



2025 MID-EAST STREET STOCKS RULE BOOK

General Rules:

1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of Mid-East sanctioned Street Stock Division events, and are in no way a guarantee against injury or death to participants, spectators, or officials.
2. The Rules and/or Regulations will apply to all Mid-East Street Stock Division sanctioned events. The Rules and/or Regulations will also apply to events sanctioned by the Mid-East Street Stock Division, but not limited to points events.
3. Mid-East officials shall have full authority over said sanctioned events, and in the event of any dispute, the head official's decision will be final.
4. All competitors and cars are subject to inspection by Mid-East Technical Inspectors or their representatives at any time during any event.
5. Mid-East, and it's officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.
6. Mid-East reserves the right to alter or amend these Rules and/or Regulations in the interest of fair competition, efficient completion of an event, or for safety. All official's decisions are final.
7. The Rules and/or Regulations for the Mid-East Street Stock Division have been sanctioned and approved by Mid-East Racing Association, 1039B Canada Ln, Hamptonville, NC, 27020 and available online at www.racemideast.com.
8. There is NO appeal process in the determination of or application of fines and/or penalties assessed by the series. All Official's decisions are final, and drivers will not be allowed to compete in any sanctioned events until all fines are paid, penalties assessed have been cleared, and/or suspensions have been served.

Safety Rules:

1. Safety is the primary responsibility of the RACER!!
2. Series recommends Drivers have a SFI-Approved full fire suit (top and bottom), gloves, and shoes. Full Fire Suit (top and bottom or one-piece) is required (SFI rating optional, but highly recommended).
3. Snell rated SA2010 or SA2015 full-face helmet required.
4. Series recommends the use of a head and neck restraint system, but is not required.
5. All cars must have a fully charged fire 2 lb. extinguisher mounted within reach of the driver. Series recommends 5 lb. halon system.
6. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
7. All cars must have a quality fuel cell with roll over valve(check valve) in the fuel cell vent.
8. Minimum three(3) inch wide, two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. (Recommend belts be no more than two years old.)
9. Any pre-race technical/safety inspection and car or equipment deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!
10. All track specific general safety rules or requirements will apply at all times to all participants(i.e. window nets, gloves, door plates, head and neck restraints, etc.) at that track.
11. RaceCeiver one way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver(or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
12. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature). No signal devices allowed (light sticks, pvc sticks, pool noodles, flashlights, cell phones, etc.)

13. No mirrors are allowed at any location on the car.

14. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

Membership and Entry Fees:

1. All drivers participating at Mid-East Street Stock Division sanctioned tracks and events are suggested to purchase an Annual Membership at a cost of \$100 per year. This membership makes the driver eligible for any Series points fund monies and contingency awards.

2. Memberships are considered license and can be revoked at any time at the sanctioning body's discretion.

3. Drivers and/or car owners may be required to complete W9 tax information for certain speedways before receiving payout at that event. This will be as required by each sanctioned event.

Series Decal Requirements:

1. The following are REQUIRED: Series decal will be required to be placed either on the left rear of the spoiler, the upper front of the door under the pillar post, on each side(see body diagram). Other series sponsor decals must be placed in clear view on each side of the car, drivers may choose to avoid interference with personally obtained sponsors (rear sail panel, bottom of door, etc.). Hoosier Racing Tire sticker must be placed on each side.

2. Certain other manufacturers will award Contingency Prizes and/or Money. To receive these awards, the manufacturer's decal must be displayed on each side of the car. Cars will be checked by track and series personnel to verify appropriate decals are in place.

Touring Race Procedures:

1. Racing rules including starts, restarts etc are at the discretion of the Mid-East Series Director.

2. Touring series events, \$50 entry fee at all events.

3. All cars must sign in and draw before the drivers meeting.

4. All cars must be in line for qualifying on time. Any car that misses their qualifying spot will receive 1 lap at the end of qualifying and can qualify no better than half +1 in their group.

