



Seekonk Speedway Street Stock Division 2009

Official Rules

1.0 Mechanical rules

1.1 NOTICE: When used in the rules, the term "stock" excludes all after-market products. "Stock" components must conform to original equipment manufacturer specifications and original cars' make and model. No alterations from stock components unless provided specifically for in the rules.

GM Crate Engine

The use of the GM Circle Track Engine P/N 88958602 is permitted in the Street Stock division but is not mandatory. See Crate engine rule.

1.2 ENGINE: Only V-8 standard production cast iron engine blocks permitted. Maximum displacement: GM & FORD - 358; DODGE - 368. Original bore and stroke combination must be maintained. No internal painting or chemical coatings of engine parts permitted. Only normal engine balancing permitted.

1.3 CRANKSHAFT: Only stock O.E.M cast or steel. Original stroke must be maintained + or -.015" Absolutely no lightening of any part of crankshaft permitted. Minimum weights GM-52 lbs. Ford-351W 52lbs. Mopar-54lbs

1.4 PISTON & RODS: Stock O.E.M rods cast or forged steel. After-market permitted. No billet, stainless steel or aluminum permitted rods must be OEM configuration to sizes, locations and appearance. Rod length must be stock for particular engine used. No lightening, beam polishing or exterior machine work allowed, except bob weight removal for balancing. When balancing the rods, one of the eight must remain untouched. Any rod bolt permitted. Free floating steel wrist pins permitted. Cast or forged 3 steel ring pistons only with all rings in place.

1.5 HEADS: Only stock O.E.M cast iron production. GM Vortec cylinder heads permitted as listed below. Multi angle valve grinding permitted providing all cuts must be centered off centerline of valve guide. The bottom cut not to exceed 1/2" into valve pocket. Maximum valve size 2.02" The intake and exhaust ports must remain in their original "as cast" configuration. Any sanding, polishing, relieving, grinding, chemical treating, abrasive-blasting alterations to the original form or addition of material to the ports or combustion chambers, will be declared illegal.

Optional cylinder Heads: World Products S/R Torquer.

Ford Motorsport M6049-L302. All stock rules apply!

GM Vortec P/N 12558060 valve size must remain 1.94 Intake & 1.50 Exhaust.

COMPRESSION RULE: All engines must have a maximum static compression ratio of 9.5:1 per each cylinder. Engines will be tested with a "WHISTLER" device checking combustion chamber volume. Inspection note: After inspection of engine for compression and displacement, a seal will be attached to engine. Two bolts towards center, on intake, on both sides of intake, must be drilled to accept seal. This is mandatory.

1.6 VALVE TRAIN: Screw in studs, guide plates, lifter valley baffles and rocker polylocks allowed. No stud girdles. Stock type (Stamped magnetic steel) roller-tip rockers permitted at any ratio. Any lift cam permitted. No roller cams. Cam buttons permitted. Stock diameter, double valve springs, may be used. Steel retainers only. Only Stock diameter flat tappet, straight barrel lifters (Hydraulic or solid) permitted. Only steel timing chains no gear or belt drive permitted. Vent tubes and oil screens permitted. Only Steel or cast aluminum valve covers permitted.

1.7 INTAKE MANIFOLD: Only stock two-barrel cast iron intakes permitted with no modifications. Option: Edelbrock Performer series intakes allowed. These intakes must remain as manufactured "Stock out of the box". Manifolds may not be altered, including bolt holes. No internal/external painting permitted. Only current designed intakes allowed (part number must be listed on outside). Approved part numbers are: Chevrolet 2101-2116, Ford 2181-2665-2750, and Dodge 2176.

1.8 CARBURETION: Holley #4412 or #0-80583-1 are the only carburetors eligible for use. You may change jets, remove the choke plate, change power valve, accelerator pump cam and accelerator pump discharge nozzles. Idle holes may be drilled in butterflies, air vents enlarged and metering plates are open. Choke horn may not be removed. No modifications to increase or change air flow permitted.

