

# 2024 Street Stock Rules

Effective 12/20/22

Note: latest updates in blue



## 1) Car Body and Frame

Any stock, production American-made vehicle including Camaro, Firebird and Mustang. Pickups will be allowed

1. Trunk pan may be removed for fuel cell clearance. Aftermarket body panels are okay. Full OEM panels are okay. Can run aluminum body panels (Must be Stock Appearing).
2. Race ready minimum weight is **2950 lbs.** with driver.
3. Minimum wheelbase is 108 inches with ½" tolerance.
4. Frames or uni-body may be X-braced for safety and tied together straight.
5. Body panels may be cut out.
6. Original stock bumpers or IMCA style bumpers are required.
7. Tube rear clips will be allowed if pre-approved AKA 2"x3" square tubing on unibody.
8. Firewall and floor pan may be replaced with steel. Must have steel under driver and to the left of driver.
9. Spoiler maximum height is 6" of material and cannot exceed past body. Side panels of spoiler no taller than 8" tall. Maximum of 3 braces allowed. One each side and one in center.
10. Rear of car must be closed off. Must cover from top of trunk lid to top of bumper and must run fender to fender.
11. Mandatory pick up chains front and rear for wrecker hook up.

## 2) Chassis and Suspensions

1. 4-point roll cage with 3 driver side bars and 2 passenger side bars required above frame. DOWN TUBES MANDATORY!
2. Roll cage made of minimum 1 ½ inch tubing with minimum .095 wall thickness.
3. Driver side door plate mandatory. ⅛ in. minimum steel.
4. Front and rear weights jacks are allowed.
5. If weight jacks are used front and rear shocks may be relocated.
6. Lower control arms must remain in stock location. Can use Stock replacements and retain stock measurements.
7. No aftermarket spindles. IMCA replacement stock only. GM to GM and Ford to Ford only.
8. Upper a-frame tower may be drilled to allow lowering of A-frame control arm.
9. Aftermarket springs are allowed but must remain in stock location and top dead center.
10. No Chrysler Springs of any kind allowed.
11. Sway bar (if used) must remain in stock location and be OEM replacement.
12. Adjustable spring shackles and sliders are allowed; leaf springs must be in stock location.
13. Steel racing shocks allowed, re-building steel shocks, no Schrader valves.
14. Stock type master cylinder, after market racing master cylinder is allowed. Must have at least 3 working brakes. Right front rotor and caliper may be removed. Must use stock type steel rotors front and rear. No aluminum or composite rotors.
15. Rear disc brakes allowed.
16. Rub rails are okay. Panel rails allowed. Rub rails may not stick out further than outside edge of rear tire.
17. Brake bias control/adjuster allowed.
18. Quick steering is allowed.
19. Tube rear clips will be allowed if pre-approved. AKA 2x3 square. tubing on unibody.

## 3) Engine

1. Engine must remain in stock position. #1 spark plug may not be further back than the most forward ball joint.

2. All major components must remain in stock for type and year of engine.
3. Engine 360 cubic inch maximum.
4. 602 Crate Motor allowed. Must use unaltered sealed GM 602 crate engine with GM logo cap seals or may have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in automatic disqualification. 602 engines may run any 2 or 4 barrel carburetor. Carburetor must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed. Carburetor must have conventional "Holley-style" straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed. Willy's Equalizer Carburetor OK. May run 1" maximum carburetor spacer, .040" tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070" maximum thickness allowed. No polishing, grinding, or drilling of holes permitted. No paint or any other coating allowed. You will be allowed a 200 lb weight break with this option. (Must display CRATE stickers under the front roof post on both sides of the car).
5. Heads must be OEM cast iron, minimum of 62 cc. Aftermarket will be allowed with a minimum of 72 cc.
6. Maximum intake valve 2.02 Maximum exhausts valve 1.60.
7. No porting or polishing. No gasket matching.
8. No aluminum heads.
9. Flat top pistons with 2 or 4 valve relief.
10. Unmodified stock OEM cast iron 4-barrel intake manifolds are allowed.
11. Any aluminum 4-barrel intake manifolds are allowed. No sheet metal intakes allowed. 2-barrel intake manifolds will be allowed. You have the option to run up to a Holley 750 CFM 4-Barrel.
12. Marine cast iron manifolds are allowed on GM engines.
13. Porting, enlarging ports, port matching and floor or port polishing are not allowed. NO acid dipping.
14. Any solid or hydraulic cam.
15. 550 Cam Rule.
16. No roller cams are allowed.
17. Stock lifter bore only.
18. Any stud type rocker and rollers and stud girdles are allowed.
19. Any stock appearing rod, rod length restricted to 6.00" maximum and I-beam or H-beam. No aluminum rods allowed.
20. Crank shafts 48 lbs minimum. Stock 302 crank allowed.
21. No exhaust flow devices allowed such as cross pipes or H-pipes. Headers are allowed straight style and step style. Exhaust must remain dual, two mufflers one per header. Mufflers are required.
22. Stock or aluminum radiator allowed.
23. No antifreeze allowed.
24. Mandatory 1" inspection hole in oil pan.