5. Any driver taking an extra qualifying lap will be docked 5 five positions from fastest qualifying lap.

6. All cars MUST be driven in qualifying line from staging to track.

7. All cars scale following qualifying laps.

8. All starts will be double file. (Series reserves the right to adjust for time and/or track conditions)

9. Pole setter starts the race. (If pole setter picks outside pole, they still start the race)

10. All starts will be "choose" line up.

11. This is your warning for jumping any start. Anyone jumping will be put back 1 row or 2 spots.

12. Leader must keep pace lap speed through restart.

13. All cars involved in caution go to rear. From initial start through last restart.

14. 2 courtesy laps for flat tire in feature only. Must be on lead lap for courtesy laps.

15. Mid-East officials (or track officials) do NOT pull sheet metal.

16. Any driver that spins, slows, etc but does not stop that causes a caution will blend in line where they are at time of caution.

17. Any car late for staging for any event(qualifying, heat, feature) will move to the rear.

18. Drivers must hot lap in qualifying group.

Technical Rules and Regulations:

It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendment(s) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice.

Any new components (i.e. engine, suspension, body, frame, etc.) utilized in competition must be approved by Mid-East officials before being allowed in competition.

Failure to receive prior approval for any component may result in disqualification, loss of points and money, and a suspension or fine of the series choosing.

Engine Rules:

Engine Option #1:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.

2. Weight = 2,800 lbs. **No lead or weight above decking.**

3. 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.

4. The ONLY aftermarket seals allowed for competition are:

a. GM twist off bolt engines will NOT be legal.

b. Chevrolet Performance cap seals

c. Mid-East, Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.

d. To compete with ANY other seal/sealing system contact Mid-East for approval.

e. Any GM sealed engine found to have work done "inside" the seals will be treated as an illegal engine.

5. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by Mid-East. Mid-East authorized rebuilders will be notified of any such alterations, modifications, or change.

6. 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 Mid-East sanctioned event for the remainder of the season and future seasons, as determined by officials.

7. 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.

8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.

9. Engine's Chevrolet Performance serial number, and when applicable, Mid-East build certification number, must be clearly visible to series technical inspectors.

10. Driver's finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$5,900 or current cost from dealer (City Chevrolet). 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).

Engine Claim Procedure:

- Competitor, either driver or car owner, finishing in the top five of the feature race, must hand a Mid-East or track official \$5,900 cash or current cost from dealer (City Chevrolet), whichever is greater, within five (5) minutes after the checkered flag falls on the feature race.

- Engine will be removed, confiscated, and inspected by Mid-East officials at an agreed upon time and place upon being claimed. If legal, a competitor claiming the engine will receive the engine and will have to have the 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 the claimed driver will receive a 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,

a. first offense: 30 days and pay a \$2,500 fine.

b. second offense: 6 months and pay a \$5,000 fine.

Driver and/or owner will be notified in writing of the 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 including but not limited to valve springs, rocker arms, push rods, harmonic balancer 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 the 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" rear spoiler and spoiler fins. **No lead or weight above decking.**

3. Any cast iron 23* 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 Claim Procedure:

- Competitor, either driver or car owner, finishing in the top five of the feature race, must hand a Mid-East or track official \$11,000 cash within five (5) minutes after the checkered flag falls on the feature race.

- Engine will be removed, confiscated, and inspected by Mid-East officials at an agreed upon time and place upon being claimed. If legal, a competitor claiming the 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 the claimed driver will receive a 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 30 days and pay a \$1,000 fine. Driver and/or owner will be notified in writing of the 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 the 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. \$200 will go to the track and series. Remainder of the protest money (\$1,000) will go to the winner of the 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 the racetrack immediately. Arrangements for Mid-East Technical Director to inspect the 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 Mid-East 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 Mid-East 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 circumstances 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 be treated as an illegal engine.

Engine Setback Rule:

1. Engine must be mounted in stock location, in center of the 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. The following ignition boxes will NOT be permitted.

a. MSD 6530

b. MSD 65303

c. MSD DIGITAL PROGRAMMABLE 6AL-2

d. FAST IGNITION 307222

e. Any box that changes or has the ability to change the ignition advance is not permitted.

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 \$300. Series keeps \$300 protest fee.

