

All general rules apply to this class:

Non CRUSA event, Camden changes in Yellow or deleted.

Racereceivers are mandatory!! Transponders are Mandaory!!

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Camden Speedway officials.

If a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. If it is not covered in the rules, it will be determined by the track officials & their decision will be final.

The Rules and/or Regulations set forth herein do not express or imply a warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of CAMDEN SPEEDWAY Street Stock events and are in no way a guarantee against injury or death to participants, spectators, or officials.

CAMDEN SPEEDWAY officials shall have full authority over said events, and in the event of any dispute, the head official's decision will be final.

All competitors and cars are subject to inspection by CAMDEN SPEEDWAY Technical Inspectors or their representatives at any time during any event.

CAMDEN SPEEDWAY 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.

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. SFI-Approved full fire suit (top and bottom) and shoes required. **Racing gloves REQUIRED.**
3. Snell rated SA2020 or SA2025 full-face helmet required.
4. Series recommends the use of a head and neck restraint system but is not required. Full containment seats will be required.
5. All cars must have a fully charged fire 2 lb. extinguisher mounted within reach of the driver. Series recommends a 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 fuel cell vent.
8. Minimum three(3) inch wide, or two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. Belts cannot be used past their expiration date or two (2) years past their date of manufacture.
9. Any pre-race technical/safety inspection and car or equipment is 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, earphone failure, etc.) will not constitute any penalty

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12. NO two-way radios, cell phones, **smart watches**, 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 lighted signal devices allowed (light sticks, flashlights, cell phones, etc.)
13. 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) $\frac{1}{2}$ " 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.

Technical Rules and Regulations:

It is the obligation of each participant to ensure their conduct and equipment follow 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 CAMDEN SPEEDWAY 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. Weight = 2,800 lbs. 8" maximum spoiler and spoiler fins. No lead or weight allowed above decking
2. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine
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. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed
 - 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.
5. 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
 - a. **Approved changes/modifications for Chevrolet Performance 602 engines are noted as follows:**
 - I. Engine rings may be replaced with the Hastings Ring (Part #2M4860)
 - II. Engine may run King (Part #MB5575I), Speed Pro (Part #139M) or Clevite "P" (Part #M5909P) Main Bearings. King (Part#CR8075I), Speed Pro (Part#8-7100CH), or Clevite "P" (Part #CB663P) Rod Bearings. **No narrowed bearings.**
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

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delivered sealed from the factory will be subject to expulsion from racing in any CAMDEN SPEEDWAY 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, **unless noted otherwise or approved by CAMDEN SPEEDWAY officials.**
8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
9. The engine's Chevrolet Performance serial number, and when applicable, CAMDEN SPEEDWAY build certification number, must be clearly visible to series technical inspectors.

Engine Option #2:

1. 362 cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block - part #31161111.
2. Weight = 3,000 lbs. Maximum 4" spoiler and spoiler fins. No lead or weight allowed above decking.
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 Setback Rule:

1. The 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 $\frac{1}{2}$ " will be added forward of water pump for improper setback.

Carburetor Rules:

1. 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
2. Engine Option #2 - 500 CFM 2 barrel only
3. 2 Barrel carburetor will be checked with go-no-go gauges top to bottom
4. 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.
5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. **NO individual cylinder tuning or equivalent allowed.**

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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.

Gauges and Interior:

No GPS enabled data logger dash kits such as Motec, Mychron, FuelTech, AIM, Racepak, etc.
May ONLY use standard, conventional style gauges and tachometer.

Starter Rule:

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 are 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 Camden Speedway. 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 Loss of events winnings and points for that night, and fined \$200.
 - B. ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT track' DISCRETION.
6. Mechanical fuel pump only. Must be mounted in stock location.

