Complete fire suppression system highly recommended.

Window nets are required on the driver's side of the car and must be securely mounted. Window net must be operational from inside and outside of the car. Drivers must be able to exit both sides of the car.

Aluminum racing seats are mandatory. A single quick release 5-point harness (minimum 3" belts) less than 5 years old is required in all vehicles. All required belts must be in use anytime the car in on the track. Racing harness must be attached to the roll cage.

Drive shaft must be painted white and include the car number. Drive shaft loop required.

All lead ballast must be painted with car number and secured with one ½" bolt per 50 lbs. 50 + lbs require two (2) bolts. Will be inspected.

It is your responsibility to make sure your ballast stays in your car for everyone's safety.

If weight falls off your car on the track at any time you are immediately disqualified from the event.

Track Management as well as the Tech official reserves the right to disqualify any car and/or driver that does not comply with all safety requirements. Competition will not and cannot come before safety.

BODY:

Any American made 1970 thru current production car. No front wheel drive, compacts, foreign cars, trucks or convertibles.

Trunk must be sealed from driver's compartment.

Must have stock frame to middle of rear end.

Rear spoiler 8" X 60" permitted. Side supports no higher than 9" and No longer than 18.5" measured at base.

Rear bumper covers are optional.

No radios. No mirrors. Must have bars in front of driver.

Steel or aluminum body. 64" maximum rear deck width measured at spoiler.

Aftermarket nose OK. No dirt late model noses.

Nesmith street stock/AR Bodies Approved-Does Not have to match Chassis-May Run Camaro, Mustang or Challenger body.

40" rear deck height measured at base of spoiler on ALL bodies. 1" tolerance after race.

Sail panels/B-Pillar must not be longer than 34" front to back measured horizontally. If windows are cut out, must be cut out on both sides.

WHEELBASE:

Min 101" wheelbase. 1" tolerance, centerline of front wheels to centerline of rear wheels.

Wheelbase and frame must be stock to year, make and model chassis being used.

CHASSIS:

No shortening. May modify for spring removal, tie-rod/tire/control arm clearance and fuel pump clearance. May trim and plate front of crossmember.

Johnson Metric Fabricated frame allowed with OEM rear lower control arm option only. Includes front fabricated Lower control arms.

FRONT SUSPENSION:

May relocate top A-frames. Tubular upper control arms ok. Component or strut type assemblies permitted. Aluminum cross shafts OK. Stud type aftermarket ball-joints OK-Any length.

May run wedge bolts or Spring cups in front and rear.

Steel non-adjustable shock. No schrader valves. No Bulb end/expanded chamber shocks. Concentric body only. Must not be able to adjust pressures at track. One shock per wheel. No Aluminum, No Canister shocks. No thru rods. No electronically controlled.

Lower control arms must be GM or Ford production or Johnson fabricated. Must be steel. No homebuilt. May use steel, rubber or polyurethane bushings. May modify chassis to allow for control arm installation/clearance.

May use Johnson Chassis tubular lower control arms.

May use steering quickener.

Strut cars may use heims on top of front strut

Cast spindles only-No tubular-No Wide 5

May use heim ends on inner and outer to replace tierods including swedge tubes.

REAR SUSPENSION:

Changing of springs allowed. Coil for coil, leaf for leaf.

Coil springs must be located over center of axle tube. No relocating to in front or behind axle tube.

Sliders, adjustable shackles, wedge bolts allowed on leaf spring cars. Rear wedge bolts on coil spring cars permitted.

Lowering blocks optional. Adjustable lowering blocks ok.

Leaf spring cars can use aftermarket bracket in the rear of leaf spring only.

Upper rear trailing arm may be lengthened or shortened to obtain correct pinion angle-May be adjustable. May use aftermarket upper trailing arms-May use heim ends and swedge tubes. No spring rods or biscuits.

Lower rear trailing arms must remain within ½" of stock length to frame being used. May be aftermarket and adjustable. May use Hiem ends and swedge tubes. May be offset or spherical bushings. No more than 1/2" tolerance from stock. No spring rods or biscuits.

May not relocate stock trailing arm or Front Leaf spring mount location on frame.

Steel bodied non-adjustable shocks. No Schrader valves. No bulb end/expanded gas chamber shocks. Concentric body only. 1 shock per wheel. No aluminum, No canister shocks. No thru-rods. No electronically controlled. No coil overs allowed-any type. No coil over eliminators.

May not run any additional lateral location devices on rear end including panhard bars unless originally equipped.

No wide 5 hubs

ENGINE LOCATION:

#1 spark plug must be in front or centerline of upper ball joint no matter what option is selected and claimed.

ENGINE RULES

There are (3) options.

Option 1:

FLORIDA OPEN ENGINE with a 2 barrel

3100lbs minimum weight

Cylinder Heads:

Double hump/fuelie heads okay. No 461X double hump or no angle plug. No porting or polishing.

