



Street Stock Rules 2022 -2024

THE RULES AND/OR SPECIFICATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL SPEEDWAY EVENTS, AND BY PARTICIPATING IN THESE EVENTS, ALL SPEEDWAY ENTRANTS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR SPECIFICATIONS. THEY ARE INTENDED AS A GUIDE FOR THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

NOTICE: Creative interpretation and/or anything that may not be covered by the following rules or racing procedures are the sole responsibility of the Driver. If a question should arise a Driver should inquire with a TPS/LRP Competition Inspector and/or Race Director before proceeding. Any decision on questionable items about rules and racing procedures is up to the Competition Inspector and/or Race Director and their decision is FINAL! Remember: It is the responsibility of the Driver to keep his/her car legal and follow all rules and racing procedures at all times. Infractions of technical rules of any kind may result in an additional weight penalty, forfeit qualifying, or not being able to compete until infraction is corrected. Penalty will be determined by a Competition Inspector and/or Race Director.

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1.0 ELIGIBILITY:

- 1.1** This division is limited to American manufactured autos from (1957 to 2022).
- 1.2** Jeeps, suburban's, convertibles, front wheel drives or two passenger sports model cars are NOT Permitted. No fiberglass or plastic bodies allowed. Five Star S2 Sportsman body or the equivalent AR body will be permitted.
- 1.3** The minimum allowed wheelbase is (108") with a maximum (1") tolerance. The wheelbase on all cars will be measured from the center of the front axle to the center of the rear axle.

2.0 BODIES:

- 2.1** All cars must have a steel or aluminum body and MUST be factory stock appearing, as if it were being shown on the dealer showroom floor. Fiberglass roof permitted.
- 2.2** All cars must have complete factory stock appearing hood/rear deck lid (with hood pins), bumpers, grills and roof in top quality condition.
- 2.3** Tires may not extend out beyond body sides.
- 2.4** After-market nose/tail pieces and 5 Star body panels will be permitted. AR bodies Street Stock Asphalt Camaro pn#1- 15015A, Mustang pn#2- 15015A and Challenger pn#3- 15015A, bodies permitted. Equivalent parts also available from Five Star may be used.
- 2.5** Roof height must be a minimum of (48") and will be checked (10") back from where windshield and roof meet.
- 2.6** Body quality and appearance will be rigidly inspected at all times!

3.0 FRAMES:

- 3.1** Frames must be stock, from the steering box to the rear shelf, as from the factory for year/make of chassis being used with the exception of fuel pump and oil pan clearance. (e.g. Metric chassis to metric chassis; Chevelle chassis to Chevelle chassis; etc.) Manufactured rear frame sections must be stock width for frame being used.
- 3.2** Main frame rails may be (X) for support, and rusted portions may be plated.
- 3.3** Frame height minimum (6") to be measured from the ground to the bottom of the entire main Frame rail. NO TOLERANCE!
- 3.4** Unibody frame cars must be factory for year/make/model car being used in front and back with one exception, front and rear frame sections may be tied together with tubing.

4.0 INTERIOR:

- 4.1** All upholstery fabric must be removed including back seat.
- 4.2** Doors may be gutted.
- 4.3** Due to the shortage of used cars, you can use aftermarket firewall and floor pan. That means only 20GA. steel is to be used in the construction of the firewall and floor pan. The drivers compartment may also be boxed in with 20GA STEEL ONLY.
- 4.4** All sheet metal to be a minimum of .020 gauge material.
- 4.5** After-market Throttle/Brake/Clutch pedals are highly recommended.

5.0 HOOD / REAR DECK LID:

- 5.1** Cannot be altered in any way, but inner panels may be removed.
- 5.2** Hood pins must be installed.

6.0 RUB RAILS:

- 6.1** Must be in centerline of car between front and rear tires. Must be secured to roll cage and be up against body and must not be larger than (2") wide and (1") thick. No sharp edges. No other bars outside of car allowed.

7.0 WINDSHIELD / MIRRORS:

- 7.1** Must have factory stock windshield made of clear glass or Lexan in good condition at all times.
- 7.2** If Lexan is used for window, a minimum of two 1" safety bars connected to roll cage inside of car behind windshield for support must be installed.
- 7.3** Back seat left & right side windows and rear window made of Lexan only will be permitted and recommended.
- 7.4** The use of any type of mirrors is prohibited.

8.0 SEAT:

- 8.1** Single front Aluminum racing seat mandatory, and must be securely fastened to cage. Seat back must be solidly fastened to cage member.
- 8.2** Containment Racing Seat Highly Recommended. If not a Seat mounted head, shoulder, and leg supports are strongly recommended.

