

2025 Strictly Street Rules – final

Strictly Streets, a gladiator mentality, full contact, fan favorite style of racing throughout the country. A class comprised of Detroit produced grocery getters transformed into Saturday battle wagons. The following rules are an effort by division participants working with track management to control the allowable modifications with respect to car variations, affordability, and fairness of competition. We understand these rules are not perfect and may not encompass all cars; however, we do request they not be interpreted as opportunities to cheat and/or discover loopholes to gain advantage. We shall always welcome and work to accommodate all who respectfully meet the spirit of the rules and desire to join us racing Strictly Streets at Wiscasset Speedway.

Since it would be both impractical and nearly impossible to list within the confines of any rulebook, all the modifications, adaptations and infractions that could and would be illegal, it shall be understood for the purpose of rule enforcement that only those items that are specified in this book are allowable and permissible. In addition, The Wiscasset Speedway management reserves the right to penalize anyone who violates these rules.

1. Body: The following details the makes and models approved for Strictly Street competition. Any American made passenger production six (6) or eight (8) cylinder cars. The manufactures production run for make/generation of car must have been terminated a minimum of 5 years. No station wagons, convertibles, 4-wheel drives, all-wheel drive, super charged or turbo charged models. No leaf spring models permitted. Body and engine must match chassis manufacture.

1.1 Air Flow Devises: No airflow devises permitted. No under car panning permitted.

1.2 Appearance: Cars should be neat appearing. Panels must remain as manufactured and match stock chassis unless otherwise described below. Five-Star Street Stock Monte Carlo Steel aftermarket replacement panels are permitted with use of factory matching roof on any GM full frame metric car.

1.3 “B” Pillar: No add-ons to the fore side of pillar.

1.4 Dimensions: Original dimensions of all bodies must be retained as manufactured. All body panels and interior metal work must be steel. Stock style steel front fenders must be used no flat type fenders. No widening of the body (*Must meet all OEM measurements*)

Exception: Hoods may be fiberglass.

1.5 Doors: must be welded or riveted shut.

1.6 Height: Nose must maintain six (6”) inch ground clearance. All remaining panels must maintain six (6) inch ground clearance. Measured with driver seated.

1.7 Nose/Tail Piece: All cars may use either a stock or aftermarket OEM type nose and tail pieces. All aftermarket nose and tail sections must be approved by tech director. Rear tail area of car must be fully enclosed. No modifying of rear cover will be allowed for the purpose to allow air pass thru. No Gen VI nose or tail pieces. Noses designed/manufactured with a splitter will not be permitted

1.7.1 Roof: Stock type fiberglass roof permitted. NO Late Model or ABC roofs allowed

1.8 Numbers: All car numbers must be registered with Wiscasset Speedway. Car numbers must be a minimum of eighteen (18) inches high and three (3) inches wide.

1.8.1 Numbers shall be painted in contrasting colors to the car on both doors and the roof. Reflective chrome, gold or prism numbers are not permitted.

1.8.2 Roof numbers should be visible as read from the grandstand side of the car.

1.8.3 The car number must appear in six (6) inch high numbers in the uppermost right corner of the windshield and on the right rear tail piece.

1.9 Spoiler: Spoiler must be centered and may not extend beyond the rear quarter panels. Must be free of any visible obstruction – i.e.: decals.

1.9.1 Bracing: Supports forward of the spoiler will not be permitted.

1.9.2 Construction: Spoiler must be constructed from two (2) equal length pieces of clear Lexan.

1.9.3 Height: Forty-three (43”) inches measured from the ground to the top of the spoiler.

1.9.4 Size: Maximum blade surface area of five inches x sixty inches. (5” x 60”). Curved spoilers will be measured along the back side.

1.10 Windows: Full windshield must be used. Lexan type replacement may be used. All other glass must be removed. No tinted windows permitted. Full front and rear windscreens constructed of a minimum eighth (1/8) inch Lexan and must be braced with two (2) braces to prevent any deflection/distortion at speed. Windshield angles must be degreed to stock angle.

