



2024 Street Stock Rules (Crusa)

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Lake View Motor Speedway Rules

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General Specifications for all cars and Safety

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CRUSA Street Stock Rules 2024

Exception: Quick-change Rearend is allowed

Engine Rules:

Engine Option #1:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.
2. 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.
3. The ONLY aftermarket seals allowed for competition are:
 - a. GM twist off bolt engines will NOT be legal.
 - b. Chevrolet Performance cap seals
 - c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.

Lake View Motor Speedway, LLC
523 Race Track Road
Nichols, South Carolina 29581

- d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.
 - e. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
 - f. To compete with ANY other seal/sealing system contact Crate Racin' USA for approval.
4. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by CRUSA. CRUSA authorized rebuilders will be notified of any such alterations, modifications, or change.
 5. 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 Crate Racin' USA sanctioned event for the remainder of the season and future seasons, as determined by officials.
 6. 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.
 7. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
 8. Engine's Chevrolet Performance serial number, and when applicable, Crate USA build certification number, must be clearly visible to series technical inspectors.

Engine Option #1 Claim Procedure:

- Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$6,000 or current cost from Chevrolet Performance dealer, whichever is greater (Parts). Engine claimed will be just as it comes from Chevrolet Performance and WILL NOT include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 below).
- Competitor, either driver or car owner, finishing in the top five of the feature race, must hand a Crate Racin' USA or track official \$6,000 cash or current cost from dealer (Parts), whichever is greater, within ten (10) minutes after the checkered flag falls on the feature race.
- Engine will be removed, confiscated, and inspected by CRUSA officials at an agreed upon time and place upon being claimed. If legal, competitor claiming engine will receive the engine and will have to have engine re-sealed by a certified rebuilder of their choice. Series will provide seals for re-sealing. If engine is found to be illegal, driver being claimed will be penalized as outlined in infraction penalty #1 below and claiming driver will receive refund of their claim money.

Engine Option #1 Infraction Penalties:

- 1) Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event and suspended from series competition for 365 days and pay a \$1,000 fine. After that period, the driver can only compete in series events with an engine equipped with original factory GM seal bolts, CP cap seals, or Crate USA seals from an authorized rebuilder approved and authorized by Crate Racin' USA officials. Driver and/or owner will be notified in writing of series' decision, via certified mail. All official's decisions are final.
- 2) Any violation of the engine rules and/or factory specs outside the sealing system of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended from series competition for up to but not more than 30 days and fined up to but not more than \$500 at series' officials' discretion. Driver and/or owner will be notified in writing of series decision. All decisions are final.

Engine Option #2:

1. 362 cubic inch maximum, factory steel production blocks.
2. Weight = 3,000 lbs. Maximum 4" spoiler and spoiler fins.
3. Any cast iron 23 degree steel heads. No porting or polishing of cylinder head. No aluminum heads.
4. Max valve size: 2.02" intake, and 1.6" exhaust.
5. Any intake manifolds. No porting or polishing.
6. Steel or cast cranks and rods. No exotic material cranks or rods (ex.: aluminum or titanium)
7. Flat top pistons only.
8. Any flat tappet camshaft only. No roller cams.
9. Timing chains only. No gear drives.
10. Stud mount rockers only. No stud girdles.
11. Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.
12. Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$11,000. Engine claimed will be long block/engine only and WILL NOT include any accessories, carburetor, water or fuel pump, wires,

distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 below).

Engine Option #2 Claim Procedure:

- Competitor, either driver or car owner, finishing in the top five of the feature race, must hand a Crate Racin' USA or track official \$11,000 cash within ten (10) minutes after the checkered flag falls on the feature race.
- Engine will be removed, confiscated, and inspected by CRUSA officials at an agreed upon time and place upon being claimed. If legal, competitor claiming engine will receive the engine only, as is. If engine is found to be illegal, driver being claimed will be penalized as outlined in infraction penalty #1 below and claiming driver will receive refund of their claim money.

Engine Option #2 Infraction Penalties:

- 1) Any violation of the engine rules and specs internally or within the seal of the engine will result in the driver and/or owner being disqualified from that event and suspended from series competition for 365 days and pay a \$1,000 fine. Driver and/or owner will be notified in writing of series decision. All decisions are final.
- 2) Any violation of the engine rules and/or factory specs outside the sealing system of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended from series competition for up to but not more than 30 days and fined up to but not more than \$500 at series' officials' discretion. Driver and/or owner will be notified in writing of series decision. All decisions are final.

Engine Protests:

1. Protest fee for a complete tear down on an engine that finishes the feature event is \$1,200. Complete tear down is the only option available. The protest fee must be paid to the race director or technical director, in cash, within 10 minutes after the checkered flag has fallen on the feature. Must finish in the top 5 to be eligible to protest. \$100 of protest fee will go to the track. \$200 will go to the series. Remainder of the protest money (\$900) will go to the winner of protest. **Any part or parts found to be illegal will be confiscated.**
2. Any time an engine is protested, and driver/car owner accepts the protest and agrees to tear down, the engine being protested, along with the carburetor, must be removed and impounded by racetrack immediately. Arrangements for Crate Racin' USA Technical Director to inspect engine will be made, and parties involved will be made aware of time and location of inspection that is suitable to all. Any refusal for removal, impound, or inspection will result in disqualification.
3. There will be NO counter/reverse protesting or claims allowed (cannot protest car finishing behind you).
4. Any Crate Racin' USA sanctioned track is authorized to call for or arrange an engine inspection by the Technical Director at any time. If this occurs, track will remove the engine and carburetor, and impound until arrangements can be made to inspection time suitable for all involved.
5. If an engine is torn down by series' or track officials, and not protested by another driver, series will provide gasket set and Crate USA engine seals to the Certified Rebuilder of choice, of the driver being torn down.
6. Only two (2) people from the car being protested, and the driver filing the protest will be allowed in the determined tech area during any tear down. Driver initiating the protest must be present, unless extreme circumstance and arrangement is made with officials. All official's decisions are final.
7. Failure and/or refusal to tear down any engine or refusal to allow your car to be inspected by series officials at any time will result in a 365-day suspension and a fine in an amount to be determined by series officials.