9.0 ROLL CAGE:

- 9.1** Four point perimeter type roll bars required in all cars.
- 9.2** Minimum outside diameter (OD) is (1.75") and must have a wall thickness of (.095").
- 9.3** The top of cage should form a box and follow the contour of the windshield in front and rear.
- 9.4** Minimum (4) door bars are required on driver side.
- 9.5** Driver side door bars must be filled in with a (10) gauge steel door plate, with a minimum thickness of (.125"). Must be securely welded to the outside of the driver side door bar and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post. The metal plate is to stop anything from entering driver's area.
- 9.6** Front/Rear hoops are permitted.
- 9.7** ROLL CAGE INSTALLATION WILL BE RIGIDLY INSPECTED!

10.0 SPOILERS:

- 10.1** Rear spoiler maximum (6") high of material and no wider than the rear deck lid. All spoilers must be constructed of clear lexan or you will be asked to remove the spoiler.

11.0 ENGINES:

- 11.1** All engine blocks and heads must be stock UNMODIFIED production cast iron units.
- 11.2** NO ALUMINUM BLOCKS OR HEADS.
- 11.3** Engine size as follows: GM 350/Ford 351 (.060) overbore for cleanup, Mopar 360 maximum. NO (400cu.in.) blocks or strokers
- 11.4** Any cast iron, straight plug cylinder head is permitted. Guide plate and stud girdles are allowed. THE FOLLOWING ARE NOT PERMITTED: No Vortex Heads, Porting, Sanding, Polishing, Gasket matching, Roller Cams, Gear Drives, Oil Coolers or Dry Sump Systems.
- 11.5** Engine may not be set back farther than (#1) spark plug with the center of the left (driver) side upper ball joint. Engines must also be at 12 inches from the center line of the crankshaft to the ground.
- 11.6** No shaft mounted rockers.
- 11.7** All part numbers must be legible and unaltered.
- 11.8** CRATE OPTION*
602 sealed crate engines will be allowed a 100 lb weight break and a 1% left side weight break. 4 barrels are allowed for crate engines only. Four barrel must be a Holley 650cfm 4150 4bbl. Part#6-80541-1 only. No exceptions. Track officials reserve the right to tear down a crate motor exactly the same way they would a built motor. We will not be responsible for the costs incurred to “reseat” any crate engine. TPS and LRP also reserve the right to pulled and have engine dyno at track expense. If the engine comes back illegal, driver, car owner and car will face possible fines, suspensions and potential bans.

12.0 EXHAUST:

- 12.1** Use of under the car headers with a (1 5/8”) max. Diameter in size with a (3”) collector must be used.
- 12.2** No porting or polishing.
- 12.3** Exhaust pipes may be maximum (3” O. D.) and must exit out either side, behind the driver.
- 12.4** Cars may be required to install mufflers and pass a (.98) decibel test.
- 12.5** No “H”, “X” or two into one pipe.
- 12.6** No 180 degree or over the top headers are permitted.

13.0 CARBURETION / INTAKE:

- 13.1** Carburetor will be limited to (1) 500cfm Holley (#4412) unmodified (air horn must be intact) (2bbl carburetor) with stock size venturi diameter and throttle bore, and must pass a gauge test. NO HOLLEY 4412 HP CARBURETOR IS PERMITTED.
- 13.2** Stock Boosters Only! If carburetor adapter is to be used it cannot exceed (1”) thick.
- 13.3** Carburetor must have (2) throttle return springs hooked at (2) different point locations.
- 13.4** A throttle rod is required. No factory throttle cable assemblies allowed.
- 13.5** Toe-type return gas pedal mandatory.
- 13.6** Edelbrock part (#350-2101) intake manifold will be used for a GM engines. Ford engines as Follows: (289/302 engines Edelbrock #2121) and (Windsor 351 engine Edelbrock #2181 ONLY. IF USING ANY OTHER INTAKE, ADD 50# OF TOTAL WEIGHT AND SPECIFY TO TECH OFFICIALS IN ORIGINAL SAFETY INSPECTION AT THE BEGINNING OF THE 2022 SEASON
- 13.7** All part numbers must be legible and unaltered.
- 13.8** CRATE MOTOR* Holley 650cfm 4150 4bbl carburetor Part # 0-80541-1 will be the only permitted carburetor for the crate engine. Unmodified air horn must be intact with stock size venture diameter and throttle bore and must pass a gauge test for top and bottom of carburetor.

