



2010 STREET STOCK RULES – February 27, 2010

2010 rule updates shown in **BOLD-Red and underlined**

Notice to Competitors: There have been additions and updates to this rule package for 2010 and it is solely the competitors responsibility to read the information presented here in order to be informed as well as be in compliance with all aspects of the rules as set forth in this document.

1. APPROVED MODELS

- 1.1 General Motors: '73-up Nova/Venture/Monte Carlo, '73-up Chevelle/Lemans/Malibu, '73-up Impala/Parisienne or similarly designed cars. Ford: '73-up Torino/T-Bird, '78-up Granada/Crown Victoria or similarly designed cars. Up to '91 Crown Victoria. Chrysler: '73-up Dart/Satellite/Charger, '78-up Volare/Diplomat or similarly designed cars. 1992-1995 Ford Crown Victoria allowed (must use drum brake housing from '91 and prior)
- 1.2 No Mustang, Camaro, Cuda or similarly designed cars.
- 1.3 Any other models are subject to approval by track management.
- 1.4 If in doubt, please contact track management before you build.
- 1.5 Minimum wheelbase of 105" (factory specifications) with not more than one inch difference (+/-) side to side.

2. BODY

- 2.1 All chrome moldings, ornaments, door handles, glass, tail lights, headlights or plastic components must be removed, except grille and windshield.
- 2.2 Grille must be stock production for body used.
- 2.3 Mesh may be placed in front of rad, no larger than rad opening, attached directly to the stock rad support, and subject to approval by officials.
- 2.4 Window openings must not be closed in or redesigned. All window pillars must remain.
- 2.5 Lexan or stock glass windshield is permitted.
- 2.6 Top of windshield must be reserved for class sponsors.
- 2.7 Inner panels stay. Front inner fenders and trunk floor are the only body parts that may be removed.
- 2.8 The interior metal on the drivers door and passenger door may be removed provided a 1/8" minimum steel plate is welded to the outside of the door bars from top to bottom and front to back. Completely filling in between bars is acceptable.
- 2.9 Doors must be welded or bolted securely shut.
- 2.10 Hood and trunk must retain original interior bracing and be securely fastened.
- 2.11 Original hinges must remain. Latches should be replaced.

- 2.12 A single exterior rub rail may be used on each side of the car, from behind the front wheel, parallel to the ground, to ahead of the rear wheel, break for the wheel opening, and continue toward the rear of the car and fasten to the side of the rear bumper. Square tubing or round pipe only, maximum 1" outside diameter may be used. Exposed bolt heads must be carriage type only. No sharp edges. Rub rails must fit flush with side of car and blend with car color. Numbers and lettering must be over rub rails.
- 2.13 Aftermarket Fivestar stock appearing nose cones will be permitted for 2009. No other body modifications allowed. **This aftermarket nose cone must fit flush to existing fender and hood. No extensions will be allowed below the existing nose cone.**
- 2.14 No spoilers, front or rear. No cut-down doors. No hood scoops. **If a rocker panel extension is added, it MUST NOT be installed lower than the bottom of the original rocker panel.**
- 2.15 All cars must begin each race meet with a complete body (hood, doors, fenders, trunk lid, etc.) unless damaged in practice and/or O.K.'d by pit Steward.

3. INTERIOR

- 3.1 All interior flammable material must be removed with the exception of the driver's seat.
- 3.2 A completely enclosed steel firewall front and rear is mandatory.
- 3.3 Floors may not have any holes. They may be repaired with steel but must retain their original appearance.
- 3.4 All metal inner panels must be retained and not covered.
- 3.5 The inner panel on the driver's door and passenger door may be removed. (see "Body")
- 3.6 Seat backs must be secured to the roll cage to prevent it from falling forward or backward.
- 3.7 Aluminum racing seats or stock bucket seats allowed and must be completely mounted to roll cage. No fiberglass seats.

4. BUMPERS AND FRAMES

- 4.1 Bumpers and frames must be in stock location and not reinforced.
- 4.2 Frame repair O.K. with stock thickness material.
- 4.3 No shortening of frames.
- 4.4 No joining sub-frames.
- 4.5 Rear cross member (at bumper) may be replaced with same size channel iron.
- 4.6 No square tubing.
- 4.7 Stock bumpers must remain and have a tight, good quality chain solidly bolted between bumper and frame so bumper will remain with car at all times.
- 4.8 Bumper shocks must be functional.
- 4.9 A larger mounting plate may be used where the bumper mounts to the bumper shock to better secure bumper. No reinforcement in any other area of bumper.