1.10.1 Side: "A" post mounted windows not permitted.

1.10.2 Quarter: Lexan is permitted.

1.10.3 Rear: Lexan type rear window may be used.

2 Chassis:

2.1 Design: Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel cell. Left side must have a minimum of four (4) horizontal bars with spacers. Right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

2.2 Door Plate: A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

2.3 Fire Walls: Front and rear firewall must be in stock location and completely sealed from the driver compartment with sheet steel similar in thickness to existing car structure and securely welded.

2.4 Frame: Must be unaltered factory produced. No excessive tubing. Tubing cannot tie any suspension points together

2.4.1 Frame Height: 6" at lowest point with driver. GM full frame cars 5" at lowest point with driver

2.5 Fuel Cell: must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset.

2.6 Interior: Interior area of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear (fuel cell) compartment. This may be constructed of steel with a minimum of .022 thickness. Floor on right side of car may extend from the top of the transmission tunnel to top of frame rail to allow for exhaust clearance.

2.7 Main Hoop: The front and rear roll cage hoop must have a minimum height of thirty-eight (38) inches measured from the top of the frame to the top of the roll cage.

2.8 Pipe: Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing.

2.9 Rear Clip: Rear clip may square tube (2" X 3") with a minimum thickness of .083". Must be aft of all factory located suspension mounting points.

2.10 Seat: Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat. Note: Containment seat will be mandatory equipment in 2020.

2.11 Seat Belts: Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

2.12 Steering Column: A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

2.13 Tethers: Hood and deck lid must be tethered to the roll cage.

2.14 Welds: All welds are to be of high quality and must surround the joint completely. Absolutely no butt welds or sharp edges anywhere.

2.15 Wheelbase: One-hundred and two (101) inch wheelbase minimum. Must match chassis declared.

3 Drive Train:

3.1 Drive Shaft: OEM type steel drive shaft must be painted white.

3.1.1 Driveshaft loop required near the front of the driveshaft with material specification minimum of one quarter (1/4) inch x two (2) inches. Rear driveshaft loop is recommended.

3.2 Engine/Built: Only a stock engine that was available for year of car used shall be permitted. Like engines of different year may be used if all measurements are alike and all bolt-on equipment fits that engine. No roller components allowed in any eight-cylinder engine.

3.2.1 Block: Engine block must be stock for chassis used. Maximum .040 overbore.

3.2.2 Camshaft: Hydraulic flat tappet with maximum gross valve lift of .462. Chain driven only.

3.2.3 Carburetor: Must use either carburetor listed in **rule 5.3**

3.2.4 Compression: Maximum compression ratio of 10.2:1.

3.2.5 Crankshaft: Must be unaltered OEM or stock replacement steel or cast. No light weight cranks.

3.2.6 Cylinder Heads: OEM heads must be cast iron. No porting or polishing permitted. All heads must be identifiable thru OEM casting #. Minimum combustions chamber of 58cc's.

3.2.1.1 General Motors Fuelie: Maximum intake valve diameter 1.94"/maximum exhaust diameter 1.60".

3.2.1.2 General Motors Vortex: Maximum intake valve diameter 1.94"/maximum exhaust diameter 1.50".

3.2.1.3 Ford Windsor: maximum intake diameter 1.84"/maximum exhaust diameter 1.54".

3.2.7 Displacement: Maximum Engine displacement (C.I.D) by manufacturer before permitted over bore – GM: 350/Ford: 351.

3.2.8 Lifters: Hydraulic flat tappet lifters only. No solid, mushroom, or roller lifters allowed. Exception: OEM roller components are permitted in 6 cylinders.

3.2.9 Manifolds:

3.2.9.1 Exhaust: Must use stock cast iron exhaust manifolds. 1-5/8" headers permitted. Max retail price \$200,00. No center dump (ram horn) or shorty headers type manifolds allowed.

