



## 2023 STREET STOCK

- 1- American rear wheel drive only. 108inch minimum wheelbase with  $\frac{1}{2}$  tolerance .OEM frame only.
- 2- Stock or stock appearing after-market body only. bodies must retain stock appearance . All home made bodies must be stock looking and look like what car your claiming. No station wagons or trucks. Five Star &AR bodies OK. Stock or aftermarket type roof.is optional. Must be mounted level 1 inch tolerance with stock looking post or Late Model style sail panels. 24inch wide maximum at any point. May have window or not
- 3- Cross breeding bodies & engines. Engine & body manufacturer may be cross-bred(EXAMPLE Chevy engine in Ford chassis and body, or Dodge or Ford body on chevy chassis and engine
- 4- Must have steel firewall and steel floor-pan to rear of drivers seat. Firewall may be clearance for headers and have full driveshaft tunnel, with 20 gauge minimum steel for driveshaft tunnel fully welded & enclosed. May make firewall and floor pan out of thick heavy gauge aluminum .080" minimum thickness, and meet the same specs as steel firewall and floor-pan. No tunneling floor-pan like late model or Open wheel Modified .Body must be centered on chassis, and be stock appearing
- 5- Aftermarket nose & rear tail pieces mandatory, No holes in tail piece
- 6- All glass and plastic must be removed
- 7- For safety purpose all cars must have minimum 13"wide window opening on both left & right sides in case of emergency
- 8- Drivers cockpit rock shield cannot extend ant further to the rear than the steering wheel.

9-No raised quarter panels. Deck height 40" pre-race with 1 " tolerance given post race only. Measured from bottom of spoiler to the ground. Deck width 64" maximum. No fiberglass side body panels anywhere

10-Spoilers 8" tall maximum, with 8" side boards (any engine) 60" maximum width rear spoiler and must be centered on body. Body and spoilers sides see drawing

## **FRONT SUSPENSION**

1- Must use stock steering box, stock drag link, and idler arm. Tie rods and ends may be tubular and made heim jointed.

2- Quick steer allowed

3- Any stock type spindles allowed (recommended Speedway three piece spindle for ease of repair)

4- No wide 5 or safety hubs.

5-Stock production lower control arms, of any manufacturer mandatory Metric cars may use tubular lower control arms (JCI-09-02-01RC-L-B AND (JC-09-02-01RC-R-B). Must be mounted in stock position with stock mounts

6-No shortening or lengthen lower control arms

7-5" coil spring mandatory, mounted in stock location

8-Weight jacks allowed

9-Tubular aftermarket upper control arms allowed

10-Crossmember may not be cut or altered , except for fuel pump or oil pan clearance

## **REAR SUSPENSION**

1-Stock rear suspension only

2-Must be in same as make of car being raced

3-Stock rear frame may be repaired from center of rear-end housing to rear bumper with square tubing or 1 ¾ .095 minimum thickness round tubing

4-Any stock type rear end housing permitted (GM10-12 bolt or Ford 9" in any make of car

5-No quick change rear ends

- 6-Floater axles permitted
- 7-No wide 5 aluminum safety hubs
- 8-rear end may be locked
- 9-Rear trailing arms mounts at frame or leaf spring must remain in stock position, or in stock location with one mounting hole only, if it has multiple holes they must be unusable, Trailing arms at rear end may have multiple adjustment holes.
- 10-Leaf spring cars may have adjustable shackles on rear only.
- 11- No sliders front or rear
- 12-Lower trailing arm studs may be boxed or tube type with heims. Upper trailing arms may be adjustable. Must mount in stock location
- 13-Spring or rubber bump stops allowed

## **INTAKES**

- 1- Aftermarket intakes allowed, low rise performer type style and profile dual plane only Elderbrock 2101 legal on B-engine

## **ENGINES**

- 1-Engine Option (GM 602 – 3000lbs
- 2-Engine option 2 3100lbs
- 3-Engine option 3 (B Engine) 3000lbs
- 4-CRUSA Stock true legal 602 Cars on H500 tires 2800lbs

