



PENTICTON SPEEDWAY STREET STOCK RULES

2025 Final

*Please note that some special race events may have a modified rule package. These events may include events like Western Rattler 300, Harvest 200 & Gordy Mannes (Feedway 500). For regular season racing the following rules will apply.

Non-highlighted = pre-existing rules from 2024 and prior.

Yellow Highlighted = Revised or proposed for 2025

Red Highlighted = To be deleted

The Street Stock Division is open to any North American-built Automobile having a factory-listed wheelbase of 108" or more. No front-wheel drive, 4-wheel drive, all-wheel drive, convertibles, or station wagon vehicles will be permitted. The word STOCK when used shall mean unaltered, as factory available and produced by OEM for the make, model, and year of the car being raced. Any PART of the car Not specifically covered in these rules must remain stock.

In this rule package, you will see three specific names used to categorize cars in the Street Stock class. This is done to promote parity over different specific build types. Below is a brief overview of each name.

Any rule or combination that does NOT apply to all three will be clearly outlined specifically in the sections below.

Classic Stock: Any race car that maintains factory front and rear clips and conforms to the strict guidelines outlined in 4.7 that are permitted to run a minimum weight of 3000 lbs.

- e.g. Metric car, Steel body, 3-link, 9" rear with drum brakes.

Street Stock: Any race car that does not qualify for Classic Stock as outlined in 4.8 but is not a Next Gen car.

- e.g. Metric car, Composite body, fabricated rear clip, 3 link, 9" and rear disc brakes.

Next Gen: Any constructed chassis as outlined in 4.9

- E.g. McColl chassis.

Next-gen cars running a sealed 602 crate will receive a 100lb weight allowance.

**Due to concerns surrounding safely removing an additional 100lb from a Classic Chassis car. Several concessions have been made as described in 5.2.3.

1. Safety

1.1 See General Rules for Driver, Belts, Window net rules

1.2 Fire Control: All cars MUST have a minimum CSA-approved 2 1/2 lb fire extinguisher with either aluminum or steel head mounted in a steel mounting bracket and must be bolted down within drivers reach.

1.3 Window Net: Nylon Ribbon type window net MUST be installed in the driver's side window opening. The net size MUST be a minimum of 16" by 18". Net MUST be installed so it is tight. Window net MUST be attached to the roll bar and not the body.

1.4 Steering Wheel: All cars MUST be equipped with a quick-release steering wheel. Collapsible highly recommended

1.5 Seat: An Aluminum racing seat must be used. A minimum of 6 seat bolts, .3/8" or larger must be used to anchor the seat.

2. Radios

2.1 2-way Radios Are Permitted

2.2 Raceceivers are MANDATORY.

3. Body

3.1 Body must be steel or Fiberglass stock in appearance, no cars will be allowed to start the race without a complete body unless approved by the tech director.

3.2 Approved Body Types

- 5-star S2 Bodies
- 5-star MD3 Street Stock
- Ultimate Custom Fiberglass
- CASCAR Bodies
- AR, XYG Metric Cars, or the Sportsman's body only.
- Sheet metal bodies MUST be stock appearing to the make, model, and year of the race car. Minimum of 040" or 22 gauge steel
- **Late model, Late Model Stock, ABC, or 5-star Gen 6 bodies or pieces will NOT be permitted.**

3.3 Hood, Trunk: Minimum 5 hood pins and 2 trunk pins must be used

3.4 Body Height / Ground Clearance: Minimum Height of 48" measured 10" behind the top of the windshield at the centerline of the roof and a 4" ground clearance at all times without the driver

3.5 Body front and rear: Bumpers must be in stock position, both front and rear and securely fastened with No sharp edges exposed. The front fascia/grill panel and rear tail panel must be present. Plastic covers may be used but must be Stock appearing. No open front and or rear bodies are permitted.

3.6 Windshield: Glass windows must be removed. Minimum 1/8 Lexan or equivalent polycarbonate must be used, covering the full area, with sufficient bracing to prevent deflection. Minimum of 2 center braces securely mounted.

3.7 Rear windows are allowed. Must be clear. No tinting.

3.8 Side windows are allowed but must be a maximum of 12" long, measured from the intersection of the A-post and door.

3.9 1" x 2" Rub Rails are allowed. Each end must be tapered and have a welded cap.

3.10 Rear Spoiler: A rear spoiler is allowed. The rear Spoiler MUST follow the contour of the rear deck lid. Maximum 6" high and 60" wide. Must be centered on the deck lid and cannot be adjustable.

3.11 Paint and Lettering: MUST have numbers on both doors (Minimum 18") and on the roof (Minimum 24") Numbers must contrast the colour of the car.

