

## Mid East Street Stocks

General Rules:

### **Engine Rules:**

#### **Engine Option #1:**

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as “602” engine.
2. Weight = 2,800 lbs.
3. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six(6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
4. The ONLY aftermarket seals allowed for competition are:
  - a. GM twist off bolt engines will NOT be legal.
  - b. Chevrolet Performance cap seals
  - c. Mid-East, Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
  - d. To compete with ANY other seal/sealing system contact Crate Racin’ USA for approval.
  - d. Any GM sealed engine found to have work done “inside” the seals will be treated as an illegal engine.
5. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by Mid-East. Mid-East authorized rebuilders will be notified of any such alterations, modifications, or change.
6. 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 in any Mid-East sanctioned event for the remainder of the season and future seasons, as determined by officials.
7. 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 the engine.
8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.

9. Engine's Chevrolet Performance serial number, and when applicable, Mid-East build certification number, must be clearly visible to series technical inspectors.

**Engine Setback Rule:**

1. Engine must be mounted in stock location, in center of the chassis. #1 spark plug must be in front of or centerline of upper ball joint. 2. Weight penalty of 50 lb. per 1/2" will be added forward of water pump for improper setback.

**Carburetor Rules:**

1. Engine Option #2 - 500 CFM 2 barrel only.

2. 2 Barrel carburetor will be checked with go-no-go gauges top to bottom.

3. Either engine Option may run 1" maximum carburetor spacer, .040" tolerance. At no point may spacer extend into intake manifold area.

Two (2) standard thickness carburetor gaskets, .070" maximum thickness allowed.

4. Engine Option #1 - may run one (1) four-barrel carburetor only. Chevrolet Performance 602 Circle Track Engines perform best with a

quality 650 CFM carburetor.

5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder

tuning or equivalent allowed.

6. All carburetors (for both engine options) must have conventional "Holley-style" straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed. Willy's Equalizer Carburetor OK.

**Distributor Rules:**

1. Any standard distributor type electronic ignition allowed. The following ignition boxes will NOT be permitted.

a. MSD 6530

b. MSD 65303

c. MSD DIGITAL PROGRAMMABLE 6AL-2

d. FAST IGNITION 307222

e. Any box that changes or has the ability to change the ignition advance is not permitted.

2. No magnetos and No crank triggers.

3. No electronic traction control devices allowed.

**Starter Rule:**

1. All cars must have a starter in working order. Starter must be mounted in stock location. NO reverse mount starters.

**Water Pump Rules:**

1. Stock type cast or aluminum water pump permitted. 2. No electric water pumps.
3. Manual fans only. No electric fans.

**Exhaust Rules:**

1. Collector type headers required. Must have four (4) tube into one (1) collector.
2. Mufflers not required UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements.
3. No tri-y headers or merged headers allowed. 4. No square tube headers.

**Fuel, Fuel Cell, and Fuel Pump Rules:**

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of 2" x 1/8" steel straps.
2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.
  - a. Gasoline or Race Gas - specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
  - b. E-85 - specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
  - c. It is the competitor's responsibility to know what is being put into their fuel cell.

Mechanical fuel pump only. Must be mounted in stock location.

**Body Rules:**

1. Cross Breeding Bodies and Engines: engine manufacturer and body manufacturer may be cross bred (i.e. Chevrolet engine in Ford Chassis and Body, or Dodge or Ford on Chevy chassis and engine).
2. ALL cars must have a stock appearing roof. NO flat, late model or open wheel modified style roofs allowed. All roofs must have roof supports both front and rear and should be stock or made just like stock. Cars may NOT run topless. Topless races will not count for points, unless approved in advance by Mid-East officials, in which drivers will be given notice. These exceptions will be a rare occasion, or long-

standing event, and not acceptable on a regular basis. Remainder of body may be OEM or OEM replacement parts.

3. May use aftermarket body panels. Steel or aluminum hoods, fenders, doors, quarter panels (fenders and quarter panels may be made of composite material), and trunk lids. NO fiberglass side body panels anywhere.

4. ALL bodies must be stock style, have body seams, and look like car being claimed. No raised quarter panels.

5. Deck Height: 40" maximum, no tolerance (Body Diagram K). Deck height must be measured from bottom of spoiler to the ground. May be measured at ANY time.