5. ELECTRICAL

- 5.1 Battery must be ahead of the firewall and securely fastened.
- 5.2 Charging system and starting system must be operating.
- 5.3 Ignition system must be clearly marked "off" and "on" and be accessible from outside the car, as well as within the driver's reach. (When safety harness is fastened)

6. MINIMUM WEIGHT

- 6.1 Car must weigh a minimum of 3600 lbs. with driver at all times.
- 6.2 Maximum left side weight 53% of total. Maximum rear weight 45% of total weight.
- 6.3 All weights/percentages will be taken with driver in normal seated position.
- 6.4 Any added weight must be fastened solidly to the frame.
- 6.5 No ballast (added weight) will be permitted in the driver's compartment.

7. BRAKES

- 7.1 Car must have four wheel brakes in working order, drums on rear.
- 7.2 No bias valves permitted.
- 7.3 Power booster must remain in stock location on firewall.

8. CHASSIS AND SUSPENSION

- 8.1 All suspension parts are to be stock with no modifying.
- 8.2 The car must be a minimum of six (6) inches of the ground measured at any point under the frame **Ground clearance will be the same on both sides.** Inspection height gauges must pass under frame with no contact.
- 8.3 All vertical measurements will be taken with driver in car.
- 8.4 Stock size rubber mount must be used between frame and body. Body mounts may be solid rubber or steel but must retain original dimensions and mounting points.
- 8.5 Front coil springs may be OEM or OEM replacement type. No beehive or progressive rate springs allowed. Front springs must have stock coil spacing. Springs must be a minimum of 5.0" in diameter. Front springs must sit in the original OEM spring seats. Solid shims may be used on the top of the spring and seated in the original spring seat. Solid wedges are permitted in the front springs. **ABSOLUTELY** no adjustable spring seats allowed.
- 8.6 Stock arch must be maintained on rear leaf springs. No lowering blocks, jacking bolts, or adjustable spring spacers.
- 8.7 No cutting and/or welding pitman arm.
- 8.8 No air shocks or bags.
- 8.9 Stock sway bar permitted; non adjustable; rubber bushings only. Sway bar links must be OEM type. They are to be installed as original. This will include positioning the link straight up from the control arm to sway bar at each end. The links must be stock length and be equal side to side. A piece of thin wall tubing may be used to reinforce the link but it is only to be installed over the existing link spacer. Link bushings are to be rubber only. **OEM sway bar not to exceed 1 5/16" O.D.**
- 8.10 Springs must be of original design and in stock location. No coil-over spring/shock combinations. May be OEM replacement type.
- 8.11 Rear coil springs may be OEM or OEM replacement type. No beehive or progressive rate springs allowed. Rear springs must be a minimum of 4.5" in diameter. Rear springs must have original spacing. Rear springs must sit in the stock spring seats. They must be OEM "pigtail" style at bottom seat. Must retain original spring seats on differential housing. Solid shims may be used on the top of the spring and seated in the original spring seat. Solid wedges (either rubber or metal) may be used between the coil spring spacing. **ABSOLUTELY** no adjustable spring seats allowed.
- 8.12 One stock replacement shock absorber per wheel in stock position using stock mounting hardware is permitted. No racing shocks. Shocks may be stock replacement GAS shocks. All shock numbers **MUST** be readable. Shocks will be deemed illegal if numbers are unreadable.
- 8.13 Upper and lower control arms, MacPherson strut towers, and all other suspension components must remain stock and in stock location. No reinforcing.
- 8.14 Only stock OEM spindles and rotors for year, make and model may be used.
- 8.15 Original collapsible steering columns may be used. Quick release steering wheel may be installed which could mandate the changing of the steering column. This is permitted.
- 8.16 All steering components must meet the original specifications of the manufacturer for specific year, make and model.

8.17 An aftermarket rear control arm(s) has been approved for 2010 for metric chassis cars. It will be available from two suppliers which are Tucker Racing Products and Johnson Chassis. These will be the ONLY suppliers for these arms. They will be subject to a strict adherence policy and will be inspected by template as to correct dimensions. Further information is found in APPENDIX "B" in this rule package.