NOTE: Inspection procedure shall include, Venturis and throttle bores for specific diameter and standard bore finish and butterflies and shaft for specific thickness and shape. Screw ends may be cut even with shafts, but screw heads must remain standard. Boosters for specific size and shape, height must remain standard. Inspection tool: No-Go gauges spec's set by Holley. An adapter plate or spacer plate may be used Maximum of 1" in height plate may not be wedge shaped on either side, both top and bottom surfaces must be parallel. Port hole(s) must be vertical (90 degrees) to the surface with no beveling, tapering, or flaring. Only one gasket may be used of standard thickness.

1.9 IGNITION: Only stock OEM systems permitted, 8 lobe cam only. No timing adjustment knobs. No after-market capacitive-discharge, MSD or Multi Spark systems permitted. Module must look like stock OEM. Any coil, cap, rotor, condenser, wires and spark plugs, may be used. No other components permitted than what's listed above. Only one (1) 12-volt battery permitted.

1.10 AIR CLEANER: Any type filter with maximum height of 3" permitted. Carb hats, ducts, baffles or dividers will not be permitted on or leading to the air cleaner. Top and bottom of air cleaner must be completely steel or aluminum. Functional hood scoops not permitted. No cowl induction systems.

1.11 OILING SYSTEM & OIL PAN: No external oil filters permitted. No oil coolers. An after-market Steel oil pan is permitted. Must keep stock appearance. No kick outs.

1.12 MOTOR MOUNTS: Steel motor mounts may be used. Engine and mounts must remain in stock location. Minimum crankshaft height is 13" from center of crankshaft to ground, measured with driver. No engine plates.

1.13 PULLEYS: After-market belt pulleys are permitted. Belt Drive Accessories: Power steering pump, Alternator and Water pump must be driven off a V-drive belt system from front of engine only. P/S pumps may be after market.

1.14 EXHAUST: Headers permitted per these guidelines only. Headers must be for a Street Stock (cross-over type not permitted) with a maximum tube size 1-5/8" OD. No change in tube size permitted. Maximum collector 3". No merge or pyramid collectors. Maximum diameter of pipes is 3 inches. Exhaust may not travel through driver's compartment and must exit underneath car past driver. Equalizer tubes not permitted. Thermal wraps permitted. Only (2) mandatory mufflers must be used: model LOBAK RCM 12" LONG. Muffler must be attached to the end of exhaust system and be removable for inspections. Any tampering with mufflers will result in fines and suspension.

1.15 *COOLING SYSTEM: Radiator must remain in stock standard position. Any radiator may be used. Electric fans permitted. All cars must be equipped with an overflow tank located at the right rear of car. Water is the only allowed coolant. Aluminum water pumps permitted.

2.0 Drive Train

2.1 BELL HOUSING: 360-degree magnetic steel housing mandatory. No open bottom housings. 2" hole required for inspection of flywheel and clutch. Hole must be positioned on bottom.

2.2 CLUTCH: Stock replacement magnetic steel clutch permitted 10" minimum. Clutch cover and pressure plate must be completely STEEL. No trick or multi disc clutches permitted. Hydraulic clutch controls permitted.

2.3 FLYWHEEL: Stock manufactured Solid (magnetic steel) flywheel only. (Crate engine must use GM P/N 14088656 or 14088650 with no modifications).

2.4 TRANSMISSION: Must be stock manufactured through Ford, GM or Dodge. Only three or four speed types may be used. All gears forward and reverse must be in working order. No modifications or lightening of parts permitted. After-market shifters permitted, multi-Lever type shifter assemblies if used must not have any of the rods exposed to driver, sheet metal (22 gauge) must cover area. OEM manufactured automatics permitted with working stock torque converter all gears must be functional. Separate cooling system may be used away from the radiator located in the engine compartment.