Gauges:

1. Standard gauge panel only. No GPS enabled or digital dash allowed.

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 Mid-East. 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 a roof. NO late model or open wheel modified style roofs allowed. **Max 52" long.** All roofs must have roof supports both front and rear and should be stock or made just like stock. Sail panels must be same shape on both sides. Cars may NOT run topless. Topless races will not count for points, unless approved in advance by Mid-East 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). And 74" max width at any point. (see body diagram L).

9. Rear of car must not exceed 64" wide, measured at top of rear deck (see body diagram G).

10. Right side may run straight with left quarter panel tapered in.

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 a minimum .080" aluminum cockpit that fully encloses driver compartment. All cars must have a front and rear driveshaft loop installed.

13. Body must be centered on the chassis and be stock appearing in all ways.

14. Aftermarket plastic nose pieces are 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 (top and sides), 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 a minimum height of 5" off the ground at all points around the 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 hood rake – 3" maximum (Body Diagram H). Measured in center straight from front of hood to rear of hood at angle.

20. **Passenger side stone shield may go from bottom of frame rail to top frame rail and cannot exceed 36" and must be from back of engine block to rear of car.**

21. All glass and plastics must be removed.

22. For safety purposes, all cars must have a 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.
27. No "skewing" of body.
28. Front "T Bar" Must be parallel to the back of the engine block.
29. Left side door Must be at a 90 degree angle to the "T Bar" and Must run straight from behind left front tire to front of left rear tire.
30. Max 4" difference in decking width from widest to narrowest point.
31. No wings or lips on any point of body or decking. No lexan or added metal panels anywhere other than stated. A maximum 1" roof edge lip ok.
32. The decking is permitted to be dropped to the middle of the car a max of 5" below the tops of the doors. Must be gradual slope down from top of doors and bottom of spoiler. Decking must be flush with doors, quarters and spoiler.

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). Chassis MUST keep stock dimensions including front, rear clip and frame rails. May replace front snout with square tubing from front of steering box forward. Rear snout from rear end back.
3. 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).
4. ALL chassis (Metric, Johnson, Bernheisel) MUST remain untouched from builder from the steering box to upper rear trailing arm mounts and all suspension mounts MUST remain in stock location with the following exceptions.
 - a. May notch crossmember for fuel pump clearance on all chassis.
 - b. Metric and Johnson chassis have the option to cut right side frame rail from back of engine block to front of lower rear trailing arm mount and replace with minimum of 2x2 square tubing straight back from front clip to rear clip.
5. Any Crate Racin' USA Tubular Frame or Repair Clip found to be altered, could result in severe fines and other penalties.
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. Metric cars may use tubular lower control arms CRUSA approved WMP Products Part #1010 or 1110 (Metric/Monte Carlo right side); #1011 or 1111 (Metric/Monte Carlo left side); and #1210 (Camaro/Chevelle right side) and #1211 (Camaro/Chevelle left side) Call (601)527-0084 to order.
 - d. No shortening or lengthening lower control arms.
 - e. Minimum 5" coil springs allowed. Must be symmetrical from top to bottom.
 - 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.
 - j. May use "corrected geometry" center link.
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 3/4", .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. Rear end may be locked.
 - d. Quick Change rear end allowed. MUST have steel axle tubes and 10" ring gear. Standard spool (Steel or aluminum), no locker.
 - e. Floater axles permitted.
 - f. Must use steel, stock lug pattern hubs. No wide 5 aluminum safety hubs.
 - g. 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, non-adjustable trailing arms are ok. Arms must be within 1/2" of factory length trailing arms for car being raced, 2 3/4" maximum from bottom or rear end housing to center of control arm bolt.
 - h. Rear lower trailing arm mounts on rear end must be a minimum of 4 1/2" from center to center.
 - h. 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 3/4" from seam center of axle tube to center of mounting bolts.
 - i. No sliders front or rear.
 - j. Rear springs must be mounted inside of frame rails.
 - k. Minimum 5" coil springs allowed. Must be symmetrical from top to bottom.