9. ROLL CAGE/BRACING NOTE: See "Appendix A" for cage diagram

- 9.1 DESCRIPTION: Four upright pipes joined at the top with four pieces of pipe and two pipes running parallel back to the frame. These two pipes are to connect to the rear frame clip at either (1) before the rear clip kicks up over differential housing or (2) on top of the rear frame clip directly above the housing. There is to be no roll cage tubing beyond these locations. No other bracing allowed.
- 9.2 Top of roll cage must be touching the roof.
- 9.3 There must be a minimum of 3" clearance between the driver's helmet and roll cage.
- 9.4 There must be a cross brace or X-brace in the rear hoop from side to side to allow for shoulder belt installation. There may be one bar mounted horizontally (parallel to floor pan) connecting the cross brace bar and run straight to the dash bar. This bar must be padded. NOTE: This will be the only bar allowed inside the inner perimeter area of the cage (drivers compartment)
- 9.5 A foot protection bar must be installed on the driver's side from the left front upright of the cage to the frame, but not ahead of the front firewall.
- 9.6 A similar bar may be installed on the right side of the car, not ahead of the front firewall.
- 9.7 Two bars are permitted to come forward off the front two uprights through the firewall and down to the frame. These bars must be welded to the frame behind the upper control arm mounts.
- 9.8 Two bars (max) are recommended to run from side to side, attached to the roll cage or bottom door bars, following the contour of the floor, to allow for seat installation. These two bars will have the seat mounted to them directly and should not be fastened to the frame or body of the car.
- 9.9 The Petty Bar will not be allowed.
- 9.10 There must be a minimum of three pipes on the inside of the driver's door, (tied together and welded to the frame in at least two additional places) and two pipes on the inside of the passenger door(s) between the front roll bar and the rear roll bar.
- 9.11 Gussets are required at all welds around driver's compartment.
- 9.12 All welds must be electric welded.
- 9.13 Minimum pipe size .090 wall thickness with minimum diameter 1.75" o.d. Note: pipe with outside diameter may be used providing the wall thickness is a minimum of .110"
- 9.14 It is recommended (mandatory if inner door panel is removed) that the driver door bars be filled in or covered with a minimum 1/8" thick steel plate.
- 9.15 Gas tank protection required . Two pipes, behind the tank, off the frame at 90 degrees joined by one pipe across top no higher than the gas tank. A second pipe is allowed between the uprights(not welded to the frame). One brace is allowed from each upright pipe. Braces must be welded to the frame and be toward the front of the car only and must extend no further forward than 18" from the uprights. None of the gas tank protection can be welded, bolted, or in any other way fastened to any other bracing. It may only be fastened to the frame.
- 9.16 A radiator mounting bracket may be used to allow for quick removal of radiator. It must fit under the hood and not extend in any way beyond the frame rails. All existing support members for front fenders and rad support must remain (front shroud). No hood pins are to be mounted on this bracket. It is strictly for radiator support.

- 9.17 A maximum of one bar is permitted to run side to side in front of rad. Bracing will be toward the rear only (maximum 18" back from rad).
- 9.18 For 2010 a front hoop will be allowed. It is to consist of two round pipes running parallel to the front frame rails and connected to the front cage upright pipes. They are to connect to the rad support upright pipes at the front. There will be no other pipes allowed forward of the firewall. See Appendix "A" for details of the cage construction. If there are any questions regarding cage construction please contact the speedway.