Engine Setback Rule:

1. Engine must be mounted in stock location, in center of chassis. #1 spark plug must be in front of or centerline of upper ball joint.
2. Weight penalty of 50 lb. per ½" 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. MSD ok – 6 AL or 6 ALN only.
2. No magnetos and No crank triggers.
3. No electronic traction control devices allowed. Drivers finishing in the top 5 may protest another top 5 finishers box for \$100. Series keeps \$100 protest fee.

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.
3. **VP Racing Fuels and Lubricants is the Official Fuel and Lubricant of Crate Racin' USA. We encourage competitors to find your local VP Racing Fuel dealer as their products are proven to be most consistent and always "Makin Power".**
4. Drivers finishing in the top 5 may protest the fuel of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Fuel sample(s) will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.
5. **Penalties for any illegal fuel are as follows:**
 - a. **First Offense** - \$500 fine and 30-day suspension from any Crate Racin' USA sanctioned events
 - b. **Second Offense** - \$1,000 fine and 90-day suspension from any Crate Racin' USA sanctioned events
 - c. **Third Offense** - \$2,000 fine and 365-day suspension from any Crate Racin' USA sanctioned events.
 - d. **ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.**
6. 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 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 Crate Racin' USA 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 minimum .080" aluminum cockpit that fully encloses driver compartment. All cars must have front and rear driveshaft loop installed.
13. Body must be centered on chassis and be stock appearing in all ways.
14. Aftermarket plastic nose pieces **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 minimum height of 5" off the ground at all points around 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 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" side boards.
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 car.
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).
3. Stock frame must remain from steering box mounts to center of rear end and frame rail has to remain in stock location.
4. 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).
5. Any Crate Racin' USA Tubular Frame or Repair Clip found to be altered, could result in severe fines and penalties for the racer. The serial/VIN and titling process is implemented to track/trace these from the manufacturer to assist in keeping the program sound and in place.
6. **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. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, one side must be OEM measurements. The opposite side may be +/- 1" of OEM measurements.
 - d. No shortening or lengthening lower control arms.

- e. 5" or 5 ½" 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.
7. **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 ¾", .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. ~~No quick change shocks~~. Rear end may be locked. *Quick Change Optional 2024*
 - d. Floater axles permitted.
 - e. Must use steel, stock lug pattern hubs. No wide 5 aluminum safety hubs.
 - f. 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, adjustable trailing arms are ok. Arms must be within ½" of factory length trailing arms for car being raced, 2 ¾" maximum from bottom or rear end housing to center of control arm bolt.
 - g. 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 ¾" from seam center of axle tube to center of mounting bolts.
 - h. No sliders front or rear.
 - i. 5" coil spring mandatory. Any leaf springs allowed.
 - j. Springs must be mounted on top of and centered on axle tube.
 - k. Weight jacks allowed.
 - l. No panhard bars or z bars of any type.
 - m. No underslung rear suspension allowed.
 - n. Bottom shock mount must be mounted behind rear end.
 - o. NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.
8. 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.
9. 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.
10. NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.
11. **Brakes:**
- a. Must have operating brakes.
 - b. Dual master cylinders ok.
 - c. Standard steel rotors only.
 - d. No scalloped or gun drilled rotors.
 - e. Any brake caliper Ok. Brake calipers must be mounted in fixed position. NO brake floaters.
12. No data acquisition devices of any type allowed.

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. No Schrader valve shocks. No piercing valves. Shock valving or gas pressure may not be adjustable at the racetrack. No air shocks.
2. **Shock Claim:**
 - a. \$300 per shock
 - b. Car claiming shock(s) must finish in the top 5 and on the lead lap. Claims must be made to Tech Official within 5 minutes after the checkered flag falls on the feature event.
 - c. No reverse shock claims (cannot claim shocks from car finishing behind you)
 - d. Refusal to allow shocks to be claimed or confiscated by officials will result in driver losing all points and money for that event, and face the following punishment:
 - i. First Offense – 2-week suspension from any CRUSA sanctioned event and \$250 fine
 - ii. Second Offense – 30-day suspension from any CRUSA sanctioned event and \$500 fine
 - iii. Third Offense – 365-day suspension from any CRUSA sanctioned event and \$1,000 fine

3. Series or track officials may confiscate or claim shocks at any time. If confiscated and shocks are determined to be legal, they will be returned to driver and points and money will be awarded as earned. If shocks are determined to be illegal, driver will lose all points and money from the event and face the following punishment:
 - i. First Offense – 2-week suspension from any CRUSA sanctioned event and \$250 fine
 - ii. Second Offense – 30-day suspension from any CRUSA sanctioned event and \$500 fine
 - iii. Third Offense – 365-day suspension from any CRUSA sanctioned event and \$1,000 fine

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 front u-joint of drive shaft.
4. ALL drive shafts must be painted white for safety.

Tire and Wheel Rules:

1. 8" maximum steel wheels. Beadlocks 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.
9. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.