

MAHONING VALLEY SPEEDWAY STREET STOCK DIVISION RULES v2

2024

ALL CARS MEETING THESE RULES AND SPECIFICATIONS WILL BE ELIGIBLE TO RACE

These rules are intended to be a guideline in constructing a car. **If the rules do not state you MAY do something then assume that you MAY NOT!**

GENERAL RULES:

1. Interpretation of rules will be at the discretion of the Speedway Technical Inspector(s).
2. All decisions by track officials will be final.
3. Any time the work "stock" or the term "OEM" is used to describe cars, parts or components, it is defined to mean a part or component as it is available over the counter from General Motors, Ford Motor Company, Chrysler Corporation or AMC authorized dealers.
4. 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.
5. No expressed or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.
6. The Technical Rules Committee shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.
7. No expressed or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.
8. On occasion when situations arise that are not covered by written rules, special rulings may be put into effect by the Speedway Rules Committee. Once such rulings are acted upon, they may be added to the existing rules and/or procedures.

TECHNICAL RULES & REGULATIONS

1. It is ultimately the obligation of each participant to ensure that their conduct and equipment complies with all of the applicable rules, as they may be amended from time to time; any amendments supersede any previous rules regarding any technical and/or aspect.
2. An amendment is effective upon the date of the publication of the amendment regardless of when a competitor receives the actual notice.
3. Any new components, including engine components, suspension components, body designs, frame designs and/or components of any type utilized in competition must be approved by Mahoning Valley Speedway Officials prior to being introduced into competition.

GENERAL CAR INSPECTION

1. All cars may be subject to technical inspection at any time. Any driver that fails to cooperate and/or allow an inspection of his car at any time will be subject to disqualification, a 45-day suspension, and \$750 fine.
2. Rear car covers are permitted but must be removed prior to leaving pit stalls. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the season. A second infraction will result in a loss of warm-ups, a loss of a qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

STREET STOCK STYLE BODIES:

1. Year, Make, and Model of Car, must be declared prior to racing.
2. Must resemble American made steel bodied passenger cars from 1970 and/or newer with one-hundred-inch (100") wheelbase, minimum. (NO SUV's, Trucks, Station Wagons, or Front Wheel Drive Vehicles.
 - a. Any type of body Steel, Aluminum, or Composite Plastic is permissible, but must be the same as the frame. (Ex: Chevy frame/GM body style, Ford frame/Ford body style, Chrysler frame/ Chrysler body style).
 - i. Fiberglass and Composite Plastic hoods allowed.
 - ii. Engine and chassis must match.
 - iii. Wheelbase must be OEM for that body style.

- b. May use a Plastic Composite Roof but must also use a steel plate underneath encompassing the entire size of the drivers compartment.
 - c. Car body and overall appearance must retain stock dimensions.
 - d. The body must be mounted in original factory stock location in relation to the frame.
 - e. Aftermarket rubber or plastic nose pieces or tail pieces are allowed, only if they remain stock appearing in nature. (NO LATE MODEL STYLE NOSES ALLOWED)!
 - f. Any car using these aftermarket parts, must provide (2) Tow Hooks in front and (2) Tow Hooks in rear. Hooks must be fabricated from steel or chain. No cables are allowed.
 - g. All 3-Body Pieces must be from the same Year, Make, and Model body and be of the overall appearance, and must remain stock dimensions.
 - h. OEM noses and tailpieces for your and body, originally equipped, will be permitted.
3. All glass must be removed.
- a. Windshield must have (4) three-inch (3") tabs – two (2) on the top and two (2) on the bottom, plus three (3) inner center braces.
 - b. Windshield must be replaced with Plexiglas, Lexan, or approved screening. Stock dimension windshield pillars must be retained. Windshield pillars and windshield angle must remain stock.
 - c. No side or rear glass, plexiglass or lexan.
4. Doors may be dzused, bolted or welded shut in a way that it's safe, front, and back.
5. Body molding, including door handles, must be removed.
6. Hood scoops are permitted 4" max heights no air boxes. Scoops must be closed.
7. Drivers must sit in stock location on left side.
8. Pedals must be in stock position.
9. All cars must be neatly painted and professionally lettered. Numbers must be two (2) digits only from 00 to 99.
- 10.No duplicate numbers or letter distinction with another cars number; will be allowed.
- 11.Numbers must be a minimum of eighteen inches (18") high and three inches (3") wide.

