



2011 STREET STOCK RULES

THIS DISCLAIMER IS BENEFICIAL FOR THE PARTICIPANTS, GUESTS, AND CREW MEMBERS: This publication supersedes all previous rules and rule updates. We reserve the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. **ADDING WEIGHT, REQUIRING THE LOSS OF LEFT SIDE PERCENTAGE, OR REQUIRING A CARBURETOR RESTRICTION PLATE ON A VEHICLE MAY/WILL BE TOOLS USED BY SPEEDWAY OFFICIALS TO MAINTAIN FAIR COMPETITION.** It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the SPEEDWAY Competition Manager shall prevail. 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 the 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 SPEEDWAY events will be governed. The SPEEDWAY Competition Manager is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The SPEEDWAY Competition Manager can and will disqualify a race car 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 SPEEDWAY by passing through prior technical inspections. The Competition Manager shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions, which 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 Manager. 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 crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guests and crew members voluntarily assume these risks.

Advertising and Promotion Release: Lake Erie Speedway, Inc., its duly authorized agent and assigns, is hereby granted the right of uses of the applicant's name, likeness and photographs of the applicant or the applicant's car(s), taken during the event, in any medium or material, for promoting, advertising, recording, or reporting any Lake Erie Speedway, Inc. sanctioned event(s), including but not limited to television, and radio broadcasts, film production, video tape productions, and do hereby relinquish all rights thereto for these purposes.

Driver _____ Car Owner _____

Street Stock Competitors must purchase all race fuel from Lake Erie Speedway

(Minimum 5 gallons)

Competing Models: 1970 and newer GM, Dodge and Ford Full Frame cars only.

MSD (TCD) PN 83645 module will be permitted.

Tubular upper arms permitted; must maintain stock dimensions. Must use stock mount, non adjustable. Direct bolt-on A-arm for GM metric frames.

Bodies will have O.E. dimensions and appearance; body must not extend below frame rails at any point.

No newly built Firebird, Camaros, Corvettes and/or similar type cars will not permitted. Current registered and raced in 2008 season at LES Camaros, or similar type cars Allowed for 2009 Subject to approval by a Lake Erie official. Ford 9inch rear end will be permitted.

WEIGHT/ WIDTHS

1. Weight 3400 after race
2. Compression 9:5:1
3. 54% maximum left side weight with driver in car after race
4. Only track tire allowed. 8 in wide and must not be altered in any way. Tire Rule Hoosier Commanchee.
5. Tread width is 78 inch front and rear measured at outside of tire at spindle height.
6. 8" Steel wheels only. No air bleeders.
7. Minimum wheel base of 108"
8. Maximum 1" total wheel offset side to side.
9. Stock firewall is not mandatory, car must have a firewall that is deemed safe by track techs (must use at least 20 gauge steel)
10. Transponders (AMB TranX260) are mandatory for the 2010 Race Season (Run your own or rent from the track, track transponders and first come first serve).
11. Trailing arms do not have to be Stock OEM. Trailing arms must meet all Stock OEM dimensions.
12. No anti-freeze and/or cooling system additives will be permitted. Only water will be permitted for use in the cooling system. The result of using antifreeze will be a \$100 fine.

CRATE ENGINE OPTIONS AND SPECIFICATIONS

1. CRATE ENGINES

1. Unaltered and sealed GM crate engine P/N#88958602. Any crate engines that are inspected and are altered or missing GM sealed bolts will be disqualified and suspended for one year and fined \$1,500 dollars.
2. Track Officials reserve the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.
3. Any team found to have altered and/or tampered and/or removed with any engine seal(s) will be subject to IMMEDIATE disqualification from the event, loss of all points and monies, suspension and/or other penalties issued from Track Management and Track Officials. Any seals that in the judgment of the Track Manager and/or Track Officials have been tampered with and/or altered will result in the engine being declared ineligible for competition. Track Officials may impound the ineligible engine for further inspection and/or return it to an Authorized Crate Engine Dealer, at the expense of the team, for engine re-certification. If, at the conclusion of testing, the engine been declared altered, modified or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points and monies, fines, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Track Manager and Track Officials.
4. Any and all work or repairs must be done and approved by Certified Engine Re-Builders, Craiger Race Engines.
5. GM crate engine must Holley model 4150, 650 CFM (# 80541-1), Carb Spacer one-inch thick will be permitted. Maximum 0.100-inch thick carb gaskets only.
6. Must be 3400 pounds after the race.
7. **Crate Engines must be chipped at 6,300 rpm chip**
7. 54% maximum left side weight with driver in the car after the race.

