

COTTAGE GROVE SPEEDWAY

2022 STREET STOCK RULES

If it doesn't say you can, then you can't. Tech Officials have final say in all decisions!
MUFFLERS REQUIRED – MUST BE BELOW 95 DECIBELS AT 100 FEET – NO EXCEPTIONS!

1. BODY: Any 1964 and newer American made rear wheel drive passenger car allowed. No convertibles, pickups, station wagons, or sports models permitted. Minimum wheel base of 101" measured on the shortest side. Minimum weight 3300lbs (3100lbs for 602 factory sealed crate option) at any time with driver. Any weight ballast must be bolted **with at least (2) ½"** bolts, painted white with car number on it. Body must be complete and stock appearing and must remain in stock location and height. Aftermarket doors and lower quarter panels allowed, **MUST BE STOCK APPEARING**. Bottom of sheet metal must attach to bottom of chassis. Frame to chassis must match stock, no intertwining bodies and chassis. No outlaw dirt bodies, no wedge or homemade bodies allowed. Must have stock roof. No rear spoilers allowed (602 crate option rear spoiler no more than 6 inches, must be sealed crate). Bumper mandatory. Firewall and full floorboard required inside of body may be fabricated, must be steel and located similar to stock allowing for distributor clearance. Driver's area will be complete and have sealed firewalls between engine and trunk area. All glass must be removed except for front windshield, and that must be strapped into place. Metal screen of ¼" mesh or larger allowed. Side rails on body permitted with 1 ¼" OD maximum diameter and must be within 1 ½" of body panel, must be capped on both ends. Front and rear tow hooks or chain loops required. No mirrors permitted.

2. FRAMES: AMERICAN MADE STOCK STEEL FRAME ONLY: frames and bodies may not be interchanged. No aftermarket frames allowed. Unibody frames may be connected. Frames may be repaired using rectangular tubing. **While frame repairs can sometimes be needed to save damaged cars, fab rear clips are not generally acceptable from the center of the rear end forward. If it is believed to have been done for a reason other than a repair or appears to gain any performance advantage over stock it will not be permitted.**

3. WHEELS: 8 or 10 inch steel wheels ONLY. Bead-lock on right side only.
Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only.

4. TIRES: G-60 ONLY. No slicks. **May be grooved. Southwest Speed Tires Not Allowed at this time.**

5. SUSPENSION: All suspension components front and rear must be stock steel OEM and located in stock location, for that make and model. Aftermarket upper control arms and mounts, weight jack bolts, tubular trailing arms, adjustable lowering blocks and shackles permitted. No tubular front lower control arms. No coil over shocks, coil over eliminators, air shocks, torque arms, pan hard bars or fifth arms permitted. No independent rear axles. Heim joints allowed on tie rods, shocks, upper control arms, rear trailing arms, throttle linkage and steering column. Steering box must mount in stock location. Minimum 5/8" wheel studs. One steel non-adjustable shock per wheel mounted in any location, shocks must be hand adjustable.

6. REAR END: Stock rear axle housing may be replaced by a Ford 9", floaters allowed. Must mount in stock location. G body trailing arm mounts must measure 2-1/4" to 2-1/2" from the bottom of the axle housing to the center of the bolt hole. Rear end may be locked by welding, spool or OEM posi, no quick changes.

7. DRIVELINE: Drive shaft must be painted white. Drivelines must be strapped or chained at both ends.

8. BRAKES: OEM brake components ONLY, except for bias valve, pedals and master cylinders. Brakes must be on all four (4) wheels and be able to stop all four wheels. NO aftermarket front hubs.

9. TRANSMISSIONS: Any OEM production transmission with at least one forward and reverse gear, Manual transmission must run approved steel scatter shield. No Berts, Brinns, Falcons, etc. (Sealed 602 crate motor may run a bert or brinn transmission, must be a SEALED 602 crate)

10. FUEL: NO Methanol, Nitrous, nitro methane permitted. No electric fuel pumps unless OEM for make and model.

11. ENGINE: No overhead camshafts. OEM or aftermarket cast iron steel blocks and heads only. Maximum 1 carburetor. Roller camshafts permitted. No dry sump or external oil pumps permitted. Any ignition system permitted except for Magneto.