12. Floors must be stock from Front to Rear.

- a. If replacement was needed, it is permissible to use 20-gauge steel minimum, front to back.

13. Rear spoilers may be no higher than 5".

BATTERY SPECIFICATIONS:

1. Lead acid batteries must be mounted in a spill proof container.

- a. If using an AGM Style Batter, only a sturdy hold-down system shall be required.

2. Battery shut-off switch is Mandatory and must be withing plain view of the driver or officials.

- a. Switch must be painted fluorescent yellow or orange and clearly marked on or off.

3. The battery may not be located inside the driver's compartment.

CHASSIS SPECIFICATIONS:

1. Suspension parts must be stock for make and model.

2. Racing springs may be used; however, they must be of the same design as original equipment and must mount in original spring mounting bracket position and location.

3. Rod-end allowed on spindle side of tie-rod only.

4. Only four (4) springs are allowed per car and must be stock in appearance.

5. Coil springs may be cut.

6. Racing shocks are permitted.

- a. No aluminum shocks allowed.
- b. Any steel-body rebuild-able shock is allowed.
- c. No adjustable or Schrader Valve or canister type shocks allowed.
- d. May use OEM shock.

7. Spring three-quarter inch (3/4") diameter, maximum.

8. Stock sway bar must be OEM type. Adjustable links allowed. No Howe bars allowed.

9. No rear sway bar.

10. After-market suspension bushing allowed.
11. Locked rear ends allowed but must be stock OEM type. Ford 9" allowed. (NO Floating rears will be allowed).
12. Magnetic testable, Steel drive shafts made of 3" tubing only. Drive shaft and universals must be similar to standard production style.
13. Steel 360-degree retainer loops one quarter inch (1/2") thick by one inch (1") wide, minimum. Must be positioned at the front and rear of the shaft within twelve inches (12") of each U-joint.
14. Drive shaft must be painted white. No chains permitted.
15. Rubber neoprene bushings are allowed as well as steel or aluminum.
16. Only one weight-jacking device allowed on each wheel (front and rear).
17. Stock front firewall must be "Original In Appearance, with all holes from engine bay to cockpit covered with 20-Gauge Steel.
 - a. Stock Front Firewall may be removed but there must be a complete closure between engine compartment and cockpit. 20-gauge steel minimum.
18. Rear firewall must be completely closed off from trunk compartment with eighteen (18) gauge steel that must be riveted or welded. No metal screws.
19. If using a Camaro subframe it must be stock from the transmission cross member to the front of steering box.
20. If using a full frame car such as a Monte Carlo, it must be stock from front of steering box to center of rear. From center of rear to bumper must use 2 x 3 tubing.
21. Top of frame mounts must be in stock location. Straight or angled.
22. Any stock frame sub rails that do not run to transmission cross member must have a 4-3/4" Frame Height and must add 100 LBS in Front of Engine Cross Member.
23. (Angle) must be stock height...no extra holes.
24. Mounting holes except cutting for fuel pump clearance on cross-member and the tip of cross-member for center-link clearance and for spring pockets allowed only.
25. Rear frame rails may be 2x3 tubing frame and can be "x" for reinforcement. No under slung frames. Full frame cars may use 2x3 from centerline of rear axle to rear of car.
26. Car must have all OEM frame from center of rear axle to front as it came from the factory.
27. Front inner fender panels may be removed.

SPINDLES:

1. Stock / OEM passenger car spindles only.
2. No corvette or dropped spindles except for Monte Carlo metric chassis which allow stock appearing drop spindles.
3. Camaro spindles on Camaros only.
4. GM spindles on GM only.
5. Ford spindles on Ford only.
6. Chrysler spindles on Chrysler only.
7. Safety hub and rotor allowed.