6. Deck Width: 64" maximum.

7. No station wagon, SUV, or hatchback style bodies.

8. Body must not be any wider (from side to side) than 68" , measured at driver' s compartment (see body diagram F).

9. Rear of car must not exceed 64" wide, measured at top of rear deck (see body diagram G).

10. Both sides of the body must taper the same on each side. No single side taper or "late model" type body taper.

11. Car must have minimum 18" tall, 4" wide numbers on both sides and roof. 6" tall numbers recommended for front and rear of car. 12. All cars must have a minimum .080" aluminum cockpit that fully encloses driver compartment. All cars must have a front and rear driveshaft loop installed.

13. Body must be centered on the chassis and be stock appearing in all ways.

14. Aftermarket plastic nose pieces are mandatory. Front of car must be enclosed. NO FLOPPERS OR FENDER SKIRTS ON FRONT END LIKE

A LATE MODEL. ALL FENDER ENCLOSURES MUST REMAIN TIGHT WITH BODY LINES AND BE RIVETED TO FENDERS, TUCKED IN TIGHT WITH BODY LINES. Nose pieces should be mounted high and tight like a streetcar. NO wedge or late model style nose pieces allowed.

15. Tail of car may be completely enclosed or left open.

16. Body must be a minimum height of 5" off the ground at all points around the car. (Body Diagram B)

17. Maximum distance of 45" from furthest point on front of nose to front cross member (Measured from where lower control arm bolt

goes through crossmember to farthest point of nose). (Body Diagram C)

18. Rear Quarter Panels - 48" maximum measured from center of axle straight line to rear of car (Body Diagram D) and 51" maximum

measured from center of axle to top of quarter panel/bottom of spoiler (Body Diagram E).

19. Gradual nose rake - 3" maximum (Body Diagram H).
20. No flat roof. Roof must have "rounded" or "raised" contour in center like stock car.
21. All glass and plastics must be removed.
22. For safety purposes, all cars must have a minimum of 13" wide window opening on both left and right side in case of emergency exit

**(Body Diagram J).**

23. Driver cockpit rock shield cannot extend any farther to the rear than the steering wheel.
24. 8" maximum spoiler with 8" side boards (see spoiler diagram for specs). Engine Option #2 must run 4" maximum spoiler with 4" sideboards.
25. 60" maximum width of rear spoiler (Body Diagram I). Spoiler must be centered on body, and same angle across entire span of rear of 26. Bottom of rear spoiler supports must be flush with the rear of the car. Spoiler supports cannot hang or extend off the rear of the car.

**Frame and Suspension Rules:**

1. 108" minimum wheelbase. Any chassis with wheelbase shorter than 108" will not be allowed.
2. Uni-body cars may connect sub frames. X-bracing allowed. All cars must remain within 1" of stock wheelbase of car being raced. Wheelbase must match that of front clip being raced, and rear suspension must match front suspension (ex. 70s Camaro front clip must have leaf spring rear suspension). Chassis MUST keep stock dimensions including front, rear clip and frame rails. May replace front snout with square tubing from front of steering box forward. Rear snout from rear end back.
3. Crate Racin' USA X,Y,G Tubular Metric Frame allowed. (Available for purchase by any competitor by contacting Crate Racin' USA office). All CRUSA tubular frames will be serial/VIN numbered and titled through Crate Racin' USA. Any tubular frame found to not have the Crate Racin' USA serial/VIN number will be considered illegal. The only approved aftermarket frame suppliers will be Johnson X,Y,G Chassis and Bernheisel Race Cars M Series Chassis. Either option MUST be certified, and VIN/Serial numbered for use in Crate Racin' USA competition).
4. Any Crate Racin' USA Tubular Frame or Repair Clip found to be altered, could result in severe fines and other penalties.
5. Front Suspension
  - a. Must use stock type steering box, stock drag link, idle arm. Tie rods and ends may be tubular and made heim jointed. Quick Steer allowed. No adjustable center links.
  - b. Any stock type spindles allowed (recommend Speedway or equivalent 3-piece spindles for ease of repair). No wide 5 spindles or safety hubs.
  - c. Stock production lower control arms, of any manufacture mandatory. Metric cars may use tubular lower control arms CRUSA approved WMP Products Part #1010 or 1110 (Metric/Monte Carlo right side);

#1011 or 1111 (Metric/Monte Carlo left side); and #1210 (Camaro/Chevelle right side) and #1211 (Camaro/Chevelle left side) Call (601)527-0084 to order.

