



2020 Barberton Speedway Street Stock Rules

Any driver without a scanner will be sent to the rear.

The following rules are set as a guide, and are in no way a guarantee against injury or death to participants, or others. If there are any concerns not covered in these rules, consider any altercations to be illegal, unless told otherwise by the tech inspector. If you're in violation of the rules or our conduct policy and you're removed from the grounds before, during or after any race, you will not be awarded points or prize money for that race.

These are our 2020 rules, with only a few significant changes (in 7b, 9h and 13f) from last year's rules. Otherwise, officials do not care what you ran or where you ran it in previous years, they only care that you built your car to these rules, and these rules only. Your car will be expected to conform to the rules to compete. All cars must go through tech check before going onto the speedway.

Any minor amendments to the rules before the season opens will be posted on the website and Facebook immediately. All Barberton Speedway-related announcements are made on Facebook first.

1) Car Body and Frame

a) American passenger car with 108-inch wheel base minimum metric frame (with a 1" tolerance), 112- inch wheel base (with 1" tolerance). Full frame and must be left stock Frame and wheelbase will be measured at beginning of season

b) You can use aftermarket firewall and floor pan. This means only 20GA. steel is to be used in the construction of the firewall and floor pan. The drivers compartment may also be boxed in with the 20GA. STEEL ONLY. Floor pan, firewall, and behind driver seat must be steel and go to the center hump. Remaining interior can be aluminum.

c) No jeeps, trucks, station wagons, convertibles, vans, four wheel drive cars, or front wheel drive cars, sports cars, cameros, mustangs, etc.

d) All doors must be welded.

e) Front cross member must remain stock and in stock location. No modifications permitted, except backside can be notched for oil pan clearance.

f) Frames must be stock as from the factory for year/make/model car being used, from

front bumper to 4" behind rear tires with optional tubing replacing remainder of frame to rear bumper. Mainframe rails may be X for support, and rusted portions may be plated.

Frame cannot be altered for fuel pump clearance.

g) Minimum roof height is 50". May use 5 star roof

NO OTHER MODIFICATIONS WHATSOEVER! Frame height minimum 6" should be measured from the ground to the bottom of the entire mainframe rail. NO TOLERANCE!

2) Appearance

a) All cars must be factory stock or 5 star steel bodies. No interchange of sheet metal.

b) All cars must be neat in appearance, neatly lettered, and look like a racecar.

c) Badly wrecked cars must be fixed.

d) Aftermarket nosepiece and tail are allowed.

e) Spoilers allowed, maximum 4 Inch high and no wider than the width of the car.

f) Fiberglass, aluminum or stock hoods. MUST LOOK STOCK.

g) No template style bodys(ex.Camaro, Fusion, Impala)

3) Windshields and Glass

a) All factory side and rear glass removed.

b) Approved Lexan only. No glass windshield

c) All plastic or glass lenses front and rear must be removed.

d) Rear windows permitted

e) No vent windows

f) No window deflectors

g) Drivers window must have approved window net

4) Hoods and Trunks

a) Hoods and trunks may be gutted.

b) 4-6 pins must be installed.

c) Cars must have all holes in firewall filled front and rear.

5) Bumpers and Grill

1 ¾ inch tubing bumpers will be permitted after nose and tail piece.

6) Interior

A. All factory interior must be removed.

B. Racing seat required. Seat must be mounted with no less than 4 bolts of 5/16-inch diameter (or larger) and grade 8 material. Must have 1" washers & two bolts must securely fasten seat to the seat support bar near the shoulders.

C. Can use 20 gauge steel to box in driver compartment. 1/2 way up door. Behind the seat must be steel and over the drive shaft hump must be steel. 40 gauge aluminum is allowed in the rest of the interior. Whole driver compartment must be covered in steel.

7) Suspension

a) Front and rear upper and lower control arms must be stock to car and in stock location. After market bushings may be used. NO modifications to upper or lower control arms or mounting points. Tubular must run bolt-in stock style ball-joint. Must use stock style OEM style ball joints.

May be welded no aftermarket, no adjustable, removable pin or lengthening ball-joints allowed.

Lower control arms must be stock.

b) Aftermarket spring may be used. Must be in stock location.

TO INSTALL FRONT SCREWJACKS: Weld nut on top. Flip over, weld plate and bring through center shock hole. Upper arm mount must retain stock location. Shocks must be steel, non-rebuildable, no split valve. \$85 per claim; may be claimed by any driver.

c) Stock sway bars must be used to make of car and mounted in stock location. Stock OEM steering box only. Stock OEM tie rods only and center link must be OEM stock to car.

d) Stock four wheel-working brakes. Must stop wheel. No bias valves. No adjusters. Dual master cylinders allowed. Two-piece stock appearing rotors allowed. NO oversized or undersized rotors. 5 on 5 bolt pattern may be used. No bias gauges. Proportioning valve may be used for back brakes only, if using single master cylinder and must be outside driver compartment. Dual hanging pedals

and master cylinder only. No floor mount style, no cable or rod adjuster period.

e) Rear disc brakes will be permitted. No double piston calipers, NO aluminum calipers, NO undersized or oversized calipers to be used at all. OEM calipers only no racing calipers.

f) Shocks must be mounted in stock to car location. NO spacers may be used anywhere. NO heim or monotube shocks

g) Shocks must be steel and not adjustable.

h) OEM spindles and rotors. NO drop spindles allowed. Metric or full-size spindle allowed. Must be OEM no chevelle, 2 piece, flexi flyer, pinto, etc.

i) Track width, small metric 76 max, full size 77max.

