# 2024 Street Stock Rules

**Body/Frame:**

1. American rear wheel drive only.
2. 108” minimum wheelbase, ½ inch tolerance.
3. OEM frame only.
4. Stock or stock appearing after-market body only, bodies must retain stock appearance.
5. All home-made bodies must be stock looking and look like what car you are claiming. No station wagons or trucks.
6. Five Star and AR Bodies, OK.
7. Stock or aftermarket type roof is optional. Must be mounted level. 3” tolerance with stock looking post or Late Model style sail panels. Sail panels must be open “Large window opening.”
8. Cross breeding bodies and engines ok. Engine manufacturer and body manufacturer may be cross bred.
    a. Example: Chevy engine in Ford chassis and body, or Dodge or Ford body on Chevy chassis and engine.
9. Must have steel firewall and steel floor-pan to the rear of the driver’s seat. Firewall may have clearance for headers and have a full driveshaft tunnel, with 20-gauge minimum steel for driveshaft tunnel fully welded and enclosed. May make firewall and floor-pan out of thick heavy gauge aluminum, .080” minimum thickness, and meet the same criteria as steel firewall and floor-pan. No tunneling floor-pan like Late Model or Open Wheel Modified.
10. Body must be centered on the chassis and be stock appearing all ways.
11. Aftermarket nose piece is mandatory.
12. Rear of the car must be closed in. No holes or gaps in the tailpiece!
13. All glass and plastic must be removed.
14. For safety purposes, all cars must have minimum 13” wide window opening on both left and right sides.
15. No raised quarter panels, 3” tolerance.
16. Top deck height 39”, pre-race with no tolerance given. Measured from bottom of spoiler to the ground.
17. Deck width 64” maximum. No fiberglass side body panels anywhere.
18. Spoiler 8” tall maximum, with 8” side boards (any engine). 60” maximum width rear spoiler, and must be centered on the body. Late model style sides.

**Front Suspension:**

1. Must use a stock steering box, stock drag link, and idler arm. Tie-rods and ends may be tubular and made heim-jointed.
2. Quick steer allowed.
3. Any stock type spindles allowed (recommended Speedway three (3) piece spindles for ease of repair).

4. No wide 5 spindles or safety hubs.
5. Stock production lower control arms, of any manufacturer mandatory. Metric cars may use tubular lower control arms (JCI-09-02-01RC-L-B, and JCI-09-02-01RC-R-B). Must be mounted in stock position with stock mounts.
6. No shortening or lengthening lower front control arms.
7. 5" coil springs minimum, mounted in stock location.
8. Weight jacks allowed.
9. Tubular aftermarket upper control arms allowed.
10. Cross member may not be cut or altered except for fuel pump or oil pan clearance.

**Rear Suspension:**

1. Stock rear suspension only. Must be the same as make of car being raced.
2. 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.
3. Any stock type rear-end housing permitted (GM 10-12 bolts, or Ford 9″) in any make of Car.
4. No quick-change rear-ends.
5. Floater axles permitted.
6. No wide 5 aluminum safety hubs.
7. Rear-ends may be locked.
8. Rear trailing arm mounts at frame or leaf spring mounts must remain in stock position with one mounting hole only. If it has multiple holes, they must be unusable. Trailing arm at the rear end may have multiple adjustment holes.
9. Leaf spring cars may have adjustable shackles on rear only.
10. No sliders front or real or floating springs.
11. Lower rear trailing arms may be boxed or tube type with heims.
12. Upper trailing arms may be adjustable.

**Engines**:

1. ENGINE OPTION #1 (GM 602) 3,000 LBS
    a. GM Part Number 889586602 / 192586602 / 88858602
    b. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special Seals NO TWIST-OFF BOLTS heads will be allowed. Bottle cap seals from Chevrolet Performance, Crate USA Gen. III (yellow) (blue) or Gen. IV (green or black) and
    Rush racing seals are the only seals allowed. To compete with any other sealing system, contact the tech director.
    c. Crate engines must remain stock as they came sealed from the factory and not be altered, modified or changed from factory specs.
    d. The sealed engines must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition.
    e. 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 for the remainder of the season and future seasons.

f. 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.
g. No vacuum pumps.
h. Engine's GM serial number, or build certification number, must be clearly visible to the tech director.

2. ENGINE OPTION #2 3,100 LBS
    a. 362 cubic inch maximum Chevy, Ford 364 cubic inch maximum factory steel production block. Any cast iron 23-degree steelhead Chevy, Ford 10-degree steelhead (no raised-runner head permitted). Ford may run in-head. No porting or polishing of cylinder head.
    b. Maximum valve size 2.02″ intake, and 1.6″ exhaust. Ford or Chevrolet.
    c. No aluminum heads.
    d. Steel or cast cranks and rods. No exotic material cranks or rods (aluminum or titanium).
    e. Flat top pistons only. Any flat tappet camshaft. Timing chains only. No gear drives.
    f. Any rockers. Stud girdles ok. Any valve springs. 1.625″ maximum O.D. beehive springs allowed, 1.320″ maximum O.D., any manufacturer (Chevy, Ford or Dodge).
    g. Ford 364 max cubic inch: 351w 3.50 stroke 5.956 rod. … 351c 3.50 stroke 5.780 rod. … 302 3.00 stroke 5.090 rod.

