



Nashville Fairgrounds Speedway
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Nashville Fairgrounds Speedway 2023 STREET STOCK RULES February 2023

The guidelines 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 guidelines shall govern the condition of events and participation therein. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in his/her opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the speedway officials whose decisions are final.

NOTICE:

All equipment is subject to the approval of Nashville Fairgrounds Speedway officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate manuals, will not be eligible for approval. All cars must comply with the rules set forth by the Nashville Fairgrounds Speedway rule book and reference manuals used in the inspection process. All cars and car parts are subject to Nashville Fairgrounds Speedway technical inspection processes. Nashville Fairgrounds Speedway is not required to follow any other sanctioning bodies or manufacturers guidelines in its inspection process. Nashville Fairgrounds Speedway reserves the right to add to and or adjust left side and/or car weight when deemed necessary for equal competition purposes. Driver Eligibility is subject to approval by racetrack officials.

REQUIRED DECALS:

When supplied, teams are required to use uniform patches and car stickers in their designated and mandated position. Failure to do so may result in a minimum penalty of \$100 or up to 10% of their purse for that event. Teams must also leave the top of windshield for use by Nashville Fairgrounds Speedway sponsors decal stickers (subject to penalty above if not the color/dimensions supplied by Speedway). Select windshield sticker may be absolutely required to participate in an event.

All cars must be numbered on both sides and roof with registered car number assigned to the driver. Number must be on race car day of race and be legible. A 6" tall number must be placed in the upper corner of the windshield on the passenger side.



SECTION 1 – WEIGHT:

- 1) Minimum base weight 3400 lbs.
- 2) Maximum left side weight is 55.0 percent.
- 3) Cars with stock 10 or 12 bolt rear end for chassis may deduct 25 lbs.
- 4) Cars with stock upper A-Frame mounts may deduct 25 lbs.
- 5) Management reserves the right to alter, change or adjust weight limits at their option and all additional weight to non-conforming cars.
- 6) Weight boxes optional, constructed of minimum 3" x 3" x .120 square steel tubing and must be welded completely to frame.
- 7) No weight may be mounted on, or added to, any moving **suspension parts, including but not limited to rear end, trailing arms, a-frames, etc.**
- 8) **Any lost weight will result in a \$25.00 per lbs. fine to the car owner.**

SECTION 2 – BODIES:

- 1) Must be metal or aftermarket bodies, stock appearing.
- 2) Minimum of six (6) hood pins required.
- 3) No open hood scoops, hood must be sealed at windshield.
- 4) An aftermarket fire wall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
- 5) except for behind the seat may be boxed.
- 6) Rear spoilers mandatory.
- 7) Rear spoiler must be mounted on the trailing edge of the stock trunk deck.
- 8) Spoiler may not exceed six (6) inches in total height. Must be single plane only. Max. width 60"

SECTION 3 – WHEELBASE:

- 1) Wheelbase: Car must be minimum of 108".
- 2) Maximum tread with 66" measurement center to center of tires at spindle height (front and rear).
- 3) May run Camaro clip and cut down cars.

SECTION 4 – WINDSHIELD:

- 1) Front windshields mandatory. Recommended is 1/8" Lexan with a minimum of two (2) center braces required at a stock angle. No other windows allowed.
- 2) No type of window or air deflector allowed. Side vent "roll over" may not exceed ten (10) inches at lowest point and must continue 90 degrees upward from that point. NACA duct for driver fresh air allowed.



SECTION 5 – ENGINE:

- 1) Engine must be centered between frame rails.
- 2) Maximum engine set back will be the #1 spark plug (front left plug) even with wedge bolt.
- 3) A minimum of twelve (12) inches from centerline of the crankshaft, in the front of the ground must be maintained.
- 4) Must be of standard factory production with standard external measurements in all respects.