3.2.9.1.1 Exhaust Outlet: Exhaust outlet maximum allowable pipe size is two and one half (2½) inches in diameter. Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway's decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.2.9.2 Intake: Any unaltered OEM cast iron two (2) or four (4) barrel intake manifold allowed. The only aluminum intakes allowed will be the 2101/2116 and the stock 602 crate motor intake (Part #12366573).

3.2.10 Oil Pan: Any wet sump stock appearing pan allowed.

3.2.11 Pistons/Rods: Any Flat Top piston with a minimum of four (4) valve reliefs will be allowed. No portion of piston can protrude above block deck surface. Connecting rods must be magnetic. Rockers: Stock rocker arms allowed 1.5 ratio only. No roller or shaft rockers. Exception: OEM roller components are permitted in 6 cylinders.

3.2.12 Valve Springs: Springs (1.250") and all retaining parts must be magnetic.

3.3 Engine/Crate: GM #88958602 Must be sealed.

3.3.1 Block: Unaltered.

3.3.2 Camshaft: Unaltered.

3.3.3 Carburetor: May use either carburetor listed in **rule 5.3**

3.3.4 Compression: Unaltered. Maximum compression ratio of 9.2:1.

3.3.5 Crankshaft: Unaltered.

3.3.6 Cylinder Heads: Unaltered.

3.3.7 Displacement: Unaltered.

3.3.8 Lifters/Rockers: Unaltered.

3.3.9 Manifolds:

3.3.9.1 Exhaust: Must use OEM stock cast iron exhaust manifolds. 1-5/8" headers permitted. Max retail \$200,00. Max pipe size 2.5 inch. No center dump (ram horn).

3.3.9.2 Intake: The “602” high rise intake only

3.3.10 Oil Pan: Stock.

3.3.11 Pistons/Rods: Unaltered.

3.3.12 Seals: We will except any sealed crate motor. Factory seals, RPM seals, Redline seals, B&M seals, etc. Wiscasset Speedway has the right to inspect any engine at any time. Remember, your decision to race at Wiscasset Speedway on any given day is your full understanding and consent to abide by Wiscasset Speedway engine rules. Sealed or unsealed, we reserve the right to inspect any engine at any time and pass or fail determines the outcome. All crate motors must be sealed. If not properly sealed, the motor must adhere to built motor rules.

3.3.13 Valve Springs: Unaltered.

3.4 Exhaust: Exhaust system with a muffler is required and must extend past the driver compartment turning down toward the ground with the end of exhaust system under the race car. Exhaust will not exit out the side or the rear of the race car. Tail pipes must be angled at least sixty (60) degrees toward the ground.

3.5 Location: Engine must remain in stock location.

3.6 Mounts: OEM motor mounts must be used except for Gen IV Camaro/Firebird. Gen IV fabricated motor mounts must be approved by Tech.

3.7 Muffler: Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway’s decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.8 Radiator: Any radiator that fits under the hood is allowed.

3.9 Rear Ends: Only stock rear ends for year and model of car used permitted. Gear ratio shall remain between 3:08 and 3:73. Rear ends may be open or locked, (welded or run a spool). No limited slip or other type carrier permitted. Racing axles are recommended.

3.10 Transmissions: Transmission must be OEM. OEM factory bell housing or steel scatter shield. External transmission coolers permitted but must be in the engine compartment. All internal parts are to be OEM factory stock components with no modifications.

