2027 STREET STOCK RULES

General Rules:

1. Any American Coupe or Sedan.
2. After market aluminum or steel bodies are legal.
3. Must have a stock oem or oem style steel floor pan from the fire wall extending past the drivers seat, passenger side may be left open.
Firewall may be stock or constructed of minimum .049 steel and must cover side to side of the driver cockpit.
4. Minimum weight 3100 after race with driver
5. Frame must remain stock with a MINIMUM wheelbase of 101” with a 1” TOLERANCE from side to side. (i.e strut/uni-body Camaro)
6. Wheelbase may be a MINIMUM of 108” on a full frame car.
7. Fenders may be trimmed to allow for tire clearance.
8. Sub-frame cars may be tied together under the cars, front and rear bumpers in Stock position, and must be rounded off.
9. Must have chain on front for tow truck hook up. MANDATORY
10. Nose and grill may be replaced with plastic. (No wedge nose allowed)
11. Nerf bars not to exceed 1 inch from body and maximum 1 1/2-inch diameter.
12. Fuel Cell is Mandatory. No boat tanks or homemade gas containers allowed. Trunk flooring may be removed to mount cell. Fuel cells MUST be contained in a reinforced steel container and securely mounted.
13. Battery may be relocated, but not in driver's compartment. Only one 12-volt or 16-volt battery).
14. Doors must be welded shut.
15. All glass and flammable material must be removed.
16. At least 3 vertical bars in front of the driver.

17. Cars must have a MINIMUM 6-point roll cage, 1 ½ inch minimum diameter pipe with wall thickness of .095 inch, securely welded to frame. Three (3) driver's side door bars required. NO BLACK or galvanized pipe.
18. After market pedals will be allowed with cockpit adjustable front to rear brake bias.
19. Fiberglass hoods and roofs are allowed.

SUSPENSION (Front):

A-frames
1. Tubular adjustable or non-adjustable upper a-frames are allowed.
2. Front lower control arms must be unaltered OEM or approved direct replacement.
3. Aftermarket bushings are allowed.
4. No aluminum parts.
5. Upper A-frame mount may be moved and replaced with aftermarket mount.
6. Adjustable weight jacks are allowed must be in original centerline of spring tower.
7. Only one shock per wheel.
8. Must be steel non-adjustable. No air remote reservoir, bulb type, or Schrader valve shocks allowed.
9. Shock location may be moved but frame cannot be altered in any way.
10. Right front safety hub is optional.
11. Engine set back - #1 spark plug hole can be no farther back than center of upper ball joint.

SUSPENSION (Rear):

1. Adjustable weight jacks mounted in the original centerline of spring tower are allowed.
2. Adjustable shackles are allowed.
3. No bird-cages, no sliders, no traction devices of any kind, no lift bars etc.
4. Multi leaf stack springs are allowed, no mono-leaf's.
5. Composite leaf springs are allowed.
6. No Chrysler springs allowed except on Chrysler cars.
7.Trailing arms must be non-adjustable OEM or non-adjustable OEM direct replacement. Aftermarket bushings are allowed. Aftermarket Solid Bar. Non Adjustable with Stock Style Bushings.

8. Lower trailing arms must be at least 19” center to center and same length on both sides.
9. Front upper and lower trailing arm mounts must be in OEM unaltered location.
10. Rear upper trailing arm mounts can be altered to set pinion angle.
11. Rear lower mounts on rear axle may be no more than 4” from bottom of axle tube to the centerline of bolt hole, must be same height on both sides.
12. Suspension limiting devices such as (chains only) are allowed. No bump stops. Front & rear.
13. No pull bars, or J-bars allowed

REAR ENDS:

1. Rear end must be locked or posi-trac. 8” or 9” Ford may be used on all car makes.
2. Floater rear ends are allowed
3. No traction control devices
4. Quick Change rear end allowed. Steel tube.
5. No ratchet rear ends or torque dividing differentials
6. Rear disc brakes are allowed

STEERING:

1. Must be OEM and remain within the original bolt pattern for frame being used
2. May be modified to suit driver, but must remain on left side of cockpit
3. Quick steer is allowed
4. OEM rack and pinion steering are allowed if car was originally equipped. No aftermarket rack and pinion units.

TRANSMISSION:

1. Three or four speed OEM transmission allowed.
2. Automatic transmissions are allowed.
3. Cars must move under its own power and must be able to engage all gears while the engine is running.
4. No direct drives, or five speeds, “in and out” boxes, or quick-change devices.
5. Cars must have a workable clutch. Mini clutch is allowed. Minimum 7.5-inch mini clutch or triple disk clutch.
6. Bert or Brinn type transmission are allowed

7. Manual trans of oem style must have SFI bellhousing explosion proof covering 270 plus degrees around top of clutch / flywheel. Bert, Brinn, falcon transmission may use aluminum / magnesium bellhousing
Reverse mount is allowed.
8. Automatic transmissions must have original bell housing with an approved scatter shield constructed of minimum 0.125" inch by 3" inch steel strap 270 degrees around flex plate.
9. Driveshaft must be a minimum of two (2") inch diameter and made from magnetic steel.
10. The driveshaft must be painted white and clearly labeled with car number on white portion of driveshaft.
11. A 360-degree drive shaft loop REQUIRED. Must be constructed of at least 0.25" inch by 2" inch steel or 1" inch diameter tubing mounted 6" inches behind the front universal joint.

