



# *Street Stock 2025*

## **PRE-COMPETITION**

- A. Driver, car owner, and team must read these build rules, the rules of competition, pit area rules, and any other rules pertaining to this class on Speedrome.com. By pulling your car onto the racetrack, you have acknowledged reading these items.
- B. A completed W-9 and car number registration for the current year must be completed and on file with the track before racing. **YOU WILL NOT RECEIVE PRIZE MONEY OR POINTS FOR ANY RACING UNTIL THIS IS DONE.**
- C. All car numbers must be large and **CLEARLY READABLE** from a distance. Car numbers should be placed on both sides of the car and the roof. Colors of the car numbers must contrast from the car (ex. light vs dark). Remember that fans, the pay per view audience, and scoring/officials need to be able to read your car number.
- D. Your car must go through and complete tech inspection approval prior to racing.

## **DRIVER REQUIREMENTS**

- A. Drivers are required to wear a clearly labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 or SFI 24.1 (youth) standards. **HELMET MUST BE WORN AT ALL TIMES** while a race is going on. This includes while parked in the infield.
- B. Drivers are required to wear a professionally made fire-resistant racecar uniform and gloves.
- C. Drivers are required to use an approved neck collar or Hans-style safety device when in competition.
- D. Drivers are required to use a RACEceiver and earpiece/headphones. This is a 1-way communication method from the track to the driver for providing important information. **NOTE: All other communication devices (including cell phones) are NOT permitted.**

## **CHASSIS**

- A. Cars must be full frame 1955 or newer American made street vehicle production chassis. Must remain stock from the front of the steering box to 2" behind the back of the rear weight jack/spring bucket utilizing the stock bucket location. No widening of the frame. Crossmember must remain in the stock location but can be altered for equipment clearances. The frame can be strengthened by plates or braces.
- B. The race ready car must weigh a minimum of 3,200 pounds with the driver before entering onto the track.
- C. The wheelbase must be a minimum of 105"
- D. Track width cannot exceed 82" from outside of tire to outside of tire.
- E. The frame must have a 4" ground clearance.
- F. Roll cage must be constructed from a minimum of 1 ½" OD round steel tubing with a minimum wall thickness of .090". Door bars are required on both sides of the roll cage. A steel side plate on driver's door of the cage must be used and must be a minimum of 12" high post to post with a minimum 1/4" thickness welded to the cage. Additional bars added for driver safety are welcome.

## **DRIVETRAIN**

- A. The engine must be a cast iron block. May use solid mounts. Can be set back no further than the #1 spark plug being even with the centerline of the weight jack bolt or spring pocket. No dry sump. No external oil coolers. Oil filter must be in its stock location. No traction control devices. No mag's.
- B. Can use any model carburetor. The throttle linkage must have two fail-safe return springs on the throttle shaft that provides enough pressure to return the throttle to a closed position in case of linkage failure. The linkage must be constructed from rod (no cable). A throttle "comeback" enabler is mandatory.
- C. Intake manifold can be aluminum.
- D. No electric fuel pumps. No belt driven fuel pumps. No pressurized fuel systems.
- E. Cast iron heads are standard. Aluminum heads have a weight penalty of 100 pounds.
- F. The cooling system must consist of a radiator, fan, and overflow can. Radiator must have a safety pressure release cap. Fan must be covered at the top and sides with a fan shroud for safety. NO ANTIFREEZE!
- G. Car must have a starter and battery system capable of starting the engine without outside assistance. The battery can be secured in the factory location. The battery may be moved to the driver's compartment. If the battery is moved to this inside location, it must be enclosed in a plastic or metal box with cover and solidly mounted.
- H. No 180-degree headers. Exhaust must exit underneath the car.
- I. Transmission can be automatic with a working torque converter or an OEM manual transmission.
- J. The driveshaft must be painted white, one-piece steel, open, with a minimum of 3" in diameter. A complete steel hoop around the drive shaft must be installed no more than 12" behind the transmission.
- K. No quick-change rear ends.
- L. A racing fuel cell is mandatory and cannot exceed a capacity of 22-gallons. It must be safely mounted inside the "trunk" area. It must be enclosed in a 20-gauge steel can. A 1/8" steel or 1/4" aluminum plate is mandatory on the rear of the cell.