MANDATORY: All cars must run mufflers at all times and not exceed 95 dba's @ 100 feet. Engine location to be centered between main frame rails and no further back than #1 plug even with lower ball joint. Headers are allowed.

12. ROLL CAGE: Cars must be equipped with a full four point or better roll cage. Roll cage material must be a minimum of 1-3/4-inch roll bar tubing of .090 wall thickness. Main cage must be welded directly to the frame in full frame vehicles. Unibody cars must be welded to a 6-inch by 6-inch by 1/4-inch steel plate that is welded to the floor pan. Cage must have minimum of four door bars on drivers and passenger sides. It is highly recommended that the drivers door bars be plated with 1/8" steel on the outside of the door bars covering the lower 2/3's of the bars. One dash bar across the front of the roll cage, two vertical door support bars on each door, two horizontal bars behind the seat, one diagonal bar behind the seat from the top corner of the cage to the opposite bottom of the cage and two bars from the top of the main hoop down to the rear frame or trunk floor. Front hoop allowed. Drivers head must be a minimum of 2" below the roll cage.

13. FUEL CELL AND FUEL LINE: Fuel cell shall be securely mounted. Recommended to be a minimum of 10-inches off the ground at all times. A steel framework, welded to the frame rails, must be used to mount the fuel cell. A fuel cell protector bar made from a minimum of 1-1/4" x .090 steel tubing is required. Fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member. Fuel pump must mount in stock location. Fuel lines must be encased in steel where running through the interior. Glass fuel filters are not permitted.

14. FIRE CONTROL: Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher. All entrants must have a fully charged 10-lb Halon 1211, Halon-1 or equivalent fully charged fire extinguisher in their pit.

15. FIRE SUITS: A flame/fire resistant suit designed for auto racing will be REQUIRED at all times car is on the track. A 1 or 2-piece flame/fire resistant suit will be accepted. Fire resistant gloves, shoes, socks, head sock and underwear. It is recommended that that the driver's suit be the best quality fire protection available.

16. HELMETS, HEAD & NECK RESTRAINTS: Rules apply at all times car is on track. Snell-rated **SA2010, SA2015, or SA2020** Helmet required. **(M rated helmets are not permitted)**; SFI approved helmet skirt, neck and head restraint system.

17. SEAT BELTS: SFI-approved five-point safety belt system. Center crotch belt MUST be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to main roll cage. No more than 2 years old, no fraying.

18. SEATS: A professional racing seat is required. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. HIGHLY RECOMMENDED: seat also offer rib protection and have leg extensions. Headrests recommended on both sides. No fiberglass, plastic, or homemade seats permitted.

19. WINDOW NET: A window net is mandatory; rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be good condition not frayed.

20. APPEARANCE & NUMBERS: All cars must be bright in an appearance with contrasting numbers. Numbers must be least 24 inches high and 3 inches wide and be legible from sides of car and roof. Roof numbers to be read from the passenger side of the car. Numbers will only be issued by Speedway. Call the office to confirm your number. There will be no duplicate numbers, any driver competing in the previous season will have until the first race to reserve their number before it will go back into the system.

21. RADIOS: No 2-way radios permitted. Racecivers mandatory.

22. GENERAL SAFETY: For all safety devices it is the responsibility of the driver, not the speedway, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times. As with safety items, Speedway strongly recommends that the driver fully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.

EIRI: (Except in rare instances) Decisions of the speedway officials are final and binding without exception.

Any part or equipment found during an inspection or any other time that does not meet applicable Speedway standards must be surrendered to SPEEDWAY Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension. Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection, SPEEDWAY Officials recommend that you carefully study the Speedway rulebook in order to be familiar with all aspects of racing. If you are considering apart, modification or procedure not covered in these rules, contact Speedway Tech Official before proceeding with any purchases or modifications. If you have any questions regarding the rules set forth, contact the Speedway Tech Official.

In keeping with Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.