

# 141 SPEEDWAY

## 2010

### STREET STOCK RULES

IT WILL BE THE CAR OWNER AND/OR DRIVERS RESPONSIBILITY TO READ AND FOLLOW THE RULES IN THIS BOOK. IF YOU DO NOT UNDERSTAND WHAT IS WRITTEN, PLEASE CONTACT A TRACK OFFICIAL FOR AN EXPLANATION.

141 SPEEDWAY HAS THE RIGHT TO INTERPRET AND EXECUTE THE FOLLOWING RULES AS THEY SEE FIT FOR THE GOOD OF THE ASSOCIATION AND RACING IN GENERAL.

141 Speedway Officials will decide on rules with assistance from the Rules 141 Speedway Promoters as needed. Anything not covered in these rules will be considered illegal unless otherwise approved by 141Speedway.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF 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 guarantee against injury or death to a participant, spectator or official.

141 Speedway officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

#### 1. RULES

- A. Any car found not to be within the rules may (or may not) be allowed to race that night, it is illegal and shall have one week to repair and get re-inspected before competing again. If it is not repaired, it does not compete.
- B. The officials may pick, at random, at any time, any car for an inspection. This also includes checking the top six in the feature.
- C. If car is found to be illegal after the feature, corrective action will be taken, which may result in losing your position.

**2. ELIGIBLE MODELS** A 1960 or newer sedans or hardtops. B No Camaros Firebirds, station wagons, convertibles, jeeps, suburbans, vans, pickups, El Caminos, Rancheros or similar vehicles will be allowed. C No front wheel or four wheel drives allowed.

#### 3. WHEELBASE

- A. 108" minimum as listed by the manufacturer. Measure from center of lower ball joint to center of the rear axle. Maximum 1" variance allowed.

#### 4. WEIGHT LIMIT

- A. NO CAR MAY WEIGH LESS THAN 3,200 LBS.

#### 5. FRAME

- A. Must be stock.
- B. Frame may be reinforced for safety only.
- C. Frames may be ( X ) 1 ¼" diameter, minimum .095" thickness. Side rails may be plated where open.
- D. Front cross member must remain stock.
- E. Design may not be altered except frame rails behind rear spring pocket maybe cut and fabricated with 2" x 3" x .095" square tubing.
- F. Unibody cars are okay and may be reinforced, but must retain the full unibody floor structure. Consult a track official or inspector regarding the special requirements of a unibody type car.

## **6. ROLL BARS**

- A. Four point roll cages are required and must be constructed of a minimum of 1 ¾" X .095" round steel tubing. Roll cage must be welded to frame and gusseted.
- B. No cast iron pipe or exhaust tubing. No offset cages.
- C. ( 141 Speedway ) Rear main cage hoop maximum set back 41.0" to the front of the bar from the center most forward part of the roof. Also, see IMCA stock car rule.
- D. Driver's head must not protrude outside of cage with helmet on.
- E. Two front support bars may extend forward from the cage to the frame.
- F. Rear support bars may extend to the cage in the rear from the frame.
- G. Roll cage must have one bar side to side at dash level and one bar side to side behind driver's seat at shoulder height.
- H. Halo bar must have one cross bar running either front to back or diagonal made of 1 ¾" x .095" wall steel round tubing.
- I. There must be a minimum of 3 bars in the driver's door (4 recommended) and 2 bars in the passenger's door. In addition, need 2 bar's connecting from the lower driver's door bar to the frame.
- J. Steel plates required in the driver's door, mounted on the outside protection bars, but inside of body panel skin. Plates must cover the entire driver's door bars. Minimum 1/8" thickness.
- K. Door bars and protective plate must fit flush with the outer door skin.
- L. Vent window bars required on both sides. Left vent window bar must be no more than 4" forward of the intersecting point of the left vertical front post and halo hoop, and must be perpendicular to the upper door bar.
- M. Radiator protection bar may be added outside the car body on the bumper and may be constructed of 1 ¾" x .095" or smaller tubing and be no wider than the front frame rails and no higher than the hood.
- N. Left foot protection bar mandatory between the main hoop and the frame.