BUMPERS

1. Stock front and rear bumpers must be in:
 - a. Original location. Any type of stock appearing fenders.
 - b. Made from 1" – 1 ½" round tubing mounted in front of nose piece and tail piece.
 - i. No reinforcing of front bumper.
28. After-market rubber glass noses and/or tailpieces will be allowed but must follow OEM Design.
 - a. OEM Style Rubber or Fiberglass noses and Tailpieces for your year, make and model will be permitted. Must be factory in appearance (no Late Model Style Noses are permitted).

ROLL CAGE SPECIFICATIONS

1. Minimum one and one half (1 ½") by .120" or one and three quarter (1 ¾") by .095" Round Steel Seamless (or DOM) tubing required for roll cage.
2. All cars are required to have a rear vertical hoop, behind and above the driver's head, connected to left and right front roll bar by a roof hoop.
3. The front roll bar legs must follow the contour of the windshield post and cowl. Maximum distance from windshield to rear of roll bar should be no more than four inches (4").
5. A diagonal bar, from the top left to bottom right must support the rear vertical hoop.

6. A roll bar must connect the left and right of the rear vertical hoop at seat height across the floor pans at the bottom.
7. An additional bar must be installed at dashboard level, extended from the left front roll bar leg to the right front roll bar leg.
8. A petty bar must be installed from the center of "X" in a rear hoop, running to the bottom of the right front roll bar leg.
9. Uni-bodied cars must connect to four (4) main points of the cage with a three-inch (3") angle Iron (.095 wall) or box tubing with a minimum .095 wall thickness.
10. The angle iron or box tubing must be bolted throughout the Uni-body in eight (8) places along the left and right side.
11. A minimum of three (3) door bars on the left side and (2) door bars on the right side must be used.
 - a. Left side door bars must be convex in shape and must extend into the door panels.
 - b. Door bars must be attached to each other and to the frame with vertical bars.
 - c. Minimum of One-eighth inch (1/8") by one and one half (1 1/2") gussets must be welded into all main cage joints and to driver's door bars.
12. A radiator hoop may be utilized in front of the cage with a maximum of four (4) upright supports.
 - a. Must have a metal fan shroud covering the hole on the radiator loop.
13. Rear hoops are allowed. Rear cage supports may extend to the rear of the frame.

BRAKES, FUEL CELLS, STEERING

1. Stock OEM brakes are mandatory on all four (4) wheels and must be in 100% working order.
 - a. No heavy or limited production parts.
 - b. No adjusting devices in driver area.
2. Any weld-on or bolt-on caliber bracket single piston cast iron caliber only.
3. Any factory drums, or any one-piece or two-piece steel magnetic rotors that do not have holes in it for the purpose of lightening it.
4. All cars must have a fuel cell. Plastic cells are permitted but must be enclosed in a steel container made of minimum twenty (20) gauge steel. May Not exceed 22 Gallons.

5. Roll over valve(s) must be installed in the overflow line(s).
6. A flapper valve under the fuel fill lid is strongly recommended.
7. Fuel cell must be mounted in the center of the trunk.
8. Bottom of cell (10") may not be lower than stock frame.
9. Fuel cell must be securely fastened, bolted, and strapped.
3. Stock mechanical fuel pumps only – no electric fuel pumps.
4. A bolt-on, quick release steering wheel hub **MUST** be used on the steering column.
5. Rear frame rails may be 2X3 tubing frame can be "x" for reinforcement. No under slung frames.
6. Full frame cars may use 2X3 from centerline of rear axle to rear of car.
7. Trunk floor may be removed.
8. Minimum ground clearance 4" on sub-frame cars including and body work.
9. Wheelbase must be OEM spec. for make and model of car.

ENGINE SPECIFICATIONS:

1. A stock (for the year, make and model claimed), unaltered engine and transmission combination must be within chassis as it came from the factory, including all engine accessories, except for air filters and valve covers. No external performance accessories permitted.
- 1) Any overhead valve V-8 American Manufactured Production engine with a maximum Cubic Inch of 360 will be permitted. No LS engines allowed. No V-6 engines permitted.
- 2) Stock Bore and Stock Stroke only. (+ 60 over max). Engine must match the make and model of the car used. No crossbreeding or interchanging of engine parts.
- 3) All components must have been available on a two-barrel motor from the factory. No special-order components.
- 4) Maximum bore 4.060.
- 5) Ring pack must be standard 1/16, 1/16, 3/16.
- 6) Cylinder heads must be stock OEM cast iron only.
 - a) Stock production, cast iron heads only (no bow tie or bowtie Vortec heads).
 - b) May use **WORLD PRODUCTS** #4266 and #4267, **DART:** 100-210-70, 100-210-10, 100-242-66, 100-243-65, 100-263-64, 100- 243-70.

