

Street Stock Rules – Revised 2019

Body:

Any American made car/truck with 108" wheel base or longer.

No Convertibles, four-wheel drive or compacts allowed.

Body must be stock appearing; aftermarket bodies allowed. No flat sides. No downforce nose piece. NO outlaw late model style bodies.

All cars MUST be neatly painted and have 6" x 1" number on the upper right corner of the windshield as well as a minimum 12" tall x 3" wide number on both doors and roof.

All glass must be removed.

A Lexan windshield is MANDATORY *NO PLEXI-GLASS*

Mirrors are NOT ALLOWED.

Lexan spoiler max 6" tall x the width of the trunk.

Body does not have to match frame but must remain corporate, i.e. Ford to Ford, Dodge to Dodge, GM to GM.

Frame and Roll Cage:

Must be stock to the middle of the rear end (tube chassis with stock front clip must add 150 pounds).

All cars must have a minimum 6-point roll cage made of 0.95" thick wall steel tubing.

Front and rear hoops are allowed.

4 drivers side door bars with an 18" x 24" x 1/8" thick steel plate on drivers side door roll bar is mandatory.

3 window bars made of solid 3/8" welded behind windshield in front of the driver is mandatory.

Tow chains on front and rear of car are mandatory.

NO ballast lower than the frame.

Unitized must have full front sub.

Suspension:

Must be stock components.

3100-pound base weight

57% left.

Any relocation of a suspension point +/- 1"

IF MOVED OVER AN INCH must add 150 pounds.

Aftermarket center link allowed.

A minimum 5" coil spring.

Drop spindles NOT allowed.

Trailing arm and leaf spring pivot points can be relocated + or – 1".

NO 3 link suspensions.

Leaf spring slider boxes allowed.

Shocks must be made of steel and only 1 per wheel.

NO BUMPS.

No Schrader valves.

Front screw jacks and upper aftermarket A-frames allowed.

Aftermarket ball joints allowed.

Dive Axle Differential:

9" Ford allowed.

No quick-change rear ends allowed.

8" max width steel wheel with a maximum tread width of 78" from outside sidewall to sidewall.

Brakes:

Four-wheel hydraulic brakes are mandatory and must be in good working condition.

Front to rear proportioning valve allowed.

Rear disc brakes allowed with aftermarket mounting brackets.

Single piston cast iron calipers only.

Transmission:

Any transmission allowed (including Bert, Brinn, etc.) – must have working forward and reverse gears.

5" mini-clutches allowed and direct drive automatic with coupler or dummy converter allowed.

No aluminum flywheels.

Drive shafts must be painted white and car must have 2 drive shaft loops, one in the front and one in the rear.

Aluminum drive shafts NOT allowed.

Engines:

Forward most spark plug MUST be in line or ahead of upper ball joint centerline.

Any carb – 2 or 4 barrel allowed.

Any cubic inch.

Stock cast iron block.

Any cast iron 23-degree head allowed.

Roller rocker and stud girdles allowed.

MSD ignition allowed (no programmable boxes allowed).

Coolant: NO antifreeze – WATER ONLY!

Must have a working starter at all times.

Must remain corporate, i.e. Ford to Ford, Dodge to Dodge, GM to GM.

Exhaust:

Any headers allowed.

Exhaust MUST exit behind driver.

Fuel system:

No electric fuel pumps.

Fuel cells must be securely mounted and separate from the driver's compartment.

Fuel lines cannot run through driver's compartment.

Battery:

Only one allowed.

Must be securely fastened and out of drivers compartment with a master shut off with an easy to read ON/OFF label within easy reach of driver and track officials.

Tires:

D800 ONLY

1 tire rule, except for when announced for special events.

NO SOAKING!

***** MICHIANA/CORRIGAN RULES APPLY *****