WEIGHT:

1. All weight must be mounted with (2) ½" bolts and painted white with the car number clearly marked.
2. 3100 lbs Minimum only.

TIRES:

1. Any 8" modified tire or 10" asphalt take offs. Tire must match wheel width. Grooving and siping is allowed. All tires must be same on all 4 corners.
2. All tires must "cold" durometer a minimum of 50 prior to pre-race inspection, no tolerance allowed. After any race the tires must "Hot" durometer 45 or above. Any tire reading below 50 "Cold" or 45 "Hot" will result in a disqualification.
3. 8- or 10-inch steel wheels, bead lock allowed on right front & right rear only.
4. 1 inch lug nuts are MANDATORY.
5. All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling the accelerator or rotation of wheel will not be permitted.

FUEL:

1. Straight Racing gas, E85 and pump gas permitted. No nitrous oxide or alcohol.
2. Cars must have a fuel shut off that driver can reach when in car.

ENGINES:

1. OEM cast iron block or crate. Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc.
2. 602 crates allowed must follow the rules below:
3. COMPRESSION NOT TO EXCEED 180 LBS.
4. 360 cubic inches max, NO 400 Blocks
5. Max cylinder bore allowed is 4.060”
6. I beam style 5.7- or 6-inch rods allowed
7. Flat top only pistons
8. Pistons must stay flush with or below top of the block
9. Stock cast iron heads, OEM, Vortecs ok, NO dart or bow tie etc.
10. Max valve 2.02 intake, 1.60 exhaust
11. Screw in studs or pinned studs allowed, guide plates allowed
12. No milling inside chambers, each chamber must have a 56-cc minimum volume.
13. Full roller rockers allowed. 1.5 ratio only.
14. Poly locks permitted
15. Stud girdle allowed.
16. Cast iron or aluminum dual plane Intake, may be drilled for Vortech heads
17. Air gap intake allowed.
18. No polishing, porting or match porting anywhere.
19. OEM Manifolds, or HEADERS optional. No Tri-y, 180’s
20. Any hydraulic or solid flat tappet or hydraulic roller cam max lift .530 checked at rocker arm.
21. No titanium parts in valve train.
22. Balancing of engine is permitted.
23. Cast iron crank only 49lbs.
24. Stock style steel crank may be used with min. weight 49lbs.
25. Engine set back no further than No. 1 plug in line with ball joint.
26. May run stock oil pan, racing oil pan is optional. Any type of breather and valve covers are allowed.
27. 7000 RPM chip rule.
28. HEI style distributor or MSD Boxes are allowed.
29. HEI must run a soft touch rev limiter (MANDATORY).
30. MSD can run digital soft touch rev limiter.
31. Steel blocks only must be able to be used in a conventional passenger car without alterations.
32. 23-degree cast iron heads only.

33. Oil pump must be in stock location and OEM.
34. No dry-sump systems.
35. No aluminum oil pan.
36. Aftermarket or OEM Distributors are allowed.
37. No adjustable timing control or magnetos allowed.
38. One MSD box allowed. Other aftermarket boxes allowed.
39. Aftermarket ignition module or coil allowed.
40. Track may confiscate and exchange MSD box at any time.
41. Magnetos and/or crank triggered ignitions are not allowed.
42. No more than one (1) coil may be used.
43. Kill switch required within easy reach of the driver. The switch must be clearly marked “off” and “on”.
44. The Ignition box must be mounted out of reach of the driver.
45. Carburetor spacer NOT exceeding 2 inches IN HEIGHT.
46. Mechanical fuel pump in stock location. Stock manual fuel pump, No electric or belt driven pumps.
47. Headers or exhaust manifolds allowed. NO. 180 degree headers, tri-y headers. Exhaust must be mounted in such a way as to direct spent gasses away from the cockpit.
48. Carburetor can be NO larger than Holley 500 CFM 2 barrel & must pass inspection from top side with gauge. (Must have throttle bore no bigger than 1.688” inch).
49. Choke horn may be removed.
50. Rochester & Motor Kraft are legal.
51. No aerosol carbs are allowed.
52. All cars must have a working starter and must have the capability of starting without being pushed or pulled.
53. 602 Crate Motors may run a 4-barrel carburetor.
54. No Motor Claim