- c) World Products #5303B for Fords are allowed (part numbers must be visible),
- 7) May use World Products stock replacement heads on Chevy and Ford Windsor. With Intake Valves of 194 Intake and a 150 exhaust.
 - a) No Boss, Modified or Cleveland heads. No Chrysler Hemi or Pontiac Ram-Air heads allowed. (No Chevrolet angle plug heads).
 - b) Studs may be pinned and use three-eighth inch (3/8") or seven-sixteenths (7/16") screw-in rocker studs only.
 - c) Guide plates allowed. No stud girdles.
 - 8) No porting, polishing, or grinding. Heads must have stock internal and external measurements.
 - 9) Any hydraulic or flat-tappet camshaft may be used.
 - a) Hydraulic Valve Lifters or Solid Valve Lifters may be used. Roller rocker arms are permitted 1.5 or 1.6 ratio only.
 - b) No shaft type roller rockers will be allowed.
 - 10) All engine blocks must be standard production block and must have stock external and internal measurements.
 - 11) Connecting rod...stock or stock replacement 5.7 rods only. Must weigh same as OEM rod.
 - 12) All "Pistons" must be stock OEM type flat top pistons.
 - 13) All "Engines" must have stock OEM production rods, crank, and block.
 - 14) The Stock / Unaltered engine and transmission combination must be within the chassis as a factory item and may not be lowered or set back any further than 11-1/2" from #1 Sparkplug to adjusting screw on steering box.
 - a) This includes all engine accessories, except for air filters and valve covers. No external performance accessories permitted.
 - 15) Heads must have stock internal and external measurements. No Porting or Polishing will be allowed.
 - 16) Maximum bore 4.060. 10.5:1 compression ratio.
 - a) Chevrolet Engines must have a maximum stroke of 3.480 and a maximum bore of 4.060. Maximum displacement of 360 Cubic Inches.
 - b) Mopar Engines must have a maximum of 360 Cubic Inch (+.030 Overbore)
 - 17) Crankshaft minimum height 12".
 - 18) Edelbrock performer intake Part Number # 2101 or 2116 and an unaltered Holly R4412,80853, permitted, and must be mounted on a 1" adapter plate.

- a) Choke components on carburetor may be removed and throttle plate screws may be cut flush with shaft, however chock-horn must remain.
 - b) Carburetor must pass all MVS Tech Gauges. Check with the MVS Tech Inspectors for Part # of intakes for other makes of engines.
- 19) Under Slung or over the Top Headers are allowed (no cross over scavenger type) headers permitted.
- a) A collector up to 3" Diameter is permitted.
 - b) Cars must run a Minimum of 1-Muffler on a single exhaust system and Two Mufflers if it's a Dual Exhaust System. **Exhaust Noise MAY NOT EXCEED 95db.**
- 20) Optional GM Crate Motor: Part # 809-88958602.
- a) Crate Motors are subject to Tech Inspection, regardless of any seal on the motor.
- 21) One STOCK TYPE Radiator must be mounted Infront of the engine; must be brass, copper, or aluminum – No antifreeze. Allowed. (See fines and penalties section of General Rules.
- a) Must have a securely fastened and Leak Proof overflow can, of a minimum of 1-Gallon.
- 22) Stock Single Point or Stock Electronic Ignition allowed. **No dual points allowed.** (we will be checking for Traction Control Chips in the Distributor).
- a) No after-market components allowed. MSD HEI distributor allowed.
 - b) No MSD Boxes.
 - c) No RPM rev limiters allowed.
 - d) No magnetos allowed.
 - e) Aftermarket stock replacement parts will be allowed.
 - f) Distributor Vacuum Advance System may be removed and a Mechanical Advance Locked In.
- 23) Cars must have starter in good working order.