## **ENGINE SETBACK**

- 1-Engine must be mounted in stock location, center of chassis #1 spark plug must be in front of or center-line of upper ball joint
- 2-Weight penalties of 50lbs per  $\frac{1}{2}$  will be added forward of waterpump from improper setback

## **CARBURETOR**

- 1-GM 602 engine may run 650 Holley
- 2-500 cfm 2 barrel on Engine option 2 and engine option 3
- 3-May run 1' maximum carb spacer .040" tolerance (at no point may spacer extend into intake manifold area with 2 standard carb gasket .070" maximum thickness on either engine)
- 4-Carb will be checked with a go-no-go gauge top to bottom

## **IGNITION/DISTRIBUTOR**

- 1-Any standard stock distributor type electronic ignition allowed, MSD ok
- 2-No magneto and electronic crank trigger systems
- 3-NO electronic traction control devise allowed
- 4-Drivers finishing in top 5 may protest box, directly in front of their Placement, within 10 min after checkerd flag for \$100 track keeps \$100 Protest fee

## **STARTER**

- 1-All cars must have starter in working order

## **WATERPUMP**

- 1-Stock type cast or aluminum permitted
- 2-No electric waterpump allowed
- 3-Manual fan only -No Electric fans permitted

## **EXHAUST**

- 1-Collector type headers required.Must have four(4) tubes into (1) collector Of consistent diameter

## **CLUTCH & TRANSMISSION**

- 1-Automatic transmission with shit kit allowed
- 2-Bert or Brinn transmission allowed
- 3-Must have a working reverse
- 4-OEM manual transmission May run any clutch and pressure plate (150lbs weight break)

## **SHOCKS**

- 1-Steel bodoed, symmetric (same size diameter), no adjustable shocks only No Schrader vavle shocks,No Piercing valves, Stock valving or gas pressure May not be adjustable at racetrack
- 2- No coilover shocks
- 3-Shocks may be relocated and have eye mounts
- 4-Shocks may be claimed for \$225 each by anyone finishing in top 5

## **BRAKES**

- 1-Must have operational brake Dual master cylinders allowed
- 2-Standard steel rotors only
- 3-No scalloped or gun drilled rotors
- 4-No Exotic brake systems

## **WHEELS & TIRES**

1-8" steel maximum. Beadlocks allowed, No wide 5 wheels

2-Any (8") Hoosier or American Racer tire permitted

3-No chemical altering of tire allowed

## **FUEL/FUEL CELL**

1-Racing gas or E85 only all fuels must have specific gravity of .760 maximum. No alcohol. E85 will never check at that level

2-An approved fuel cell must be securely mounted in the trunk area of the race car. Inside a .20 gauge metal box supported by a minimum of (2) 2" x 1/8 inch straps

3-Mechanical fuel pumps only, mounted in stock location

**E85 Temperature / Specific Gravity Table**

TEMP	Spec. Gr.	TEMP	Spec. Gr.	Spec. Gr.
40	0.7970	60	0.7887	0.7804
41	0.7966	61 62	0.7883	0.7800
42	0.7961	63	0.7878	0.7796
43	0.7957	64	0.7874	0.7792
44	0.7953	65	0.7870	0.7788
45	0.7949	66	0.7866	0.7784
46	0.7945	67	0.7862	0.7779
47	0.7941	68	0.7858	0.7775
48	0.7937	69 70 71	0.7854	0.7771
49	0.7933	72	0.7850	0.7767
50	0.7928	73	0.7846	0.7762
51	0.7924	74	0.7841	0.7758
52	0.7920	75 76	0.7837	0.7754
53	0.7916	77	0.7833	0.7750
54	0.7911	78	0.7829	0.7746
55	0.7908	79	0.7825	0.7742
56	0.7904		0.7821	0.7738
57	0.7900		0.7817	0.7733
58	0.7896		0.7812	0.7729
59	0.7891		0.7808	0.7725
				95
				96
				97
				98
				99