SECTION 5A – BUILT ENGINES:

- 1) Ford and Chevy may not exceed 362 cid. Chrysler may not exceed 364.
- 2) Maximum compression of 10.5:1. If compression exceeds max, add 25 lbs. per 0.5 over 10.5:1.
- 3) Cast iron blocks only.
- 4) Flat top pistons only.
- 5) Piston may be flush with block (zero deck heights). Steel connecting rods permitted (must be magnetic). Rods must match engine size (example, 5.700 inches on 350 Chevrolet).
- 6) No remote oil systems or filters. No oil coolers, accu-sumps, dry sump or additional oil lines permitted other than line to oil pressure gauge.
- 7) Standard production type crankshaft only. No altering other than standard grind cleanup.
- 8) Stroke must be stock stroke within 0.010, may not be increased or decreased. (3.48).
- 9) Stock type or any S.F.I. Approved balancers only.
- 10) Fifty-Pound minimum weight on all crankshafts, including timing chain gear.
- 11) The cylinder heads must be cast iron, the intake and exhaust ports must be in the original "as cast" configuration.
- 12) Minimum 62 cc combustion chamber Chevy, Ford 57 cc.
- 13) Mopar products: Maximum 1.624 in exhaust, minimum 1.920 in. intake valves.
- 14) Ford Cleveland: Maximum 1.655 in exhaust, maximum 2.041 in. intake valves.
- 15) Ford Windsor: Maximum 1.546 in exhaust, 1.940 in. intake valves.
- 16) Chevrolet Small Block: Maximum 1.500 in exhaust, 1.940 in. intake valves.
- 17) OEM Cast iron heads only. World Products SR 043610 Stock Replacement Heads allowed. (1.5 / 1.940) ALLOWED. No Dart, angle plug, 461, 461x, 462 or "bowtie" heads allowed. 3/8 or 7/16 rocker studs
- 18) Stock steel valves and in stock location only.
- 19) Stock diameter valve spring with steel retainers only. Chevrolet maximum 1,280.
- 20) No titanium parts. Locks and retainers must be magnetic steel. Guide Plates Permitted
- 21) May run stock 2 bbl or 4 bbl intake, or intake # 14098242, GM marine intake on old type heads or Edelbrock performer # 2101, 2104, or 2116. All must be stock. No porting, polishing of the intake.
- 22) On all engines, only one standard flat gasket may be used between the head and the intake manifold. Maximum gasket thickness .177 inches.
- 23) Any attempt to pull outside air in is not permitted.
- 24) Only hydraulic flat tappet cams and stock hydraulic magnetic lifters allowed.
- 25) Maximum valve lift may not exceed .450
- 26) Camshaft lift checked with solid lifter with zero lash at retainer of valve or maximum .300 at lobe or cam doctor.
- 27) Lifters must be of stock diameter for engine application.



- 28) No roller rocker arms permitted. No stud girdles. 1.5 Ratio Rocker Arms Only "Cool Nuts permitted/ Polly Locks". Rocker arms must not exceed 1.55 ratio.

SECTION 5B – CRATE ENGINE:

- 1) GM 602 Crate Motor Approved. By GM Yellow Book Guidelines.
- 2) Compression Limit 9.4.1 determined by NFS Whistler.

SECTION 6 – CARBURETOR:

- 1) Built Engines: Holley "Box Stock" #4412 Carburetor required. May Change Jets, power valves and remove choke flap. No HP Carburetors or components permitted.
- 2) Crate Engine: All 602 Crate Motors must run Holley 4150 #80541-1 650 CFM 4 Barrell Carb. Must Remain Box Stock, you may change jets, air bleeders and power valves. Holley 4150 #80541-2 carb is not permitted.
- 3) Crate Engine Carburetor Spacer: 602 Crates Motors CARBURETOR SPACER MAX. Height 1" aluminum with 1 paper gasket per side not to exceed 0.065 in thickness / open or 4 Hole Type or tapered allowed.
- 4) Built Engine Carburetor Spacer: Maximum of 1" aluminum with 2 holes not to exceed over 1.690 at the top may be tapered with 1 paper gasket per side not to exceed 0.065 in thickness.