10. FUEL SYSTEM

- 10.1 Original gas tank must be removed.
- 10.2 A smaller tank (max 12 gallon) must be installed in the trunk, between the frame rails, as close to the rear firewall as possible, securely strapped to the frame of the car.
- 10.3 Filler must be inside trunk.
- 10.4 The bottom of the tank must be no lower than the top of the frame rails.
- 10.5 Two pieces of tubing, pipe or angle iron may (Mandatory if trunk floor is removed or weak) be welded between the frame rails to install tank. These pieces may be parallel or in an "X".
- 10.6 Tank must be secured to frame with out movement.
- 10.7 All fuel lines must run under the floor and be metal. Steel braided fuel line may be used provided it is attached at or near OEM locations and is also OEM inside diameter.
- 10.8 A metal box completely enclosing a plastic tank is mandatory.
- 10.9 May use any size approved fuel cell positioned as above.
- 10.10 Any gas leak of any kind will park a car.
- 10.11 Fuel: Filling station gas only with no additives. No aviation fuel allowed.
- 10.12 Stock fuel pump only. (No electric fuel pumps)
- 10.13 Throttle must have two return springs on separate brackets
- 10.14 Two-barrel carburetor must be stock.
- 10.15 No aftermarket carburetors or adapter plates allowed unless otherwise stated by Speedway660
- 10.16 Serial Numbers must be readable. (2GC-Chev., Motorcraft-Ford, Carter or Holley-Dodge)
- 10.17 No 500 CFM Holley carbs.
- 10.18 AIR CLEANER AND AIR FILTER: Only Track approved round air cleaner element minimum 12 inches and maximum 17 inches diameter will be permitted. **A Track approved completely dry pleated paper element - minimum 1 ½ inches - maximum 4 inches high must be used in the air cleaner at all times.** All air shall be filtered through element. The air filter element may not be sprayed or soaked with any type of chemicals or liquids. Only a round metal air cleaner housing is permitted. The top and bottom of the air cleaner must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the air filter element. The air cleaner housing must be centered and sit level on the carburetor. The bottom of the air cleaner housing must be lower than the top of the carburetor choke horn. No tubes, funnels or any device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.
- 10.19 No K&N Air filters (or K&N style filters) will be allowed

11. REAR END / DRIVESHAFT

- 11.1 No locked, limited slip, or posi rear ends.
- 11.2 Rear end and all other suspension parts must be stock type and remain in original location.
- 11.3 Gear rule:
- G.M. cars maximum 3.08 gears
 - Ford and Chrysler maximum 3.25 gears
 - Minimum gears for all cars 2.70.

- 11.4 All gears are to be in original housing.
- 11.5 Front and rear DRIVE SHAFT loop required
- 11.6 DRIVE SHAFT of steel construction only. Must be painted white.

12. RADIATORS

- 12.1 Radiator (only one allowed) must be in stock location. Aluminum radiators will be allowed. They must be OEM replacement type units. They are to fit within the stock radiator support.
- 12.2 Must have a cooling system overflow located in engine compartment only.
- 12.3 Water is the only acceptable coolant. No anti-freeze.

13. ENGINES

- 13.1 Must run stock engine; i.e. G.M. in G.M., Ford in Ford, MOPAR in MOPAR.
- 13.2 All engine parts must meet OEM specs for engine and brand.
- 13.3 Engine must have an engine mount restraint on the left side.
- 13.4 Solid mounts acceptable provided they conform to OEM specs
- 13.5 Engine must be located in stock position.
- 13.6 GM: may run 350, FORD may run 351 Windsor, MOPAR : 360 cu. in. only.

FACTORY PRODUCTION FIRING ORDER ONLY.

- 13.7 NO 327 CU. IN. ENGINES.
- 13.8 The following specs are for the GM 350, 351 Windsor, and the 360 MOPAR:
BORE/STROKE:

350 Chev - 4.000"/3.485"
351 Ford - 4.000"/3.500"
360 MOPAR - 4.000"/3.578"
.030 overbore permitted.

- 13.9 CAM/LIFTERS: Hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum specifications as follows (all measured at the valve):
G.M. lift - intake .390 exhaust .410
Ford lift - intake .419 exhaust .448
MOPAR lift - intake .410 exhaust .410
- 13.10 No solid Anti-pump or Rhoads lifters.
- 13.11 Camshaft must have stock duration.
- 13.12 **Vacuum 18" @ 800 RPM (The engine must be able to achieve 800 RPM at idle-in park with no throttle or mixture screw assistance)**
- 13.13 PISTONS/RODS : stock cast (dished or flat top) pistons only (or equivalent replacement).
- 13.14 G.M. must have four relief valves from manufacturer. Stock rods (No 6" G.M. rods) and pressed wrist pins only. No floating pins.
- 13.15 Aftermarket rod bolts and nuts are allowed.
- 13.16 COMPRESSION RATIO: Maximum compression ratio of 8.5:1 is set. (8.7:1 on whistler will be deemed illegal). Compression will be determined by volume gauge and electronic sonic tester (whistler).
- 13.17 HEADS: All cylinder heads must be cast iron, OEM smog type, with specifications as follows:
G.M.: 333882, 3986336, 3998920, 3998993, 462624 castings only. Maximum intake diameter
1.94". Maximum exhaust diameter 1.5". Minimum Combustion Chamber volume 76cc.
Min combined deck clearance plus head gasket thickness .040".
Maximum intake runner volume 160cc.
Maximum exhaust runner volume 60cc.