TRANSMISSIONS

1. **Stock production, unaltered OEM standard or automatic transmission allowed.**
All forward gears must be in good working order. (you may be asked to prove this to an Official)
 - a) No high performance or special-order transmissions allowed.
 - b) No modifying of transmission in any manner allowed.
 - c) Reverse gear must be in working order.

- d) No lightweight or racing clutches allowed.
 - i) Minimum weight of Flywheel 15 Pounds and the weight of the Pressure Plate may not be less than 13 Pounds. Minimum weight of clutch disc will be 3 pounds.
 - e) Blow-proof steel bell housing mandatory for standard transmission.
2. **Automatic Transmission** must use stock working torque converter only. (No Lock-up or Direct Drive Automatic Transmissions Allowed.
 3. **Converters** must be a Minimum of 12" in Diameter, as measured at the Main Body of the Converter, NOT at Mounting Flange!
 - a) All cars running automatic transmission must have a SFI scatter shield.
 - b) All cars must be able to move under their own power and be self-starting.
4. **Shifting on starts is not permitted.**
- a) All Starts and Restarts must be conducted inside the Starting Box as defined on the racing surface as two lines between Turn 3 and Turn four.
 - b) No Shifting will be allowed while in the starting box.

FUEL CELLS

1. NO OXYGENATED FUEL ALLOWED – PERIOD.
2. Fuel Cell must be encased within a Steel Enclosure.
 - a. Maximum gallons allowed shall be 22 gallons.
3. Fuel Cell "Must Be" securely fastened to the rear frame with bolts.
4. Fuel Shutoff Valve must be in plain view of, and within the reach of the driver.
5. Stock mechanical fuel pumps only, no electric pumps allowed.
6. Bottom of Fuel Cell must not extend lower than 10" to the ground, with driver sitting in driver's seat.
7. Must have a minimum of 1" by 1" X-brace under this fuel cell.
8. Roll over valve(s) are mandatory in breather lines.
9. A flapper under the Fuel Cap is strongly requested by MVS Officials. It's for your safety in case of a roll-over and resulting fire.

SPINDLES:

1. Stock / OEM passenger car spindles only.
2. No corvette or dropped spindles except for Monte Carlo metric chassis which allow stock appearing drop spindles.
3. Camaro spindles on Camaros only. GM spindles on GM only. Ford spindles on Ford only. Chrysler spindles on Chrysler only.
4. Safety hub and rotor allowed.

WEIGHTS AND PERCENTAGES:

1. All cars must weigh as outlined below with driver after race:
 - a. All cars running no larger than a 10:1 motor and NO notch out for fuel pump, must weigh no less than 3,000 lbs. with a 56% left side weight rule.
2. The below weights are for cars with notched out cross members for fuel pumps and motors moved back.
 - a. All cars must weigh 3150 lbs. with 55% left side weight.

SEAT SPECIFICATIONS:

1. Driver's seat must be supported by, minimum one inch (1") diameter steel tubing welded directly to the cage.
2. Roll bars and headrest in the driver's area must be padded.
3. Drop down window nets are mandatory.
4. All seats must be of racing design and must have a headrest or high back seat.
5. Seat must be attached to the roll cage and the frame.
6. Back of seat must be mounted to the roll cage.
7. Seats must have been made by a well know manufacturer, as identified by the MVS Officials. Aluminum seats are mandatory.
8. A minimum three-inch (3") quick release lap belt and a three-inch (3") shoulder harness that is no older than two (2) years is mandatory.
9. A crotch strap is mandatory.

10. Shoulder harness must be connected to the roll cage.
11. All lap belts must be mounted behind the seat and attached to the roll cage; harness must be attached below shoulder level.
12. Absolutely NO original equipment belts are permitted.

