

PUTNAM RACEWAY

STREET STOCK

This is a protest Division No Radios | Raceivers are mandatory!

SAFETY General Safety Rules

1. The Putnam Raceway Inc. officials may inspect any car and equipment at any time for compliance.
2. RaceCeiver one way radios are required at every sanctioned event. Failure to have a RaceCeiver(or equivalent one way device) could result in disqualification.
3. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver only communication device permitted. Drivers caught with any other communication devices will be disqualified for that event.
4. No in-car lap timers, track issued transponders only!
5. No mirrors are allowed at any location on the car!
6. All cars must have an extensive safety inspection each season before they race.
7. All required safety equipment and apparel must be in use while the car is on the track.
8. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
9. Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the racetrack. Helmet and seatbelt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in the rulebook. Contact your local track officials for more information regarding this.
10. All participants are solely responsible to meet the requirements in the specific division.
11. NO exceptions. Roll bar padding must be installed around driver.
12. All cars must have a fire extinguisher minimum 2 lbs. with a working and visible gauge securely mounted within easy reach of the driver. 5lb minimum automatic fire suppression system highly recommended.
13. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
14. All cars must have a quality fuel cell with roll over valve (check valve) in fuel cell vent.
15. If it's not stated in the rules it doesn't mean it's approved. Please consult with tech official for approval. All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition. You need to understand all safety requirements.
16. Track Management as well as the Tech official reserves the right to disqualify any car and/or driver that does not comply with all safety requirements. Competition will not and cannot come

before safety. Keep it inexpensive, easy and fun. The general rules apply to drivers eligible for this division.

Protective Clothing

1. NO EXCEPTIONS! Fire suit, fire shoes, and fire gloves required. Neck brace is recommended.
2. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform. Damaged uniforms will not be allowed.
3. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
4. Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Helmets

1. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, FIA 8860-2018, Snell SA 2015, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

Seats & Belts

1. 5-point safety harness must be mounted securely to the cage.
2. A full containment type constructed of aluminum or approved carbon fiber seats is Highly Recommended
3. Seats must be used as supplied and installed following instructions provided by the seat manufacturer. Seat Belt and Restraint SystemA. Each car must be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
4. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
5. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

Head and Neck Restraints

1. A head and neck restraint SFI 38.1 approved is highly recommended. (50lb weight break)

Weights

1. All lead ballast must be painted white with the car number and secured with two ½" bolts no matter the weight. Will be inspected.
2. If weight falls off of your car on the track at any time you are immediately disqualified from the event. All cars must have front and rear hook ups for towing.

SAFETY: SPECIAL TO STREET STOCK

1. Complete 10lb automatic fire suppression system is highly recommended.
2. Drive shaft loop will be a 5" diameter steel loop. 1" wide and ¼" thick. It must be securely mounted to the frame 12" from the front universal.
3. A minimum four-point roll cage is required. Must be steel tubing, a minimum of 1 ½" (1.50") outside diameter with minimum of 0.095" wall thickness. No square tubing or galvanized pipe allowed. All rear and front roll cage tubes must sit on original frame. Front and rear down bars allowed. Minimum of 4 bars on driver's side. 3 bars on passenger side. No exceptions.
4. It is required to have a .125" Steel plate covering driver's door bars. May bolt or weld on.
5. Window nets are required on the driver's side of the car and must be securely mounted. Window net must be operational from inside and outside of the car. Window net must be a minimum of 18"x18".

BODY

1. Any American made 1970 thru current production car. No front wheel drive, compacts, foreign cars, trucks or convertibles.
2. Trunk must be sealed from driver's compartment.
3. Must have stock frame to middle of rear end. Replacement tubing must be 1.5" round tubing or 2"x2" square tubing minimum.
4. Rear spoiler 8" X 60" permitted. Side supports no higher than 9" and No longer than 18.5" measured at base.
5. May have two or three side supports. Must match.
6. Rear bumper covers are optional.
7. No radios. No mirrors. Must have bars in front of driver.
8. Steel or aluminum body. 64" maximum rear deck width measured at spoiler.
9. Aftermarket nose OK. No dirt late model noses.
10. Nesmith street stock/AR Bodies Approved-Does Not have to match Chassis-May Run Camaro, Mustang or Challenger etc..body.
11. 40" rear deck height measured at base of spoiler on ALL bodies. 1" tolerance after race.
12. If windows are cut out, must be cut out on both sides.
13. Must run roof including A and B pillars unless otherwise stated.