FORD: D5AE, D5AEA, D5AECA D5TE, D5TEDA, D5TEEB, D70A, D80E castings only. Maximum intake diameter 1.84". Maximum exhaust diameter 1.55". Minimum combustion chamber volume 69cc. (flat top piston)

Maximum intake runner volume of 125cc. (flat top piston)

Minimum combustion chamber volume of 60cc, and maximum intake runner volume of 140cc,

a dished piston with .120" cup must be used.

Minimum combined deck clearance plus head gasket thickness .070" for all heads.

MOPAR: 3169974, 3671587, 3751357, 3751857, 3769596, 4027596 castings only.

Maximum intake diameter 1.88". Maximum exhaust diameter 1.5" (318); 1.6"(360).

Minimum combustion chamber volume 68cc.

Minimum combined deck clearance plus head gasket thickness with a flat top piston .110".

Maximum intake runner volume 162cc.

Maximum exhaust runner volume 72cc.

- 13.18 All cylinder heads must have stock intake and exhaust valves and stock valve spring dimensions (1.275" Chev, 1.437" Ford, 1.5"MOPAR). Stock replacement stainless valves are permitted. Valve stem length, diameter and keeper group location must be stock. Steel retainers must be used.
- 13.19 No undercut valves.
- 13.20 No angle milling, porting, port matching, polishing, sandblasting, coating and/or blueprinting will be allowed. Heads may be milled for straightness only.
- 13.21 Stock rocker arms (or equiv. replacement) with stock ratios (GM and MOPAR 1.5, Ford 1.6).
- 13.22 Jam nuts are allowed.
- 13.23 No poly locks. No screw in studs or guide plates are allowed.
- 13.24 CRANKSHAFT: Only standard cast production design. Stroke may not be increased or decreased. Only standard factory OEM production steel or cast crankshafts with stock strokes permitted. Must have OEM readable numbers. No aftermarket crankshafts. Engine balancer must be OEM stock. It is to measure no less than 6" in diameter by 1" in thickness at outer edge.
- 13.25 MANIFOLDS: Stock cast iron intake (2 barrel with no adapter plates) and exhaust manifolds only. INTAKE: Must run stock cast iron intake manifold. No angle milling, porting, port matching, polishing, sandblasting, coating and/or blueprinting will be allowed. OEM numbers must be readable. EXHAUST: No ram horn manifolds. No inverted exhaust. No porting and/or polishing. Exhaust must exit behind the driver and under the floor. Stock size exhaust pipes from manifold back. The last 12" of exposed dual exhaust pipes must not exceed 1.5" o.d. No tying together of dual exhausts. If dual exhaust goes into one it consist of the OEM crossover pipe joining a single exhaust pipe. Single exhaust may be a maximum of 2" o.d.* (*-stock thickness). Pipes must be tight at all joints and securely fastened. Mufflers will not be mandatory.
- 13.26 AIR CLEANER: Air cleaners mandatory. Any OEM replacement O.K. as long as hood will cover it without modification. No ram air or cowl induction allowed. **OEM pleated paper filter elements only.**
- 13.27 OIL PAN/VALVE COVERS: Stock oil pans (unaltered) and stock valve covers. Must maintain PCV valve and crankcase breather to control oil vapor.
- 13.28 WATER PUMP: Stock water pump only. No aluminum.
- 13.29 FUEL PUMP: Mechanical fuel pump only in stock location. No belt driven fuel pumps.
- 13.30 OILING : OEM oil pump only. No dry sumps.
- 13.31 TIMING: Stock timing chain (or equivalent replacement). No belts.
- 13.32 STARTER: Stock OEM starter for engine used.
- 13.33 No small starters NO PMRG (Permanent Magnet Reduction Gear starters(e.g. Toyota)

13.34 DISTRIBUTOR: Only stock distributor and stock type coil allowed. No dual points. No external amplifiers.

13.35 Distributor must be wired to match the FACTORY PRODUCTION FIRING ORDER ONLY.

- GM firing order is 1-8-4-3-6-5-7-2
- CHRYSLER firing order is 1-8-4-3-6-5-7-2
- FORD firing order is 1-3-7-2-6-5-4-8.