3.10.1 Automatics: Stock three (3), four (4), or (5) speed transmission.

3.10.2 Case: Must be stock production.

3.10.3 Clutch: Minimum 10.4-inch OEM clutch assembly only.

3.10.4 Converter: Stock size OEM converter required.

3.10.5 Fly Wheel: Stock steel flywheel required. No alterations permitted. Minimum weight 15 lbs.

3.10.6 Gears: Must have all forward gears and reverse.

3.10.7 Pedals: Aftermarket clutch pedal assembly is permitted.

3.10.8 Standards: Cast iron manual three (3) speed transmission. Note: Short Pre-1970 GM is NOT permitted.

602 CRATE ENGINE REBUILD OPTION:

With the limited availability and current high cost of 602 crate motors, Wiscasset Speedway is offering the option for race teams to rebuild their current engine. **AVAILABLE FOR THE 2025 SEASON AND ONLY WITHIN THE FOLLOWING SPECS.** Rebuilt engines will be subject to re-seal by Wiscasset Speedway tech dept.

- ARP head bolt kit
- ARP 3/8 rod bolt kit
- ARP main bolts
- GM factory steel timing cover
- Any timing pointer
- GM fuel pump push rod #03704817
- Any steel fuel pump plate
- GM or Victor head gaskets (5746 only)
- GM or FELPRO intake gaskets MS90131-2
- GM or Clevite CB663P MAX .010 under (NO coated brgs)
- GM or Clevite MS909P MAX .010 under (NO coated brgs)
- CAM BERRINGS (no coated brgs)

- GM or Hasting rings ONLY 2M139 or 2M48860 STD .020
- GM factory pistons or Sealpower H-815-DCP .020
- Valve spring retainer kit - GM
- Valve springs - GM
- Valve locks - stock GM or PIO PF555HD
- Intake valve - GM or Manley 10576-8 Intake cutter VSI-A05732 or FT-45039W3
- Exhaust valve – GM or Manley 10577-8 Exhaust cutter VSI-A20624
- GM or Double Roller timing chain kit LT-98100 ONLY (installed straight up – no bushings or offset keys)
- Oil pump - M155HV only
- Any oil pump spring
- Oil pump driveshaft IS-55E
- Oil pan - GM factory only
- P.A.S.S Mod only Moroso oil pan 21319
- GM distributors must have stock springs
- Any vacuum advance eliminator kit
- NO engine balancing of any kind
- NO camshaft regrinds of any kind

Includes but not limited to: HYD lifters, Balancer, Rockers, Push Rods, etc

4 Electrical: 12-volt system only.

- 4.1 Battery:** Batteries must be securely mounted in a fully enclosed box, located forward of the rear firewall and remain within the roll cage structure.
- 4.2 Fans:** Electric radiator fans are permitted.
- 4.3 Ignition System:** OEM or OEM stock appearing direct replacement ignition system must be used.
- 4.4 Starter:** Must be in proper working order. Starter must be mounted in factory production location for engine used.
- 4.5 Transponder:** **must be installed on left side and be 12'6" from forward most part of the front bumper**

5 Fuel:

- 5.1 Adapters:** Mr. Gasket 1929, 1933, and 1937. NAPA exact duplicate allowed. 1" straight bore phenolic spacer allowed, No tapered spacers
- 5.2 Anti-Siphon:** Must use Oberg Fuel Safety Check Valve SV0828.
- 5.3 Carburetor:** Unaltered, box stock Holley #4412 or Rochester 2 jet only. Choke blade and shaft removal allowed along with tuning changes to the power valve, jetting, and accelerator pump. Choke horn must remain. No epoxy in venturi, no performance parts. Base plate/tubes may be pulled and plugged. **MUST PASS CARB**

TOOLS

- 5.3.1 Rochester:** 500 cfm 2 jet. Must not exceed the following specs: Body and casting rings must be visible. No drilling or gasket channeling for air entry. No drilling for air entry in the THROTTLE SHAFT/ must be sandwich type shaft TOP/ choke plate and shaft may be removed shaft holes MUST be plugged. CLUSTER/ casting rings must be visible no polishing no tapering of booster. Venturi bore 1.377 maximum. Throttle bore 1.6875 maximum. Throttle blade .036 minimum thickness. Booster: Length .625 minimum, I.D. .250 maximum, O.D. .562
- 5.3.2 Holley:** Box Stock Holley #4412. Must not exceed the following specs: Venturi bore: 1.373-1.377, Throttle bore: 1.6855-1.6856, Booster O.D.: .620(+ or -) .010, Booster I.D.: .380 (+ or -) .003. Combined throttle shaft & plate: .1868-.2008.

