

TRI COUNTY RACETRACK 2025
STREET STOCK/CRUSA RULES 2025

All Cars are subject to inspection by Tri County Racetrack (TCR) at any time during the event

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:**
 - **GM twist off bolt engines will NOT be legal.**
 - **Chevrolet Performance cap seals**
 - **Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.**
 - **NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.**
 - **NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.**
 - **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.**

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 Crate Racin' USA 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, Crate USA 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 spring only. 1.260” maximum O.D. Bee hive springs allowed, 1.320” maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Engine #3

- A. Must be STOCK STROKE per the engine. (ex. 350 must have 350 crank / 400 must have 400 crank)
- B. Engine setback rule. (ENGINE NOT TO EXCEED: 16” MAX FROM CENTER OF TOP BOLT OF STEERING BOX THAT GOES THRU THE RAIL TO THE CENTER OF MOTOR MOUNT CHASSIS BOLTS. NO OFFSET MOTOR MOUNTS PERMITTED) 1-in tolerance. ANYONE EXCEEDING 17” MUST ADD 50LB PER INCH THAT THERE OVER IN FRONT OF THE BELL HOUSING WITH HALF THE WEIGHT GOING IN FRONT OF THE MOTOR MOUNTS. (EX. = 25LB IN FRONT OF MOTOR MOUNT & 25LB IN FRONT OF BELL HOUSING PER INCH) TCR MAY add to the weight rule if needed to equal competition.
- C. Maximum of 0.60 overbore permitted.
- D. Any flat tappet cam OR hydraulic roller cam permitted. No solid rollers. No mushroom lifters.
- E. Small block chevy or ford engines ONLY.
- F. Any cast aluminum intake permitted. Can be port matched to head, but no more than a 1in. Grind permitted on intake.
- G. No porting or polishing inside intake. No modifications in intakes on sealed crate engines. (no port matching on 602)
- H. Any STEEL OEM 23-degree or engine quest 350c head allowed, NO other aftermarket heads permitted.
- I. No angle cut heads. Three (3) angle valve jobs permitted. Max. Valve size intake 2.020 / exhaust 1.600
- J. Roller Rockers permitted any ratio. No shaft rockers unless OEM for make of car.
- K. Weight = 3,000 lbs. Maximum 4” spoiler and spoiler fins. **No lead or weight allowed above decking.**

Engine Protests #1

1. The protest for the dyno is \$1000 NON-REFUNDABLE protest.
2. The engine will be pulled out at Tri County Racetrack and a TCR Official will impound the engine and meet both parties at Pro Built Race Engines at a respectable time.
3. *When an engine is being protested and being sent to Probuilt Race Engines, a representative from Tri County Racetrack and a representative from each party is allowed to be present for the procedure. A. \$500 TOP END ENGINE TECH (VALVE SPRINGS, P&G) \$250 GOES TO TRACK TECH REMAINDER TO WINNER OF PROTEST B. \$200 TO P&G ANY ENGINE ALL PROTEST MONEY IS NON-REFUNDABLE

Engine Protest #2 & #3

- A. One Head- \$400
- B. Oil Pan- \$300
- C. Valve Cover- \$150
- D. Clutch and Flywheel- \$300
- E. Complete Engine- \$800
- F. Any item not found listed is considered a visual protest item and must be protested before race and not after. Visual Protest is \$50 NON REFUNDABLE (TCR reserves the right to delta, change or amend rules in the interest of competition)

Only Drivers finishing directly behind protested car is eligible to protest another competitor. There will be no counter protesting by car being protested. Any protesting car can only protest ONE car per event. Only drivers can protest cars, NOT crew members or car owners and protest fees must be posted to tech director within 5 mins of checkered flag falling. TCR will retain 50% OF THE FEE. TCR tech man can check anything at anytime. There is NO Non-protested parts and pieces. SEE POLICIES AND PROCEDURES for the remaining rules concerning the PROTESTING.

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 1/2" will be added forward of water pump for improper setback.

Carburetor Rules:

1. **Engine Option #2 & #3 – 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**

Gauges and Interior:

1. **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:

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 are MANDATORY.**
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. 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. **Roof must have contour/roll in appearance.** 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. **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.**
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 74" – 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. **Both sides of the body must taper 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 Frontend rear driveshaft loop installed.**
15. **Body must be centered on chassis and be stock appearing in all ways.**
16. **Passenger side's tone shield may go from bottom frame rail to top frame rail and cannot exceed 36".**
17. **Aftermarket Plastic Nosepieces Mandatory. The following are the only nosepieces allowed:**
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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 noses. Any additional nose not listed above is subject to

approval by Crate Racin' USA officials.

