



## Official 2022 STREET STOCK RULES

Effective January 1, 2022 through December 31, 2022

The Grundy County Agricultural District Fair, Inc. dba Grundy County Speedway hereafter known as GCS.

### Foreword

The primary purpose of Grundy County Speedway is to enhance the sport of automotive racing through, among other things, conducting and sanctioning GCS races. In furthermore of this supervisory and regulatory function, GCS has adapted the safety and completion rules set forth in this book. These rules as amended, supplemented or superseded are effective for the 2022 Grundy County Speedway unless otherwise expressly provided. All GCS members and all teams, race and series sponsors, as well as every other person participating or involved in any way in a GCS sanctioned racing event, shall be bound by these rules, as amended, supplemented or superseded from time to time and shall be responsible for compliance therewith. It is therefore recommended that you read this Rule Book carefully to assure your familiarity with the rules and regulations contained herein.

The rules and regulations that govern the activities of GCS are intended to assist in the orderly conduct of these activities and have been set forth to establish minimum acceptable requirements. No express or implied warranty of safety shall result from publications 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 guaranty against injury or death to participants, spectators or others.

### 2022 changes in red

#### ELIGIBLE MODELS & BODIES

1. Any 19XX or newer American made car with a wheel-base of not less than 108 inches. MAXIMUM TREAD WIDTH 62-1/2" measured with the referee
2. Cars with wheelbase longer than 108" must use wheels with a 4" offset, offset measured at the inside of flange to the inside bead
3. Thunderbird & Cougar body styles with 106" wheelbase are also legal, No Unibody cars, must be full factory frame, as well as cars with T tops, Sun roofs, or convertibles are not legal except Grundy Co. Speedway approved asphalt street stock body from AR Bodies with a 5" maximum height x 60" maximum width flat spoiler.
4. The engine must be the same make as the frame. Aluminum after- market body panels by Five Star, Performance bodies, or any other approved manufacturer is the only thing allowed.
5. Home-made roofs are prohibited. Home-made body panels must be stock appearing steel only.
6. All body parts must be Steel or Aluminum with the exception of the hood which may be the optional scooped composite hood Five Star p/n 601-3303 and the roof which can be Five Star bodies Monte Carlo 2 piece fiberglass roof and A- pillars Home-made panels. The only exception to above rule is the optional AR Bodies Grundy Co. Speedway approved asphalt street stock body (Camaro, Mustang, Challenger) and the new Five Star sportsman body.
7. Front wheels wells (inner liner) may be removed.
8. Stock floor may be replaced with 18 ga. minimum steel with full interior rockers. Stock trunk, floor, and wheel wells behind the driver may be replaced with .024 minimum steel before paint. (Mid-Am style)
9. Fire wall in stock location may be aftermarket 10 ga. minimum steel with foot protection bars from outside edge of door bars forward and curving into the frame is required (MidAm Sportsman style), also minimum 3 passenger side door bars & at least two upright bars between each door bar.

(Rule 8 & 9 new builds only)

10. All doors must be welded or double chained.
11. No modification to frame (you cannot shorten or add to frame, move or alter control arm, trailing arm mounting points, or move cross member) X bracing allowed.
12. Factory hood & trunk latches will be removed and replaced with pins or straps. Padding under hood must be removed.
13. Rear spoiler allowed 5" maximum height, 60" width Maximum width measured on the back side.  
NO WINGS OR WRAP AROUND SPOILERS. Maximum Height from ground to top of spoiler is 42 inches.
14. All glass (including headlight tail light, etc.) must be removed Except for the front windshield, Lexan windshield is legal.
15. Bumpers must extend the whole width of car, and be wrapped into sheet metal to prevent hooking, No extra bracing or plating of any kind, front hoop is allowed in front of radiator, 1-3/4" max diameter.
16. Front spoiler and lowest point of body may be no lower than 5" from the ground.