## **7. SUSPENSION AND STEERING**

- A. Only stock design components may be used and all parts must match frame.
- B. Steering shaft must have 2 U-joints or be collapsible style.
- C. Springs must be a minimum of 5" diameter.
- D. Non-adjustable type spring spacers allowed. No lowering blocks allowed. No screw jack type devices allowed.
- E. Only one (1) shock per wheel mounted in original factory position. Shocks must be steel, stock or O.E.M. type, no heims, adjustable or screw on ends.
- F. Rubber bushing replacement – Stock or neoprene bushings allowed.
- G. **NO OFFSET OR BEARING TYPE (MONO BALL) ALLOWED.**
- H. Leaf spring cars may have non-adjustable lowering blocks in stock location. No offset pins.
- I. Front upper control arm may be replaced steel tubular drop-in replacement, one-piece control arm of stock length, plus or minus ½" of stock length using stock ball joints. No aluminum components allowed.
- J. Rear control arms must remain stock lengths. No cutting or shortening. No re-drilling holes to alter length. ( Metric cars with metric rear ends must follow rear end rule ). May plate to strengthen.
- K. Quick steers not allowed.

- L. All cars may use up to a 1" wheel spacer. When using wheel spacers, wheel studs must be changed 5/8" X 2.0". Exceptions may be approved by Division Rep.

### **8. REAR END**

- A. Must remain stock factory OEM rear-ends to parent manufacturer.
- B. Chevy metric cars may use full size Chevy rear-ends. When installing the full size rear-ends in the metric cars the lower arms may not be cut or altered, the upper arms may be cut and re-welded to 10 1/4", center of hole to center of hole.
- C. Rear-end yolks must remain in a neutral stock position.

### **9. BODY**

- A. Stock factory body and after-market steel rear lower quarter panels, steel doors, steel front fenders, plastic nose and plastic tail / rear bumper cover allowed, ( No fiberglass )
- B. Body repairs must not alter the stock appearance.
- C. Stock bumpers may be reinforced. Must have both bumpers to race. Bumpers must be stock steel. Bumper ends must be bolted or welded to the body (not trimmed or cut) to prevent hooking of another car.
- D. Max twin tube front bumpers are permitted, must be 1 3/4"D x .095"T. x As wide as stock bumper.
- E. Exterior rub rails may be added but be no larger than 2"x 1" tubing and the ends must be trimmed and closed off at a 45 degree angle and contain no sharp edges. Rub rails must be securely bolted or welded to the body or roll cage. On doors only, may run lexan rub rail no more than 6" tall and only protruding out 1" from door.
- F. The rear quarter panels behind the wheels may be reinforced with steel tubing, but that reinforcement must be welded to the frame.
- G. Fender edges must be rolled under. No sharp edges.
- H. Stock interior floor must remain in place.
- I. The full stock front firewall must remain in place and any holes must be patched and sealed.
- J. Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory-appearing manner with 20 gauge (.0359") thick steel plate. Right side of floor may be no higher than the drive shaft tunnel for muffler clearance. (Drive shaft tunnel does not mean transmission bell housing)
- K. Rear firewall must be installed. There must be a firewall below rear window with 20 gauge steel.
- L. Trunk floor, inner and outer wheel wells may be removed, must have rear compartment firewall sealed with 20 gauge steel, any part of rear wheel well in front of the rear fire wall must be intact.
- M. All interior sheeting must provide for the easy exit of driver through either side of vehicle.
- N. All cars must have tow hooks front and rear (looped chain okay).
- O. Spoilers may be added but cannot be larger than 6" from base to tip. May not exceed width of trunk lid and no side or sail panels.
- P. Doors must be securely welded or bolted. All rust damage on bottom half of door may be patched with 20-gauge steel and may not exceed bottom of frame rail.
- Q. Stock hood and trunk. Latches must be removed and replaced with hood pins. Back of hood must be completely sealed down. Hood scoops, non-functional only, to be no larger than 2"x 24"x 24".
- R. Must have hood and trunk lid to start each race.
- S. No window glass allowed. Minimum of 3 bars in front of driver's cockpit. ( OR ) Windshield screen covering all of windshield area required. Stainless steel windshield screen is recommended but not mandatory. Windshield screen must be no less than .063" for mesh larger than 1/2" or no less than .035" for 1/2" or smaller mesh (no larger than 1" mesh screen allowed), to cover entire opening with three upright braces top to bottom of 3/8" or larger solid rod. Front screen bars to be one bar in the center of the window and other two bars evenly spaced on either side of the center one
- T. Stock plastic and cast grills must be removed. May be replaced with screen or expanded metal. Stock or after market plastic nose and tail allowed.
- U. All chrome, plastic trim and mirrors must be removed.