World heads GM #043610, #043600 1.94 intake, 1.50 exhaust. Ford #053030 1.94 intake, 1.50 exhaust.

RHS heads #12402 or #12400. Engine quest Part # EQ-CH350I

Dart heads #10021171, #10024361A, #10024365, & #10024365A

Dart heads #10021070, 10024361, or 10024360 Mopar #p5007145 or OEM 1.92 intake, 1.625 exhaust.

No GM 202 heads. No Vortex heads.

Milling of heads permitted. No angle cutting.

Screw in studs, guided plates, stud girdles and poly locks permitted.

Valve springs must be stock configuration and specs for engine. 3-angle valve job permitted.

1.270 o.d. maximum valve spring diameter.

1.5 ratio roller rockers allowed. Stud girdle allowed. No shaft mounts. No 1.6 ratio.

GM 350, Ford 351, Mopar 360, C.I.D. 060 plus wears. No Clevelands.

Flat tappet camshaft and lifters only. Lifters must be stock diameter.

INTAKE MANIFOLD:

Stock OEM, Edelbrock Torker or Performer only (**Part #'s 7101, 2701, 2101**) No air gap intakes.

No Victor Jr. manifolds, no marine manifolds or any other high performance manifolds allowed.

PISTONS & RODS:

Any sportsman Chevy 5.7 rods. Ford 6.0 rods. No H beam rods, floating pin ok.

Any flat top or dish piston. No Dome tops. Piston must not protrude above cylinder deck surface.

No aluminum rods.

CRANKSHAFT:

GM 3.480" Stroke, Ford 3.50". No knife edge, may balance. No grinding on any part of crankshaft. Must have a legible part number, if there is no part number it will be deemed illegal.

Cast crank 48lb minimum and steel crank 51lb minimum. **NO TOLERANCE!**

CARBURETOR:

2-bbl Florida Open engine must run Holley 4412 two barrel. Must be gauge legal.

Max carburetor adaptor or spacer is 1.625 including all gaskets.

No electric fuel pumps. No Belt drive fuel pumps.

No vacuum pumps

Option 2:

GM Crate engine

Minimum weight 3100lbs

GM PART NUMBER 88958602/19258602

THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM. ORIGINAL GM SEAL BOLTS. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.

THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH TRACK FOR THE REMAINDER OF SEASON AND INTO NEXT SEASON IF NEAR END OF YEAR.

NO CHANGES ARE ALLOWED TO THE ENGINE INCLUDING THE INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART(S) ON OR IN ENGINE.

NO VACUUM PUMPS.

ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS.

ENGINE'S GM SERIAL NUMBER WHEN APPLICABLE MUST BE CLEARLY VISIBLE TO TECHNICAL INSPECTORS.

MAY BE REBUILT BY NESMITH APPROVED ENGINE BUILDERS AND SEALED.

ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT.

MAY RUN ANY 4BBL CARB WITH NO MORE THAN 1.250" SPACER INC GASKETS. NO FUEL INJECTION.

No belt driven or Electric fuel pumps.

Option 3:

Nesmith 2-barrel open engine

Minimum weight 3200lbs.

1. 362 CUBIC INCH MAXIMUM, FACTORY STEEL BLOCKS, ANY CAST IRON STEEL HEAD, NO PORTING OR POLISHING OF CYLINDER HEAD. MAX. VALVE SIZE: 2.02" INTAKE, AND 1.6" EXHAUST. ANY INTAKE MANIFOLD, NO PORTING OR POLISHING. NO ALUMINUM HEADS. STEEL OR CAST CRANKS AND RODS. AFTERMARKET REPLACEMENT CRANKS AND RODS OK. CAST OR STEEL CRANKSHAFTS AND RODS ONLY. NO EXOTIC MATERIAL CRANKS OR RODS (EX. ALUMINUM OR TITANIUM).
2. FLAT TOP PISTONS ONLY. ANY FLAT TAPPET CAMSHAFT ONLY. NO ROLLER CAMS. TIMING CHAINS ONLY. NO GEAR DRIVES.
3. STUD MOUNT ROCKERS ONLY. NO STUD GIRDLES. STOCK DIAMETER VALVE SPRINGS ONLY. 1.250" MAXIMUM

O.D. BEEHIVE SPRINGS ALLOWED, 1.310" MAXIMUM O.D., ANY MANUFACTURER (CHEVY, FORD, OR DODGE). ANY CYLINDER HEAD. NO DOUBLE VALVE SPRINGS.

4. HOLLEY 4412 500 CFM 2 BARREL. NO PORTING OR POLISHING, CHANGING OF BOOSTERS, OR ALTERING OF BASE PLATE AND THROTTLE SHAFTS IN ANY WAY.

5. 2 BARREL CARBURETOR WILL BE CHECKED WITH GO-NO-GO GAUGES TOP TO BOTTOM.

