



# 2024 Street Stock Rules

The following rules are set as a guide, and are in no way a guarantee against injury or death to participants or others. If there are any concerns not covered in these rules, consider any alterations to be illegal, unless told otherwise by the tech inspector.

These are the 2024 rules. Officials do not care what you ran or where you ran it at in previous years, they only care that you built your car to these rules, and these rules only. Your car will be expected to conform to the rules to compete. All cars must go through tech before going onto the speedway.

## Safety:

Must have main power kill switch on roll bar behind driver seat in reach of safety crew. There are no exceptions. Cars must have a 4 point roll cage made of 1 1/2" tubing or larger. 1 3/4" recommended. No exhaust tubing. Must have all standard safety equipment: operable window net, 5-point racing harness (no older than 5 years of age), fire suit(Fire Suit must not have any holes or patches). Must have fully charged fire extinguisher, securely fastened with latch. Must have racing approved helmet. Fuel cell must be mounted in the trunk area. Must have a full windshield or lexan. All interior must be removed. All cars must have a window net and all batteries that are mounted in the driver compartment must have a steel strap over the battery and in an approved battery box. Racing seats are mandatory.

## Chassis/Suspension:

American made car – 108" Wheel base minimum. Wheel base must be STOCK for make and year of car. Front lower control arms must be in stock location. Stamped steel for make (Chevrolet to Chevrolet, Ford to Ford, Chrysler to Chrysler) front lower control arms only. No tubular type front lowers. Any cast iron spindle allowed. No fabricated spindles. Center link must be cast iron. Aftermarket idler arm and pitman arm ok. Steel heim joints and adjusting sleeves allowed in place of tie rod ends. Steel only! No aluminum. Rear control arm / leaf springs mounting holes must be near stock location on frame(vertical adjustment ok for lower control arm and leaf spring). Rear trailing arms must be steel (may be tubular and adjustable). Sway bar may be adjustable at lower control arms. No bigger than 1 1/4<sup>th</sup>. Springs may be racing type. Rear ends must have steel hubs with steel brake components. ALL rear ends MUST have steel tunes. Weight jacks allowed in front and rear.

## **NO CAMBERED REAR ENDS**

Minimum 6" frame height. NO Slip or True track type rear ends, must be locked or welded. Brakes may be disc – front and rear stock type – OEM calipers.

MUST BE CAST IRON, NO DUAL PISTON CALIPERS. Can have aftermarket pedals. Tubular upper control arms allowed. No bump stops.

Shocks must be steel bodied. Non-adjustable and no Schrader valves. \$225 claim + your shock.

## Body:

Must be stock appearing. May use aftermarket firewall and floor pan. Driver side may be boxed in with 20 GA Steel. Floor pan, firewall, and behind driver must be steel to center hump, remaining interior may be 40 GA aluminum. May slope from hump to passenger side door. Can use aftermarket front nose and rear bumper cover. May also run a 2010 & up Camaro, Challenger, & Mustang AR Muscle Series type template body on metric Monte Carlo 81-88 frame. No template "Late Model looking cars." Must look stock. Rear spoiler 4" CLEAR material only. Aluminum, steel and composite type body parts are OK!

## **Weight:**

Crate Engine cars = 3000 lbs. Ford/Chrysler Built Engines Cars= 3200 lbs.  
56% left side weight maximum. 49% rear weight maximum. All weights or any measurements are done with driver in car AFTER the feature. Weights must be painted white with your car number on them.

## **Transmission:**

Automatic or standard. Standard transmission must use a 10.5 single disc clutch with working pressure plate.

Must have steel blow proof bellhousing. Automatic must have O.E.M Torque converter with stock stall speed. Transmissions must have forward and reverse gear. Steel driveshafts only.