WHEELBASE

1. Min 101" wheelbase. 1" tolerance, centerline of front wheels to centerline of rear wheels.
2. Wheelbase and frame must be stock to year, make and model chassis being used.

CHASSIS

1. No shortening of wheelbase. May modify for spring removal, tie-rod/tire/control arm clearance and fuel pump clearance. May trim and plate front of crossmember.
2. Johnson Metric Fabricated frame allowed with OEM rear lower control arm option only. Includes front fabricated Lower control arms.

FRONT SUSPENSION

1. May relocate top A-frames. Tubular upper control arms ok. Component or strut type assemblies permitted. Aluminum cross shafts OK. Stud type aftermarket ball-joints OK-Any length.
2. May run wedge bolts or Spring cups in front and rear.
3. Steel non-adjustable shock. No schrader valves. No Bulb end/expanded chamber shocks. Concentric body only. Must not be able to adjust pressures at track. One shock per wheel. No Aluminum, No Canister shocks. No thru rods. No electronically controlled.
4. Lower control arms must be GM or Ford production or Johnson fabricated. Must be steel. No homebuilt, no cutting or adding on to lengthen or shorten. May install screw in ball-joint ring. May add shock mount. May use steel, rubber or polyurethane bushings. May modify chassis or arm to allow for control arm installation/clearance.
5. May use Johnson Chassis tubular lower control arms stock length or 1" longer.
6. May use steering quickener. May run aftermarket adjustable center-link, pitman arm and idler arm. May run aftermarket steering box-must be steel.
7. Strut cars may use heims on top of front strut
8. Steel spindles only-No tubular-No Wide 5. May run safety hub.
9. May use heim ends on inner and outer to replace tie-rods including swedge tubes.

REAR SUSPENSION

1. Changing of springs allowed. Coil for coil, leaf for leaf.
2. Coil springs must be located over center of axle tube. No relocating to in front or behind axle tube.
3. Sliders, adjustable shackles, wedge bolts allowed on leaf spring cars. Rear wedge bolts on coil spring cars permitted.
4. Lowering blocks optional. Adjustable lowering blocks ok.
5. Leaf spring cars can use aftermarket bracket in the rear of leaf spring only. No Chrysler Leafs.
6. Upper rear trailing arm may be lengthened or shortened to obtain correct pinion angle-May be adjustable. May use aftermarket upper trailing arms-May use heim ends and swedge tubes. No spring rods or biscuits. May have multiple mounting holes on rear-end housing.
7. Lower rear trailing arms must remain within ½" of stock length to frame being used. May be aftermarket and adjustable. May use Heim ends and swedge tubes. May be offset or spherical bushings. No spring rods or biscuits. May have multiple mounting holes on rear-end housing.
8. May not relocate stock trailing arm or Front Leaf spring mount location on frame.
9. Steel bodied non-adjustable shocks. No Schrader valves. No bulb end/expanded gas chamber shocks. Concentric body only. 1 shock per wheel. No aluminum, No canister shocks. No thru-rods. No electronically controlled. No coil overs allowed-any type. No coil over eliminators.
10. May not run any additional lateral location devices on rear end including panhard bars unless originally equipped. No wide 5 hubs

ENGINE LOCATION

1. #1 spark plug must be in front or center line of upper ball joint no matter what option is selected and claimed.

ENGINE RULES 1.

Option 1:

1. FLORIDA OPEN ENGINE with a 2 barrel
 1. 3100lbs minimum weight
 2. Cylinder Heads:
 1. Double hump/fuelie heads okay. No 461X double hump or no angle plug. No porting or polishing.
 2. World heads GM #043610, #043600 1.94 intake, 1.50 exhaust. Ford #053030 1.94 intake, 1.50 exhaust.
 3. RHS heads #12402 or #12400. Engine quest Part # EQ-CH350I
 4. Dart heads #10021171, #10024361A, #10024365, & #10024365A
 5. Dart heads #10021070, 10024361, or 10024360 Mopar #p5007145 or OEM 1.92 intake, 1.625 exhaust.
 6. No GM 202 heads. No Vortex heads.
 7. Milling of heads permitted. No angle cutting.
 8. Screw in studs, guided plates, stud girdles and poly locks permitted.
 9. Valve springs must be stock configuration and specs for engine. 3-angle valve job permitted.
 10. 1.270 o.d. maximum valve spring diameter.
 11. 1.5 ratio roller rockers allowed. Stud girdle allowed. No shaft mounts. No 1.6 ratio.
 12. GM 350, Ford 351, Mopar 360, C.I.D. 060 plus wears. No Clevelands.
 13. Flat tappet camshaft and lifters only. Lifters must be stock diameter.
 3. INTAKE MANIFOLD:
 1. Stock OEM, Edelbrock Torker or Performer only (Part #'s 7101, 2701, 2101) No air gap intakes.
 2. No Victor Jr. manifolds, no marine manifolds or any other high performance manifolds allowed.
 4. PISTONS & RODS:
 1. Any sportsman Chevy 5.7 rods. Ford 6.0 rods. No H beam rods, floating pin ok.
 2. Any flat top or dish piston. No Dome tops. Piston must not protrude above cylinder deck surface.
 3. No aluminum rods.
 5. CRANKSHAFT:
 1. GM 3.480" Stroke, Ford 3.50". No knife edge, may balance. No grinding on any part of crankshaft. Must have a legible part number, if there is no part number it will be deemed illegal.
 2. Cast crank 47lb minimum and steel crank 51lb minimum. NO TOLERANCE!

