



2024 Norton Raceway Park Street Stock Rules

If there are any concerns not covered in these rules, consider any alterations to be illegal, unless told otherwise by the tech inspector. All cars must go through tech before going onto the speedway. The following rules are in no way a guarantee against injury or death to participants or others. ALL RULES SUBJECT TO CHANGE TO EQUALIZE COMPETITION INCLUDING ADDING WEIGHT TO INDIVIDUAL CARS.

Safety: Must have main power kill switch on roll bar behind driver seat in reach of safety crew. There are no exceptions. Cars must have a 4 point roll cage made of 1 1/2" tubing or larger. 1 3/4" recommended. No exhaust tubing. Must have all standard safety equipment: operable window net, 5-point racing harness (no older than 5 years of age), fire suit (Fire Suit must not have any holes or patches). Must have fully charged fire extinguisher, securely fastened with latch. Must have racing approved helmet. Fuel cell must be mounted in the trunk area. Must have a full windshield or lexan. All interior must be removed. All cars must have a window net and all batteries that are mounted in the driver compartment must have a steel strap over the battery and in an approved battery box. Racing seats are mandatory.

Chassis/Suspension: American made car – 108" Wheel base minimum. Wheel base must be STOCK for make and year of car. Front lower control arms must be in stock location. Upper control arm mount must be stock and in stock location. Stamped steel for style (e.g. G body to G body) front lower control arms only. No tubular type front lowers. Any cast iron spindle allowed. No fabricated spindles. Center link must be cast iron. Aftermarket idler arm and pitman arm ok. Steel heim joints and adjusting sleeves allowed in place of tie rod ends. Steel only! No aluminum. Rear control arm mounting holes must be near stock location on frame. Rear trailing arms must be steel GM style in near stock location. No tubular and/or adjustable allowed. OEM sway bar only no spline type allowed. Springs may be racing type. Rear ends must have steel hubs with steel brake components. ALL rear ends MUST have steel tubes. Weight jacks allowed in front and rear. NO CAMBERED REAR ENDS or QUICK CHANGE REAR ENDS. Minimum 6" frame height. NO Slip or True track type rear ends, must be locked or welded. Brakes may be disc – front and rear stock type – OEM calipers. MUST BE CAST IRON, NO DUAL PISTON CALIPERS. Can have aftermarket pedals. Tubular upper control arms allowed. No bump stops. Shocks must be steel bodied. Non-adjustable and no Schrader valves. \$250 claim + your shock.

Body: Must be stock appearing. May use aftermarket firewall and floor pan. Driver side may be boxed in with 20 GA Steel. Floor pan, firewall, and behind driver must be steel to center hump, remaining interior may be 40 GA aluminum. May slope from hump to passenger side door. Can use aftermarket front nose and rear bumper cover. May also run a 2010 & up Camaro, Challenger, & Mustang AR Muscle Series type template body on metric Monte Carlo 81-88 frame. No template

“Late Model looking cars.” Must look stock. Rear spoiler maximum height 6” CLEAR material only. Aluminum, steel and composite type body parts are OK!

Weight: Crate Engine cars = 3100 lbs. Built Engines Cars= 3200 lbs. 56% left side weight maximum. 49% rear weight maximum. All weights or any measurements are done with driver in car AFTER the feature. Weights must be painted white with your car number on them. Dome Pistons add 50 lbs.

Transmission: Automatic or standard. Standard transmission must use a 10.5 single disc clutch with working pressure plate. NO SMALL CLUTCHES. Must have steel blow proof bellhousing. Automatic must have O.E.M Torque converter with stock stall speed. Transmissions must have forward and reverse gear. Steel driveshafts only.

Crate Engine: Unaltered sealed GM crate engine #88958602. Must use HEI distributor that comes with 602 Crate Engine. No type of vacuum pumps on the engine. GM stock crate motor valve springs only. Track reserves the right to impound an engine at any time for evaluation and further tech. Track also may swap your engine for another if it deems that you may be at a mechanical advantage. Any engine that is found illegal will be forfeited to the track. Any illegal parts will also be forfeited. ANY TAMPERING WITH ENGINES – MAY RESULT IN BEING SUSPENDED, DISQUALIFIED, FINED, LOSS OF POINTS – OR ALL OF THE ABOVE– DRIVER AND OWNER OF ENGINES.

Built Engines: 358 max cubic inch. No stroker motors. Any 23 degree cast iron head. Domed pistons add 50 lbs. – stock cast iron block, stock cast iron heads, and aluminum intakes OK. Headers allowed. Over the top headers OK. No stainless, no y pipes. No roller cam. Pinning of rockers or screw in type Ok. Aftermarket distributors OK. May have steel engine mounts but remain factory motor height. Engine may be set to #1 spark plug at upper ball joint. Built or crate. ALL RULES SUBJECT TO CHANGE TO EQUALIZE COMPETITION INCLUDING ADDING WEIGHT TO INDIVIDUAL CARS.

Ignition System: All crate cars 6200 rpm chip and built motor chip rule will be announced after preseason testing. (Chip rule may be adjusted and subject to change for competition) Must use MSD #8728 rev limiter. All limiters must be mounted on the right side of the car under the hood. The wire must come straight from distributor to limiter box under the hood. Norton Raceway Park reserves the right to confiscate and/or replace limiter at any time. Anyone running an illegal chip or modifying MSD rev limiters will be severely penalized.

Carburetor: Carburetor claim \$700 + your carburetor. Stock Holley #4412CT or #4412 below only and must fit go-no go gauge top and bottom. One inch adapter plate maximum. Must have choke plate horn. No Keith Dorton, Barry Grant, Hutter, etc. Nothing, except stock out of the box.

Exhaust: Headers are permitted. No merging of left and right bank before collectors. Over the top headers OK. No stainless. No tri-y headers.

Wheels: All wheels must be steel and can be 8” maximum, racing style. Any offset applies.

Fuel: No E-85, Methanol, Nitrous or Exotic Fuels. Fuels will be tested for ethanol content.

Tires: American Racer AR 970 only A minimum durometer reading will be in effect.

Mirrors: 1 – 5” MAX Spot Mirror (either side). If caught abusing the mirror you will be asked to remove it!!

Radios: Must have one-way radio-scanner-raceceiver 467.7625 - - - ANYONE talking back to pit crew or officials will result in DQ! Must have a transponder located on the rear axle tube or on bottom of frame in line with axle tube. Any car that does not respond to radio communication for line up on restarts will be placed at the rear of the pack.

STANDARD WEEKLY PAYOUTS: 600, 350, 275, 200, 175, 150, 125, 120 on back

The use of antifreeze will result in a \$100 fine.

REMEMBER: Norton Raceway Park and its officials reserve the right to change specifications/procedures/competition rules and add/or subtract cars to the field at any time. Those who sign-in and/or start in an event agree to be governed by these rules and by all decisions of the Raceway and its officials. During any on track racing activity, there will be absolutely no cell phone or Bluetooth devices permitted in the racecar. If caught with any device, you will lose all points for the night, as well as your pay!

ANY DRIVER OR CAR OWNER SUSPENDED FOR THE SEASON WILL IMMEDIATELY LOSE ALL POINTS FOR THE YEAR.