2.5 REAR END: Must be OEM type assemblies. After-market solid steel alloy axles for race use is mandatory. I.D. of bearing minimum 1.531 Stock OEM replacement axles are not acceptable. Rear ends with C-clips must use C-clip eliminator kit. Rear end may be locked aluminum or steel spools permitted. No lockers or similar assemblies. Any gear ratio may be used.
Option: Ford 9" rear ends permitted with any chassis, when used with GM metric chassis upper mounting points must remain to original location on rear end and arm angle maybe changed. Center section must be steel.

2.6 DRIVESHAFT: Only steel driveshafts permitted. It is mandatory to use two 360 degree steel brackets, minimum of 2" x 1/4" positioned near each U-joint.
(Driveshaft must be painted white)

2.7 BRAKES: Only Steel calipers & rotors permitted. Drilling or lightening of rotors, drums, or calipers are not permitted. All brakes must be in working order. Adjusting proportioning valves are allowed from front to rear only. Four wheel disc brakes permitted.

2.8 CLUTCH & BRAKE PEDALS: After-market brake and clutch pedal assemblies may be used. The pedal assemblies with reservoir and cylinder may be located inside firewall area. Firewall may not be extended.

3.0 Chassis Specifications

3.1 CHASSIS: Any American made hard top with a minimum stock wheelbase of 104 inches, from 1970 and up. All chassis must remain stock. Reconstruction of chassis permitted from centerline of the rear wheels back. Construction must resemble stock. Minimum 2" wide by 3" high steel tubing must be used. No other modifications, alterations, or fabrications allowed, unless noted in rules.

3.2 *SUB-FRAME: On uni-body cars sub-frame connectors are permitted. Only bolt in types allowed that run straight back from front snout to rear leaf spring bracket. Tubing may be welded across connecting sub-frames, No part of roll cage can be welded to sub frames.

3.3 FLOORBOARDS: Steel minimum .031" Floors must retain stock position with passengers side allowed no higher then (3) three inches from original location. Floor must extend full length of driver's compartment (front to back firewalls) All door bars on R/S must be visible.

3.4 FIREWALL: Front may remain stock or reconstructed to original location. All holes in firewall must be covered. Rear firewalls on full chassis cars may extend forward up to main hoop bar behind driver and must slope downward to floor. Unibody cars must keep firewall to original location between inner wheel wells. All areas in the interior must be sealed from engine & fuel cell compartment. Sheet metal must be magnetic steel, minimum of 22 gauge (.031")

3.5 RIDE HEIGHT RULE: No lower than 4 inches for frame, body and ballast. (With driver)

3.6 BATTERY: Must be relocated behind driver in driver's compartment and enclosed in marine case or similar enclosure or behind driver in front of rear wheels under sheet metal forming firewall, no enclosure in needed here. Only one (1) 12-volt battery permitted. A master battery cut off switch must be located on dash panel within driver's reach; switch must be marked on/off. Switch must be located to center of dash.

4.0 Roll Cage

4.1 ROLL CAGE: Roll cages must have a four point symmetrical structure that fully extends from left to right equally. All major roll bars, including bars attaching the front hoop section to front roll cage, uprights and rear horizontal bars from back of main roll bar to rear section of chassis, must be made from seamless mild or DOM magnetic round steel tubing, minimum 1-3/4" OD .090" wall thickness. No black iron or water pipe permitted. The main roll bar (behind driver) must be a continuous length of tubing with each end welded perpendicular to the top of the chassis or floor (1/4" plates). The roof bar must extend forward from the outer edges of the main roll bar and may not be offset to the chassis. The roof bar must follow the contour of the windshield as it bends across the front and maintains a close distance to the roof. A center line roof bar must be welded from the main roll bar forward to the roof bar or from the right rear corner to the left front corner. A center windshield bar is highly recommended. Vertical vent window bars must be used in door area. Four door bars required in each door area. The driver's side must be horizontal and equally spaced with six vertical bars connecting each horizontal bar. **The placement of left side driver support plates is mandatory. Solid steel plates of 0.125-inch (1/8") must be either inside, outside or between horizontal door bars. Door plates must be bolted or welded in place.** All roll cage bars must be padded, anywhere within driver's reach. See diagram.