18. Front of car must be closed. NO FLOPPERS OR FENDER SKIRTS ON FRONTEND LIKE A LATEMODEL. 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.
19. Tail Of Car Maybe Completely Enclosed Or Left Open.
20. Body must be minimum height of 5" off the ground at all points around car. (BodyDiagramB)
21. Maximum distance of 45" from furthest point on front of nose to front crossmember(Measured From Where Lower Control arm bolt goes through crossmember to farthest point of nose). (Body Diagram C)
22. Rear Quarter Panels –48" maximum measured from center of axle straight line to rear of car(BodyDiagramD) and51" 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)**
23. Gradual nose rake–3"maximum(BodyDiagramH).
24. No "wings" or gurney lips at any location the body. A maximum of two(2) roof edge lips with a maximum height of 1/2" inch. **No lexan or metal panels anywhere else unless otherwise stated.** Official's decision will be final.
25. All Glass And Plastics Must Be Removed.
26. 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).
27. Driver cockpit rock shield cannot extend any farther than **the front head rest of the seat and no taller than 4" tall maximum.**
28. 8" maximum spoiler with 8" sideboards (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.**
29. 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.**
30. 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 a wheelbase shorter than 108" will not be allowed.
2. Unibody 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:
 - 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.
 - Any stock type spindles allowed (recommend Speedway or equivalent 3-piece spindles for ease of repair). No wide 5 spindles or safety hubs.
 - Stock production lower control arms, of any manufacture 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.
 - No shortening or lengthening lower control arms.
 - 5" or 5 1/2" coil springs mandatory, mounted in stock location. **No conical springs.**
 - Weight jacks allowed.
 - Tubular aftermarket upper control arms allowed.
 - Cross member may not be cut or altered except for fuel pump or oil pan clearance.
 - NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.
7. Rear Suspension:
 - Stock type rear suspension only. Must be the same as make of car being raced.
 - 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.
 - Any stock type rear end housing permitted (GM 10-12 bolts or Ford 9 inch) in any make of car. No quick-change rear ends. Rear end may be locked.
 - Floater axles permitted.
 - Must use steel, stock lug pattern hubs. No wide 5 aluminum safety hubs.

- 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.
 - No sliders front or rear.
 - 5" coil spring mandatory. **Springs must measure 5" at top and bottom (no conical springs).** Any leaf springs allowed.
 - Springs must be mounted on top of and centered on axle tube.
 - Weight jacks allowed.
 - No panhard bars or z bars of any type.
 - No underslung rear suspension allowed.
 - Bottom shock mount must be mounted behind rear end.
 - 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. One spring rubber per corner maximum.
11. **Solid limiter chains only.**
12. Brakes:
- Must have three (3) operating brakes calipers.
 - Dual master cylinders ok.
 - Standard steel rotors only.
 - No scalloped or gun drilled rotors.
 - Any brake caliper Ok. Brake calipers must be mounted in fixed position. NO brake floaters.
13. No Data Acquisition Devices Of Any Type Allowed.

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), 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.

Clutch and Transmission Rule:

1. Automatic transmission with shift kits allowed.
2. Bert or Brinn transmission allowed. Ball spline Bert or Brinn are 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:

A. Steel Wheels only. 8" max width. 1/2" tolerance

B. Oversized wheel studs and lug nuts permitted.

C. Bead Lock Wheels permitted.

D. American Racer Hard or Extra Hard, Stocker Hard, G60 or Hoosier H500, Any Hard or Extra Hard compound may be run on all 4 corners. If it is a Hard compound, it is legal.

E. Tires must have all numbers and names on the tire. No grinding off numbers or names.

F. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. TCR has a no tolerance rule for tire treatment or prep to these tires. If TCR takes a sample from you, your money will be held until the results have been returned to TCR. TCR tech official's decision will be final and there will be NO resending of the samples.

- 1. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$200.**
- 2. 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:

- All tires are subject to be checked with a durometer. Anyone in violation of tire rules will be Disqualified from the event and will have to pay a \$200 fine before being allowed to race at TCR again. All classes will adhere to Tire Testing policy as stated in TCR General Rules**
- Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. TCR has a NO tolerance rule for tire treatment or prep to tires. If TCR takes a sample from you, your money will be held until the results have been returned to TCR. TCR tech official's decision will be final and there will be NO resending of the samples.**

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 TCR event, you are accepting these rules and regulations as being those under which you are prepared to race. Any driver entering and competing in