3.12 All cars competing for championship points must display class sponsor contingency decals on both sides of the car. Minimum of 6" off the bottom of the body and 4" back from the front wheel opening. Failure to do so will result in no points being awarded.

Chassis, Roll Cage

3.13 Cars may utilize a North American Stock Production frame/chassis (1965 or newer)

- 108" Minimum wheelbase.
- The chassis must use the corresponding OEM front and rear suspension style type for the chosen chassis.
- All frame Components MUST be Stock if Not stated with No lightening.
- Suspension mounting locations must remain in OEM stock locations ONLY.
- The wheelbase must remain Stock unaltered for the frame being used.
- All vehicles require an easily accessible tow hook.

4.2.1 NON-Uni-Body:

- A rotted chassis rail can be reinforced by utilizing 2" x 3" .095 thick tubing inside the rail to safely support the roll cage mounting.

4.2.2 Uni-body cars:

- Uni-body cars may install subframe connectors. Minimum 2" x 3" .095" wall tubing.

4.3 All Chassis MUST be symmetrical, NO OFFSETS OR STRAIGHT RAIL CARS

4.4 Frame Height: Minimum 6" Frame Height for ALL CARS. Driver out of the car.

4.5 Stock C-channel frame extending from front to rear clips on full frame cars may be boxed or connected from side to side with an "X".

4.6 Roll Cage: A Full roll cage constructed out of 1 3/4 .095 minimum round steel tubing is mandatory. Roll Cage Must be symmetrical in all directions. Leg Protection Bar MUST be installed. A MINIMUM of 4 horizontal door bars on the driver's side with a minimum of 2 vertical bars between each horizontal bar and anti-intrusion plates must be welded on the outside of bars (min. 16 gauge). Three-door bars or "X" type bars with a top cross bar are mandatory on the passenger side.

4.7 Classic Chassis

Classic Chassis Street Stocks must use corresponding OEM front and rear suspension clips, and spring type for the chosen chassis. Unless specifically noted below. No rule found in any other section overrules items listed in 4.7 unless specifically noted.

- Stock Frame. No fabricated front or rear clips.
- Stock floorboards and front firewall.
- Steel Body with intact factory A-pillars and windshield frame
- Stock front suspension (Tubular upper arms are permitted)
- Must use a stock transmission cross member in the stock location. Notching for exhaust pipe clearance is allowed.
- Front brakes Steel, unaltered OEM, or unaltered OEM replacement brake components only
 - OEM diameter caliper pistons only. Vented solid surface rotors only, no scalloped or ceramic coated rotors
 - The bolt pattern may be changed.
- Rear drum brakes.
- Front-load bolts are permitted on all front clip designs.
- Rear-load bolts are permitted on factory rear coil sprung chassis.
- Factory rear coil sprung chassis are permitted to run 3-link rear suspension.
- 9" rear differential conversions are permitted.
- Leaf spring sliders are permitted on rear spring mount only.

NOTE: in terms of best on-track competition, this could be adjusted over the season. Any car that the Tech committee deems outside the spirit of the Classic Chassis designation will be classed a Street Stock.

4.8 Street Stock Chassis must use corresponding OEM front and rear suspension clips, and spring type for the chosen chassis. Unless otherwise noted below.

- Stock Frame. No fabricated front clip.
- Any approved body as outlined in section 3. Body
- Stock front suspension (Tubular upper arms are permitted)
- Front-load bolts are permitted on all chassis.
- Rear-load bolts are permitted on factory rear coil sprung chassis.
- Factory rear coil sprung chassis are permitted to run 3-link rear suspension.
- 9" conversions are permitted.
- Rear disc brakes.
- Fabricated rear clips are allowed, the rear clip is to be constructed of 2x3x.095 tubing

Front and rear coil spring mounts must remain at stock datum points. MUST be a Minimum 2" x 3" .095" steel

- Leaf spring sliders are permitted on rear spring mount only.

4.9 Next Gen SS: Any constructed chassis permitted but must use: 71-81 Camaro STOCK front clip with pickup points and measurements on both the front and rear.

All newly constructed vehicles must conform to the measurements listed.