4.2 PROTECTION BARS: To protect driver a vertical bar in line with driver's shoulder, must be placed inside driver's side window area. A second bar, or bars, must be added near driver's feet: 1 3/4" tubing (See diagram for locations)

4.3 SEAT & SAFETY BELTS: The following is recommended, Seat belts should use a minimum 5-mount harness, securely fastened to roll cage or chassis, with minimum 3/8 bolts. Belts must be no less than 3" wide unless HANS device is used, then 2" wide belts may be used. A quick release mechanism must be fastened to lap belt. The shoulder harness must be attached to roll bar behind driver's head, and should be no lower than driver's shoulder height. Y-Type shoulder harness NOT permitted. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding side to side. A center crotch belt must be used and mounted to lower seat frame. Safety belt manufacturers date must not exceed four years. Belts with no date will not be eligible for use. It is recommended that all drivers use head and neck restraint devices. It is mandatory to use a custom manufactured HIGH BACK (for racing), Aluminum seat. Back and side supports must be no less than .125" thickness. Bottom and top head support no less than .100" No holes permitted in seats for weight reduction. Seat must be securely fastened with four bolts (min. 3/8) with large washers at the bottom, and two at the top of seat to roll cage. Seat must be located inside chassis rails and cannot be moved back further than the trailing edge of door.

4.4 STEERING: One piece steering shafts not permitted. It is Mandatory to use two u-joints on the steering shaft, unless collapsible shaft is used. Connection at steering box must be changed to a solid U-joint, (no rubber). A quick release coupling on steering wheel is mandatory. Center of steering wheel must be padded with 2" fire resilient material.

4.5 WINDOW NET: Mandatory, ribbon or mesh type only. Must be hinged from bottom with quick release buckle or lever type latch.

5.0 SUSPENSION

5.1 *JACKING BOLTS : Permitted at any wheel with coil springs.

5.2 LEAF SPRINGS: Steel springs only. Springs must remain in stock mounting position. Bushings may be after-market. Lowering blocks are permitted. Shackles may be adjustable and no longer than 8" inches (bushing to bushing). Slider mounts permitted.

5.3 *COIL SPRING SUSPENSION: Jacking bolts or spacers permitted with any coil spring. Front A-frame

mounts must remain stock in original position. Spring buckets may be fabricated and installed above rear springs using jacking bolts, fabrication must be on top of existing factory coil spring location. Crossmember between spring plates may be altered, removed or replaced. All coil springs must be 5" minimum diameter. Upper and lower trailing arms may be altered or changed. Maximum trailing arm lengths, upper 18-inches / lower 24-inches. If lower arms are relocated closer to driver, ¼" steel plates must be positioned in front of arm to divert travel downward if connection is broken on driver's side only. Steel heim joints, mono-balls or similar connections allowed. Trailing arm locations on chassis, and lower mount on rear end may be changed. Upper mounts on rear end must remain to original location. Pan hard bar permitted behind rear end only. Placement off pinion not permitted.

5.4 *SHOCKS: No coil, air, adjustable, rebuildable or chargeable racing shocks. Only steel body and shafts. Shocks must have visible make and model label. Shocks may be relocated. Shock extensions permitted. Shock price rule: Maximum price of shocks \$70 ea. This is original suggested, retail price in 2009-catalog.

5.5 SPINDLES: All cars may use after-market (cast steel) replacement spindles that will adapt stock rotors, calipers and steering components.

