



2024 STREET STOCK RULES

PLEASE NOTE: It is the driver's responsibility to look over and/or upgrade all personal safety equipment. A full containment seat, a head and neck restraint, a fuel cell with all the proper check valves in place, a new fire suit including proper undergarments, gloves, socks, and shoes that all meet the highest in safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/1 approved.

BASE WEIGHT:

The minimum weight before qualifying or any race is 3100 pounds including the driver race ready; with a **maximum** 59.000% left side weight.

TIRES:

Hoosier 890 Series. **Tire soaking and/or any other types of tire tampering is prohibited.** Steel 8" racing safety wheels with 1" lug nuts. Tread width will be 78" measured with toe plates. The tires used to qualify will be the same 4 tires used in the feature.

FRAME:

The minimum wheelbase is 108". Wheelbases measuring 105-107 inches will be allowed but must meet a minimum weight requirement of 3200 pounds (including the driver race ready) and a maximum of 57.000% left side weight. Five inch minimum frame height off the ground. Rear wheel drive OEM frames only. No fully fabricated chassis of any kind. Frame rails may be channeled or boxed in. Cars with stock frames that have the front and rear subframes both attaching to the main frame rail in a conventional manner will have a base weight of 3100 pounds. Overly modified stock frames are subject to a 100 pound weight add on. No underslung rear frames.

CHASSIS:

Stock OEM frame from spring pocket to spring pocket. 2" x 3" steel tubing extending front and rearward to support bumpers is permissible. All cars must have OEM rear stock upper trailing arm crossmember in place where the upper trailing arms connect. A 4-post roll cage with 4 driver side door bars with a 10" x 30" x 0.125" door plate is required. Center section of roll cage to be constructed out of 1.75" round tubing 0.090" thick. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area.

BODY:

1. All bodies will be a factory stock OEM appearing body, as it would be on a dealer showroom floor. No excessive rake will be allowed on these bodies.
2. Aftermarket nose and tail piece are permissible, mounted in a stock fashion, but are not required.
3. An aftermarket Camaro nose piece may only be run on a full stock bodied matching Camaro.
4. Minimum roof height is 47".

5. Rear of cars will be fully enclosed down to 18" off the ground. Maximum deck height 37" off the ground.
6. All cars with stock appearing bodies will be allowed a 6" x 60" rear spoiler centered with a 1" rear facing lip on the spoiler. Spoiler material must be clear.
7. Any bodies that are too creative, are stretched or raked too far will have a reduction of the spoiler height, removal of the spoiler and/or have added weight.
8. All truck bodies require a back window, a flat tonneau cover attached at the top of the truck bed, with minimal rake on the bed.
9. All wagon bodies will not have any body panel acting as a sideboard; no side windows or spoiler on a wagon body.
10. All cars must have a full windshield with pillars in stock location. No wrap around windshields. No stretching out the pillars to achieve more windshield angle. Roof and windshield angles must remain close to OEM specs. No mixing and matching of car bodies.
11. All side body panels will be 5" off the ground with the driver in the car.
12. A Lexan windshield is mandatory. No rear windows except for trucks. Rear opera windows are permissible except on wagons or trucks. The front side window panel will be no bigger than 12", measured along the top of the door.

SHOCKS AND SUSPENSION

1. No bump stops of any kind.
2. Rear trailing arms can be OEM or manufactured. Adjustable heims are permissible; however, the frame mounts and the rear end mounts will remain stock and in stock location. Top trailing arms are to be within 1" of the OEM measurement and will be mounted in the stock location (the top two trailing arms will be mounted on top of the center section housing; not down on the tube of the rear end).
3. All remaining suspension parts will remain stock, be in the stock location and be mounted in the stock angle with the exception of the front shocks which can be mounted outboard. Rear springs and shocks must be stock appearing and in stock location. Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. Threaded rod adjustments on the A-frame are permissible. Rear and/or front load bolts are allowable. Aftermarket tubular upper A-Frames are allowed. A-frames will have stock ball joints. Upper A-Frame mounts may be modified and be within 1" of stock location.
4. All shocks will be steel non-adjustable. No canister shocks of any kind. No internal bump stops of any kind. No Schrader valves. All shafts must fully compress into the shock body. All cars running a welded body shock on all four corners (ProWB, Afco Series 10, etc.) may deduct 100 pounds off the body weight.
5. All spindles must be steel and must accept the OEM size bearings as well as stock type calipers and rotors.

ENGINES/DRIVE TRAIN

- Engines must be stock appearing, all cast iron block and heads and in stock location. Cast iron or aluminum intake. Cast iron exhausts manifolds or headers are allowed with 3" maximum exhaust tubing. The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer. HEI ignitions/distributors or MSD ignition boxes are permissible. Engine setback to be 2" measured from the number one spark plug to the ball joint.
- OEM automatic or standard transmission with a minimum 7.25" clutch. No Bert, Brinn or equivalent type transmissions allowed. Stock style OEM rear ends only; four link suspension only. A steel 9" Ford is permissible with 4 link mount. No quick change rear ends or aluminum rear end components of any kind. A 2" inspection hole must be cut in all bell housings so the clutch can be easily seen. No reverse mount starters of any kind. Rear ends must be locked; no Gleason or equivalent. No cambered snouts.
- No dry sumps of any kind. No external oil pumps; accu-pumps are permissible.

BRAKES

Aftermarket brake pedals and or master cylinders are allowed. Aftermarket brake calipers are allowed. Rear disc brakes are permissible. An aftermarket gas pedal is highly recommended. No in cockpit adjustments allowed. A brake bias adjuster is permissible. All pedals will be in a relatively stock location and the driver will be seated relatively in stock location.

COCK PIT

The full floorboard and front firewall may remain stock or be fabricated. A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.

FUEL CELL

Fuel cells are mandatory with an 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2" x 3" steel tubing.

PLEASE CALL DONNIE RITTER AT (269)-788-2774 WITH TECHNICAL QUESTIONS.