6. CARBURETOR:

1. 2-bbl Florida Open engine must run Holley 4412 two barrel. Must be gauge legal. May run 4412 XP
2. Max carburetor adaptor or spacer is 1.625 including all gaskets.
3. No electric fuel pumps. No Belt drive fuel pumps.
4. No vacuum pumps

2. **Option 2:**

1. GM Crate engine

1. Minimum weight 3000lbs
2. GM PART NUMBER 88958602/19258602
3. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM ORIGINAL GM SEAL BOLTS. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
4. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE 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 FROM RACING WITH TRACK FOR THE REMAINDER OF SEASON AND INTO NEXT SEASON IF NEAR END OF YEAR.
5. NO CHANGES ARE ALLOWED TO THE ENGINE INCLUDING THE INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART(S) ON OR IN ENGINE.
6. NO VACUUM PUMPS.
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS.
8. ENGINE'S GM SERIAL NUMBER WHEN APPLICABLE MUST BE CLEARLY VISIBLE TO TECHNICAL INSPECTORS.
9. MAY BE REBUILT BY NESMITH APPROVED ENGINE BUILDERS AND SEALED.
10. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT.
11. MAY RUN ANY 4BBL CARB WITH NO MORE THAN 1.250" SPACER INC GASKETS. NO FUEL INJECTION.
12. No belt driven or Electric fuel pumps.

3. **Option 3:**

1. Nesmith 2-barrel open engine 1. Minimum weight 3200lbs.
2. 362 CUBIC INCH MAXIMUM, FACTORY STEEL BLOCKS, ANY CAST IRON STEEL HEAD, NO PORTING OR POLISHING OF CYLINDER HEAD. MAX. VALVE SIZE: 2.02" INTAKE, AND 1.6" EXHAUST. ANY INTAKE MANIFOLD, NO PORTING OR

POLISHING. NO ALUMINUM HEADS. STEEL OR CAST CRANKS AND RODS. AFTERMARKET REPLACEMENT CRANKS AND RODS OK. CAST OR STEEL CRANKSHAFTS AND RODS ONLY. NO EXOTIC MATERIAL CRANKS OR RODS (EX. ALUMINUM OR TITANIUM).

3. FLAT TOP PISTONS ONLY. ANY FLAT TAPPET CAMSHAFT ONLY. NO ROLLER CAMS. TIMING CHAINS ONLY. NO GEAR DRIVES.
4. STUD MOUNT ROCKERS ONLY. NO STUD GIRDLES. STOCK DIAMETER VALVE SPRINGS ONLY. 1.250" MAXIMUM O.D. BEEHIVE SPRINGS ALLOWED, 1.310" MAXIMUM O.D., ANY MANUFACTURER (CHEVY, FORD, OR DODGE). ANY CYLINDER HEAD. NO DOUBLE VALVE SPRINGS.
5. HOLLEY 4412 500 CFM 2 BARREL. 4412 XP Allowed. NO PORTING OR POLISHING, CHANGING OF BOOSTERS, OR ALTERING OF BASE PLATE AND THROTTLE SHAFTS IN ANY WAY.
6. 2 BARREL CARBURETOR WILL BE CHECKED WITH GO-NO-GO GAUGES TOP TO BOTTOM.
7. MAY RUN 1" MAXIMUM CARBURETOR SPACER .040" TOLERANCE (AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA) WITH 2 STANDARD THICKNESS CARBURETOR GASKETS, .070" MAXIMUM THICKNESS. EITHER ENGINE.
8. NO VACUUM PUMPS

ENGINE: In place of a GM Sealed 602 Crate Motor you may run The Quick Silver Sealed Crate Motor (Part Number 8M0156572). Available through the Speed Store.