5.6 FRONT SUSPENSIONS: A-frames, A-frame mounts, and steering components, must remain stock and may not be altered or moved from their original locations. After-market bushings may be used in suspension, but must not alter placement. Sway bar must be in one piece form, stabilizer links on sway bar may be changed. No adjustable front mounts on sway bar. Tie rod ends must remain stock. Option: After-market steel tubular upper A-frames permitted. A-frames must be one piece frame with steel cross shaft, lengths may be different. No adjustable frames. Mounting points must still remain unaltered and in stock location. Ball joints may be screw in or bolt (steel only).

6.0 Gasoline and Fuel Cell

6.1 FUEL: Only automotive gasoline may be used. Gas shall not be blended with alcohol, ethers, or other oxygenates and shall not be blended with aniline or its derivatives, or nitrogen containing compounds. All fuel will be randomly tested.

6.2 FUEL CELL: The use of a fuel cell is mandatory, 22 gallons maximum. The fuel cell must be mounted to the center of the chassis and be no lower than 10" from bottom of fuel cell to ground. Fuel cell must be encased in steel container of no less than 22-gauge steel. Minimum of (3) steel braces must be used under fuel cell going from front to back of cell and two braces on top for support. A crash bar must be mounted at rear of vehicle to protect fuel cell 1 3/4" tubing. Crash bar must utilize four vertical braces. No bars above rear bumper

6.3 FUEL LINE: From carburetor to fuel cell must travel in a safe manner under car. A shut off may be installed with the handle only showing in the driver's compartment. Only a steel fuel filter may be used. No electric fuel pumps. The use of a fuel check valve (Vacuum type) and standard check valve on vent is mandatory. Vacuum check valve manufactured by Fuel Safe.

7.0 Body Specifications

7.1 BODY: From 1970 to 1988. Bodies must be **STEEL ONLY** and of the same make and year as the original chassis. Steel duplicate body panels are permitted, but should be recognized as a factory production vehicle. **All bodies must keep their stock dimensions and angles.** Rear deck lids need to angle downward and rear quarters must retain a close contour to stock.

No straight decks or sides permitted. No chopping, sectioning, or channeling allowed. Aluminum rocker panel skirts permitted 4" maximum height. Body must cover all four tires. All cars must have a full dashboard in front of driver. Hood Option: After-market Fiberglass/Aluminum hoods permitted. Air cleaner must remain under hood, no holes and no air boxes. Hood must be tight to windshield.

7.2 SPOILERS: Rear mounted spoiler on trunk deck may be used. Maximum of 4" in height and must not travel past edges of body. Base may not be extended from trunk. Ends of spoiler may not be boxed in and no forward mounting brackets. Clear Lexan only.

7.3 RUB RAILS: Maximum diameter 1". Rails must be mounted directly to body between the front and rear wheels only. No exposed rails are allowed behind rear wheels. No extensions are allowed off rails. Only one per side no higher than center of wheels. Ends must be tapered back and capped. Only round head or counter sunk bolts may be used to fasten bars.

7.4 WHEEL OPENINGS: May be cut back 3 inches only, and must be rolled under. No sharp edges. Tires must be covered under body.

7.5 FRONT & REAR BUMPER: Front & rear bumper covers are mandatory. Headlight area must be enclosed to the top of bumper. Aluminum or plastic may be used. Only stock automobile type bumpers permitted or fabricated tube bumpers may be used with fully enclosed nose or tail covers. **Bumper height must be 16" to center**. Bumper ends must be capped if cut, and connect to body. No sharp edges. Front and rear bumper ends must be attached to body. No bumper over riders on front or rear unless between bumper and body and out of normal site. The use of after-market rubber nose and tailpieces are highly recommended and may be interchanged between years and manufacturers. A tow chain hoop is recommended on front and rear. Chain must be bolted directly to bumper and must be minimum 3/8". Do not use carriage bolts. Only high-grade bolts permitted.

7.6 WINDSHIELD: All glass must be removed. Windshield must be replaced with clear Lexan, 1/8th inch minimum. A minimum of two straps, 1 inch by 1/8th inch, must be installed inside to center of windshield for support. Straps must be bolted to roof panel and dash panel. Rear quarter and side vent windows permitted (vent window must not pass by top of windshield) rear windows may be used. All Lexan must be clear type no shading to front and rear. No stickers blocking view permitted.