SECTION 7 – EXHAUST:

- 1) A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The track will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.
- 2) Economy 1 5/8" headers with no steps, allowed with a 3" collector that exits under car past driver.
- 3) No alterations of any type, except external modifications for clearance purposes only.

SECTION 8 – AIR INTAKE:

- 1) Air boxes allowed. No air dams, ram air or duct systems allowed.
- 2) Only one dry air cleaner element allowed.
- 3) No addition of material, shielding or alterations of air flow to air cleaner.



SECTION 9 – FUEL SYSTEM:

- 1) Racing fuel cells are mandatory, bladder type cells are highly recommended.
- 2) Maximum 22-gallon cells with fuel valves.
- 3) Loop bar mandatory behind fuel cell.
- 4) Two (2) sections of box tubing may also tie the rear frame rails together and act as a fuel cell mount.
- 5) Fuel cells must be in trunk compartment, equal distance between frame rails and centerline of car.
- 6) Bottom of fuel cell container must have a minimum ground clearance of 8”.
- 7) Stock type mechanical fuel pump only, in stock location. No electric fuel pumps allowed.
- 8) No additional fuel reservoir, pressure equalizing systems, or fuel cooling devices allowed.

SECTION 10 – ELECTRICAL SYSTEM:

- 1) HEI ignition only.
- 2) One stock coil, ballast resistor if applicable, or electronic ignition distributor.
- 3) No crank trigger or distributor less systems allowed.
- 4) Stock style starters only.

SECTION 11 – COOLING SYSTEM:

- 1) Any metal stock production or racing radiators permitted in stock location.
- 2) Mechanical fan must have a 180-degree shroud. Covering the top 50% of the fan.
- 3) Mandatory and operational radiator overflow metal catch can and exit tube installed ahead of firewall.
- 4) Electric fans permitted.
- 5) Aluminum water pumps are allowed.
- 6) NO antifreeze allowed at any time.

SECTION 12 – CLUTCH:

- 1) Must run 14” stock steel 153 tooth flywheel, minimum weight 13.5 lbs. with bolts. Pressure plate and clutch must be 10.5”, stock configuration, clutch disc consisting of solid disk or six ridged friction pads minimum.
- 2) Cars must provide inspection holes for clutch or torque converters.
- 3) Blow proof bell housing mandatory.



SECTION 13 – TRANSMISSION:

Transmission options:

- A. Stock OEM automatic with minimum of 3 forward gears.
 - B. Manual cast iron case OEM with all gears operable. (3 speeds only)
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- 1) No 4 or 5-speed transmissions.
 - 2) No internal modifications or gear reductions are allowed.
 - 3) Automatic transmissions with unaltered torque converter allowed. No direct drives.
 - 4) Transmission coolers allowed in engine compartment only.
 - 5) Automatics must have complete un-lightened factory produced flywheel or flex plate.

SECTION 14 – REAR-END:

- 1) 9" Ford assembly allowed with all brackets in stock location for that chassis. Deduct 25 lbs. for stock 10 or 12 bolt rear end for chassis.
- 2) Open, locked, limited slip or posi-traction rear ends are acceptable. Detroit Lockers Allowed.
- 3) No quick changes, or "gold track" type differentials.
- 4) Full floating re-end type & axle assemblies allowed. (Solid Axel No Gun Drilling)
- 5) Aftermarket racing axles are recommended.

SECTION 15 – DRIVE LINE:

- 1) Two (2) 360-degree shaft "2" x 1/4" hoops" mandatory, installed on forward 3/5 of drive shaft.
- 2) One-piece steel drive shafts only. (min. dia. 2 3/4")
- 3) Drive shafts must be painted white.

SECTION 16 – BRAKES:

- 1) Aftermarket hanging pedals allowed.
- 2) Must have functional brakes on all 4 wheels at all times.
- 3) Four wheel disc brakes allowed.
- 4) Brake bias devices allowed but must be out of the driver's compartment.
- 5) Single piston calipers, with cast iron bodies only.
- 6) Brake pad material optional.