- d. No shortening or lengthening lower control arms.
- e. 5" or 5 1/2" coil springs mandatory, mounted in stock location.
- f. Weight jacks allowed.
- g. Tubular aftermarket upper control arms allowed.
- h. Cross member may not be cut or altered except for fuel pump or oil pan clearance.
- i. NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum. 6. Rear Suspension:
  - a. Stock type rear suspension only. Must be the same as make of car being raced.
  - b. Stock rear frames may be repaired from center of rear end housing to rear bumper with square tubing or 1 3/4" , .095 minimum thickness round tubing.
  - c. Any stock type rear end housing permitted (GM 10-12 bolts or Ford 9 inch) in any make of car. Rear end may be locked.
  - d. Quick Change rear end allowed. MUST have steel axle tubes and 10" ring gear. Standard spool (Steel or aluminum), no locker.
  - e. Floater axles permitted.
  - f. Must use steel, stock lug pattern hubs. No wide 5 aluminum safety hubs.
  - g. Rear trailing arm mounts at frame or leaf spring mounts, must remain unaltered and in stock location with one mounting hole ONLY.  
  
Leaf spring cars may have adjustable shackles on rear only. Rear trailing arms must be stock (may be boxed for strength and safety), or stock length tubular, non-adjustable trailing arms are ok. Arms must be within 1/2" of factory length trailing arms for car being raced, 2 3/4" maximum from bottom or rear end housing to center of control arm bolt.
  - h. Upper control mounts maximum of 3" from center of top of rear end housing to center of mounting bolts or on 9" Ford housing, 7 3/4" from seam center of axle tube to center of mounting bolts.
  - i. No sliders front or rear.
  - j. 5" coil spring mandatory. Any leaf springs allowed.
  - k. Springs must be mounted on top of and centered on axle tube (1/8" tolerance front to back).
- l. Weight jacks allowed.
- m. No panhard bars or z bars of any type.
- n. No underslung rear suspension allowed.

- o. May run a chain on LR.
  - p. Bottom shock mount must be mounted behind rear end.
  - q. NO bump stops, or bump springs of any type allowed. One spring rubber per corner maximum.
7. Stock Metric frames have the option to be repaired with Crate Racin' USA tubular rear or front clip (Available for purchase by any competitor by contacting Crate Racin' USA office) in the event of a crash and needing repair. All CRUSA tubular rear and front clips will be serial/VIN numbered and titled through Crate Racin' USA. Any tubular rear or front clip found to not have the Crate Racin' USA serial/VIN number will be considered illegal.
8. Any Crate Racin' USA Tubular Repair Clip found to be altered, could result in severe fines and penalties for the racer. The serial/VIN and titling process has been implemented to track/trace these from the manufacturer to assist in keeping the program sound and in place.
9. NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.

**Brakes:**

1. Must have operating brakes.
2. Dual master cylinders ok.
3. Standard steel rotors only.
4. No scalloped or gun drilled rotors.
5. Any brake caliper Ok. Brake calipers must be mounted in fixed position. NO brake floaters. 11. No data acquisition devices of any type allowed.

**Shock Rule:**

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. May have 1" screw on cap. No Schrader valve shocks. No piercing valves. Shock valving or gas pressure may not be adjustable at the racetrack. No air shocks.
2. Shock Must fully compress and extend at all times.

**Clutch and Transmission Rule:**

1. Automatic transmission with shift kits allowed.
2. Bert or Brinn transmission allowed. NO ball spline Bert or Brinn allowed.
3. Drive shaft loop MANDATORY on all cars. Must be mounted 5" to 8" behind the front u-joint of the drive shaft. 4. ALL drive shafts must be painted white for safety.

**Tire and Wheel Rules:**

1. 8" maximum steel wheels. Bead locks allowed. Stock type lug pattern only.
2. No wide 5 wheels or adapters.

3. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having

only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.

4. Hoosier H500 tires ONLY.

5. Grooving or siping are allowed. Grinding/buffing is permitted. No needling. NO drilling.

6. Tires must remain in factory manufactured condition. Any alteration from factory manufactured condition is prohibited. All decisions

are final.

7. No chemically altering of tires.

8. Tires must punch 55 at ambient temperature (cold). The series' durometer is the official durometer and testing method of punch number rule. Any tire failing to punch properly will be subject to further test methods and disqualification. Tire(s) in question may be confiscated and tested by any means deemed necessary by track or series' officials. All decisions are final.