CUSTOM BUILT ENGINE OPTIONS AND SPECIFICATIONS

1. BLOCK

- A. Block: GM Chevy 350 cu, Mopar 360 cu, Ford 351. In standard production block with stock external and internal measurements
- B. Bore size of 4.00 to 4.060 only (+ .005 tolerance)

- C. No Bowtie Blocks
- D. Block must be centered between frame rails and not tilted. Must be securely mounted to frame.

2. CRANKSHAFT

- A. Steel or cast iron OEM Production only with casting number 39411182 *or Scat 9-35034805700*
- B. Stroke 3.480 only ($\pm .005$)
- C. Counter weights must remain stock. Under cutting or round will not be permitted. Knife edging, tapering or altering in any way will not be permitted. NO TOLERANCE
- D. Normal balancing only—this is defined as drilling perpendicular to crankshaft centerline
- E. Rod and main journals may not be drilled.
- F. Rod journals stock diameter with tolerance of .020
- G. Light deburring will be permitted, however forging or casting flashings must remain.
- H. Harmonic balancer minimum diameter 6 ¼ inches. Fluid Dampener is legal.
- I. Centerline of crankshaft will be a minimum of 14 inches from ground and centered on frame.

3. RODS

- A. Solid magnetic steel forged OEM rods or sportsman rods only. Billet rods will not be permitted. Sportsman rods must have forging mark or identification marks on side of rod beam. Must be true sportsman rod. Call for list of acceptable rods if not certain.
- B. Only acceptable length is 5.7 inches
- C. Stainless steel, aluminum, titanium or any other materials on or in rods will not be permitted.

4. PISTONS

- A. Flat top round pistons will be permitted. Dome pistons will not be permitted. Dimpling or ramping will not be permitted.
- B. Must have three functioning ring grooves with working rings.
- C. Ceramic, plastic or any other material on or in pistons will not be permitted. Aluminum only
- D. Offset wrist pins will not be permitted
- E. Shaving or lightening of the piston material will not be permitted. Normal Balancing is permitted.
- F. Light weight Pistons will not be permitted.

5. HEADS

Heads must be stock OEM cast iron heads only. Exception: Small chambered heads will be permitted. 492 head will be not permitted. Vortec style head not permitted. Minimum small combustion chamber volume of 64 c.c. Heads must retain stock internal, external measurements. Angle plug heads will not be permitted. Port matching, blending, porting, polishing, removal or addition of materials to heads will not be permitted. ***Hand grinding or acid dipping on any part of the head will not be permitted.*** Paint epoxy fillers, welding or spray welding on heads will not be permitted. External painting to match engine allowed.

- A. Maximum Compression 9.5:1 NO TOLERANCE
- B. EQ CH350I heads will be permitted
- C. Undercut valves will not be permitted, stem must be stock diameter 1 1/32
- D. Valve must be solid stainless steel only.
- E. Valve springs, retainers, and push rods must be magnetic steel only
- F. Stock valve spring size only
- G. Screw in studs allowed
- H. Roller rocker and girdles are allowed. 1.5 only Shaft rocker arms will not be permitted.
- I. Maximum valve size intake 2.02 exhaust 1.60
- J. ¼ inch under valve seat to complete valve job allowed machine cut only. Polishing or blending will not be permitted.
- K. Heat risers can be filled.
- L. Maximum 3 angle valve job with valve centerline and guide angle in OEM stock location in relationship to the head.
- M. Combustion chamber modifications will not be permitted.
- N. Repositioning of head on block will not be permitted. Stock location only.

6. CAMSHAFT

Maximum lift .450 (at valve). Maximum .300 cam dimensions for GM, 266 Ford and Mopar Hydraulic lifters only. Belt or gear driven cams will not be permitted, OEM type timing chain only. If the use of another lifter is requested, the Director of Tech must first approve it otherwise it will be deemed illegal.

Approved hydraulic OEM dimension lifters only unaltered.

Chevy	Comp	812 or 858
Crane	99277	
Crower	66000	

Sealed power HT817 or HT817R

7. INTAKE

Edelbrock Performer 2101 permitted new style only. Must be completely stock with no modifications allowed. Modification to the heat risers will be permitted.