3. ENGINE OPTION #3 (B Engine) 3,000 LBS
    a. OEM blocks only, zero deck max bore .060 .003 tolerance on both. Stock lifter bore for engine claimed. GM .842 Ford .875
    b. Stroke must match block claimed.
    c. Stock style crank or stock replacement. Crank will be weighted with key, gear and pilot bushing. 49.5 lbs. minimum weight. May be balanced.
    d. Stock style or stock replacement I beam rods only. May use cap bolts. May be balanced.
    e. Chevy 362 max cubic inch: 3.48 stroke 5.7 rods.
    f. Ford 364 max cubic inch: 351w 3.50 stroke 5.956 rod. … 351c 3.50 stroke 5.780 rod. … 302 3.00 stroke 5.090 rod.
    g. Cam and lifters Hydraulic only, max lift .480 that's with rocker arm ratio. .320 max without ratio at end of push rod. No tolerance.
    h. Flat top 4 eyebrows piston only. All 4 eyebrows must be the same. Piston cannot extend out of the block. 351c will only have 2 eyebrows.
    i. Aftermarket pan OK. Wet sump only. No crank scrapers or windage trays.
    j. OEM cast iron stock production 23-degree heads only. No vortech or angle plugs. No angle milling .002 tolerance. Flat mill only. No porting or polishing. GM max intake port 175cc. Steel or stainless-steel valves locks and retainers only. Any valve springs. Ford 20 degree heads max intake port 175cc. "except Cleveland head" max intake port 225cc. Heads may be cut for screw in studs and guide plates. No roller or roller tip rockers. Stamp
    steel only stock ratio. GM 1.5 … Ford 302 … 351w 1.6 351c 1.73. long slot OK.
    k. Valve spring pressure B-engine option 3 open pressure (+/-8 lbs.) 195 lbs. Installed height closed
    (+/-5 lbs.) 80 lbs.

l. Valve size – GM/Ford 302 351w intake 2.02 exhaust 1.60 11/32 stem. … Ford 351c intake 2.19 exhaust 1.72

m. Intake OEM stock production “low profile” cast steel or cast aluminum. No RPM or air-gap type, no grinding, port matching bowtie or marine type intakes. Aftermarket intake allowed, low-rise performer type style and profile dual plane only. Edelbrock 2101 legal on B-engine.

**Weight:**

1. Engine Option 1 (GM 602): 3,000 lbs.
2. Engine Option 2: 3,100 lbs.
3. Engine Option 3 (B Engine): 3,000 lbs.

**Engine Setback:**

1. Engine must be mounted in stock location, center of chassis. #1or #2 spark plug must be in front of or centerline of upper ball joint.
2. Weight penalties of 50 lbs. per 1/2″ will be added forward of water pump for improper Setback.

**Carburetor:**

1. GM 602 engines may run 650 Holley.
2. 500 cfm 2-barrel on Engine Option 2 and Engine Option 3.
3. May run 1” maximum carburetor spacer, .040” tolerance (at no point may spacer extend into intake manifold area), with 2 standard carburetor gaskets, .070” maximum thickness on either engine.
4. Carburetors will be checked with go-no-go gauges.

**Ignition/Distributor:**

1. Any standard stock distributor type electronic ignition allowed. MSD, OK.
2. No magneto, and no crank trigger systems.
3. Absolutely no electronic traction control devices allowed.

**Starter:**

1. All cars must have a starter in working order.

**Water Pump:**

1. Stock type cast or aluminum permitted.
2. No electric water pump.
3. Manual fans only, no electric fans permitted.

**Exhaust:**

1. Collector type headers required. Must have four (4) tubes into one (1) collector of consistent diameter.

**Clutch & Transmission:**

1. Automatic transmission with shift kits allowed.
2. Bert or Brinn transmission allowed.
3. Must have working reverse.

**Shocks and Springs:**

1. Steel-bodied, symmetric (same size/diameter), non-adjustable shocks only.
2. No Schrader valve shocks. No piercing valves.
3. Shock valuing or gas pressures may not be adjustable at racetrack.
4. No coil overs.
5. Shocks may be relocated and have eye mounts.
6. Only one rubber bump stop pre shock. No springs

**Brakes:**

1. Must have operational brakes. Dual master cylinders, OK.
2. Standard steel rotors only.
3. No scalloped or gun drilled rotors.
4. No exotic brake systems.

**Tires & Wheels**

1. 8″ steel wheels maximum. Beadlocks allowed. No wide 5 wheels or adapters.
2. Any (8″) Hoosier or American Racer tire permitted. .
3. No chemically altering of tires.

**Fuel/Fuel Cell/Fuel Pump:**

1. Racing gas or E-85 only. All fuel must have a specific gravity of .760 maximum. No Alcohol.
2. An approved fuel cell must be securely mounted in the trunk area of the race car, inside a .20-gauge metal box supported by a minimum of two 2″ x 1/8″ steel straps.
3. Mechanical fuel pump only. Mounted in stock location.

**Protest Fees and Procedure:**

1. Anyone in the top 5 can protest
2. Driver being protested may counter protest
3. Post race protest must be made at scales, by protesting driver, within 5 minutes of checkered flag being thrown.
4. Only two people from the protested car and the driver filing the protest will be allowed in the tech area during protest. Driver initiating the protest must be present. All official's decisions are final.
5. Complete tear-down 602 engines will be teched as it came from GM, by a certified tech. Cost $1,000 tech fee will be deducted from protest money.
6. B-engine complete tear-down cost $750, track will retain 30%. Any B engine found illegal - car & driver will be suspended for that night and will start on the rear at the next event.
7. Remove one head, check head, valves, bore and stroke – $400.
8. Fuel test $50, track retains 100%.
9. Visual protest will cost $50, track will retain 100%.
10. Visual protest allowed prior to qualifying/heats only, and in a timely manner to where racer may have time to fix problem. Track will not hold up program for repairs. Panels maybe removed to see parts within reason.