#### 4) Transmission and Rear End

1. Stock automatic with stock torque converter or standard transmission allowed. No 5 or 6 speeds. No smaller than 10" torque converter.
2. Bert, Brenn, Falcon transmission and Mini Clutches allowed.
3. Minimum 10" steel clutch and flywheel for open motors.
4. Rear end in stock position 9" Ford allowed. Floater allowed.
5. Posi-trac or locked rear ends allowed.
6. Painted drive shaft required (white) with car number in black.
7. Drive shaft loops required.
8. Standard transmission with Blowproof Bellhousing.
9. 3 link with no traction control device and solid top link.
10. 3 link must use stock lower control arms.
11. Pan hard bars may not be shorter than 26 inches and must be solid, no springs or biscuit bars.
12. No J bars.

13. 4 link rear suspension, stock OEM or aftermarket nonadjustable upper trailing arms allowed as long as they match OEM length and bushing diameter. Lower control arms must be unaltered, OEM or OEM replacement with OEM rubber or nylon control arm or bushings only.

## 5) Wheels and Tires

1. Steel wheels only with maximum width of 8 inches.
2. Two (2) beadlock wheels allowed on right side only.
3. Wheels may have a maximum of 2 inch offset.
4. Aftermarket steel wheels allowed but limited to standard weight. No lightweight wheels allowed.
5. Maximum tire width allowed is 8 inches.
6. Hoosier G60 IMCA or American Racer 15KK704 – no penalty  
HOOSIER 500 OR AMERICAN RACER 500 allowed with a 50 lb weight penalty added to total overall weight.
7. Grooving and siping is the only tire modification allowed and no tire softener.
8. Any wheel spacer allowed.
9.  $\frac{3}{8}$ " wheel studs required.
10. No weight penalty for quick change rearends.

## 6) General

1. High back aluminum racing seat is required.
2. Seat belt and shoulder harness are MANDATORY and must be equipped with a single latch aircraft type release 5 point harness Mandatory. Must be 3 years old or newer
3. Battery box is mandatory.
4. Fuel cell mandatory. Fuel cell must be mounted in trunk and contained in metal can. FLAPPER VALVE (2009 mandatory).
5. Recommended, vehicle be equipped with a fully charged dry chemical fire extinguisher with gauge and be securely fastened and within easy access of race ready driver. Halon system is allowed.
6. Emergency kill switch must be easily accessible inside driver compartment.
7. Cotton Bowl Speedway will have final say on rules and interpretation of rules. All cars are subject to tech inspection at any time.

## 7) Protest Procedures

1. Protest must be in writing and filed with official within a reasonable time, at the discretion of officials, after feature race is completed, and must be specific in alleged violation to determine whether protest is allowed or rejected.
2. No protest of any type will be allowed after post-race inspection has been completed. One item per protest - per event – only.
3. Drivers may not protest more than one car per event.
4. Drivers may not protest another driver finishing in a position behind them.
5. Drivers may not protest same driver more than once per calendar year.

\$250 per component. \$50 of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest. If item being protested is found legal, \$200 will be awarded to protested driver.

If parts are found illegal, or if driver refuses to submit to protest, first infraction will result in forfeiture of all cash and contingencies, trophies and points earned in feature.

RULES SUBJECT TO CHANGE AS NECESSARY. CHECK EFFECTIVE DATE AT BOTTOM OF RULES.  
ALL DECISIONS ARE FINALIZED BY DIRECTOR OF TECH.