- 1. Stock front clip, attached to center section at 90 deg, No Chassis offset permitted
- 2. The frame MUST be fabricated by a minimum 2" x 3" .095" Steel
- 3. Lower ball joint to center section 24"
- 4. Center section frame width 57"- 60" 8. LF Shock to "A" pillar 35"
- 5. "A" pillar to "B" pillar 45"-48"
- 6. Minimum top of the frame to halo 38"
- 7. Minimum halo width 46"
- 8. Minimum door bar height from top of frame 22"
- 9. Each side will have 4 door bars
- 10. Minimum side-to-side door bar width 70"
- 11. Must have center windshield bar
- 12. Must have a center halo bar
- 13. Rear clip width 36"-38"
- 14. Transfer bar from rear B pillar crossbar to RF frame mandatory
- 15. Camaro rear leaf springs only and must be mounted in stock location.
- 16. The rear clip is to be constructed of 2x3x.095 tubing.
- 17. Both the front and rear bay bars must be in line with the top door bars.
- 18. The driver's foot box must incorporate intrusion protection bars
- 19. Dash panel complete from "A" pillar to "A" pillar
- 20. Dash panel complete from top of the crossbar, 90 DEG bend, level with the base of the cowl
- 21. The rear firewall to extend up from the frame to the top bay bar and extend to the base of the rear window
- 22. Sheet metal in the driver's area must be welded, the passenger side may be riveted. All interior sheet metal must be constructed with magnetic steel
- 23. Minimum 1/8" floor plate on driver's side from the firewall to "B" pillar

5 Suspension

5.1 Front Suspension: All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. No rule below overrules any point in 4.7 unless specifically stated.

- Mounts for upper control arms can be changed to any location or height.

5.1.2 Lower Control Arms MUST be OEM fabrication type.

- 1 Left **OR** 1 Right lower control arm can be lengthened or shortened by 1" to achieve the desired alignment.

5.1.3 Non-adjustable tubular upper control arms are permitted on all cars.

5.1.4 Offset (problem solver) cross shafts are allowed in upper control arms.

5.1.5 Upper and Lower control arm rubber bushings may be replaced with urethane or solid bushings. **MoNo-ball type will not be permitted.**

5.1.6 Front load bolts are permitted on all clip styles.

5.1.7 Front Shocks can be relocated on all chassis.

5.1.8 Offset and extended stud Ball Joints are allowed. **MoNo Ball joints are not permitted.**

5.1.9 Larger stock spindles allowed (same side to side). All chassis.

- NO fabricated or modified spindles are allowed.
- Spindle holes can be modified to fit larger ball joints.

5.1.10 Steering must use stock-type tie rods.

- Steel or aluminum rods with a minimum 5/8" threads are allowed to replace stock rods.
- Centre link, idler, and pitman arm must be steel.

5.1.11 No bump stops allowed. A "bump stop" is any mechanism that "stops" or limits the direction of suspension travel referred to as "bump" regardless of the material, including using the shock stroke to limit suspension travel

5.1.12 Springs: Steel Racing Springs are allowed, 5" minimum diameter

5.1.13 Sway Bar: One-piece sway bars ONLY, may be mounted as a slapper bar on Street Stock and Next Gen chassis only.

5.2 Rear Suspension and Differential:

5.2.1 Leaf Spring Rear Suspension: All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated.

- Aftermarket bushings allowed no offset bushings, **no mono-ball bushings**.
- Rear sliders within 2" of the stock location are permitted on leaf spring cars.
- Racing leaf springs are permitted, must be a direct replacement for stock-type leaf springs for the year, and make of the front clip being used.
- No composite leaf springs are permitted.

5.2.2 4-Link Rear Suspension: 4-link suspensions are only allowed on chassis originally manufactured as coil link cars.

- No modification of stock 4-link mounting points.
- Aftermarket bushings are allowed
- No offset bushings solid or **MoNo ball bushings**.
- Load bolts are permitted.
- Stock type coil spring cars 4" minimum.
- Adjustable rear upper arms permitted. Maximum 1" of adjustment but no longer than stock.
- Rear lower control arms can be manufactured (1 x 2 or 2 x 2) steel tubing.
- Adjustable steel rods with minimum 5/8" steel heims and can be no longer than stock length.
- Adjustment is allowed by redrilling holes on the rear end bracket, front mounting must remain in the stock location.

5.2.3 3-Link Rear Suspension: 3-link suspensions are only permitted on OEM chassis with coil spring suspension.

- NOT PERMITTED ON THE NEXT-GEN CHASSIS.
- Rear lower control arms must be stock or can be manufactured (1 x 2 or 2 x 2) steel tubing or adjustable steel rods with minimum 5/8" steel heims and can be no longer than stock length.
- Adjustment is allowed by redrilling holes on the rear end bracket, front mounting must remain in the stock location.
- The upper arm cannot be longer than the lower arms and must be solid steel upper arm with heim joints no absorbers and mounted in stock mount on the frame.
- Pan hard bars are to be fabricated from magnetic steel front or rear mounted. Rod ends (Heim joints) must be steel.
- Bar length may be adjustable to maintain the rear axle housing centered in the chassis.
- Bar attachment is to be fabricated from steel and mounted with the pivot point on the rear axle tube no further than the inside of the rear spring and not lower than the bottom of the axle tube.
- Frame bracket may be braced towards the chassis.
- Bar attachment to the frame bracket may be a steel or aluminum slider type.
- No external adjustments are allowed, and any access holes to allow such adjustments must be sealed, solid links are allowed only.
- No rubber pucks or spring-type absorbers of any kind.