## **10. INTERIORS**

- A. All flammable materials must be removed.
- B. Dashboard and stock seats must be removed.
- C. Aluminum racing seat and safety gear must be installed as per manufacturer's requirements.
- D. Seat must be mounted to frame or roll cage.
- E. NO mirrors allowed.

## **11. TRANSMISSION**

- A. Stock unaltered automatic transmission and torque converters only.
- B. Torque converter minimum diameter is 10 ½". No air cooled torque converter.
- C. Must match same corporate family as chassis.
- D. Transmission cooler must not be in drivers' compartment.
- E. No lock up converters allowed.

## **12. DRIVE SHAFT**

- A. Steel drive shaft only.
- B. A 360 degree steel drive shaft hoop located within the first 6-12" behind the front U-joint and bolted through the floor is required.
- C. Drive shaft MUST be clearly painted white.

## **13. DIFFERENTIAL**

- A. Must be in same corporate family as chassis.
- B. Must remain stock, except it may be locked. Posi-traction rears okay.
- C. No aluminum parts.
- D. Racing axles allowed.

## **14. FUEL TANK**

- A. Stock tank must be replaced with an approved racing fuel cell (no bottom draw fuel cell). Maximum 22gallon cell.
- B. All tanks must be mounted in the trunk area in any location between the rear frame rails of the car.
- C. Fuel lines may be under the floor with adequate protection.
- D. If in driver's compartment, fuel line must be run through a continuous piece of metal conduit (no splices) and is sealed at both ends
- E. Fuel cell must be enclosed in a minimum 22 gauge steel box and strapped with a minimum 1" x 1/8" steel strapping, two straps in each direction.
- F. Trunk may be removed but fuel cell must be mounted with at least ( 2 )1" x .095" square tubing between frame rails.
- G. Minimum clearance to ground is 12" from bottom of tank. A fuel cell protection bar must be behind the fuel cell and must be as low as the fuel cell. The bar must be made of at least .065 tubing.
- H. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a rollover.
- I. ( Mandatory ) to check fuel cell cover gasket, rollover valve and for leaks annually.

## **15. WHEELS**

- A. All wheels must be steel racing design. Maximum width 8".
- B. All wheels must have oversized racing type lug nuts 1.0".
- C. Minimum wheel stud diameter 1/2".
- D. Spacers allowed. All cars may use up to a 1" wheel spacer. When using wheel spacers, wheel studs must be changed 5/8" x 2.0". Exceptions may be approved by Division Rep.
- E. No dual bolt patterns wheels.
- F. ( **Optional** ) Right rear wheel only: bead lock wheel, mud plug and bread lock / trim ring.
- G. Dzus fastened mud cover not allowed.

## **16. BRAKES**

- A. All cars shall have stock type unaltered operational brakes on all four wheels.

- B. No brake shut off devices.
- C. No adjustable proportion valves.
- D. One stock type master cylinder.

### **17. TIRES**

- A. D.O.T. approved 70, 75 or 78 series 15.0" tires only. Maximum size L-70 or P255/70.
- B. Original tire size marking must be visible upon inspection.
- C. No truck, snow or aggressive mud tires marketed as LT 70, LT 75 or LT 78, etc.
- D. 15.0" Racing tires allowed
  - A. Good Year tires numbered D3264, D2599, D3268, D2342 or D2345
  - B. Hoosiers 500 or G60
  - C. Old IMCA American Racers G60 tire.
  - D. No sipping, shaving, softening, or recaps.
  - E. Sanding and grooving allowed.

### **18. BATTERY/ELECTRICAL**

- A. Battery may be in the trunk between the frame rails.
- B. Battery may be moved to the driver's compartment ( must remain behind the driver's seat, completely enclosed in a marine type battery box or steel metal box and cover, minimum 20 gauge and securely mounted ).
- C. Positive terminal must be shielded.
- D. Cables must be color-coded as follows: (+) pos. Red and (-) neg. Black.
- E. Mandatory ignition switch must be clearly marked on/off and must be in easy reach of the driver.
- F. A battery disconnect switch in car is highly recommended.
- G. Only one 12-volt battery allowed.
- H. Factory type ignition, no Multi-spark discharge or mags. Rev limiters allowed one chip system only.