6. MAY RUN 1" MAXIMUM CARBURETOR SPACER .040" TOLERANCE (AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA) WITH 2 STANDARD THICKNESS CARBURETOR GASKETS, .070" MAXIMUM THICKNESS. EITHER ENGINE.

7. NO VACUUM PUMPS

EXHAUST:

Headers permitted. No TRI-Y headers. Mufflers allowed. Mufflers mandatory at East Bay Raceway-see addendum.

IGNITION:

Aftermarket ignition allowed. May have aftermarket high performance module with printed circuit board on HEI. May run soft touch Rev Control-Must not be within reach of driver.

MSD Allowed. No adjustable ignition timing boxes/devices. No traction control. No magneto's. No crank triggers.

BRAKES:

Steel GM style calipers only, No Aluminum, No Dual piston calipers. No scalloped rotors. No drilled rotors. No grooved rotors. No titanium, aluminum, carbon fiber or exotic material rotors. Must be mounted solidly-No brake floaters.

Dual master cylinders allowed. May be adjustable from driver's compartment. May have RF brake shutoff within driver's reach.

RADIATOR:

Any radiator, must remain in stock location. Water for coolant only.

TRANSMISSION:

Must have forward and reverse operating.

No in/out boxes or direct drive. Must have clutch and be self-starting.

When utilizing Bert/Brinn/Falcon internal tranny clutch option you must use standard style block mount starter. No reverse mount starter. Aluminum bellhousing allowed. No ball-spline.

If running conventional clutch-must have steel safety bellhousing-no aluminum.

DRIVESHAFT:

Must be painted white. Must have safety hoop. No ball spline.

REAR END:

Interchanging of rear ends, gear ratios and locking permitted. NO quick change.

Trailing arm brackets may be aftermarket. Ford 9-inch floater rear end ok. No Quick Change.

WHEELS & TIRES:

8" wide steel wheels max. May run bead lock wheels in any position. No wide 5 wheels or adapters.

Tires 8" wide. Must be track approved. Hoosier H500 only.

Minimum 1/2" lugs and 1" nuts required for safety. 5/8" Studs preferred.

Modifications to wheel bearings for safety permitted.

Tire will be the Hoosier H500 . No grooving of tires. No Siping allowed. No chemical treating

FUEL CELL:

MANDATORY.

Racing gas or Pump gas will be permitted. No other additives. No oxygenates. E85 is allowed.

WEIGHT:

Option 1: Florida Open engine with 2-bbl 3100lbs

Option 2: 602 Crate engine 3100lbs

Option 3: Nesmith 2-bbl Open engine 3200lbs

25# weight break for Full Containment Seat and 25# weight break for HANS/Head restraint System-Foam neck brace does not qualify.

Addendum:

East Bay Raceway Park requires mufflers. Schoenfeld #112535 or #112530 are the ONLY approved mufflers. Must be on car at all times and in working order. Any loss of muffler results in automatic disqualification. At all other tracks mufflers are not required but are recommended.

Hendry County Motorsports Park will allow the Holley 1850 4-bbl carb (must pass go/no go gauges) to be ran with conventional transmission and 10.5" all steel clutch assembly. Flywheel must weigh a minimum of 14lbs. Must use steel safety bellhousing when running this option. Minimum weight is 3200lbs. This addendum is for 2018 only.

DISCLAIMER:

It is stated in the rules above what you can do to your car. Please consult tech-man for certification only. If not in writing, no "he said/she said" is acceptable by management. All tech decisions are final and a disqualification means ALL money, prizes, and points are forfeited.

All drivers visiting track for first time must go through Pre-Tech and state their package and weight. Tech-man will inspect, evaluate and make a decision on accepted package and weight. Sticker will be applied to car for post-race with weight. Tech-man will record and compare after each race. If you change your package you must go back through tech to record.

\$200 claimer per shock. Cash only. Must provide your same location shock for exchange.

No grinding or defacing of any casting numbers. Any engine parts with missing or altered casting numbers are illegal regardless of the reason.

Tech inspector will weigh and inspect various parts of Top finishing cars every week after heats and features. A competitor may file a protest to further inspect cars and engines.

Chassis Protest: Tear down and inspection of Chassis and suspension (shocks, springs and all mounting points) will be \$500(of which \$100 will go to tech inspector.)

Built Engine Protest: To pull a head, the protest will be \$250 (of which \$50 will go to tech inspector. To pull a engine out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector).

Crate Engine Protest: \$150 to vacuum test, rate valve springs, compression test and verify seals. (Further inspection and teardown will be decided by track officials and tech inspector).

All Protests must be Submitted to Tech Inspector at Scale Shed within 10 minutes of completion of feature. All Protest must be submitted in writing and have the cash in hand. All Counter Protest must be submitted in writing and with cash in hand with in 10 minutes of original protest.

Track officials and tech inspector reserve the right to inspect and teardown any car at any time. Management is committed to maintaining a fair and even playing field for all competitors and will consistently be researching and evaluating all facets of tech inspection.