## **ALL Engine:**

Unaltered sealed GM crate engine #88958602. Must use HEI distributor that comes with 602 Crate Engine. No type of vacuum pumps on the engine. Track reserves the right to impound an engine at any time for evaluation and further tech. Track also may swap your engine for another if it deems that you may be at a mechanical advantage. Any engine that is found illegal will be forfeited to the track. Any illegal parts will also be forfeited. Anyone without Race One seals must have engine certified and sealed by Race One at your own expense. Repair and rebuilding must be done by Race One and resealed by Race One. Oil pan modifications only by Race One are allowed.

ANY TAMPERED ENGINES – MAY BE SUSPENDED, DQED, FINED, LOSS OF POINTS – OR  
ALL OF THE ABOVE– DRIVER AND OWNER **ALL ENGINES MUST BE SEALED BY RACE ONE!!**

**FORD/CHRYSLER CARS ARE ALLOWED TO RUN GM MOTOR**

**NO FORD/CHRYSLER MOTORS IN GM CARS**

**GM MOTORS MUST BE SEALED NO BUILT**

Built- Ford 351, Chrysler 340. Can Bore (.030). All Engines flat top pistons – stock cast iron block, stock cast iron heads, and stock intakes only. Headers allowed. No angle plug heads. Max valve size for all engines 2.02 intake – 1.64 exhaust, 1.5 rockers only. No roller cam. Hydraulic cams and lifters only. Pinning of rockers or screw in type Ok. No porting or polishing. No aftermarket distributors or ignition modules. May have steel engine mounts but remain factory motor height.

**Engine may be set to #1 spark plug at upper ball joint. Built or crate.**

## **Ignition System**

All crate cars 6200 rpm chip and built motor cars 6500 rpm chip. Must use MSD #8728 rev limiter. All chips will be sealed by track. All limiters must be mounted on the right side of the car under the hood. The wire must come straight from distributor to limiter box under the hood. Midvale Speedway reserves

the right to confiscate and/or replace limiter at any time. Anyone tampering with seals or modifying MSD rev limiters will be severely penalized.

**Carburetor:**

Carburetor claim \$675 + your carburetor. Stock 2 barrel or unmodified Holley #4412CT or below only and must fit go-no go gauge top and bottom. One inch adapter plate maximum. Must have choke plate horn. No Keith Dorton, Barry Grant, Hutter, etc. No nothing, except stock out of the box.

**Exhaust:**

Headers are permitted. No merging of left and right bank before collectors.

**Wheels:**

All wheels must be steel and can be 8" maximum, racing style. Any offset applies.

**Fuel:**

No E-85, Methanol, Nitrous or Exotic Fuels. Fuels will be tested to ethanol content.

**Tires:**

American Racer AR 970 only A minimum durometer reading will be in effect.

**Mirrors:**

1 – 5" MAX Spot Mirror (either side). If caught abusing the mirror you will be asked to remove it!!

**Radios:** Must have one-way radio-scanner-raceceiver 454.0000 - - - ANY one talking back to pit crew or officials will result in DQ! Must have a transponder located on the rear axle tube or on bottom of frame in line with axle tube. Any car that does not respond to radio communication for line up on restarts will be placed at the rear of the pack.

**Payoff:**

(14 Cars and Above)- 550, 350, 275, 250, 225, 200, 175, 160, 150, 120, 110 on back (13

Cars or

Less)- 500, 325, 275, 225, 200, 175, 150, 130, 120, 110, 100 on back

**The use of antifreeze will result in a \$100 fine.**

Anything not covered in these rules should be confirmed with a tech official. All concerns should be checked before completing car. The top 3 finishers are to report to tech after the completion of the feature, failure to do so will result in a disqualification.

**THE TECH CAN CHECK ANY CAR AT ANYTIME DURING THE RACE NIGHT AT HIS DISCRETION!!**

**ANY DRIVER OR CAR OWNER SUSPENDED FOR THE SEASON WILL  
IMMEDIATELY LOSE ALL POINTS FOR THE YEAR!!**

**THESE RULES MAY BE CHANGED BY TRACK**  
ALL RULES SUBJECT TO CHANGE TO EQUALIZE COMPETITION

**All Decisions Of Officials Are Final And Are Not Subject To Protest**