#### **CAR INTERIOR**

1. Dash board may be removed only if it is replaced by a roller dash hoop or bar.
2. Aluminum racing seat is required. Head area of seat must be braced from rear.
3. Racing seat belts (4 or 5 point) with a minimum 3" wide lap belt, 3" wide shoulder harness with a SFI manufacture date with in 5 years of each event.
4. belt anchoring must be bolted to cage and floor with plates with min. grade 5 bolts, nuts , washers
5. Shoulder belts must be installed per manufacturer's guidelines.
6. Window net required, and must be up and latched any time car is on track.
7. One stock position or wide angle mirror, side view mirror must be mounted in side car.
8. Steering column shaft must be collapsible.
9. Securely mounted fully charged fire extinguisher with a visible dial type gauge required.

#### **ROLLCAGE**

1. All cars must have a properly welded and constructed roll cage made of a minimum 1-3/4" x .095 wall tubing or equivalent, roll cage must have 4 uprights properly welded to frame, rollcage must have at least 3 bars on driver's door, and 2 bars on passenger door. Driver's door bars must have a 1/8" steel plate at least 18" high welded to door bars with minimum of 2 uprights between each door bar.
2. Roll bar must be located directly behind driver and close to roof of car.
3. Roll cage may extend through front firewall, but cannot reinforce the end of core support, rollcage must end behind core support with any bars behind radiator.
4. Rollcage cannot reinforce the bumper or body.
5. All cage construction and welding must be done in a professional manner, which will be inspected closely.
6. Rollcage padding required including pad on steering wheel.

#### **SUSPENSION**

1. Stock, American made O.E.M steering boxes and other steering components must be consistent with that model chassis and in stock location, No heim joints allowed.
2. Upper A-arms can be replaced with one piece tubular A-arms with bushing shafts only, mounted to original A-arm mounting pad in factory location (Mid Am style uppers). Maximum length of 9 inches from center of cross shaft to ball joint centerline.
3. Stock ball joints. After-market must maintain O.E.M. stock dimensions, Upper ball joints must be mounted on top side of control arm. NO MONO BALLS, NO LOW FRICTION BALL JOINTS.

4. Stock spindles must maintain O.E.M. dimensions & geometry, NO slotting or moving hole for tie rod end mounting, hole must be in stock location on spindle.
5. All springs must remain in stock location & may be no smaller than 5" I.D. and minimum 8.5" length. SCREW JACKS ALLOWED all four corners. **The use of spring buckets built with any type of angled degree will be subject to a 20# weight penalty. The 20 lbs of weight must be located centered behind the fuel cell attached to the frame. Ask tech official if you have any questions.**
6. NO Rear sway bar. Front sway bar may be mounted and adjustable (mid-am style).
7. Coleman hubs allowed in front, STEEL ONLY.
8. Minimum Frame height is (6) inches with driver seated in car. No other structures may extend below cross member i.e. lead ballast.
9. Lead ballast must be mounted on top of or side of the frame with ½" bolts minimum. No weight is to be hanging down below the frame.
10. Rear trailing arms must be O.E.M stock or OPTIONAL replica stock trailing arms from CRS Motorsports (608)781-3929 - Dan. Trailing arms must be the same length on both sides and maintain stock center to center mounting hole dimensions. All bushings must be made of same material on both sides. No mono balls or bearings, or offset bushings, trailing arms must be mounted in stock location.
11. Installation of any non-stock suspension part such as torque arms , or panhard bars is not allowed
12. No lightening of suspension parts
13. Street stock type racing shock allowed. (1 per wheel) NO REBUILDABLE, OR ADJUSTABLE SHOCKS ALLOWED maximum \$125.00 each. Front shocks may be heim joint shocks mounted mid-am style, rear shocks can use thread on adapter but must mount in stock location.
14. NO aluminum shocks. STEEL ONLY

#### **BRAKES**

1. Stock master cylinder mounted in stock location.
2. NO DUAL MASTER CYLINDERS
3. Stock O.E.M. American made cast iron calipers only, 2-1/2" maximum diameter pistons. No aluminum calipers
4. NO rear disc brakes allowed. Working brakes required on all four wheels
5. Hubs and rotors must be steel. NO LIGHTENING OF ROTORS OR ANY
6. BRAKE PARTS, exception; aluminum brake drums allowed.

