



Eagle River Speedway Street Stock Rules

Email the track with your questions trackoffice@eagleriverspeedway.com.

Rules Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of race officials. THEIR DECISION IS FINAL.

Contact Eagle River Speedway with any Questions regarding rules!!

Bodies

A. Steel bodied

B. Inter-marriage between manufactures allowed.

External body must be stock and in stock location. **After-market bodies allowed.**

Boxed-in cockpits allowed; must be flat and no higher than top of doors. Internal panels may be removed for roll cage.

D. Brake and throttle pedal, steering wheel and master cylinder must be in stock location. NO extensions of any kind allowed on pedals.

E. No wedges, foils, rudders, wings or pieces may be added or built that are specifically designed to deflect, trap or form a wind break of any nature. No rear spoiler. Side skirts allowed: max. 6" material with a 4" ground clearance; can be plastic, aluminum or steel.

G. No side-window enclosure.

H. Must have screen or bars in front of driver.

I. Aftermarket nose allowed: must be a minimum of eight (8) inches off the ground. Nose must look stock appearing when mounted and must be in stock location. No wedge shaped nose allowed, no homemade nose allowed, no Super Stock or Late Model style nosepieces allowed. Plastic allowed behind front bumper and in front of rear bumper (no lexan). No air dams allowed below front bumper. No part of car can stick past or through molded nosepiece.

J. Rear firewall between driver and fuel cell must be made of steel or aluminum.

No plastic allowed.

Weight

Total weight minimum of 3,200 pounds with driver after the race. (50 lbs Weight break for American Racer Tire)

Frames and Suspension

A. All front and rear suspension must remain stock. All suspension parts must match frame. No altering of suspension allowed. Stock passenger car spindles and hubs only. No lightening or grinding of any suspension part allowed. Spindles, rotors, calipers and bottom A-frames must match chassis being used.

B. Must use stock-type bumpers. Bumpers may be aluminum. NO sharp edges allowed.

C. Any shock absorber may be used as long as it mounts on the stock upper and lower mounts. No modification allowed on shock mounts, and mounts must be in stock location. No tie rod end, heim end or aluminum shocks allowed. One (1) shock per wheel for a total of four (4) per car. No coil-over shocks allowed. No spacers of any kind allowed. No remote or external canister type shocks allowed.

D. Springs must be in the stock location and position; stock spring hangers only. Any 4-1/2-inch minimum diameter spring allowed front and rear. No adjustable shims allowed. Steel shims allowed in rear only. Rear shims may be removable; shims do not have to be welded. Must not be adjustable. No weight jacks allowed. No added traction devices allowed. Leaf springs must be stock or replacement; must use original mounts; no adjustable shackles allowed. Lowering blocks allowed on leaf spring cars only. Lowering blocks must be steel.

E. No aftermarket brake systems allowed. Steel components only. Brakes must be operating on all four (4) wheels and must lock up all four (4) wheels.

- F. No rack & pinion steering; no independent rear suspension.
- G. Tubular upper A-arms allowed. Must be steel, must have stock or stock replacement cross shaft. Stock or stock replacement 4-bolt ball joints only! No heim joints. Frame mounts must be stock and in stock location.

Tires & Wheels

- A. E-Mod H-40, American Racer G-60 (50 lbs Weight break for American Racer Tire), **Wissota 35 or Comparable Racing Manufacturer tire** can to be used on all four corners of the car. Siping, grooving and grinding are allowed. There will be no defacing or altering of manufacturer identification marks or numbers on the tire. No softening of tires is allowed.
- B. Steel wheels only, up to eight (8) inches allowed.
- C. Wheel spacers or adapters allowed; 1-inch total thickness. May be aluminum.

Transmission

1. OEM automatic transmission only. All components must be replaceable by OEM components and in stock location. Torque converter must be a steel case functional torque converter with all elements with a minimum of 10-3/16" outside diameter. Converter must have a 1/8" drain plug on outside of converter.
2. Driveshaft hoop is required and must be constructed of at least 1/4-inch by 2 inch steel and must be mounted no closer than 5" nor further than 9" back from the center of the front U-joint. No chain driveshaft hoops allowed. Driveshaft must be a minimum of 2 inch diameter, steel and painted white, and must be conventional slip yoke design.

Engines

No intermarriage of engines [G.M. for G.M., Ford for Ford, etc., only].

- A. No aluminum or aftermarket blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that wasn't produced as a 4 bolt main into a 4 bolt main block. No grinding or polishing of any kind allowed to block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only.
- B. All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. No marine parts. Absolutely no strokers.
- C. The maximum engine over bore permitted will be .040 on the 360 Chrysler engine. On Chevrolet, Ford and 340 Chrysler, the maximum over bore permitted will be .060. Stock-type flat top or dished pistons only. Pistons must be below deck on all engines.
 1. Chevrolet engines will be permitted a maximum displacement of 360.4 c.i.d.
 2. Ford engines will be permitted a maximum displacement of 362 c.i.d.
 3. 360 Chrysler engines will be permitted a maximum displacement of 367 c.i.d.
- D. Distributors. Stock O.E.M. distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual-point distributors allowed. Any coil used must fit in

stockcap and must use stock coil cover. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines. Adapt-A-Cap is allowed.

E. Stock cast iron two or four barrel intake manifolds only.

F. Cylinder heads O.E.M. only; no angle milling allowed.

1. No angle plug, vortex or camelback heads or comparable camelback heads allowed on Chevrolet.

2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time.

3. No porting, polishing, grinding or port matching allowed at any time. Valve seats may be ground no further than 1/4-inch below top of the seat.

4. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler. No 1.6 exhaust valves.

5. Stock ratio rockers only; no fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. No guide plates allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers except oil hole may be deburred.

Valley pans allowed.

G. Camshafts

1. Hydraulic camshafts and lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters.

2.

H. Stock cast iron exhaust manifolds allowed. No center-dump manifolds allowed on Chevrolet. No other after-market or reworked manifolds allowed. No headers allowed.

I. One (1) radiator only; must be in stock location. Aluminum radiator allowed.

J. No crank trigger ignitions allowed.

K. Stock Fuel Pump

L. Starter must be in stock location.

M. Crank scraper not allowed.

Carburetor & Fuel

A. Carburetion will be limited to one (1) stock Holley 500 CFM 2- barrel, part no. 4412, with a 1-11/16-inch throttle bore. No grinding or polishing of any kind allowed. No milling or grinding of throttle shaft allowed. Shaft must stay round. Choke can be removed but NOT the air horn. Must have stock measurements.

B. Adapter plate - maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and-three-eighths (1-3/8) inches. Maximum gasket thickness is 3/8 inch, spacer must have two holes and be one-piece. No high-performance adapters allowed.

1. Devices below carburetor designed to increase the flow of air are not permitted.

C. Fuel must be pump gasoline only. 10% ethanol-enriched gasoline may be used. No alcohol; no nitrous oxide, or nitro; no nitrous devices allowed. No methane or propylene oxide allowed.

D. No electric fuel pumps allowed. No belt-driven fuel pumps allowed.

E. No piston type fuel pumps allowed. Must be stock diaphragm type.