5.2.3 Rear-End General

- No cambered rears.
- Rear-end housings must be unaltered stock width.
- Fabricated spring & shock mounts are allowed.
- Rear ends must be open (operational spider gears), or locked.
- Welded locked, Steel Full, and Mini Spools are allowed.
- No posi-trac, Locker, or Torsen-style lockers.
- Disc brake conversions permitted
- The rear end must be centered in the chassis.
- Must maintain stock mounting locations.
- No coating or lightening of any parts that are not mentioned.
- No lightweight components

5.2.4 Ford 9" Rear Ends Specific:

- The rear-end housing design must remain as produced.
- No fabricated style housings.
- 3rd Member/Gear set must use a stock steel case
- Lightweight/hollow axles are not permitted.

- Aluminum Hubs are not permitted.

5.2.5 Integral Rear Ends:

- Integral type rear end with C-clips holding the axles in may be tack welded to prevent fall out.
- If using an integral rear, you must use a hardened steel aftermarket racing axle.
- C clip eliminator kit is highly recommended.

5.3 Shocks:

5.3.1 Aftermarket, non-adjustable, rebuildable, steel-bodied racing shocks permitted. (Afco 14 series or similar), no Schrader valves.

- Part number must be present on the shock body.
- Only 1 shock per wheel.

5.3.2 No high pressure gas shocks.

5.4 Brakes:

5.4.1 OEM style single-piston calipers, Howe single-piston steel calipers allowed on SS and Next Gen.

5.4.2 Dual master cylinders permitted.

5.4.3 Proportioning valves permitted

5.4.4 No aluminum brake parts allowed.

5.4.5 Two-piece steel hubs and straight rotors allowed. On Street Stock and Next Gen only. No drilled or grooved rotors.

5.4.6 Rear disc or drum brakes are permitted.

5.5 Wheelbase & Track Width: The wheelbase must be a minimum of 108".

- Maximum wheelbase variance of 1" from side to side.
- Maximum track width to be 77.5" to be measured at the bulge of the tire at spindle height.

6. Firewalls and Interior

6.1 All upholstery materials, trim, and padding must be removed

6.2 The floor, front, and rear firewalls must be 22 gauge steel sheet metal. Firewalls MUST BE continuous from side to side.

6.3 Tunnel and floor may be raised No more than 13" on the right side to accommodate exhaust and transmission

6.4 Dash, rear deck, and crush panels can be made from aluminum.

7. Fuel Cell:

7.1 A commercially manufactured fuel cell is mandatory. Max 22 US gallons

7.2. Must be specifically designed and manufactured for racing.

7.3. A minimum 20-gauge steel fuel cell container is mandatory.

7.4. Rollover/check valve balls are mandatory on all tank lines.

7.5. Cell must be mounted between the rear frame rails of the chassis, No lower than 8" from the ground.

7.6. A square tubing cage or equivalent angle iron & flat bar mounting system is mandatory.

7.7. A fuel cell protection bar is mandatory.

7.8. Pump or Race fuel only.

- No alcohol, oxygenated, or exotic fuels.

7.9. Any mechanical fuel pump allowed. No electric pumps.

8. Radiator:

8.1. Must be or resemble OEM and mounted in the stock location.

- No antifreeze is allowed in the cooling system.
- Aluminum radiators are allowed.
- Electric fans are allowed

9. Drive Shafts:

9.1. Drive Shafts and U-joints MUST be stock steel

9.2 Drive Shafts must be painted, White

9.3 A Steel, 360-degree retainer loop, 1/4" thick and 2" wide MUST be positioned at the front and the rear of the drive shaft within 12" of the u joint.

9.4 NO lightweight or composite drive shafts allowed.

10. Transmissions

Automatic Transmissions:

- Must be a stock production transmission with stock gear ratios.
- Functionality must remain stock.
- Removal of any gears including reverse is not allowed.
- Stock operational torque converters only.
- Torque converters must be a minimum of 11" in diameter.
- Oil coolers are allowed.

Standard Transmissions:

- Must be a stock production transmission with stock gear ratios.
- Functionality must remain stock.
- Removal of any gears including reverse is not allowed.