Manifolds must retain stock internal and external measurements, no port matching, polishing, aciding. Removal or addition of any materials to intake is prohibited. Paint, epoxy, welding or spray welding will not be permitted. External painting to match engine will be permitted.

8. IGNITION

HEI OEM ignition only. External coils, spark amplifiers or MSD boxes will not be permitted.

MSD (TCD) PN 83645 module will be permitted.

9. LUBRICATION

Dry Sump Oil systems will not be permitted. Aluminum pans will not be permitted. (8) quart inexpensive type pan only. **Oil pan with inspection plug on left side with minimum of 1 ¼ inch inside diameter must be 9 ½ inches from rear of block to center and 1 ¼ inches from pan rail.**

10. CARBURETOR

- A. Holley #R4412-500 CFM only. HP carburetors will not be permitted.
- B. Internal or external modifications will not be permitted. Carburetor must remain stock.
- C. Choke may be removed
- D. Carb body. Boosters. Venturi. Base plate. Butterflies or throttle shafts may not be altered in any way. Butterfly screws must be standard.
- E. Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets; base plate or drilling holes into the carburetor will not be permitted.
- F. Power valves, accelerator pump, cam and discharge nozzles and jets may be replaced. Other modifications will not be permitted.
- G. Carb spacer, one piece, maximum thickness 1 inch. Must have two holes that match base of carburetor. Adjustable carb spacers will not be permitted. Spacer must not be tapered, beveled or radiused. Maximum Carb spacer hole size 1.750
- H. Air boxes will not be permitted.
- I. Air cleaner – round dry type with no devices of any kind that direct or duct air to or from filter. Minimum of 12 and maximum of 17 in diameter for filter and 4 in maximum height. The bottom of the air filter housing must be lower than the carburetor choke horn. Air Boxes will not be permitted. Hood must sit flush at windshield cowl. Arcing of the hood at windshield for intake will not be permitted.

11. EXHAUST – header allowed 1 5/8 inch maximum diameter. Stainless steel or step headers, no 180-degree headers will not be permitted. 3-inch straight collectors only. Merge or tapered collectors will not be permitted. Coatings or wraps will not be permitted, crossover equalizers permitted. Spacers between headers and heads will not be permitted. Headers must be conventional 4 to 1 collector. Exhaust pipes must exit through lower portion of body behind driver. Complete unaltered muffler mandatory.

12. TRANSMISSIONS / REAR END –

- A. OEM completely functional automatic transmissions stock components will be permitted. Standard transmission, single disc only. Modifying of transmission will not be permitted; all gear ratios must be stock. Stock type torque converter with OE dimensions and completely functional.
- B. Ring and pinion must be locked by welding or solid mini spool. Limited slip of any kind will not be permitted. OEM carrier only. Must use stock mount, non-adjustable stock arms and stock location. Modifying will not be. Aftermarket axles will be permitted.
- C. Powerglides will be permitted.

13. FRAMES/SUSPENSION –

- A. Must be stock dimension from front to rear. Tail section may be replaced with 2 x 3 channel and be in stock frame locations.
- B. All suspension mounting points must remain stock.
- C. Racing coil springs, 1 per wheel allowed and must be in stock location.
- D. Adjustable shocks will not be permitted must maintain standard valving. Steel only. Spherical bearing ends will be permitted. Front shock may be moved to install weight jacking bolts. Maximum racer net cost of \$65.00 per shock.
- E. Aftermarket bushing stock type allowed. Heim joints in place of bushing will not be permitted. Offset bushings will not be permitted. Left and right upper front control arms may be switched and can be reinforced but must maintain stock dimensions.

F. Aftermarket front lower A arms will be permitted.

G. Tubular upper A arms permitted, must use stock mount, non adjustable. Screw in ball joints will be permitted.

- H. Sway bar must be O.E. type. End links can be adjustable. Rear sway bars will not be permitted.
- I. 6 inches minimum frame clearance measured from frame rails without driver.
- J. Jacking bolts will be permitted.
- K. Must have collapsible steering shafts.
- L. Trailing arms must meet stock dimensions
- M. All suspension parts must be stock for year, make and model and mount in original position, All suspension parts must remain absolutely stock. ***Unless specifically noted in the above rules.**