Body Rules:

1. Cross Breeding Bodies and Engines: engine manufacturers and body manufacturers 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. Roof must have contour/roll in appearance. **Roof must have minimum 1" roll/contour – measured from center of roof. Roof can have no more than 1 ½" rake from front to back , and must be level side to side.** 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 "skewing" of body.** No raised quarter panels.
5. Sail panels must be the exact same on both sides. This includes size and shape. Sail panels can not mount no further inward than 2" of door/quarter panel.
6. 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.
7. Deck Width: 64" maximum. **Maximum 5" drop deck below the tops of the doors. Must slope gradually from top of doors to bottom of spoiler.**
8. No station wagon, SUV, or hatchback style bodies.
9. Body must not be any wider (from side to side) than 68", measured at driver's compartment (see body diagram F).
10. Maximum width at bottom of doors 76" – measured in front of rear tires. (see body diagram F)
11. Rear of car must not exceed 64" wide, measured at top of rear deck (see body diagram G).
12. Rear quarter panels - Both sides of the body must taper **inward and** the same on each side. No single side taper or "late model" type body taper.
13. Car must have minimum 18" tall, 4" wide numbers on both sides and roof. 6" tall numbers recommended for front and rear of car.
14. All cars must have minimum .080" aluminum cockpit that fully encloses driver compartment. All cars must have front and rear driveshaft loop installed.
15. Passenger side stone shield may go from bottom frame rail to top frame rail and cannot exceed 36".

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16. Aftermarket plastic nose pieces mandatory. The following are the only nosepieces allowed:

- Performance Bodies:
 1. Monte Carlo- MD3021x410 or PER21x040
 2. Camaro- MD365x040 or PER45x040
 3. Mustang- MD366x040 or PER46x040
 4. Camry- PER47x040
- Five Star:
 1. Monte Carlo- 600-410 or 021-410
 2. Camaro- 20132-41051
 3. Mustang- 20321-41051
- Speedway:
 1. Monte Carlo- 91054211 or 91054288
 2. Camaro- 9108886 or 9105330
- AR Bodies:
 1. Revolution Camaro Nose- 12105-xx **X's in each part number indicate changes for color options only**
NO IROC noses allowed. No plastic skirting or add-ons permitted on **bottom of** noses.
Any additional nose not listed above is subject to approval by CAMDEN SPEEDWAY officials.

17. 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. Nose piece and filler panel MUST BE mounted center of the frame/front clip

18. Width of front fender from side to side – minimum 64"; maximum 66". Measured from nose mount to front of the door.

19. Tail of car may be completely enclosed or left open.

20. Body must be minimum height of 5" off the ground at all points around car. (Body Diagram B)

21. 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) 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). Maximum width at the back of the rear quarter panels is 64", measured at the bottom.(Body Diagram L)

22. Gradual nose rake – 3" maximum (Body Diagram H).

23. No "wings" or gurney lips at any location on the body. A maximum of two(2) roof edge lips with a maximum height of ½" inch. No lexan or metal panels anywhere else unless otherwise stated. Official's decision will be final.

24. All glass and plastics must be removed.

25. 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).

26. Driver cockpit rock shield cannot extend any farther than the front headrest of the seat and no taller than 4" tall maximum.

27. 8" maximum spoiler with 8" side boards (see spoiler diagram for specs). Engine Option #2 must run 4" maximum spoiler with 4" side boards. Spoiler sides must be in line with body. No skewing of spoiler sides. Must be even with the back of decking.

- 28. 60" maximum width of rear spoiler (Body Diagram I). Spoiler must be centered on body, and same height, same angle across entire span of rear of car.**
- 29. 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 manufacturer mandatory. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, both sides must be +/- 1" of factory length of car being raced. 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. 5" or 5 1/2" coil springs mandatory, mounted in stock location. No conical springs.
- 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 3/4", .095 minimum thickness round tubing.
- c. Stock type rear end housing permitted (GM 10-12 bolts or Ford 9 inch) in any make. Rear end may be locked.