11. Clutch:

11.1 Must be stock style & weight. MUST NOT be drilled or machined.

11.2 Flywheel must be stock, unaltered, minimum 10" diameter, and 14 lbs.

11.3 Hydraulic or mechanical release bearings are allowed

11.4 Bellhousing MUST be a steel scatter shield

12. Electrical:

12.1. All engine packages must utilize an MSD part #8728 or #8727CT rev limiter with a functioning RPM chip. All wiring must be clearly visible, easily accessible, and traceable for tech.

- GM Crate Engine - 6000 RPM
- Built Engine - 6500 RPM

12.2 Batteries must be securely mounted in an angle iron or equivalent base utilizing a bolt-on clamp style mount to hold the battery in.

12.3 Marine-style battery boxes are mandatory if the battery is mounted in the driver compartment.

12.4. All cars must have a Battery master disconnect On/Off switch mounted to the right OR left rear side of the main cage/main hoop. It must be clearly marked On/Off. The disconnect MUST be used to break power in the positive battery cable, Not the negative.

12.5 All cars MUST be wired in a manner that if the Battery disconnect switch is turned off the car will not continue running.

12.6 No traction control devices

13. Tire & Wheels:

13.1. 15" Steel racing wheels on all corners are mandatory

- Maximum 8" wide from bead to bead.
- No stock or homemade wheels.
- Minimum 2" backspacing.

- 13.2. Minimum 5/8" wheel studs. Stud threads must protrude through wheel nuts.
- 13.3. Bleeder Valves are not allowed.
- 13.4. A maximum of 1" wheel spacer per wheel is allowed.

- No stacking of wheel spacers allowed.

13.5.

- The AR P265 is mandatory.
- The maximum number of tires allowed for the entire season is 25.
- Tires can be purchased directly from the Speedway.
- All tires used for practice and races must be accounted for on your inventory sheet.
- Any car that is teched with a tire not on the tech copy of the tire inventory will be added to your inventory sheet and will be counted towards your yearly allotment.
- Tire inventory allotments and serial numbers cannot be transferred from one car to another regardless of car ownership.
- Tire sheets will be provided by the Speedway for each competitor. Once filled out, a duplicate must be provided to tech.
- It is the competitor's responsibility to provide tech with an initial inventory which will be checked for accuracy at every race event.
- If a car enters a post-race tech inspection with an unregistered tire it will be disqualified for that event.
- Any deviation from the 25-tire limit must be approved by the Penticton Speedway Tech Committee.
- Tire allotment may be adjusted to suit potential race event changes.

13.6. Altering tires in any manner to obtain a performance advantage is NOT allowed.

- Tire softener, conditioner, or any other substance to treat tires is not permitted.
- The use of solvents to enhance tire performance is completely prohibited.

14. Weights

14.1. Weight Packages:

Base weights listed below are always the minimum, including after the race with the driver (No refueling after the race). **Cars must pass through tech scales prior to main event, and any other time requested by tech.**

- Races longer than 50 laps will have 1/2 lbs. per lap over 50 laps allowance.
- **58% Maximum left side Classic Streets.**
- 54% Maximum left side weight.
- 47% Maximum rear weight at all times.

Chassis	Engine	Base Weight
Classic Chassis	All Engine Combinations	3000lbs
Street Stock/Next Gen	Built Engines	3150
Street Stock/Next Gen	602 Crate with 8 genuine GM Seals **Resealed 602 Crate	3150lbs 3175lbs

* Any Crate engine that does not retain all 8 genuine GM seals will be subject to the 25lb penalty. listed above. Including any combination of Penticton Speedway seals and GM seals. Regardless of the reason. Any crate engine with seals other than GM and or Penticton Speedway seals is subject to an additional penalty as outlined in 16.4.

15 Engine Height and Location

15.1 Engine height will be a minimum of 13" measured from the ground to the center of the crankshaft.

15.2 Engine Location: #1 spark plug of the engine must be in line or ahead of the upper ball joint and center in the frame & cross member may be altered to achieve this.

15.3 Solid engine and transmission mounts are permitted

The Penticton Speedway will continue to assess the competitiveness of the various Street stocks to make adjustments that will maintain reasonable parity in the class.

16 GM Circle Track 602 Crate Engine

16.1.1 GM 602 part #88958602 or #19258602 only.

16.1.2 The engine must remain sealed by the factory and possess all 8 of the Genuine GM seals installed by the factory in an untampered state.

- Pentiction Speedway reserves the right to inspect any crate engine, by means of teardown, at any time. Should the engine be deemed legal, it will be replaced with a New 602 GM engine (As delivered by GM). If it is found to be modified from the stock form in any way, the offending engine will be returned in its unassembled state and no compensation will be paid. The driver will forfeit all points for the season.
- All crate engines must meet original specifications as per G.M. Performance (9.1 -1 compression ratio)
- GM part # 14088765 counterbalanced flex plate is suggested.