- k. Springs must be mounted on top of and centered on axle tube ($\frac{1}{8}$ " tolerance front to back).
 - l. Weight jacks allowed and may be a Maximum 36" center to center on Metric and Johnson chassis, and Maximum of 34 $\frac{1}{2}$ " from center to center on Bernheisel chassis.
 - m. No panhard bars or z bars of any type.
 - n. No underslung rear suspension allowed.
 - o. May run 1 chain limiter on all 4 corners. No spring or gas, Solid or puck only.
 - p. Bottom shock mount must be mounted behind rear end.
 - q. 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.

Brakes:

- 1. Must have operating brakes.
- 2. Dual master cylinders ok.
- 3. Standard steel rotors only.
- 4. No scalloped or gun drilled rotors.
- 5. Any brake caliper Ok. Brake calipers must be mounted in fixed position. NO brake floaters.
- 11. No data acquisition devices of any type allowed.

Shock Rule:

- 1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. May have 1" screw on cap. No Schrader valve shocks. No piercing valves. Shock valving or gas pressure may not be adjustable at the racetrack. No air shocks.
- 2. Shock Must fully compress and extend at all times.
- 3. Must have solid shaft.
- 4. 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 the 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 Mid-East sanctioned event and \$250 fine
 - ii. Second Offense – 30-day suspension from any Mid-East sanctioned event and \$500 fine
 - iii. Third Offense – 365-day suspension from any Mid-East 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 the front u-joint of the 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. **No grooving or siping allowed after May 1 2025.** Grinding/buffing is permitted. **May run grooved tire on LF all year.**
- 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.
- 10. **Penalties for illegal tires:**
 - a. First Offense - \$500 fine and 30-day suspension from any Mid-East sanctioned event
 - b. Second Offense - \$1,000 fine and 90-day suspension from any Mid-East sanctioned event
 - c. Third Offense - \$2,000 fine and 365-day suspension from any Mid-East sanctioned event

d. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and car must be fully in compliance before allowed to compete.

2. Legality of Part(s): Any question concerning legality of part(s) by Mid-East or track technical inspector, the part(s) in question will be confiscated and sent to Chevrolet Performance or Mid-East for further inspection. The finish for this race will be held until legality of part is determined. Points, monies, and finish will be adjusted in the event of a disqualification. Any parts deemed illegal will be confiscated. Failure to allow confiscation of any part will be penalized the same as an inside the sealing system engine infraction and penalized accordingly (see Engine Option #1 Penalty #1).

3. By entering and/or competing in any Mid-East sanctioned event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.

4. All decisions of series officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against Mid-East Racing Association, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant (driver) and/or owner expressly agrees to reimburse Mid-East Racing Association for all its attorney fees and costs in defending against such legal action.

5. By signing the annual membership/registration agreement, participants agree that they will comply with the written rules and procedures of Mid-East Racing Association. If the participant breaches this membership/registration agreement, he or she will be liable for actual and liquidated damages sustained by Mid-East Racing Association.

Code of Conduct and Conduct Penalties:

1. Drivers, car owners, and teams are to always conduct themselves in an orderly and professional manner while competing at any Mid-East sanctioned event. Series director will judge incidents of conduct accordingly and use the following criteria to assess any penalties upon a driver, car owner, or race team as necessary.

2. Driver will be notified of penalties that have been levied by the series director. All series director's decisions are final.

3. Series director may choose to levy monetary fines, suspension from sanctioned events, and deduct points as deemed necessary by the rules infraction or actions taken by a driver at any time. Series and tracks reserve the right to enforce or levy fines, points penalties, require changes, or suspension from competition for any actions deemed detrimental to the sport, series, or track. This includes, but is not limited to, social media posts, and/or derogatory or distasteful statements/slogans/photos/graphics on cars or any other driver related material visible to the public (i.e. helmets or driver's suits, trailer or transporter, etc.).

4. Series will adhere to, and uphold any suspension levied on a driver by a specific track. If a driver has been suspended or barred from entering the property, that will be upheld by the series. Series and sanctioned events do not overrule a track's decision to refuse entry to any driver, car owner, or crew member.

5. NOTE: These rules are not intended to eliminate competition or accidental contact. However, they are intended and may be used to penalize deliberate contact and/or over-driving or deemed deliberate acts of aggression towards other drivers.