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- d. Quick-change rear end optional – must ADD 100 lbs. **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, adjustable trailing arms are ok. Arms must be within $\frac{1}{2}$ " of factory length trailing arms for car being raced, 2 $\frac{3}{4}$ " maximum from bottom or rear end housing to center of control arm bolt.
- 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 $\frac{3}{4}$ " from seam center of axle tube to center of mounting bolts.
- i. No sliders front or rear.
- j. 5" coil spring mandatory. Springs must measure 5" at top and bottom (no conical springs). Any leaf springs allowed.
- k. Springs must be mounted on top of and centered on axle tube.
- l. Weight jacks allowed.
- m. No panhard bars or z bars of any type.
- n. No underslung rear suspension allowed.
- o. Bottom shock mount must be mounted behind rear end.
- p. 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. Solid limiter chains only.

12. 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.

13. No data acquisition devices of any type allowed.

Street Stock Aftermarket and Stock Frame Changes Tech Bulletin: 4/18/2025

Recently there have been some questions/concerns regarding changes made to the stock and aftermarket frames approved for use in CRUSA Street Stock competition, and the legality of what changes can or cannot be made to

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those. After reviewing the approved and non-approved changes and speaking with series tech officials, we are releasing the following bulletin to clarify and clear up the concerns about what is or is not allowed, as well as a short "grace period" to have any car that has unapproved changes be corrected.

Aftermarket frames are allowed to make the following changes only: Johnson version 1 frames are allowed to make right side frame rail straight to match newer version Johnson and BRC frames. Right side replacement frame rail must be square or rectangular tubing. No round tubing. Bottom of the replacement tubing must be flush with the bottom of the existing frame so that the bottom of the entire right side is in the same location as the original chassis was.

- Stock frames are allowed to make the following changes only: Stock frame may narrow right rear frame rail for tire clearance (inner portion of frame rail must remain in stock location)
 - The following applies to ALL Frames: All frames may add strengthening gussets to mounting points such as a-frame, trailing arms, etc.

All cars, whether built using the stock frame or aftermarket option, the mounting and pickup points MUST REMAIN IN STOCK LOCATIONS according to the rules. Any deviation in the measurements of the pickup points will render the car illegal according to the rules and will be disqualified. The CRUSA Street Stock division is one of the most competitive and exciting racing divisions competing under the CRUSA banner. While the series will shoulder some responsibility in the questions that have arisen, there are instances where manufacturers and teams are making unapproved changes, creating a competitive advantage and causing their cars to fall outside the rules and limitations allowed. We must make the changes and clarifications necessary and public so that everyone knows what is expected, and to remedy any confusion to keep car counts in place and competition on a level playing field. We are taking this very seriously and will be actively checking and assisting tracks in checking to verify that all cars are abiding by the same rules. These clarifications will be strictly enforced beginning May 1st and will be done so going forward.

Shock Rule:

1. **One shock per corner.** Steel bodied, non-adjustable shocks only. Shocks must have solid shaft. 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. \$350 per shock, track keep \$50 per shock regardless.
 - 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 1-week suspension and \$200 fine.

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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. No Grooving or Siping (effective and enforced May 1, 2025 forward). No needling. NO drilling.
6. Tires must remain in factory manufactured condition. Any alteration from factory manufactured conditions 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.

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. All decisions of 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 CAMDEN SPEEDWAY, 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 CAMDEN SPEEDWAY for all its attorney fees and costs in defending against such legal action.

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

Code of Conduct and Conduct Penalties:

4. **ALL OFFICIAL'S DECISIONS ARE FINAL.**

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Camden Speedway officials. In the event that a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. All cars must follow the General Rules. **If it is not covered in the rules, it will be determined by the track officials & their decision will be final.** Last Change DATE Jan 29, 2026.

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 CAMDEN SPEEDWAY 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 CAMDEN SPEEDWAY event acknowledges and accepts the following: Camden Speedway 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 Camden Speedway and the like, before, during, and after the event, for promoting, advertising, recording or reporting in the event or any other Camden Speedway 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.

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