14.0 FUEL PUMP / FUEL LINES / FUEL CELL / FUEL:

- 14.1** Pump shall be standard type unit installed on engine only.
- 14.2** No electric fuel pumps or glass/plastic fuel filters.
- 14.3** Fuel line must run under car, and must be fastened to underbody or frame of car at no more than (24") intervals. It is recommended that rubber or plastic garden hose be used over metal Fuel lines, and be fastened down with pipe straps.
- 14.4** Fuel cell to be a Maximum (22) gallon commercial type cell bladder with foam insert, Required. Must be mounted in trunk area, in between frame rails, with bottom of fuel cell no lower than the bottom or rear-end center section.
- 14.5** Must use at least (2) two (1") wide straps to mount fuel cell.
- 14.6** Rear protection bars mandatory.
- 14.7** Only straight gasoline or racing fuel is permitted. NO NITRO, ALCOHOL OR NITROUS.

15.0 BATTERY / STARTER / IGNITION:

- 15.1** Battery may remain under the hood, or may be moved into the driver's compartment but must be mounted in a PLASTIC MARINE TYPE BOX in case of rollover.
- 15.2** Battery must be securely mounted down. NO RUBBER OR WIRE -TIE DOWNS!
- 15.3** Starter must be operable at all times and able to start and move car at all times.
- 15.4** HEI or single MSD ignition allowed

16.0 RADIATOR / CATCH CAN:

- 16.1** Any radiator allowed which will fit under stock hood without cutting, dimpling or altering stock fit hood. Must have an upper 180 digress fan shroud.
- 16.2** All cars must be equipped with a radiator overflow catch can.
- 16.3** NO ANTIFREEZE WILL BE PERMITTED. The use of antifreeze is prohibited and will result in a \$250 fine, immediate removal from the racing event. Car must be Re-inspection before allowed back on the track. (Same day or next participating race event).

17.0 OIL PAN:

- 17.1** Must have a minimum ground clearance of (4").
- 17.2** Oil pan may be replaced from stock but may not be modified so as to allow lowering of crankshaft centerline.
- 17.3** Optional (8) qt capacity oil pan permitted.
- 17.4** No Dry Sump System.

18.0 TRANSMISSION / CLUTCH:

- 18.1** Standard or automatic transmissions only.
- 18.2** A (360 deg.) steel blow proof bell housing is mandatory for standard transmission and a Metal Blanket for an automatic transmission.
- 18.3** Clutch must be standard (10") factory production type with pressure plate. NO SMALL CLUTCH, NO ALUMINUM PRESSURE PLATE OR FLYWHEELS, NO DOUBLE/TRIPLE DISC CLUTCHES OR 10,000-RPM CLUTCH.

- 18.4** No aluminum bell housing.
- 18.5** No machining of any kind on flywheel.
- 18.6** Automatic transmission must have a functional O.E.M. Torque Converter, with O.E.M. stall speed.
- 18.7** Steel flywheel only, with a minimum weight of (15) lbs.
- 18.8** Transmissions must have at least two forwards and one reverse gear.

19.0 REAR END / DRIVESHAFT:

- 19.1** Must be steel driveshaft, painted white. No exotic materials allowed.
- 19.2** Rear end upper and lower control arms must be steel, stock length, stock appearing and equal length on both sides. Mounted into a single, non-adjustable holes. No heim joints. Polyurethane or steel bushings permitted.
- 19.3** Four link suspension only. No 3 link or panhard bar set up.
- 19.4** Ford (9") rear end and /or floater permitted.
- 19.5** No quick change rear ends.
- 19.6** NO Aluminum driveshaft.
- 19.7** Driveshaft must have at least (1) driveshaft loop

20.0 FRONT / REAR SUSPENSION:

- 20.1** Must remain factory manufactured OEM, may use aftermarket ball joints
- 20.2** Upper tubular A-frames are permitted. No offset restrictions apply. Aftermarket non slotted upper A-frame mounts will be allowed.
- 20.3** Lower A-frames must be OEM.
- 20.4** No modifications to the lower A-frames or A-frame mounts will be permitted.
- 20.5** Front load bolts are permitted with a 50 lb weight penalty.
- 20.6** Sway bar must be stock style, one piece, no spline.
- 20.7** Rear load bolts or twist blocks permitted.
- 20.8** No coil binding.
- 20.9** Racing springs and spring rubbers permitted. Leaf springs must have the same number leaves on both sides. **SUSPENSIONS WILL BE RIGIDLY INSPECTED! ALL PART NUMBERS MUST BE LEGIBLE AND UNALTERED.**

21.0 SHOCKS / SPRINGS:

- 21.1** One steel shock per wheel. Shocks must be steel, economy type. May not be externally adjustable and may not be gas rechargeable.
- 21.2** Rear shocks must be in stock location with springs inside of the frame rails.
- 21.3** Schrader Valve, Coil over, and Coil over Eliminators are NOT PERMITTED.
- 21.4** Total racer cost of less than (\$175) per shock new per (Speedway Motors Catalog). Shock Rule to be strictly enforced.
- 21.5** Bump stop technology is NOT PERMITTED.
- 21.6** Minimum (5") diameter front and rear spring.