6. No driver will be allowed to compete/participate while under the influence of any alcoholic beverage or illegal/controlled substances. If a driver is found to be participating in such a manner, that driver will be immediately suspended and removed from competing.

7. Any competitor that verbally abuses a series or track official by using profane and/or disrespectful language is subject to a fine of \$100 for the first offense. A \$300 fine, one-race suspension, and loss of points for the second offense. After a second offense, driver is subject to 30-day or longer suspension and loss of points as determined by officials.

8. Any physical confrontation, either on the track or in the pit area, will result in the aggressor(s) being suspended for one race, loss of points, and \$300 fine for the first offense. A second offense will result in the driver being suspended for the remainder of the season, and a \$500 fine.

9. Any driver who enters another driver's pit area, or approaches another driver's car on the speedway, will be deemed the aggressor. Away from either driver's pit area, both drivers will be considered aggressors. Drivers should be aware that they are responsible for any member of their race team, and the above penalties will apply to the driver concerned even if the driver is not directly involved.

10. In the event of a felony conviction of a driver, team member, or team sponsor, disciplinary action could be a minimum of a 365-day ban from the series beginning with the date of the conviction or the date of the completion of any incarceration to said conviction, whichever date shall last occur.

11. Disciplinary action may also include, but is not limited to, the right of the series organizers and officials to suspend either temporarily, or permanently, any driver, team member or sponsor, whose actions, in the sole opinion and discretion of the series organizers and officials, may have resulted in, or may result in harm or detriment to Mid-East.

12. Any incidents occurring during the last five events of the season, may result in penalties being applied to the beginning of the following season.

13. Any incident(s) that are judged to be deliberate acts of aggression, whether on or off the track, under green or caution, will result in disqualification and a monetary fine to be determined by series' officials.

14. Series officials reserve the right to increase the above penalties, by either adding additional money, suspension time, or points loss, depending on the severity of the incident.

15. Series officials reserve the right to revoke a competitor's membership at any time. All official's decisions are final.

16. Any threat of, or legal action taken or levied against the series by a driver/race team, will immediately result in that driver's indefinite suspension from competition in any/all Mid-East sanctioned divisions and events.

17. Any disqualification, other than a weight violation, will result in no points and no money for the event. Weight violation will move the driver to the end of the finish order.

