

Street Stock

STREET STOCK - 2020

RACECIEVERS AND TRANSPONDERS ARE MANDATORY

BODY

American made cars only.

No pickups, station wagons, or convertibles.

All Bodies must remain stock in all dimensions.

Must have stock appearing body.

Fenders must be trimmed for tire clearance.

Aftermarket bodies allowed, (Five Star, Performance Bodies Etc.) Must be approved by track. Body must be same as manufacturer as chassis, (Chevy on Chevy, Ford on Ford etc.) All bodies must have original body lines and be closed in the rear end. Body must conform to stock appearing or not be allowed to compete. Body must sit on frame in OEM position. Rear deck lid and hood heights must be same as stock dimensions. Window openings must retain stock dimensions.

Stock Steel Bodies are required to have stock steel hoods, roofs, deck lids and upper qtr. Panels. May run aftermarket stock appearing nosepiece and tailpiece. May still use aftermarket front fenders, doors and lower qtr. Panels, (from top of wheel opening and below).

ENGINE

Must be same as manufactures (Olds in Chev okay)

Stock cast iron block, intake and heads, Hydraulic or mech. Cam shaft only.

No aluminum heads, no turbo, or dart heads.

No ported intakes.

Stock transmission

Stock clutch

2 barrel cast intake

Stock production heads only.

If any numbers are grounded off or altered on head or intake, consider it illegal.

No visible after market performance parts.

1 5/8 inch Headers allowed.

Stock production 2-barrel carburetor or 4412 Holly two barrel optional.

Air cleaner may not protrude through hood.

No functional hood scoops.

Hood must fit tight on front and back.

Stock OEM ignition system.

No electrical fuel pumps, stock only, no pressure regulator.

Engine set back ok. #1 Spark plug hole even with ball joint.

If firewall has been altered, blow proof bell housing or ¼" plated floor board is acceptable as a scatter shield.

No aluminum blocks.

FUEL AND FUEL CELL

Must have fuel cell mounted with 4 cross straps.
Standard pump gas or racing gas permitted.
No alcohol. Methanol, or alcohol related additives.

ENGINE Option # 1 (602 Motor)

Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.

Weight 3000 (after race with driver)

These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads or Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.

The Only Seals allowed for competition are: Fastrak legal seals. Must be fastrak sanctioned legal. These sealed engines must not be altered, modified, or changed from factory specs. The sealed engines must remain intact and not 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 Princeton Speedway.

No Changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part on or in the engine.

No Vacuum Pumps. No evac systems of any type, including but not limited to the breather system style. Engine's Chevrolet Performance serial number, and when applicable must be clearly visible to tech inspection.

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Driver's finishing in the top 5 may claim / purchase the engine of any car finishing ahead of them. Claim fee is \$3800.00. Engine claimed will be just as it comes from Chevrolet Performance and will not include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system.

Stud Mount rocker only. No roller tip rocker allowed.

Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., Any manufacturer (Chevy, Ford, or Dodge). No double valve springs.

ENGINE SETBACK RULE

Engine must remain in stock location. #1 Spark Plug hole even with ball joint.

CARBURETOR RULES

Engine option #2 – 500 CFM 2 barrel only.

2 Barrel carburetor will be checked with go-no-go gauges top to bottom.

Either engine option may run 1" maximum carburetor spacer, .40" tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070" maximum thickness allowed. Engine option #1-will run 2 barrel carburetor.

All carburetors (for both engine options) must have conventional style floats along with needles and seats. No individual cylinder tuning or equivalent allowed.

All carburetors (for both engine options) must have conventional "Holley-style" straight or down leg boosters. No exceptions. No super bowl type carburetors allowed.

ENGINE Option #2 (362 Cubic inch Max)

362 cubic inch max, factory steel production blocks.

Weight 3100 after race with car and driver.

Factory OEM Heads. No dart or After Market heads. No aluminum heads.

Max Valve size: 2.02" intake, and 1.6" exhaust.

Stock OEM Intake. 2 Barrel intake only. No split intake. No porting or polishing.

Double valve springs.

No Bow-tie Heads Must be production Model must be OEM.

Must use OEM clutch. Minimum 10 ½".

Stock production 2-barrel carburetor or 4412 Holly 2 barrel optional / No Ultras.

175lbs Max compression.

TIRES AND WHEELS

Steel wheel only 10" maximum width, right front wheel should be reinforced.

Bead locks are permitted.

No extremely reversed wheels.

Must have at least ½" wheel studs, large lug nuts highly recommended.

No mud, snow, or all terrain tires are permitted. 10" tread width maximum.

Regrooving of tires is allowed.

Tires may not extend from under body. If more than 1" of tire protrudes, do not exceed 60-40-wheel offset.

CHASSIS

Absolutely no custom built or tube chassis.

Stock frames with stock type suspension in stock locations.

Stock means Stock.

GM may use 9" Ford rear end, Floater permitted.

No quick-change rear ends or quick change transmissions.

Rear end may be locked.

Any ratio permitted.

After market axles recommended.

Four-wheel disk brakes allowed.

No adjustable proportionary valve allowed.

Pan-hard bar is optional.

Coil spring cars will use springs, and leaf types cars will use leaf springs.

No coil overs. Must use Stock Mounted Shocks.

No weight jacks.

No traction devices allowed.

Unaltered wheel base.

Must have all forward and reverse gears.

Tubular non adjustable upper control arms legal. Lower must be stock in stock location.

ENGINE CLAIM

Engine Claim \$3800.00. Only top 5 finishing the feature event can claim engine. Claiming driver must have completed in at least 50% of the seasons races up to and including that night. Driver can only claim an engine in finishing position ahead of him, not behind him. Example, 3rd can claim 2nd, 2nd can claim 1st, etc. Driver being claimed may in turn buy the engine of the driver claiming his engine to ensure him of an engine to race with the following week, provided the engine he is buying will fit his car. A driver can only make two claims per season, but not claim the same driver's engine more than once. Penalty for refusing to sell a claimed engine is disqualification from that night's event, forfeiting all money and points earned that night, plus suspension from the next two race meets for the driver and the car. See track officials or tech inspector for list of items with engine claim Engine Claim for the 602-\$3800.00.