## **STREET STOCK PROTEST**

- 1-Top 5 finish can protest the car directly in front of their placement, within 10 min after checkered flag
- 2-Only Two people form the protested car and the driver filing the protest will be allowed in the tech area during protest. Driver initiating the protest must be present . All officials decisions are final
- 3-Complete –tear-down 602 engine will be teched as it came from GM, by a Certified tech Cost \$1350 tech fee will be deducted from protest money
- 4-B- Engine complete tear-down cost \$600, track will retain 30%
- 5-P&G \$250
- 6-Remove head, check head , valves, bore and stoke \$400
- 7-Fuel test \$100 Track retains 100%
- 8-Visual protest allowed prior to qualifying only, and in a timely manner to where racer may have time to fix problem, Track will not hold up program for repairs, Panels maybe removed to see part within reason. Visual protest cost \$50 , track will retain 100%

## **ENGINES**

- 1-GM Part Number (GM 602) 3000lbs
- 2-These engines are sealed at the intake manifold, cylinder heads, front covers, and oil pan with special Seals NO TWIST-OFF BOLT heads will be allowed, Bottle Cap seals from Chevrolet Performance, Crate USA Gen III (yellow) (blue) or Gen IV (green or black) and Rush racing seals are the only seals allowed. To compete with any other sealing system, Contact NGS tech director
- 3-Crate engines must remain stock as they came from the factory and not altered, modified or changed from factory specs
- 4-The sealed engine 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.
- 5-The penalty for anyone tampering with seals, modifying any internal engine part or changing the part from stock as delivered from the factory, will be subjected to expulsion from NGS Speedway for the remainder of the season and future seasons
- 6-No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer

7-No Vac pumps

8-Engine GM serial number or build certification, must be clearly visible to tech director

### **ENGINE OPTION#2 3100lbs**

1-362 cubic inch maximum , factory steel production block, Any cast iron 23 degree steel head (no raised runner heads permitted), No porting or polishing of cylinder heads

2-Maximum valve size 2.02" intake & 1.6" exhaust

3- No Aluminum heads

4-Steel or cast cranks and rods, No exotic material cranks or rods(aluminum or titanium)

5-Flat top pistons only, Any flat tappet camshaft only, No roller cams

Timing chain only , No gear drive

6-Any rockers. Stud girdles OK Any valve spring 1.625" maximum OD beehive valve spring allowed 1.320" maximum OD any manufacturer (Chevy Ford or Dodge)

### **ENGINE OPTION #3 (B ENGINE 3000lbs**

1-OEM blocks only, zero deck max bore .060 .003 tolerance on both. Stock lifter bore for engine claimed GM .842 Ford .875

2-Stroke must match block claimed

3-Stock style crank or stock replacement, Crank will be weighted with key gear and pilot bushing 49.5lbs minimum weight. May be balanced

4-Stock type or replacement rods I beam only, May use cap bolts and may be balanced

5-Chevy 362 max cubic inch 3.48 Stroke 5.7 rods

6-Ford 364 max cubic inch 351 W 3.50 stroke 5.965 rod 351 C 3.50 stroke 5.780 rods 302 3.00 stroke 5.090 rod

7-Cam & lifter hyd only, max lift .480 that with rocker arm ratio .320 max without ratio at end of push rod. No tolerance

8-Flat top 4 eyebrow piston only, All 4 eyebrows must be the same, piston cannot extend out of block 351C will only have 2 eyebrows

9- Aftermarket pans OK, Wet sump only, No crank scrapers or windage trays

10-OEM cast iron stock production 23 degree heads only. No Vortech or angle plugs, No angle millin .002 tolerance. Flat mill only, No porting or polishing GM max intake port 175cc. Steel or stainless valve locks and retainers only.any valve spring Ford 20 dgree heads max intake port 175cc, except for Cleveland heads max intake port 225cc. Heads may be cut for screw in studs only and guide plates. No roller or roller rockers. Stamp steel only stock ratio GM 1.5 Ford 302 / 351W 1.6 351C 1.73 long slot OK

11-Valve springs pressure B engine open pressure (+/- 8lbs) 195lbs installed height closed (+/-5lbs) 80lbs

12-Valve size- GM/Ford 302/ 351W intake 2.02 exhaust 1.60 11/32 stem , Ford 351C intake 2.19 exhaust 1.72

13-intake OEM stock production “low profile” cast steel or aluminum , NO RPM or air gap type, no grinding, porting, port matching or Bowtie or Marine allowed