### **19. WEIGHTS**

- A. Weights to be bolted securely bolted using minimum (2) two ½" bolts and clearly painted white with car number and division on each weight.
- B. Welded type weight block must be bolted to car. No muffler clamp weight bracket.
- C. No weights in driver's compartment.
- D. Loss of weight during a race will be a mechanical black flag and that car will not return for that race.

### **20. SAFETY EQUIPMENT NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

- A. 5-point racing seat belt harness is required.
- B. 3" lap and shoulder harness and a 2" crotch strap are required.
- C. The seat belt should be mounted to the roll cage at a 45 degree angle to the floor.
- D. It is MANDATORY that seat and belts be mounted to the cage. ( Not to the frame or to the floor ).
- E. The shoulder belt must be mounted with or slightly below the driver's shoulders. At no time should the shoulder belts wrap around the top of the driver's shoulders and mount to the floor or cage.
- F. Only aluminum racing seats will be allowed
- G. Drivers must wear an approved helmet and goggles or shield at all times.
- H. A Snell SA2000 or newer helmet is required.
- I. A full-face helmet is required.
- J. SFI-approved driver's suit is required.
- K. Racing or driving shoes required.
- L. NECK BRACES AND GLOVES ARE REQUIRED.
- M. In place of neck brace, an inspector approved head and neck restraint safety device may be used.
- N. NOT REQUIRED fire extinguisher.
- O. Window net is mandatory in driver's side. It is suggested a large-type mesh be used. Net should release

- from the top front corner with an inspector approved quick release mechanism and drop downward.
- P. All cars required having adequate roll bar padding, no pipe insulation allowed.
  - Q. Approved fan shroud.
  - R. Throttle pedal must include toe return bracket and mechanical linkage.
  - S. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.
  - T. No plastic tank radiator.
  - U. SUGGESTED Seat belts must not be more than 3 years older than stamp date on belt.

## 21. GENERAL APPEARANCE

- A. Numbers must be at least 16" high and 3" wide and must be on both doors and roof. Number must also be on left front and rear of car 6" high or larger. Letters alone or pictures and triple digit numbers will not be allowed.
- B. All cars must be neatly painted and lettered.
- C. No spray bomb numbers. Numbers must be in contrasting color. No silver or metallic numbers.
- D. Numbers are required on the right front corner of the roof, minimum 16" tall angled toward the passenger's side corner.
- E. Officials may disqualify any car that does not project a neat, professional image.
- F. \*\*You will be given one ( 1 ) warning to fix numbers deemed not appropriate by the scorers. Failure to make the necessary changes, YOU risk the chance of BEING MIS-SCORED. Any error due to lack of numbers or unreadable numbers will not be corrected.

## 22. CLAIM ENGINE

- A. NO ALUMINUM HEADS OR ALUMINUM ENGINE BLOCKS.
- B. Must be on the same corporate family as the chassis.
- C. Welded stock and after market motor mounts allowed. MUST be in original position.
- D. Engines may be chained or strapped to restrict movement.
- E. Must be stock appearing. No external modifications allowed.
- F. Engines must be able to be used in a conventional passenger car without alteration.
- G. Castings must not be changed.
- H. No machining on outside of engine block.
- I. Cast iron intakes and exhaust only.
- J. ( Seymour Only ) Exhaust pipe must extend beyond firewall. ( Optional ) muffler.
- K. Oil accumulators may be used but must be safely mounted. ( Mounting subject to track tech approval )
- L. No electric fuel pumps or belt drive pumps.
- M. Fuel pump must remain in front of cross member or in stock location.
- N. Single OEM carburetor (two or four barrel) allowed. Holley 4412 allowed unaltered. (No Holley 4 Barrel allowed.)

Holley 4412 carburetor rules:

- A. Carburetor Body – No polishing, grinding, or drilling permitted.
- B. The choke may be removed
- C. The choke horn may not be removed
- D. The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
- E. Venturi area must not be altered. Casting ring must remain.
- F. Base Plate must not be altered.
- G. Butterflies must not be thinned or tapered. Retaining screws may not be altered.
- H. Throttle shafts must not be thinned.
- I. Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.
- J. Holley 4412 adapter plate maximum height 1 ¼" with gaskets
- O. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.