7.7 CAR NUMBERS: All cars must have numbers on doors and roof. Roof numbers must face passenger side of car, and be a minimum of 18 inches in height, and 3 inches in width. Numbers 3" in height must be placed on right side to top corner of windshield and rear corner of car. Only track issued numbers may be used. Gold or silver paint not permitted.

8.0 Tires and Rims

8.1 WHEEL STUDS: Minimum diameter is 1/2". Studs must extend even with, or beyond nuts. Oversized magnetic steel lug nuts are mandatory on all four wheels.

8.2 WHEEL SPACERS: are not permitted.

8.3 *WHEELS: Any Steel 15" x 7" wheel. Minimum weight 21 lbs. Offset must be the same from left to right. Maximum tread width 72" inches from out side of tires at spindle height. Pressure relief valves not permitted.

8.4 TIRES: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments allowed. Strictly enforced! Tires will be subject to durometer testing.

9.0 Weight Rule

9.1 WEIGHT: Weight will be determined at track scale by right side weight only. Driver must be sitting in drivers seat in full racing suit with helmet. Minimum right side weight will be 1,400 lbs. No fluids or solid weight may be added after race. Any dislodged weight cannot be added after race. All weights must be securely mounted in two places, directly to the frame, or plated below the floor. Using at least two 1/2" diameter bolts. Weight must be in solid block form. No more than 3" away from main frame rails to outside of car. Uni-body cars, Camaro/Firebird, etc, may not put weight into rocker panels. 3" will be measured from rear frame in front of rear wheels. Ballast behind rear wheels must be mounted off 2" x 3" steel box tubing supported off frame. No weight is permitted inside driver's compartment of car. No weight shifting devices.

NOTE: All added weight to car must be painted white.

Heights: All heights will be measured with driver in car, including 4" frame height, 13" crankshaft height, 10" Fuel cell height.

Mirror: One mirror may be used maximum size 4". Mirror if used must be on the left side of driver, and may not extend outside body.

Mandatory scanner rule is in effect per general rules.

*Indicates changes from 2008 rulebook.

Crate engine option

The GM crate engine can be purchased from any GM dealer. All engines before they are eligible for use must be sent to the tracks designated engine builder (Nat's Racing Engines) to install the tracks inspection seals. The base engine (P/N 88958602) is listed in GM's parts catalog with a service parts list. No parts can be altered or replaced with any other manufacturer, or another GM part number, that does not belong to the engines parts list. Valve covers may not be replaced. The seals from GM and Seekonk Speedway may not be removed or tampered with in any way. The carburetor and spacer plate purchased from Nat's racing engines for the Crate engine, can not be replaced with another. They are marked components that may not be modified in any way. You may only change the jets, power valve, and accelerator pump cam. THAT'S ALL ! The Speedway will have its own carburetor on hand and you may be asked to exchange your carburetor during any event. We are committed to this program and the future of its success. If the speedway discovers that any competitor tampers with their crate engine, the Race Director will impose strict penalties, up to and including the loss of all points, and confiscation of their motor, or indefinite suspension. We thank you again for your participation. Enjoy your racing this year.

Questions regarding this engine package contact Nat's racing engines 508-336-4142

CRATE ENGINE CARBURETOR: Holley #805401. You may change jets, change the power valve, and accelerator pump cam ONLY. No modifications to increase or change airflow permitted. All carburetors are marked components with serial numbers, and internal markings. Any changes found to be illegal fall under General rule 12.E. No "airflow" control devices may be used in air cleaner. NOTE: Inspection procedure shall include venturi(s) and throttle bores for specific diameter and standard bore finish. Butterflies and throttle shaft for specific thickness and shape. Boosters for specific size and shape, height must remain standard. Inspection tool: No/go gauges specs set by Holley.

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