8) Weight

a) Car must weigh 3300 lbs. with driver before race with legal built motor. 3100 pounds with a 602

crate legal engine. Track has right to tech and seal motors at anytime.

b) Maximum 55% left side weight with driver.

c) 49% rear weight

d) All ballast weight must be mounted to frame or floorboards. No weight on any control arm or axle. No weight under frame rails between axles. Weight behind wheels may not be below line of axle. Weight must be painted white and numbered.

9) Engines

a) Engine must be in stock location, no tolerance. Front cross member can be notched for oil pan only not fuel pump. No 18 degree motors or heads

b) Engine must be US factory production, cast iron block, heads, intake, exhaust. 7 quart max oil pan, must fit chassis. Notching of frame for oil pan clearance only. No modifications allowed. No vortex heads or angle plug heads or bow-tie heads. World Product Head #042660-1 will be permitted out of box – no modifications made. Guide plates and stud girdles are allowed. No racing heads allowed

- c) Flat top pistons only. May not be above deck height.
- d) OEM Two-barrel cast iron intake manifold only, NO modifications. NO 3" manifolds. No exhaust spacers. Center dumps not to exceed 2 ½". Hydraulic camshaft and hydraulic lifters only. Stock lifter bores. No roller cams. No roller lifters. . Roller rockers are allowed can go as high as 7/16 studs. No high rise 2 bl intakes. No shaft type roller rocker systems. Will permit underneath header. No over engine headers allowed. Exhaust must reach past driver compartment.
- e) Engine sizes: GM engines 350 C.I. plus .060 maximum over bore (NO 400 block). Ford engines 351 C.I. plus .060 maximum over bore. Mopar engines 360 C.I. plus .060 maximum over bore. No stroker motors, stock stroke only. Steel crankshafts NOT to be UNDER 48 lbs.
- f) Exhaust pipes not to exceed 2 ½" OD and must exit behind driver. No 2 into 1 mufflers.
- g) Engine must be in stock location for that year and model car. No notching frame for fuel pump
- h) 602 Crate Motor MUST have FACTORY SEAL BOLTS or Motor Must be Sealed by Track Approved Engine Builder. Crate Should NOT be opened at All!

EFFECTIVE FOR THE 2022 RACE SEASON: Crate motors only! Details TBD

10) Carburetor

- a) Stock production two-barrel intake only. NO AIR FUEL MIXTURE GAUGES AT ALL.
- b) Cold air boxes may NOT protrude through the hood.
- c) Must have two springs to return throttle.
- d) Holley #4412C or CT ONLY (NO Rochester) with 1 inch placer plate ONLY, out of box, NO modifications what so ever to stock metering block for 4412 only, can only remove choke plates. No Willies, XP'S, Black Carbs, etc. Must have choke tower and airhorn.
- e) Carburetors must pass gauge test – top and bottom. NO modifications to venturists must have ram air horn on carb.

11) Battery Alternator and Ignition

a) Drivers compartment, must be mounted inside plastic marine box secured by two metal straps.

May not be mounted in trunk.

b) No aftermarket distributors unless stock appearing. No dual point distributors. No spark boxes.

No magnetos. NO modules with adjustable rev limiter with traction control with tack lead-any found will be d.q. ONLY 3 wires coming out of distributor to cap NO 4 wires allowed and only 2 wires coming out of cap power and tack. No MSD boxes. OEM distributor only.

c) Alternator optional

d) MSD rev box part number: MSD8728 soft touch will be permitted

e) All crate cars 6200 rpm chip and built motor cars 6500 rpm chip. Must use MSD #8728 rev limiter. All chips will be sealed by track. All limiters must be mounted on the right side of the car under the hood. The wire must come straight from distributor to limiter box under the hood. Midvale Speedway reserves the right to confiscate and/or replace limiter at any time. Anyone tampering with seals or modifying MSD rev limiters will be severely penalized

12) Radiator

A) Must be in good condition and have a minimum 1-gallon overflow can.

B) Must have fan shroud at least upper 180degrees.

C) Electric fans may be used.

D) NO ANTI FREEZE. IF FOUND WILL BE FINED \$50.00. This will be enforced!