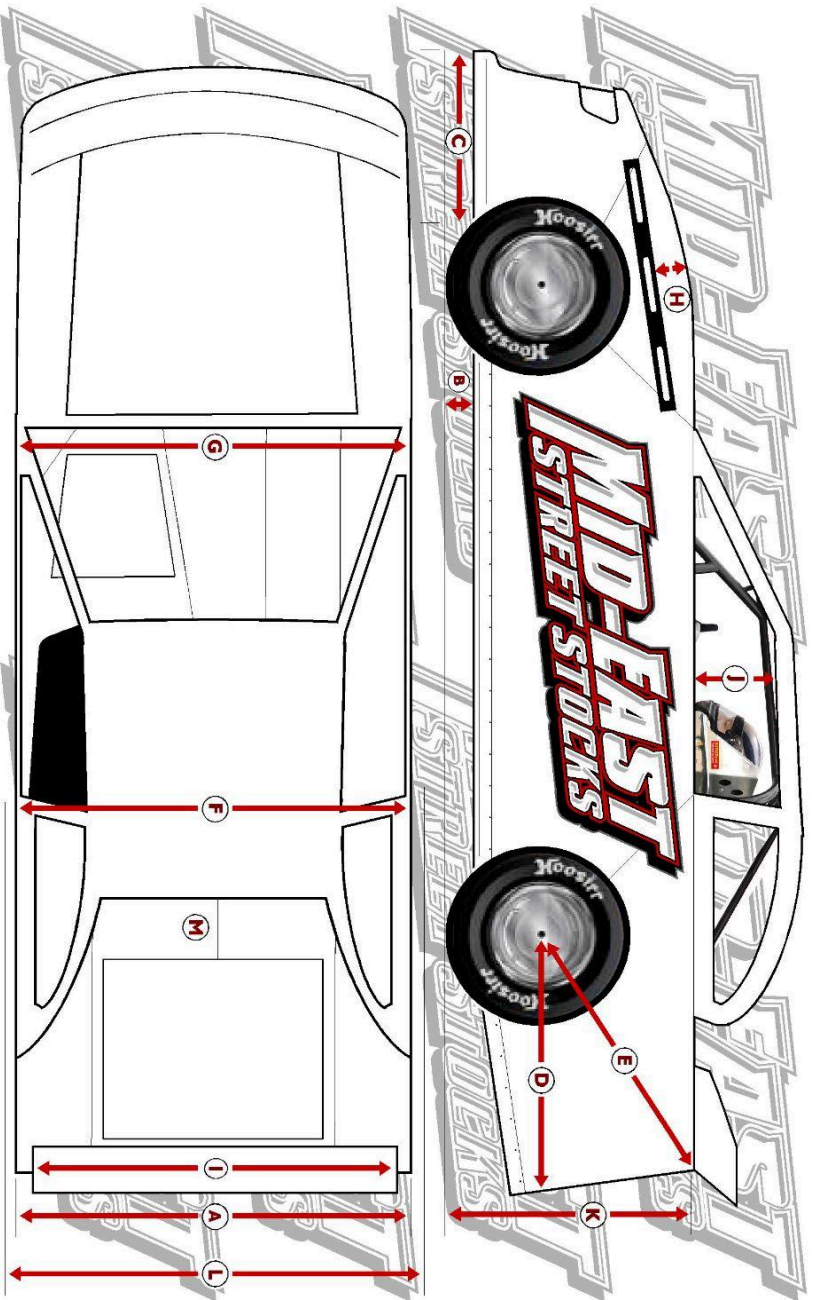
18. The decisions made and disciplinary actions taken by the series and officials hereunder shall not be appealed by the driver, team member, or team sponsor affected thereby.

19. ALL OFFICIAL'S DECISIONS ARE FINAL.

ATTENTION CAR OWNERS AND DRIVERS:

Please remember that we are here and can race because of the fans, promoters, and sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior which would tend to bring the series, tracks, or sponsors into disrepute.

PLEASE NOTE: By entering, qualifying, and/or competing in a Mid-East event, you are accepting these rules and regulations as being those under which you are prepared to race. Any driver entering and competing in a Mid-East event acknowledges and accepts the following: Mid-East and its assigns may use the drivers names, pictures, likeness, and performance in any way, medium, or material, including without limitation by and through, television, radio, air wave: cable and satellite broadcasts, film productions, videotape reproductions, audiotape reproductions, transmissions over the internet, and public and private on-line services authorized by the Mid-East Racing Association and the like, before, during, and after the event, for promoting, advertising, recording or reporting in the event or any other Mid-East sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however, that the car owner and driver shall retain the exclusive use of its or his/her name, picture and likeness in connection with product endorsements and the sale of products, services, concessions, and merchandise.



- A** Rear of car may not exceed 64" wide. Measured at top of deck.
- B** Body must be a minimum height of 5" off ground at all points of car.
- C** Maximum of 45" from edge of nose to front cross member. (Measured from where control arm bolt goes through cross member to furthest edge of nose.
- D** 48" Max straight from center of axle to edge of rear quarter panel.
- E** 51" Max from center of axle to top edge of quarter panel at spoiler.
- F** Max body width 68" measured behind drivers compartment.
- G** Max 66" decking width. Measured at top of decking at widest point.
- H** No more than 3" nose rack from back of hood to front of hood.
- I** 60" Max rear spoiler width. (602 engine 8" tall spoiler max) (open engine 4" tall spoiler max)
- J** 13" Min window opening.
- K** 40" Max deck height. Measured from bottom of spoiler to the ground.
- L** Body Max 74" to be measured at widest point. (doors & quarters)
- M** The decking is permitted to be dropped to the middle of car a Max of 5" below top of doors. Must be gradual slope down from top of doors and spoiler. Decking must be flush with doors, quarters and spoiler.