#### **FUEL CELL & CONTAINER**

1. Fuel cell is required
2. Fuel cell must be located in trunk between frame rails as far forward as possible with 11 gauge steel minimum container around fuel cell. Fuel cell must be a minimum of 10 inches from bottom of cell to the ground with car on 6 inch blocks
3. Fuel cell must be mounted to square tubing that is welded to frame rails.
4. Fuel cell mounting will be vigorously inspected
5. All fuel cells must be vented with safety roll over valve
6. Fuel inlet cap must be mounted to fuel cell only, No quick fill inlets
7. All cars will have a steel or aluminum fuel line located outside the drivers compartment
8. Fuel, GAS ONLY. No alcohol or Oxygen bearing or performance enhancing additives. Which means no E85. Crate racing fuel or specialize race fuel is prohibited, verify with tech.
9. Rear firewall must completely seal trunk area from drivers compartment
10. NO ELECTRIC FUEL PUMPS.
11. The use of an Oberg fuel Shut Off valve installed in the fuel line coming out of the fuel cell within the first 12 inches from the fuel cell is mandatory.

## ENGINE

1. Engine cubic inch maximum 358 Chevy, 361 Ford and Chrysler
2. Stock production small block engines only, No 202 heads, straight plug heads only
3. Cam lift not to exceed .500 valve lift. NO roller cams. Engine must have at least 12 inches of vacuum at idle (1000 rpms or less) on tech inspectors gauge
4. Stock cast iron unaltered heads ( no porting, acid dipping, polishing, or gasket matching allowed)
5. Stock rocker arms and stock ratio only
6. Stock valve spring diameter. (1.250 inches) NO BEEHIVE SPRINGS
7. **Vortec heads allowed unaltered (906, 062), after market OE Engine-Quest heads will be allowed unaltered with OE valve size and combustion chamber cc.**
8. Engine must be of same manufacturer as chassis and body. NO ALUMINUM HEADS OR BLOCKS
9. Crankshaft must be stock cast iron or cast steel unaltered except for normal clean up and balancing, Cranks should not be gun drilled, contoured, or sculptured. Crankshaft minimum weight 50 lbs. Stock Stroke for block.
10. Oil pan must have a 1" inspection hole located on drivers side in line with 3<sup>rd</sup> or 4th rod journal of crankshaft which-ever is more accessible.
11. Flat top pistons required, No domed piston of any kind. Maximum compression on all engines is 10.1:1 measured by the track "WHISTLER" Compression will also be checked with compression gauge and not to exceed 200 lbs on techs gauge with 6 hits.
12. Connecting rods must be stock or magnetic steel only, NO "H" BEAM or ALUMINUM RODS
13. Stock factory cast intake & exhaust manifolds. No high-rise or open plenum intake manifolds. Optional factory aluminum or Edelbrock #2116 & 2101 or Professional Products Cyclone #52001 & 52007. Spec header Flow Tech # 11108 is optional. (no grinding, polishing or altering of any manifold)
14. Exhaust must be tight and leak free. Final 24" must be two inch inside diameter and must have no side exit outside of body. Must exit below floor pan behind driver, two outlets allowed.
15. Engine must be centered between frame rails, Maximum setback from top steering box mounting bolt measured to back of block mounting surface: GM 32", all others 33-1/2". Or 10" from center of gear box worm gear adjusting nut to center of first exhaust manifold bolt
16. Minimum crankshaft centerline height 13 inches (from ground to centerline of crankshaft) with car on 6 inch blocks.
17. Stock factory ignition only. 602 crate engines must use MSD PN 8727ct rev limiter set at **6300** rpm and located inside away from driver or outside driver compartment. This must also be visible from trackside while racing.
18. Chevy Crate (602) engine allowed. NO REBUILT ENGINES ALLOWED. Valve springs may be replaced with OEM style parts at installed height of 1.70" 195 lbs at open height of 1.270"
19. We are NOT making the 602 Crate Engine mandatory in 2022. The motor rules will stay the same for 2022 as they are in 2021.
20. **Crate engine intakes may be removed for tech inspection or dynoed.**
21. **If the need arises, crate engines will be dynoed through a GCS approved engine builder at the owner's expense starting in 2023 with certified dyno sheets made available to GCS tech/office.**

## CARBURETOR

1. Holley 350 cfm (0-7448) BOX STOCK two barrel is the only legal carb and 602 crate with box stock 4412 500 cfm. **Metering block must remain stock for out of the box carb.**
2. A 1" adapter plate or spacer may be used. (2) 1/8" gaskets only. One on top and one on bottom of spacer or adapter plate. **Spacer must have two cylindrical holes with no taper.**
3. Carburetor must be unaltered. (must retain choke horn, choke plate may be removed)

4. Carburetor must pass inspection with track tech tools
5. Two return springs mandatory
6. May use air box with maximum 2 ½" x 20" air box opening.