## **BODY/INTERIOR**

- A. The body must be of a standard streetcar type such as a Chevelle, Nova, Monte Carlo or of their Ford and Dodge counterparts. Damaged parts may be replaced by steel, aluminum, or fiberglass if it appears of a stock streetcar type. The nose piece is optional but does look good. No compact/sub compact bodies. No truck bodies. No Outlaw Figure 8 car bodies. No aftermarket bodies.
- B. A hood is always required. Fiberglass or aluminum may be used. Must not be flat and must have some detail to appear stock.
- C. Must have factory steel roof (the A, B, C pillars are considered part of the roof) and factory upper portion of rear quarter panels. An aftermarket roof (such as a 5-Star composite 88 Monte Carlo roof) may be used but must be used completely unaltered and used with factory quarter panels that include the B and C pillars with factory quarter window opening.
- D. The windshield can be factory or Lexan and securely strapped into place. A minimum of 3 mandatory windshield area protection bars of a 1/4" round stock must be placed in front of driver.
- E. No sideboard wings. No rear spoilers. No "aerodynamic" additions of any type.
- F. The driver's seat must be a racing type seat installed in a secure and safe manner.

- G. A minimum of a 5-point seatbelt harness system must be used. All seatbelts must be new or no more than 4 years old with the manufacturer's date being visible. The belts must be a minimum of 3" wide (the crotch strap can be a 2" wide minimum). All belts must connect to a quick release buckle. No frayed belts allowed.
- H. The firewall and floor pan may be replaced with similar gauge steel, must have a stock appearance.
- I. A properly mounted window net is mandatory and used while on track.
- J. Mirrors are approved for use.

### **SUSPENSION/WHEEL AREA**

- A. The upper A-frames, lower A-frames, and spindles can be stock or aftermarket tubular stock replacement. No wide-5 hub's.
- B. Rear suspension must be 4-link. No 3-link suspension. No leaf spring suspension. No panard bars. Upper and lower trailing arms can be aftermarket or stock but must utilize only 1 stock mounting point. Lower's must measure between 19" and 22 ½" in length.
- C. Front and rear weight jacks are allowed.
- D. Front sway bars must be stock type only with a maximum 1 ¼" diameter. It must be mounted on the chassis side, forward of the steering box.
- E. No rear sway bars.
- F. Shocks can be stock or a stock replacement type shock or a non-adjustable, non-rebuildable sealed steel shock. No remote canister shocks. There is a maximum of 1 shock per wheel and 4 per car. No bump-stops setups.
- G. Must have operating brakes on all 4 wheels.
- H. Maximum 8" wide steel wheels are allowed.
- I. All competitors must use standard, non-racing, D.O.T. 70, 75 or 78 series radial tires. Tires must be of the same size and series with the factory markings being visible. A tire with no markings will be disallowed. Track may disallow ANY tire brand/type from future use with notice.
- J. No chemical altering of tires. Driver and car will be disqualified, fined and/or suspended.

### **BUMPER/RUBRAILS**

- A. Front bumper can be made of square or round tubing and may begin with a factory bumper base. It may be inside or outside of a nose piece with bumper kept near the car. A hoop with uprights can be added above for protection and towing purposes. The bumper must be 16" off the ground and can be no wider than the middle of the tires.
- B. The rear bumper can be made of square or round tubing. A hoop with uprights can be added below for protection and towing purposes. Side hoops can be added from the rear bumper to the frame made of 1" round tubing for tire protection. The maximum outside width of complete rear bumper is 78" and must be inside the quarter panels.
- C. Rubrails must be inside of the body. Clear poly protection strips can be used on the outside body. No sharp edges on bumpers/rub rails.

Track has the final say on all rules and are subject to change.

### **2025 SPEEDROME STREET STOCK TRACK CHAMPIONSHIP**

- Details coming soon...

<b>2025 STREET STOCK FEATURE PAYOUTS</b>						
<b>POSITION</b>	<b>REGULAR</b>	<b>FIGURE 8</b>	<b>LUTTRELL MEMORIAL</b>	<b>EADS MEMORIAL</b>	<b>SHEEDY MEMORIAL</b>	<b>SIZEMORE MEMORIAL</b>
1	500	750	750	750	750	1000
2	275	400	400	400	400	500
3	225	300	300	300	300	350
4	175	275	275	275	275	300
5	150	250	250	250	250	275
6	125	225	225	225	225	250
7	115	200	200	200	200	225
8	110	175	175	175	175	200
9	105	150	150	150	150	175
10	100	125	125	125	125	150
<b>FIELD</b>	75 each	100 each	100 each	100 each	100 each	100 each