13.36 **WIRES - OEM stock replacement plug wires or performance wires will be allowed. Wires MUST not be larger than 8mm and size must be clearly marked on wire insulation.**

14. TIRES AND WHEELS

14.1 The track tire rule for 2010 will be Hoosier.

14.2 Cars wishing to run street tires may be permitted provided they do not pose a threat to the rest of the field. This will be at the discretion of the tech and on track officials. This option is being pursued to allow teams on lower budgets to get started in the division without buying race tires starting out. SPEEDWAY 660 reserves the right to revoke this tire option at any time if it is deemed harmful to the division. Street tires must be 'P' rated (no LT tires) and may not exceed size 235/75/15. No 60 or 65 series tires. Tires must all be 14" or all 15" but not interchanged.

Also no mixing of Goodyear race tires and street tires (ie to gain a stagger advantage)

14.3 Max wheel size allowed is 15" x 7". (Although the tire will perform just as well with a 6" wheel)

14.4 Aftermarket wheels are allowed on all four corners.

14.5 Spacers are allowed for the purpose of centering tires in wheel well ONLY when using factory wheels. Max 1/2" thick spacer allowed. No spacers will be allowed with aftermarket wheels. Maximum wheel offset will be limited to 2" negative

14.6 Fenders may be trimmed to allow for tire clearance. The contour of the wheel well must remain stock appearing. Excessive cutting will not be permitted and will be at the discretion of tech officials.

15. TRANSMISSION

15.1 Three speed OEM automatic transmission only. These are limited to GM THM 350, Chrysler 904, and Ford C4 models only.

15.2 Transmission must have three gears forward and one gear reverse, plus a neutral and a park position. Must have stock shift pattern. No reverse valve bodies.

15.3 It must be able to be shifted by the driver in position. No "slap stick" shifters.

15.4 Must have a stock torque converter.

15.5 Transmission cooler legal. Must be located in engine compartment. Recommend cooler be fitted with high pressure hoses and fittings.

15.6 Cars must start in neutral or park only.

15.7 Must have stock shift points. The transmission must be able to be automatically upshifted to high gear at 1500 RPM with vehicle rear wheels raised.

15.8 The OEM transmission must have an operating vacuum modulator. This unit is used on all of the OEM transmissions for this class.

16. NUMBERS

16.1 Numbers must be on the roof, readable from the right side of the car, and on both front doors at least 22 inches high and four inches wide.

16.2 Must have a six inch number on the top passenger corner of windshield, painted white.

16.3 All numbers must contrast the color of the car (dark on light, light on dark).

16.4 No trick numbers.

16.5 The driver will be informed of any numbers difficult to score.

16.6 Anyone requesting a number should call 506-454-RACE (7223) weekdays 8:30 a.m-5:00 p.m.

17. DRIVER SAFETY

17.1 Four point harness is mandatory. A Five point harness is recommended.

17.2 Harness must be worn whenever car is on racetrack. Harness build date must 2007 or newer.

17.3 Neck Collar is strongly recommended.

17.4 No tying, riveting, bolting, or any method other than a proper attachment will be acceptable.

17.5 Snell approved helmets must be worn whenever car is on racetrack. **Full face helmet use is mandatory for 2010.**

17.6 A securely mounted, easily removed fire extinguisher is required, within easy reach of the driver. It must have a recharge slip dated no earlier than January 1st of the current year.

17.7 Fire extinguisher must be minimum of 2.5lbs.

17.8 Flame resistant driver suits must be worn whenever car is on racetrack.

17.9 Flame resistant gloves and shoes must be worn whenever car is on racetrack

17.10 Window net with quick release attachments is mandatory.

17.11 Drivers are responsible to ensure all safety equipment is in good condition and securely installed.

18. MISCELLANEOUS

18.1 All cars must have at least one tow hook front and rear attached to the frame.

18.2 There also must be a loop in the center of each bumper (cable or chain) that can be used for easy pick-up.

18.3 No performance or aftermarket speed equipment of any kind.

18.4 No transmitting or listening to devices of any kind allowed in the car.

18.5 Outside mirror may be used as long as it is not out past inside the car at the discretion of the Race Director. Outside mirror not out past body.