#### **BATTERY**

1. One 12 volt battery only (jell type highly recommended)
2. Battery must be securely mounted (no bungee cords)
3. Battery box must be used if battery is installed in drivers compartment
4. Battery mounting , box, and cover must pass tech inspection or car will not be allowed on track

#### **TRANSMISSION**

1. Stock automatic transmission only
2. Transmission must have working torque converter. 10", 11", 12" converters only
3. Extra transmission oil cooler is allowed
4. All gears must function with no direct drives, or couplers.

#### **REAR END**

1. The complete rear end assembly must stock for your year and make of car
2. Rear axle may be locked, posi allowed (no lightweight spools, carriers or gears) 25# weight break for the use of a spool. You may use a 7.5 Coleman full steel spool or mini spool only for the weight break.
3. No cambering of axle tubes, snouts etc.
4. NO traction compensating differentials, no traction control devices.
5. Steel drive shaft only, Driveshaft hoop 6" behind front u-joint required.
6. Moser steel axles highly recommended.

#### **WHEELS**

1. Seven inch maximum wheel width.
2. Steel wheels only. Minimum wheel weight 21 lbs
3. Oversize lug nuts required. Solid steel studs must be installed with correct press-fit, which means no welding of studs. Stud length must be at least flush with outside edge of lug nut
4. Coleman Steel front hub recommended
5. Non-metric cars must use 4" offset wheels. Metric car can use 3" or 4" offset wheels with the option of 2" offset wheels on one side

#### **TIRES**

1. Hoosier S800 on 7" wheels
2. All tires must be scanned tires purchased from the track tire supplier.
3. No tire softeners allowed
4. 4 new tires the first night then 1 new tire every night.
5. Cut tires replaced with a new tire is up to the discretion of the tech officials
6. All tires are scanned to your tire bank for future use.
7. Qualifying tires must be used all night.

#### **WEIGHTS**

1. Minimum car weight 3000 lbs non crate engine
2. Minimum car weight 2925 lbs (602) crate engine with 500 cfm box stock Holley carb
3. Cars that have NO Jack screws with springs, shocks & sway bar mounted in stock location may weigh 2900 lbs.

4. Left side weight maximum 56% for a non-crate motor and 57% for crate motor.
5. All weights & measurements are with driver in the seat. All weight behind rear tires must be installed with a minimum ground clearance of 11 inches, weight in front of rear wheels minimum ground clearance of 6 inches
6. Added weight penalties may be assessed according to any rule infraction

#### **DRIVER ATTIRE**

1. Complete SFI approved fire retarded driving suits and gloves are required
2. Snell SA 2010 or newer certification helmet
3. Head & neck restraints highly recommended
4. Fire proof shoes are recommended

#### **NUMBER ASSIGNMENT**

1. All cars shall be neatly numbered. Numbers must be a minimum of 18" high located on both sides of car and roof. A 6" number must be required on the left headlight cap or nose-piece. Roof number must face the passenger side
2. Advertising- nick-names etc. allowed. Any indecent and or profane lettering is prohibited.

#### **MISC.**

1. RADIO COMMUNICATION BETWEEN DRIVER AND CREW WILL BE ALLOWED
2. All rules will be checked & enforced by Grundy Co. Speedway Tech Officials
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by tech officials will be considered an admission of guilt and will be grounds for disqualification
4. Any interpretation or deviation of these rules are left to the discretion of the tech officials and review committee.

#### **NOTICE**

Non - compliance with the specifications outlined herein may subject the participant to disqualification, loss of monies and points earned at the event. Furthermore, Failure to present car for inspection when requested to do so, or refusal to take steps requested by tech inspectors will be considered an admission of guilt and will be grounds for disqualification. Owner/driver must provide tools to remove parts. Any interpretation or deviation of these rules is left to the discretion of Grundy County Speedway tech officials, their decision is final.