- P. One stock carburetor gasket allowed.
- Q. One 1.0" adapter with 1 paper gasket on top & bottom not to exceed 1 1/4" is allowed with 2 barrel carburetors only.

### **23. ENGINE EXCHANGE CLAIM PROCEDURE**

- A. Seal and Spec. engines must follow home track rule.
- B. ( 141 Speedway ) ALL ENGINES ARE CLAIMABLE: Sealed, Spec and Non-spec.
- C. \$450 cash on engine exchange claim. \$50 cash goes to wrecker for pulling engines out of both cars and \$400 plus claimer engine goes to claim car. The driver being claimed has the right to choose or refuse all claims.
- D. Claim does not include: Flex plate, Carburetor, Starter, Motor mounts, Sending units / Switches for oil pressure and water temperature, Fan and Pulleys, Dip stick, Water and Fuel pump, Distributor and Wires, Thermostat and Housing, Exhaust manifolds and Valve cover breathers.
- E. First four position finishers ( whether running or not ) are subject to engine exchange claim by any other driver finishing fifth and lower in the feature and still running competitively at the end of the feature which is defined as running on the lead lap. Drivers that pull into claim area will receive a number from the hat to determine which car they claimed. Fifth finisher will receive first draw and on.
- F. The driver making the claim must drive his race car under its own power, directly to the claim area after the feature and must make a claim or lose all money and points for the night.
- G. All drivers must stay in their cars in the claiming area.
- H. Claims must be made within 5 minutes of the end of the feature race.
- I. Claims must be made to a track official and \$450 cash must be paid upon declaration of intention to claim in the infield.
- J. Only the driver may claim the engine, and only the driver may agree to exchange or refuse the engine exchange. Only the driver is allowed in the claim area.
- K. Driver making claim must go directly to claim area. He/she must not leave the track surface, stop his/her vehicle or consult with anyone else. One cool down lap is allowed.
- L. The top 4 drivers must proceed directly to the claim area. One cool down lap is allowed. Drivers must remain in the claim area with his/her car with the engine shut off or until directed otherwise by the track official.
- M. If any of the top 4 finishers leave the track without going directly to the claim area, this car and driver will be treated as a refusal to exchange.
- N. First exchange or no exchange by driver being claimed is binding.
- O. All claimed engines must be removed from the car at the track. Once removal has begun, the exchange is final.
- P. Any sabotage to the claimed engine will result in saboteurs being fined a \$500 cash fine to be paid to the track and is suspended track competition at all cooperating tracks until the fine is paid.
- Q. Any driver using device which is intended to deceive other drivers including devices that squirt oil into or on to the engine which gives the outward appearance of a blown engine will result in the forfeit of all money and trophy earned in the event, loss of all track points, a \$300 cash fine is paid to the track, and suspended from all cooperating tracks until the fine is paid.
- R. No driver may claim any other driver more than once during the current calendar year.
- S. No driver may claim two engines per year. Drivers are not allowed to claim on their first 2 nights at track however, driver may claim during his/her 3<sup>rd</sup> straight night of racing. There will be no claiming the first 2 weeks of the season.
- T. Deck of playing cards will determine claimed car. Track Official and a selected person will place 1- 4 playing cards in a hat in front of claiming driver ( while seating in car), the card drawn will be the eligible claimed car.

### **24. PENALTIES FOR REFUSAL OF CLAIM**

- A. First refusal to sell or swap will result in forfeiture of all cash and contingency winnings for that evening. Any trophy earned in the feature plus all track points for the night will be lost.

- B. First refusal to sell will result in the driver being fined \$500 and suspended from competition at all

cooperating tracks until such fine has been paid.

- C. Second and any further refusal to sell thereafter will result in the driver being fined \$700 and suspended from competition at all cooperating tracks until such fine has been paid.
- D. Any driver refusing to sell or swap the engine when claimed within the rules and regardless of reinstatement within the track forfeits his right to claim for the rest of the season.

## **25. HOBBY STOCK**

- A. ( 141 Speedway ) Competition rules.
- B. Hobby Stocks may compete with this class.
- C. Cars must be legal according to your hometown track rules (*have them with you*).
  - D. Hobby Stocks may follow 141Speedway Street Stock tire rules. **141 SPEEDWAY**

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