16.2 Rebuilt 602 Crate Engines

16.2.1 Rebuilt 602 crates must be rebuilt as outlined in the Circle Track Crate Engine home track allows.

- ALL rebuilt crates are subject to a 25lb weight penalty.
- All rebuilt crates engines possessing seals other than Pentiction Speedway seals are subject to chassis-dependent penalties as outlined in 16.4 Until such time they are inspected and re-sealed with Pentiction Speedway seals as outlined in 16.3.
- Pentiction Speedway reserves the right to inspect a crate engine at any time. Should the engine be deemed a conforming rebuilt engine, it will be reassembled and sealed with Pentiction Speedway seals. If it is found to be modified beyond the rebuild guidelines in any way, the offending engine will be returned to its unassembled state. The race team will forfeit all points for the season.

Any denial of a teardown will result in the forfeit of all points and payouts for the race event. (event means all days throughout the weekend.) Technical Manual and sealed by the approved seal-installing engine builder that your

16.2.2 All crate engines must meet original specifications as per G.M. Performance (9.1 -1 compression ratio)

- GM part # 14088765 counterbalanced flex plate is suggested.

16.3.1 Rebuild procedure

- The only approved crate rebuilder is K&S Machine located in Kelowna.
- All rebuild parameters will follow the guidelines and part numbers provided by GM as outlined in the Circle Track Crate Engine Technical Manual. Except for the following allowances.
 - The only permitted pistons other than GM 12514101 and its direct supersessions for rebuild are Silvolite 3470HC and Sealed Power H815DCP
 - Maximum overbore of 0.020"
 - Timing chain part numbers Melling 40400 or Cloyes 93157
 - Absolutely no low-tension rings.

16.3.2 Reseal inspection procedure.

Reseal inspection is required in order to reseal and be deemed a Pentiction speedway sealed crate (conforming crate). In the event that minor work is desired such as upgrading the timing set, or any maintenance that involves breaking any seal, the following steps are to be applied.

- Resealing inspections can be done by either K&S Machine or an authorized representative of the Pentiction Speedway.
- K&S inspections can be booked and scheduled directly with them.

Local inspections must follow the listed steps below.

To book a reseal inspection, emails must be sent to racetech@pentictionsspeedway.com a minimum of 14 days prior to your desired inspection date. Provide 2 options for the date and time that you are requesting. This will help us select an inspector that will work with the desired timeline.

- No seal is permitted to be broken prior to the arrival of the inspector. In the event a seal is broken, without supervision, a mandatory full tear-down inspection by K&S is required at the race team's expense.
- The engine must be on an engine stand so that the engine can be rotated upside down, cleaned, and drained of all fluids.
- Correct engine gaskets, sealers, and tools must be on hand for reassembly.

- Allow 3 hours from disassembly to reassembly and final seal installation.
- Please understand that a representative is on hand to supervise seal removal, measure and inspect, and install track seals. They are not on hand as a tech.
- The cost of inspection is \$175. This price includes the price of the seal package and the provided inspector's time. Additional travel costs will be assessed on an individual basis.
- All payments are to be made directly to Pentiction Speedway and NEVER to the inspector.
- Copies of all measurements will be provided with the receipt of the transaction.

If at any time during communication before, after, or during the inspection, additional remuneration is implied or offered for a favorable outcome. The race team will be suspended for one year. Zero exceptions

16.4 Carburetor:

- Stock, tool legal, 4BBL Holley Part # 01-80541-1 & Quick Fuel Part # Q650CT 650 CFM, or 2BBL Holley 0-4412C are the only options available for Pentiction Speedway cars. (Classic, Street, Next Gen)
- 4BBL carburetors must run Allstar Performance "The Governor" Base Plate Part #ALL26060 with 1" inserts.
- 2BBL carburetors must run Morosso Part #64964 Base Plate.
- Base plates and inserts must remain stock and unaltered.
- No Phenolic or plastic base plates allowed.
- Restrictor plates are required on all Next Gen Chassis running crate engines.
 - GM Crate engines maintaining ALL 8 GM seals, or Pentiction Speedway seals are required to run a 1" restrictor.
 - **ALL CHASSIS** classifications running crate engines other than the above-listed seals are required to run a .950" restrictor plate. Until such time the engine is inspected and resealed in accordance with the guidelines listed in 16.3.2. **A 4BBL carburetor with the "Governor" base plate will be the only approved option to adhere to this rule.**
 - At any time, restrictor plates can be swapped among competitors or replaced with a same-size plate, but must follow the above-listed requirements based on seal requirements.
- An air cleaner is mandatory. The air cleaner base must be round and may not be any bigger than 16" in diameter.
- Ram air induction, fresh air ducting, cowl induction, or modified air cleaner bases are allowed.