- 5.4 Cells:** Approved and manufactured for racing.

5.4.1 Canisters: Minimum twenty-two (22) gauge steel, around fuel cells are required and must be located in back of the rear window. There must be a complete steel firewall between the fuel cells and the driver's compartment. No holes will be allowed in the firewall.

5.4.2 Height: Fuel cells must be securely fastened and protected if they hang below the rear bumper. A minimum of a twelve (12) inch ground clearance between the bottom of the fuel cell and the racetrack.

5.5 Filters: Must be of metal construction.

5.6 Gaskets: One (1) .070 thick and one (1) .005 thin will be allowed. May not be stacked.

5.7 Injection: Injected motors are permitted in six (6) cylinder models only.

5.8 Lines: Any line containing a combustible material must be steel and routed outside of the driver compartment.

5.9 Pumps: No electric or belt driven fuel pumps. Exception: Electric fuel pumps on six (6) cylinder cars with fuel injection must be wired through a low oil pressure cut off switch.

5.10 Spacers: 1" straight bore phenolic spacer allowed, No tapered spacers

6 Safety:

6.1 Battery: Must be in a secure and sealed battery box located in the engine or driver compartment.

6.2 Fire Extinguisher: Minimum three (3) pound fire extinguisher mounted with quick release metal bracket within reach of driver when belted in. Extinguisher must be operational with full gauge reading.

6.3 Fluids: Car must not have fluid leaks of any kind.

6.3.1 Must have a minimum one (1) quart capacity sealed overflow container.

6.3.2 Water and a cooling additive only. No antifreeze allowed.

6.4 Padding: Any bar within the drivers reach must be padded with an approved fire-resistant product. Pipe insulation is not acceptable.

6.5 PPE: Personnel Protective Equipment.

6.5.1 One- or two-piece long sleeve SFI approved fire-resistant suit in good condition and free of rips, tears, or holes. Fire resistant shoes and gloves.

6.5.2 Helmet: Full face must meet or exceed the Snell 2015 standard. Must have face shield. Glasses, goggles, or open face helmets are not permitted.

6.5.3 Head and neck: Support/restraint safety device highly recommended.

6.6 RaceCeivers: Are mandatory equipment. Frequency 454.000.

6.7 Radios: Two-way communications are allowed; however, Wiscasset Speedway Management will require frequency registration.

6.8 Seats: Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

6.9 Seat Belts: Five-point quick release harness system in good condition mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details). Sternum belts are highly recommended.

6.10 Steering Wheel: All steering wheels must have a center pad.

6.11 Towing: Towing identifiers are required. Two toe strap/hooks areas must be marked in the engine compartment and two in the aft section. This will be where tow strap/hooks are applied.

6.12 Window Net: Racing regulation window net with quick release attachment required to be securely installed on driver side window. Window nets must be securely fastened at all times when car is on racing surface.

6.13 Under Garments: We encourage the use of fire-resistant underwear, socks, and head stocking.

7 Suspension:

7.1 Adjusters: No driver-controlled chassis adjustments.

7.2 Control Arms: Must be OEM stock for make and model.

7.2.1 Lowers: Stock unaltered in stock location.

7.2.2 Rear: Stock unaltered. No boxing.

7.2.3 Uppers: stock unaltered. Exception GM full frame cars may run tubular uppers of stock length, stock angle and stock type mounts. Gen three Camaros may run solid top mounts.

7.2.4 Rear upper control arms. GM metric and full frame cars may run three link rear suspension. Nonadjustable solid mount panhard bar allowed with solid mount. All full frame cars will have two weeks to get your panhard bar to where you want it then must not be adjustable.

