

Coos Bay Speedway

STREET STOCK RULES

MINIMUM WEIGHT 3300lbs WITH DRIVER AFTER RACE

Factory Sealed 602 Crate Motor 3100lbs

IMCA Stock Car 3100lbs (Must run all IMCA rules)

IF IT DOES NOT SAY YOU CAN. THEN YOU CAN'T.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct for the racing venue at Coos Bay Speedway. No expressed or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

THE FOLLOWING APPLIES TO ALL CLASSES:

The following actions will result in suspension: use of nitrous oxide, alcohol or Drug use, dumping gas, oil or chemicals, going to another pit spot in anger, use of traction device of any kind. NEVER approach the flag stand, you will be listened to after the races. During the race: Work on car during yellow must be done in the pits. All tire changes must be done in the pits. Any car overrunning time by .9 seconds will be disqualified.

ALL CARS:

Must have muffling device resulting in 95 dba at 100 ft. The loudest car over the limit will be sent to the pits for the night. Super traps to be used only with other Muffling device. Must have pick up hook, hoop or chain. Must be self-starting with full size battery and must be strapped down. Must have clutches except in automatics. All added weight must be bolted to frame with a minimum of two ½ inch bolts. All added weight and drivelines must be painted white, silver, or florescent. Any rub rails must be 1 inch from body. Bumper ends must be insert 2 inches from outside edge of tire and must be smooth. No sharp edges. Must have track approved floorboards. Acceptable appearance of car will be by track approval. Numbers must be 18 inches on top and sides. Number must be in center of side door. Must have 10-inch numbers on the rear of car. NO chrome or Mylar numbers. (INTERFERES WITH SCOREKEEPING)

BODY/FRAME:

American made rear wheel drive passenger car or truck 1960 or newer. Body must be a complete stock appearing steel unit O.E.M. Firewall and full floorboard required inside if body may be fabricated, must be steel and look similar to stock. Full Aluminum Hood ok, Fiberglass Tops ok. Driver's area will have complete and sealed firewalls between engine and trunk area. Driver's side cage will have at least 3 door bars and a minimum of (2) door bars on other side. Metal screen of 1/4" mesh or larger must cover entire windshield area. Front and rear tow chain loop required. Cage must be welded to mainframe with gussets at all six points. Frame must be ford-to-ford, gm-to-gm and etc. Bert or brinn transmission approved. Fuel cells recommended-tank must be mounted to frame in trunk area and must be protected on all sides and bottom. Pump or racing gas only. Working 2 1/2 lb fire extinguisher must be mounted within reach of driver.

WHEELS/TIRES: Steel wheels only up to 10 inches. Bead-lock on right side only. Any up to 11.5-inch Asphalt slick take off or Or Hoosier Racing Tire G60-15 . Grooving, sipping ok

SUSPENSION/REAR END: Unaltered O.E.M. style steel leaf springs, torsion bars, and coil springs only. OEM or Aftermarket Upper control arm ok. Weight jack bolts and adjustable shackles permitted. No coil over shocks, coil over eliminators, air shocks, torque arms, fifth arms, or aluminum shocks. No rack and pinion steering unless factory stock, no aftermarket. Steering box must be in stock location and maybe quickened. Any stock rear end allowed Free floating Ford 9" grand national, but must be in stock location *and* all mounting points must be made to be direct bolt into receiving car unaltered. No truck or quick-change rear ends. Rear end may be locked. No truck trailing arms permitted. Drivelines must be strapped or chained at both ends for safety. No aluminum drivelines.

SEAT/SEAT BELTS: Racing or bucket type aluminum seat and fire suit/helmet mandatory. Helmet must be a Snell SA2010 or newer. No mirrors, wings radios or antifreeze. Must have window net with quick release. Belts must be a quick release racing five point system and can be no older than four years old.

ENGINE: No overhead camshafts- O.E.M. or Aftermarket cast iron steel block & heads only. Stock cast iron or aftermarket aluminum intake manifold ok. Stock cast iron exhausts manifold or bottom dump headers only. Maximum of (1) 2 B.B.L or 4B.B.L. Holley replacement carburetor ok. OEM factory stock fuel injection ok. Roller camshafts permitted. No dry sump or external oil pumps permitted. Any ignition system permitted except for Magneto.

(Restrictor Plates are not required but the promoter reserves the right to make any or all cars to run one at any time should he feel it's needed to help level out the field.)

All transponders must be turned in within 30 minutes of the end of the race.

All Transponders must be mounted at the front firewall.

All cars must be in the staging area before the start of the previous race.

TRACK OFFICIALS HAVE FINAL WORD ON ALL RULES {THESE RULES SUBJECT TO CHANGE WHEN DEEMED NECESSARY IN ORDER TO RESTORE EQUAL RACING AT ALL TIMES

Competition Rules

1. Cars shall line up in the proper order in the staging area when called. It will be the responsibility of the driver to know their proper line up position. Any car not ready and properly lined up will be placed at the back of the pack.

2. Green flag start: Once the flag man has given the signal that there is one lap to go (one finger), to the green flag, the green flag will be given on the next lap, barring an accident or other situation that would make giving the green flag unsafe.

3. The car on the pole will determine the pace of the start of the race, there will be no passing before crossing the start.

4. On a restart, green flag racing may resume at the cone in turn 4.

5. There will be NO racing to the yellow flag.

6. Rulings from the flag stand cannot be protested.
7. It is the driver's responsibility to drive appropriately for both track and car conditions.
8. No driving under the berm, unless to avoid an accident. No position is to be gained while under the white line.
9. No bumping allowed. Bumping is defined as any contact that appears to be intentional or that disturbs the driving pattern of the car bumped.
10. Drivers are expected to maintain a reasonable racing line/groove. No mirror driving. Blocking another car is not allowed.
11. Drivers attempting to gain position must yield, unless their front wheel is even with the driver of the car they are passing.
12. Unsportsmanlike conduct will not be tolerated. The actions of our members reflect on the association.
13. Drivers being lapped shall hold their groove. This would also apply to non-competitive cars (for example, a car with handling problems).
14. Two (2) unassisted spins during a race will result in disqualification.
One (1) unassisted spin during a race will result in starting at the back of the pack.
15. After a yellow or red flag restart, all cars will restart in the order they were running on last completed green flag lap. Car causing an accident and dead cars will be placed at the back of the pack.
16. Restart Line Up 1 lap to green.
17. All cars must have Raceceiver (one way radio)