SECTION 17 – FRAME:

- 1) All frames and unibody structures must remain absolutely OEM factory produced.
- 2) All measurements for all vital parts must remain stock. Body must be centered on frame.
- 3) Replacement of rear frame rails with 2" x 3" x .120 minimum wall, steel tubing, permitted rearward from the center of the rear wheel hump.
- 4) Frames and unibody structure may not be lightened anywhere.



SECTION 18 – ROLL BARS:

- 1) All cages must be style as set forth in the rulebook and approved for workmanship and design.
- 2) Driver is responsible for installation, construction and workmanship of roll cage.
- 3) Round steel 1 3/4" x .083 minimum, roll bars are mandatory, roll bars must be welded.
- 4) Minimum of four horizontal door bars on the right and left side of car.
- 5) The distance between the "A" post and "B" post may not be greater than 44 inches.
- 6) Rear fuel protection hoop mandatory.
- 7) Gusset plates at butt welds in driver's compartment required. Rear frame rails may be tied together by only one 2" x 2" max. bar only.

SECTION 19 – SUSPENSION:

- 1) All front suspension mountings and spring locations must remain as produced except A-frame mounting may be replaced with "perch" type mounting. Deduct 25 lbs. for stock upper A-Frame mounts.
- 2) Front shock location may be changed from stock location.
- 3) Sways may be under slung mounts, adjustable mounts permitted. "U" bolts permitted.
- 4) After-market sway bars allowed must be stock appearing.
- 5) Any conventional type coil front spring with a diameter of 5" or greater can be used.
- 6) Wedge bolts are allowed front and rear, maximum one per wheel, top adjustable only.
- 7) Spring pocket of stub may not be altered other than to screw plate installation.
- 8) Lower control arms must be stock and unaltered for that make and model.
- 9) Upper magnetic steel tubular A-frames or altered stock upper control arms utilizing stock A-frame permitted.
- 10) All ball joints with steel shaft allowed. Adjustable style ball joints are permitted.
- 11) Stock mounted shocks or steel sealed non-adjustable, non re-buildable. Afco 12 Series, 14 Series or Pro Shocks WB Series welded Bearing series shocks ONLY. No bump stops, no coil bind.
- 12) One shock per wheel.
- 13) Rear shock upper mounts must be inside frame rails.
- 14) Rear shock mounts on rear axle may be raised or lowered to compensate for rear shock travel.
- 15) Rear suspension must be as produced, either leaf or coil. Adjustable rear shackles allowed of rear leaf springs only.
- 16) All rear suspension parts, mounting and location must remain stock and unaltered except for upper trailing arm frame mount hole may be raised or lowered for pinon angle. Only one hole permitted. Bushings optional.
- 17) No sliders on leaf springs.

SECTION 20 – SPINDLES:

- 1) Any stock passenger car spindle may be used. No drop spindles.
- 2) Heavy duty aftermarket spindles allowed, but no racing spindles.
- 3) Any stock car hub, drum and rotor may be used.
- 4) Large diameter wheel studs acceptable.



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SECTION 21 – STEERING:

- 1) Conventional steering systems consisting of stock steering gear and pitman arms, idler arms, center link, and tie rods are the only type allowed.
- 2) Stock systems either manual or power. No alterations.
- 3) Stock rack and pinion with no modifications allowed when stock on that car.
- 4) Quick release hubs recommended.
- 5) Steering ratio may be changed only within steering gear box.

SECTION 22 – GROUND CLEARANCE:

- 1) Suspension and frame, at any point of frame rail, must maintain an absolute minimum ground clearance of six (6”) at all time.
- 2) Minimum clearance for cross member is 4.5”.
- 3) Fuel cell must have a minimum ground clearance of eight (8”) inches.

SECTION 23 – WHEELS:

- 1) Minimum wheel weight of 19 lb. - IMCA “sticker” legal.
- 2) Acceptable only are steel wheels with a maximum width of 8” inside bead to bead.
- 3) Reinforced race type wheels are mandatory.
- 4) No bleeder valves allowed.