22.0 HUBS / SPINDLES:

- 22.1** Must be OEM spindle. No cross breeding of spindles permitted. (e.g.: GM to GM; Ford to Ford) or aftermarket 3- piece spindle part #91034501
- 22.2** Studs for wheels must be (5/8") diameter minimum.
- 22.3** No wide five's.

23.0 STEERING:

- 23.1** Must use stock steering box in stock location and have a minimum of (2) universal joints.
- 23.2** NO RACK AND PINION or CENTER STEERING!
- 23.3** Collapsible steering column highly recommended.
- 23.4** Must be stock center link for chassis being used.
- 23.5** Aftermarket tie rods will be permitted.
- 23.6** Idler Arm must be stock appearing and can be adjustable.

24.0 BRAKES:

- 24.1** Shall be factory stock hydraulic type brake, operating all four wheels at all times.
- 24.2** Brake inspection and/or test may be required at any time.
- 24.3** ALL NON-MECHANICAL TRACTION CONTROL DEVICES INTENDED FOR LIMITED WHEEL SLIP IS PROHIBITED. NO WIRING OF ANY TYPE PERMITTED TO FRONT/REAR WHEELS OR SUSPENSION.
- 24.4** Rear disc brakes are permitted.
- 24.5** Stock appearing steel calipers only.
- 24.6** Brake bias adjuster allowed.

25.0 TIRES / WHEELS:

- 25.1** Tires are to be mounted on a steel racing wheel with a maximum width of (8") measured from bead to bead, with a (15") diameter.
- 25.2** Wheel width of (77") will be measured from outside tire to outside tire front and rear.

26.0 WEIGHT:

- 26.1** All cars to weigh a minimum of 3200 lbs. with a maximum (56.0%) left side weight and (49.0%) rear. Crate cars which are to weigh 3100 lbs. with a maximum (57.0%) left side weight and (49.0%) rear weight.
- 26.2** All cars will be weighed with driver at any time to verify minimum weights.
- 26.3** All attached on weight MUST be securely fastened to the car and must be painted white with car number for identification.

27.0 PAINT / NUMBER:

- 27.1** Numbers must be painted on both sides and on the ROOF of car, readable from the right side, in minimum twenty-four (24") heights, with a four (4") stripe width in a color offering contrast to the color of car.
- 27.2** A four (4") number with the letter (SS) lettered in white or yellow located on the upper right side corner, (Passenger Side) of the windshield.
**** All cars must be Neatly Painted in appearance and lettering****

28.0 TRANSPONDER / RADIO:

- 28.1** Transponder is to be mounted behind the left rear tire.
- 28.2** The use of two-way communication is prohibited. Any communications between crew member and driver will result in complete disqualification.
- 28.3** A one-way receiving radio scanner locked to Frequency (469.5000) is MANDATORY and must be operational at all times

29.0 SAFETY EQUIPMENT:

- 29.1** All drivers must be protected at all times with a clean SFI or equivalent full fire driving suit, fire retardant gloves, shoes, quick-release lap belt, shoulder harness and headrest.
- 29.2** Hans, Hutchens or equivalent head and neck restraint is highly recommended.
- 29.3** A Snell-Rated helmet SA2015 or newer is required. Sticker must be visible and verifiable.
- 29.4** Harness and seat belts and are required to be five-point system with lower crotch belt (six point systems are recommended). Mounting attachment bar for shoulder harness must be at shoulder height of the driver and harness should not bend or change direction. Belt systems must be a minimum of (2") SFI approved units, dated within three years to date.
- 29.5** All cars must have a driver's side web style window net with a latch mechanism on the top front corner and must fall down alongside of the driver's door when released.
- 29.6** All cars must have a (2 ½) pound minimum B and C dry chemical fire extinguisher with gauge mounted within easy reach of the driver and in working order at all times.
- 29.7** An engine ignition kill switch must be mounted within the driver's reach and must be marked ON / OFF.

NOTICE / WARNING: All part numbers must be visible and unaltered. If part number is Not legible or has been altered in any way it will be determined to be illegal and not permitted for use. If any items are found to be illegal, TPS and LRP and/or its Track Officials reserve the right to confiscate any illegal parts.

REMEMBER: TPS/LRP and its officials reserve the right to change specifications/procedures/competition rules and add/or subtract cars to the field at any time. Those who sign-in and/or start in an event agree to be governed by these rules and by all decisions of the Speedway and its officials.