18.6 Anything not specified as being allowed must be stock.

18.7 Stock part are those manufactured for the normal family sedan, not taxis, police cars, muscle or any other special editions.

18.8 Any misinterpretation of the rules will be subject to a final decision by track officials.

18.9 Track officials may check any car at any time.

18.10 Track reserves the right to amend any rule with prior (fair) notice to competitors.

19. LISTENING DEVICES

19.1 SCANNERS: Mandatory for use in 2010. They are to be mounted in a secure and driver accessible location. May require an external antenna. ONLY the track frequency is to be programmed. Scanners will be subject to inspection for other frequencies.

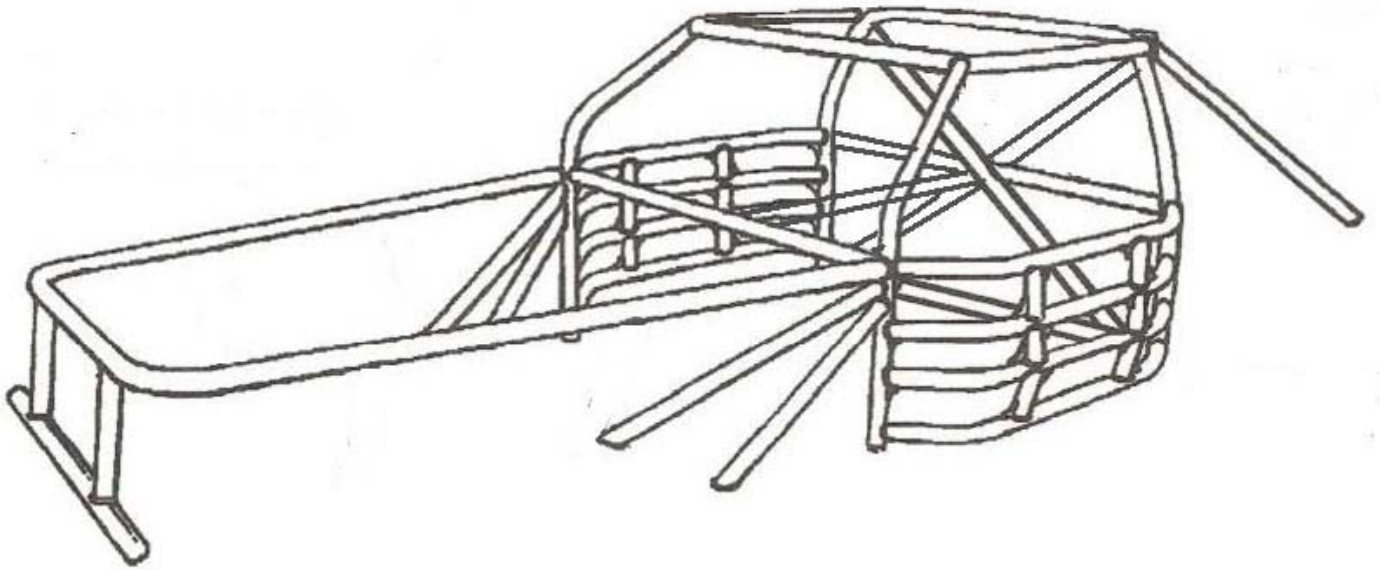
20. SCORING DEVICES

20.1 Transponders will be available at the track on raceday.

21. Speedway 660 reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

APPENDIX "A"

Street Stock Cage



APPENDIX "B"

Approved Metric Chassis Rear Control Arms



Metric Lower Arm Metric Upper Arm



Metric Lower Arm Metric Upper Arm

Tucker Racing Products

Contact : (506) 450-2051
Address : 111 Killarney Rd
Fredericton, NB



Metric Lower Arm



Metric Upper Arm

Johnson Chassis Inc.

Contact: 704-784-5353
Address: 7140 Weddington Rd, Suit 124
Concord, NC 28027

NOTE: The forward holes in the Johnson Chassis upper arm must be filled or otherwise made non-functional. This will be strictly enforced. The arms must meet OEM length.