14. BODIES

- A. Bodies will have O.E. dimensions and appearance; body must not extend below frame rails at any point. Roof fenders, rear quarter and trunk must be O.E.
- B. 1988 Monte Carlo body from Fivestar/Performance Bodies will be permitted. (Must meet all height/Weight rules)
- C. Composite, scooped hood for the 1988 Monte Carlo will be permitted. Must be purchased from Fivestar or Performance Bodies.
- D. Windshield pillars must be stock and in stock location. All windshield and post must retain stock angles.
- E. Rear fire wall minimum 18 gauge and completely seal interior from fuel cell. Limited cockpiting.
- F. All sheet metal must be welded or steel riveted. Screws will not be permitted.
- G. Windshields lexan or plexiglass only.
- H. **Left side mirror of 3" in diameter will be permitted. Blocking is the judgment of the officials and the tower. ATTENTION TO ALL COMPETITORS: BE PREPARED FOR CONSEQUENCES.**
- I. Pedals must be in stock location.
- J. All chrome, white metal, plastic, glass, fabric, trim and moldings must be removed.
- K. Body and sheet metal must be securely fastened.
- L. Bumpers must be stock and in location.
- M. Hood must close in original position and maintain original configuration. Modification to the hood openings stock placement of hood will not be permitted.
- N. Driver must sit in stock location.
- O. Trunk floor may be removed from frame rail to frame rail back to springs.
- P. A roof, hood, minimum height rule have been established. Roof 52" 12" back from windshield minimum. Hood 35" center across front wheel opening. Rear deck 32" At the rear of lid.
- Q. Spoilers and Ground effects Stock or aftermarket will be permitted.
- R. Spoilers maximum 6" tall from deck lid and maximum length of 55".

15. BRAKES

Stock OEM brakes only. Disc brakes front and rear will be permitted. Must be fully working, no aftermarket or heavy duty brake parts including caliper, rotors, master cylinder. Brake bias adjusters will not be permitted. Pedals must be in stock location. Dual Master Cylinders will be permitted. Adjustment controls can not be in competitors reach.

16. ROLL CAGE

Full roll cage with minimum of 1 ¾ inches in diameter and minimum wall thickness of 0.090. All four main bars must be attached to main frame rails. Shorten or narrowed main cages will not be permitted. Part of roll cage may be used to strengthen stock frame but not to replace frame in its original function. A minimum of three horizontal and three vertical bars at drives door and minimum of two horizontal and two vertical at passenger door. All welds must have 1/8 inch thick steel gussets at all major junctions. X-ing of the frame will be permitted. BOXING will not be permitted.

17. FUEL CELLS –

Mandatory, must be centered and not lower than rear frame rails must contain foam and be securely fastened. Container of cell must be minimum of 22 gauge steel.

18. BATTERY –

Can be relocated but not behind rear axles, and be sealed off from driver compartment and be in spill-proof container.

19. Engine must be positioned so that a maximum distance of 8 ¾ inch is between center of top idler arm bolt and center of fuel pump. Idler arm bolt must be in stock location and be stock diameter.

20. Aluminum water pumps will be permitted. Piston driven fuel pumps will not be permitted. Diaphragm type only.

21. Cross breeding will not be permitted. All components must be OEM for entire car unless otherwise specified in rules.

22. If the rule book doesn't say you can, you must assume you can't. Before doing anything not covered by this rule book, ask for an official interpretation by the official in charge.

23. One way radios mandatory. See General Rule Section 5 #2.

Claim Rule

1. Claim price is \$3,000.00, plus a complete exchange. Any driver wishing to claim/exchange another competitor's car must meet the following criteria. The car being claimed must finish the feature and be on the lead lap. The driver issuing the claim must have competed in the same event and finished on the lead lap in the event in a competitive manner. The driver issuing the claim must report to the specified technical inspection area immediately following the event. The driver making the claim must turn in the official claim request 10 minutes prior to the race to institute the claiming procedures. Both drivers must bring cars back following week with numbers and sponsors changed. Anyone not bringing car back will be barred for one year to date. Car must have won four features to be claimed. Once car is claimed, feature count begins again on car. Claim goes to technical inspector and/or competition director. Anyone refusing claim will be suspended from competition. (car, driver, and owner, also will lose all money and points for that night). Track Officials and Track Management reserve the right to permit and/or deny any claim based on any circumstance.

***NOTE: General Rules apply to all divisions.