EXHAUST

1. Headers permitted. No TRI-Y headers. Mufflers allowed.

IGNITION

1. Aftermarket ignition allowed. May have aftermarket high performance module with printed circuit board on HEI.
2. May run soft touch Rev Control-Must not be within reach of driver.
3. MSD Allowed. No adjustable ignition timing boxes/devices. No traction control. No magneto's. No crank triggers.

BRAKES

1. Steel GM style calipers only, No Aluminum, No Dual piston calipers. No scalloped rotors. No drilled rotors. No grooved rotors. No titanium, aluminum, carbon fiber or exotic material rotors. Must be mounted solidly-No brake floaters.
2. Dual master cylinders allowed. May be adjustable from driver's compartment. May have RF brake shutoff within driver's reach.

RADIATOR

1. Any radiator, must remain in stock location. Water for coolant only. May run water wetter.

TRANSMISSION

1. Must have forward and reverse operating.
2. No in/out boxes or direct drive. Must have clutch and be self-starting.
3. When utilizing Bert/Brinn/Falcon internal tranny clutch option you must use standard style block mount starter. No reverse mount starter. Aluminum bellhousing allowed. No ball-spline.
4. If running conventional clutch-must have steel safety bellhousing-no aluminum.

DRIVESHAFT

1. Must be painted white. Must have safety hoop. No ball spline. May be steel, aluminum or carbon fiber.

REAR END

1. Ford 9-inch floater rear end ok. No Quick Change.
2. Trailing arm brackets may be aftermarket, may have multiple mounting holes.

WHEELS & TIRES

1. 8" wide steel wheels max. May run bead lock wheels in any position. No wide 5 wheels or adapters.
2. Minimum 1/2" lugs and 1" nuts required for safety. 5/8" Studs preferred.
3. American Racer 8" Mediums or Hard Tires (may purchase at the track or The Speed Store in Deland), No grooving of tires, No Siping allowed. No chemical treating.

FUEL CELL

1. MANDATORY.
2. Racing gas or Pump gas will be permitted. No other additives. No oxygenates. E85 is allowed.

WEIGHT

1. Option 1: Florida Open engine with 2-bbl 3100lbs
2. Option 2: 602 Crate engine 3000lbs
3. Option 3: Nesmith 2-bbl Open engine 3200lbs

DISCLAIMER:

It is stated in the rules above what you can do to your car. Please consult tech-man for certification only. If not in writing, no "he said/she said" is acceptable by management. All tech decisions are final and a disqualification means ALL money, prizes, and points are forfeited.

All drivers visiting track for first time must go through Pre-Tech and state their package and weight. Tech-man will inspect, evaluate and make a decision on accepted package and weight. Sticker will be applied to car for post-race with weight. Tech-man will record and compare after each race. If you change your package you must go back through tech to record.

\$200 claimer per shock. Cash only. Must provide your same location shock for exchange.

No grinding or defacing of any casting numbers. Any engine parts with missing or altered casting numbers are illegal regardless of the reason.

Tech inspector will weigh and inspect various parts of Top finishing cars every week after heats and features. A competitor may file a protest to further inspect cars and engines.

Chassis Protest: Tear down and inspection of Chassis and suspension (shocks, springs and all mounting points) will be \$500 (of which \$100 will go to tech inspector.)

Built Engine Protest: To pull a head, the protest will be \$250 (of which \$50 will go to tech inspector. To pull a engine out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector).

Crate Engine Protest: \$150 to vacuum test, rate valve springs, compression test and verify seals. (Further inspection and teardown will be decided by track officials and tech inspector).

Crate Engine Claim: \$3850 claim rule on 602 GM crate engine-\$150 to track. Will be delivered as it comes from GM-no accessories. Must finish in TOP 5 to claim-May only claim a higher finishing competitor.

All Protests must be Submitted to Tech Inspector at Scale Shed within 10 minutes of completion of feature.

All Protest must be submitted in writing and have the cash in hand. All Counter Protest must be submitted in writing and with cash in hand with in 10 minutes of original protest.

Track officials and tech inspector reserve the right to inspect and teardown any car at any time.

Management is committed to maintaining a fair and even playing field for all competitors and will consistently be researching and evaluating all facets of tech inspection.