General engine rules below pertain to engines as described in 16.1 and 16.2.

Exhaust: Mufflers are mandatory and be able to be removed for inspection. Decibel reading of 98 or less.

- Headers are allowed with a maximum of 1 5/8" tubes to 3" collectors.
- **Crossover (Over the top) headers to facilitate clearance are allowed.**
- No stepped headers.
- No Tri-Y headers.
- Crossover (Over the top) headers to facilitate clearance allowed.
- **No 180°, X-pipes, H-pipes, or 2 into 1 system where the flow is merged prior to, or at, the collector.**
- **A 3" x 3" x 5" Y pipe to merge the exhaust after the collectors is allowed.**
- Howe 2-into-1 muffler is permitted with a maximum of 18" long tailpipe with a maximum O.D of 5".
- Exhaust pipes must exit behind the driver ahead of the rear wheels or out the right side past the center of the door. Exhaust pipes must be securely mounted under floor pans and have no sharp edges or protruding outside of the bodyline.
- Maximum 3" O.D. pipe size before the muffler and maximum **5" O.D. after the muffler.**

Distributors:

- Stock style & functioning HEI distributors only.
- MSD part # 8362 is the only aftermarket distributor allowed.
- Accel Module part # 35361 is allowed.
- Vacuum advance may be disabled or removed.

Valvetrain: Replacement springs are allowed. Must be one of the following Part #'s:

- GM Performance #10212811
- Elgin #RV943xs - Inner springs must be removed.
- Match sets of the above valve springs are permitted. Maximum 84lb measured on any spring.
- Only Melling 40400 or Cloyes 93157 double roller timing chain is permitted.
- Must be installed at 0 deg.
- No offset keys or bushings are permitted.

The timing chain (double roller) upgrade is the only deviation from a stock 602 that is permitted. Understand that this will no longer possess the 8 original GM seals required to be classed as a GM-sealed crate engine and will be subject to the same additional 25lb penalty. Refer to section 16.3 for the procedure.

Water Pump & Pulleys:

- Stock standard-length water pumps only.
- Stock or aftermarket pulleys are allowed.
- Aftermarket reduction pulleys are allowed with max 30 % reduction.

Alternators & Power Steering Pumps:

- Alternators and power steering pumps are Not mandatory.
- Any alternator is allowed. Must be driven off the front of the engine.
- Stock or aftermarket cast steel power steering pumps are allowed. Must be driven off the front of the engine.

17 Built Engines

General:

- Unless specifically identified in these rules all parts must be automotive OEM Stock or OEM replacement for the engine being run.
- Marine parts are Not acceptable replacements for automotive OEM stock. • GM, FORD, & CHRYSLER performance racing parts are Not acceptable replacements for automotive OEM stock.
- Engine must be Corporation to Corporation with chassis being used and MUST be mounted in stock location.
- Any steel wet sump oil pan is allowed.
- Solid Motor Mounts are permitted

Engine Blocks:

- The cylinder deck may be machined for cleanup and truing only.
- Zero decking is Not allowed.
- No lightening or altering of engine blocks.
- Aftermarket steel Main caps are allowed.
- The camshaft tunnel must remain of stock dimensions.
 - Displacements are as follows: (bore x stroke + overbore = Max Displacement)
 - > Chev 350 c.i. $4.00" \times 3.48" + .060" = 360$ c.i. MAX
 - > Ford 351 c.i. $4.00" \times 3.50" + .060" = 363$ c.i. MAX
 - > Chry 340 c.i. $4.04" \times 3.313" + .060" = 350$ c.i. MAX
 - > Chry 360 c.i. $4.00" \times 3.578" + .030" = 364$ c.i. MAX
- Lifter bores must remain stock size:
 - > Chev 350 = .842"
 - > Ford 351 = .874"
 - > Chry 340 = .904"
 - > Chry 360 = .904"
- Steel double roller timing chain and gears only.

Camshafts & Lifters:

- Hydraulic or solid flat tappet Camshafts only.
- Hydraulic or solid flat tappet lifters only.
- Anti-pump-up lifters are allowed.
- Lifter diameters must remain stock for the engine block being used.

Crankshafts:

- Stock OEM or aftermarket Stock Style replacement crankshaft, minimum weight 48.5 lbs, are allowed.
- Stock stroke must be maintained.

- No strokers or lightweight cranks allowed.
- Recognized part #'s are as follows:
 - Scat 4-350-3480-5700
 - Scat 9-10442
 - Eagle 4305348057sp*
 - Eagle 435034805700
 - Eagle 103503480(CM)
- If you choose to use a crankshaft other than one of the recognized Part #'s provided, it is your responsibility to present it to Penticton Speedway Management/Tech for approval BEFORE use.