13) Transmission and Drive Line

d) Transmission must be approved OEM Automatic with original bell housing and functional torque converter. Metal blanket recommended or 3 or 4 speed manual Saginaw or Muncie transmission with forward and reverse working gears. Steele blow proof bell housing only. No aluminum. No aftermarket trans or exotic units. NO aluminum trans except for Muncie's no T-10's exc.

e) No locking of converter. Single disc clutch no smaller than 10.5 inches. No triple disc. Steel fly wheel only, no aluminum no modifications. Must be OEM style pressure plate and OEM flywheel only

f) NO slip or True track type rear ends. Must be locked or welded. Floater is OK but must have a steel hub. Ford 9" rear end permitted. Ford 9" floater OK with the steel hub.

g) Drive shaft hoops front and rear must be installed. Ford 9 inches with stock GM mounting points and stock trailing arm locations will be permitted. Must have spool or welded rear end.

h) MUST use stock location upper & lower control arms, NO cutting of any trailing arms. Trailing arms

must be stock. No traction control devices of any kind, IF FOUND USED WILL BE DQ AND LOSE ALL

POINTS FOR THE YEAR. No off set of rear end housing.

i) No fiberglass or aluminum drive shafts – all steel!!

14) Tires and Wheels

a) Maximum 8-inch steel wheel of same diameter.

b) The only acceptable tire is the American Racer tire AR970.

c) Wheels must fit within wheel wells.

d) No air bleeder valves in wheels.

e) Track width, small metric 76, full size 77

f) You must put baby powder in all race tires. top 3 in feature official will pick 1 or 2 for you to break down to check for powder. This prevents soaking of tires

15) Gas Tank

a) Fuel cells mandatory. Fuel cell must be mounted in trunk and secured to frame by at least 2- 1" steel straps no lowers than center section of rear end.

b) Racing fuel may be used. No alcohol. No additives. No oxygenated fuel. Fuel will be available at the track if needed.

16) Radio/Transponder: Must have transponder located on the rear axle tube or on the bottom of frame in line with the axle tube! Radio/Scanner Frequency is 467.7625

DRIVER WITHOUT SCANNER WILL BE SENT TO THE REAR

17) Safety Items

a) RADIO MANDATORY. ONE-WAY RECEIVER ONLY. ANY COMMUNICATIONS BETWEEN PIT CREW AND DRIVE WILL RESULT IN COMPLETE DISQUALIFICATION AND LOSS OFPOINTS FOR THE SEASON.

B) Roll cage

2. Minimum four-post cage with 1-3/4 inch by .095 inch wall thickness may pass through

firewall. Diagonal side-to-side bracing.

3. Front and rear hoops may be used.

4. Must have steel support bar behind driver.

5. Extra brace bars recommended behind driver. May pass through firewall.

6. Must have a 1/8-inch steel plate between door skin and sidebars.

7. Minimum of 3-drive side door bars, one bar in passenger side.

8. Gas tank protection bar mandatory.

b) Competition shoulder harness and seat belts must be installed to technical inspectors approval. Seat belts - less than 3 years old - and shoulder harnesses of the 5-point variety must be used and should be bolted to the roll cage structure. If bolted to the floor of the car use original set belt-mounting plates. Upper end of the should harness must be securely fastened to metal supports at a point no higher than the drivers shoulders.

c) All drivers are required to wear a SA rated full face helmet 2005 rated or newer, SFI rated racing shoes, SFI rated drivers gloves and SFI rated suit. One or two piece SFI rated fire suits are acceptable. DOT/Motorcycle style helmets are not allowed.

d) Dry chemical fire extinguisher 2-1/2 lb. minimum in working order must be mounted within easy reach of driver

e) Drivers side window net mandatory, must be mounted to cage not to body panels.

a) Misc.

a) All cars must have contrasting color, 2-foot square area on both sides and roof for assigned number. Roof number to face right side.

b) Must have 4-inch car number (digits) in top center of windshield.

c) Any items not covered should be checked with technical inspectors.

d) All cars can be inspected or torn down at any time by technical inspectors at owner's expense.

e) Mirrors allowed

Technical inspector decisions are final.

The belts should not be allowed to run down your back below shoulder height before crossing through the shoulder harness slot of the seat or to permit the belt to run across the bony structure at

the perimeter of the shoulder. The shoulder belt should be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt.

NOTICE: Anything not covered by the preceding rules or safety regulations should be checked with the Tech Inspector before it is done. Any decision on questionable items about cars is up to the Inspector and his decision is Final!!!

If you have any question as to changing or modifying or in building your car, and the rule book does not cover what you are doing, please contact Barberton Speedway official Dennis Knox at 330-310-9212 before making changes. Build it right the first time.

REMEMBER: Barberton Speedway and its officials reserve the right to change specifications/procedures and add/or subtract cars to the field at anytime. Those who sign-in and/or start in an event agree to be governed by these rules and by all decisions of the Speedway and its officials. Track officials reserve the right to disqualify until the car is deemed legal. The track has the right to change throughout the season as deemed necessary.

STANDARD WEEKLY PAYOUTS FOR 2020: 500, 325, 250, 200, 165, 145, 120, 100, 90, 80 on back