BUMPERS AND RUB RAILS :

1. The purpose of rub rails should be construed to mean, a means of added protection to the driver.
2. All cars may have one (1) side rub rail per side and must be constructed of one and one-quarter inch (1 ¼") pipe.
3. One side rub rail between wheel opening mount in line with the center of front and rear bumper is allowed.
 - a. One-and one-quarter inch (1 ¼") to one- and one-half inch (1 ½"); round pipe is acceptable. Must be mounted one inch from the body side.
4. All ends must be rounded to the body contour.
5. Rub rails must be mounted to main cage supports or to the frame of the car (mounting just to the sheet metal side of the car will not be permitted).
6. Rub rail should be mounted as to be in line with the center of the front and rear bumper height.
7. Rub rail is to be mounted in between the front and rear wheels.
8. No square ends or sharp, protruding edges are permitted.
9. 1 loop on top of bumper only. Max 6" high with max overall bumper height 12"
10. Front and rear bumper height must be 18" to 22" from center of bumper to ground.
11. Any damaged or bent bumpers must be replaced or repaired to keep required height.

TIRES AND WHEELS :

1. Track tire rules apply.
2. All wheels must be the same diameter. Either fourteen-inch (14") or fifteen-inch (15") Mounted on a No-Wider-Than Eight-inch (8") stock wheel.
3. Steel Racing wheels are required.

4. No slicks or grooved tires shall be permitted.
5. Track width – no wider than 78” – will be checked from outside of side wall to outside of side wall at axel height.

BATTERY

1. Battery must be located outside of the driver’s compartment, in a spill-proof container, which is securely mounted to the floor. If using an AGM Style batter, no spill proof cover shall be required.
2. Battery shut-off switch is Mandatory and must be withing plain view of the driver or officials.
3. Switch must be painted fluorescent yellow or orange and clearly marked on or off.

SAFETY:

1. No rearview mirrors, radios, or other form of crew to driver communication shall be permitted, (UNLESS it is made permissible via a Drivers Meeting at a large event.
2. Drivers must have their Raceceiver radio on, anytime the car is on-track. You will be subject to monitoring to ensure it is working.
 - a) Failure to heed information passed to you from our Tower or the Officials within 2-laps, will result in a form of disciplinary action, which may include starting from the rear of the field or being Disqualified from that race.
3. A dry chemical fire extinguisher with quick release is mandatory. The extinguisher must have the gauge within easy reach of the driver. It is mandatory that the fire extinguisher be securely mounted to the right of the driver on the drive - shaft hump and must be clearly visible by track officials at all times.
4. Engine shut-off kill switch must be mounted in the driver’s compartment on the right side of the steering column or on the right side of the dashboard, if so equipped, within easy reach of the driver, and must be clearly visible and of easy access to track officials. The switch must be marked “ON” and “OFF” and be painted orange color.
5. Encased fuel cells are mandatory and must be securely mounted to the rear frame. Cells must be located between the rear frame rails and to the rear of the driver’s compartment. Rear firewall is mandatory (see bodies) between cell and driver’s compartment.
6. Fuel shut-off valve must be in plain view and within driver’s reach. Also, must be clearly visible and accessible to track officials. Petty bar within easy reach of the driver and must be clearly visible and accessible to track officials. The shut-off must be clearly marked (ON and OFF and be painted bright orange).

7. Fuel lines in the driver's compartment must be encased in a Fireproof enclosure, such as Pipe, Tubing etc.
8. Driver's side net with a quick release mechanism is mandatory.
9. All roll bars, side bars, or other protrusions that a driver may come in contact with must be properly padded.
10. Nomex hoods and driving shoes are strongly recommended.
11. Full face helmets with shield strongly recommended. All helmets must be a minimum Snell RACING TYPE SA 2020 or newer.
12. Two-layer racing uniform strongly recommended. If a single layer suit is worn, full Nomex underwear MUST be worn.
13. Racing gloves are mandatory.
14. No interior shields to the right of the driver will be allowed and interior metal in this area must be on an angle and below the driver's shoulder height.

NOTICE: These rules, combined with our 2024 Mahoning Valley Speedway General Rules as well as our Social Media Policy, and Tire Policy (if any) may be found on the Mahoning Valley Website (www.mahoningvalley-speedway.com), and will form the basis for your Divisions total rules.

ANY AND ALL RULES SUBJECT TO CHANGE BY TRACK MANAGEMENT - 2024