7.3 Steering: **Steering box must be OEM stock for make and model. Steering components must be stock OEM for make and model**

7.4 Shocks: **Over the counter nonadjustable. OEM replacement shocks/struts only. Unaltered product number and manufacturer visibly identifiable. No AFCO, Bilsteins, Carbones or the like. GM full frame cars allowed pro or AFCO stock mount shocks (must be a 5/5). May also run externally mounted AFCO 1475 or pro wb755 on front only if running jacking bolts**

7.4.1 All shocks subject to claim/swap by Wiscasset Speedway Management. Claim price will be fifty dollars (\$50.00) per shock and one hundred dollars (100.00) per struts. This can be exercised at any time.

7.5 Spindles: OEM stock for make and model. GM metric cars may run OEM second gen Camaro spindles.

7.6 Springs: Conventional coil spring, or coil-over suspension allowed. All springs must be steel.

7.6.1 Front: Same coil diameter.

7.6.2 Rear: Same coil diameter.

7.6.3 Weight Jacks: Must be in original centerline with coil springs. No hydraulic, ratchet, or electric weight jacks anywhere in or on car.

7.7 Sway Bars: OEM sway bar. Stock frame mount with max bar size of 1 3/8. Max bar size for gen 4 Camaro is 32 millimeters

7.8 Tread Width: Maximum tread width sixty-four and one half (64½) inches, measured center to center at spindle pin height.

7.9 Traction Control: No traction control of any kind.

8 Weights: 2900 lbs. Cars will be scaled to determine overall weight pre or postrace, with driver in the seat.

8.1 Handicaps: None.

8.2 Left side: **Maximum is fifty four percent (54%) before, during, and after the race. GM full frame cars maximum is fifty five percent (55%) before, during, and after the race.**

8.3 Ballast: weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts. All weight must be lead with each piece painted white and display car number.

9 Wheels/Tires/Brakes:

9.1 Brakes: Stock OEM brake systems. All four wheels must have working brakes. Brake bias adjustments are not permitted from driver's seat.

9.1.1 Front: Single piston disk brakes only.

9.1.2 Material: No aluminum components. I.e. calipers, drums.

9.1.3 Rear: Drum brakes, or Disc brakes allowed must be stock components, no bolt on brackets single piston steel.

9.2 Tire: Wiscasset Speedway Official Track Tire: Hoosier 790 27.0/7.0/

9.2.1 Conditioner: may NOT be used in the Strictly Street division (new or used tires).

9.2.2 Durometer: All tires are subject to random testing. Testing may be conducted at any time.

9.2.3 Penalties:

Heats: Forfeiture of heat finish and points. Must start feature at rear of the field.

Features: Disqualification (Last place finish), assigned 62 lineup points, must start rear of heat and feature next appearance

9.2.4 Replacement: Should a tire be damaged during the race event; it shall be the responsibility of the race team to present the damaged tire that day and within a timely manner for inspection. All tire replacements must have a written record from Tech regarding inspection and approval for replacement.

Only tires with 50% or more tread will be eligible for replacement. Replacement of damaged tires will be limited to three (3) for the season.

9.2.5 Other: No wrapping tires allowed on Wiscasset Speedway grounds

9.3 Wheels: Steel racing wheels max eight (8) inches wide as measured from bead to bead.

All race car components, including sealed engines, may be subject to teardown/dismantle inspection at any time. Refer to General Rules, Tech Information Section.

The definition of OEM for the purpose of rule interpretation is a part specified by the manufacturer as being for a specific make, year, model of an automobile or commonly available thru a replacement parts supplier i.e.: NAPA, O'Reilly, Car Quest. This does not include GM Bowtie or Ford SVO.

DISCLAIMER: Motorsports at all levels pose a risk to your well-being. Following the rules set forth by Wiscasset Speedway in no way guarantees or suggests your safety.

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