Connecting Rods:

- Stock OEM or aftermarket replacement rods are allowed.
 - Eligible aftermarket Part #'s:
 - Eagle SIR5700BBLW
 - Eagle SIR5700BPLW
 - SCATICR5700P
 - SCATICR5700
- OEM rod length must be always maintained.
- No lightweight aftermarket rods are allowed.
- Balancing of rotating assemblies is allowed. No removal of serial numbers or manufacturer emblems.

Pistons:

- Flat-top or Domed pistons are allowed.
- Maximum 0.125 dome allowed.
- Flat-top pistons must be used with cylinder heads having a chamber size of less than 74cc
- Domed pistons may be used with cylinder heads having a chamber size of 74cc or greater.
- Maximum Compression ratio 11:1

Cylinder Heads:

- Vortec heads are not allowed.
- Unaltered stock cast iron O.E.M. production cylinder heads only. Cylinder heads showing any signs of alteration in any way other than outlined in the rule book will be deemed illegal.
- Machining for screw-in studs and guide plates is allowed.
- Opening of push rod slots in cylinder heads is allowed.
- Steam relief holes may be drilled to a larger size. Multi-angle valve job permitted.
- New valve seats are allowed.
- No grinding or blending of the bowl into bottom cut of valve job.
- No titanium or hollow stem valves.
- Maximum Valve Sizes are as follows:
 - G.M. 1.94" intake 1.60" exhaust
 - Ford 2.04" intake 1.66" exhaust
 - Chrysler 2.02" intake 1.60" exhaust
- Stock diameter replacement valve springs and retainers or Comp valve springs part #26981 with retainer part #787 hardened keepers are allowed.
- Rocker arms must be unaltered Stock or Stock replacement. No Roller Rockers of any kind.

Water Pump & Pulleys:

- Stock standard-length water pumps only.
- Stock or aftermarket pulleys are allowed with max 30% reduction.

Intake Manifold:

- Stock, unaltered, Edelbrock 7101 Performer allowed.
- Stock, unaltered Cast iron 2bbl intake manifold only.
- Stock high-rise/marine manifolds are not allowed.

Distributors:

- Stock style & functioning HEI distributors only.
- MSD part # 8362 is the only aftermarket distributor allowed.
- Accel Module part # 35361 is allowed.
- Vacuum advance may be disabled or removed.

Carburetor:

- The carburetor rules apply to ALL cars.
- Stock, too legal, 4BBL Holley Part # 01-80541-1 & Quick Fuel Part # Q650CT 650 CFM, or 2BBL Holley 0-4412C are the only options available for Penitcton Speedway cars. (Classic, Street, Next Gen)
- 4BBL carburetors must run Allstar Performance "The Governor" Base Plate Part #ALL26060 with 1" inserts.
- 2BBL carburetors must run Morosso Part #64964 Base Plate.
- Base plates and inserts must remain stock and unaltered.
- No Phenolic or plastic base plates allowed.
- Non-Penitcton Speedway (visiting) cars allowed stock, too legal, Rochester 2G 500CFM unaltered 2BBL carburetors (For example Jet part #37001). 1 11/16" max throttle bore size.
- An air cleaner is mandatory.
- The air cleaner base must be round and may not be any bigger than 16" in diameter.
- Ram air induction, fresh air ducting, cowl induction, or modified air cleaner bases are allowed.

Exhaust: Mufflers are mandatory and be able to be removed for inspection. Decibel reading of 98 or less.

- Headers are allowed with a maximum of 1 5/8" tubes to 3" collectors.
- Crossover (Over the top) headers to facilitate clearance are allowed.
- No stepped headers.
- No Tri-Y headers.
- Crossover (Over the top) headers to facilitate clearance allowed.
- No 180°, X-pipes, H-pipes, or 2 into 1 system where the flow is merged prior to, or at, the collector.
- A 3" x 3" x 5" Y pipe to merge the exhaust after the collectors is allowed.
- Howe 2-into-1 muffler is permitted with a maximum of 18" long tailpipe with a maximum O.D of 5".
- Exhaust pipes must exit behind the driver ahead of the rear wheels or out the right side past the center of the door. Exhaust pipes must be securely mounted under floor pans and have no sharp edges or protruding outside of the bodyline.
- Maximum 3" O.D. pipe size before the muffler and maximum 5" O.D. after the muffler.

Alternators & Power Steering Pumps:

- Alternators and power steering pumps are Not mandatory.
- Any altemator is allowed. Must be driven off the front of the engine.
- Stock or aftermarket cast steel power steering pumps are allowed. Must be driven off the front of the engine.