



STREET STOCK ALLIANCE 2025 SPECIFICATIONS & GUIDELINES

Please Read the General Rules for Procedures & Additional Information

Chassis/Base Weight:

- Cars must utilize street-type American chassis (1965 or newer). 105" min wheelbase.
- 3200 lbs. base weight minimum at all times, including after race with driver (no refueling after race). Max. left side weight is 57.0% at all times. Minimum weight must be 3100 lbs regardless of deductions.
- Races longer than 50 laps will have a 1lb per lap burn-off with a maximum of 25 lbs.
- Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Weight Jacks OK. **Ballast can only be mounted on the chassis, nothing can be mounted to or added to Rearend or Suspension parts**
- Leaf Spring cars: Must use a Leaf Spring Front Clip and must be complete** Must have prior tech approval for rear suspension chassis construction. 3 1/2" maximum lowering block. **Rear Spring shackle must be standard adjustable style. No weight jack style adjustable shackles.** Leaf Spring may not be mounted on top of axle tube. Maximum 56.0% left side weight and **must weight 3275 without any other weight breaks.**
- Roll cages must not be offset and must be perimeter type. The installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts. A min. of 3 windshield protection bars (min. 1/4" wide round stock) in front of driver are mandatory.
- No cage or body supports may run through the body or windshield.

Transmission:

- Standard Automatic transmissions w/ working torque converter or OEM manual transmission with min. 7.25" clutch. Factory cut gears only.
- Aftermarket transmission with a 7.25" ext. clutch may be used with 50-pound penalty.
- No Overdrives. Each gear must be at least 1.2 to 1 lower than the next gear.
- Side mounted linkage only.
- No direct drives. Conventional clutch mounted to fly wheel only will be permitted. No carbon fiber or nonstandard material clutches. No "slipper" or "centrifugal" clutches allowed.
- Transmissions must have working reverse gear. Drive shaft loop is required.

Suspension:

- No Bump-Stops or suspension travel limiting devices. No coil binding. Nose height must be a minimum of 4" at ALL times (untouched after race included).
- No aftermarket lower A-Frames (O. E. M. mounting towers only).
- No aftermarket or made for racing spindles Must be OEM style spindle.
- Standard aftermarket upper A-Frames may be used with no penalty. Standard aftermarket mounting towers may be used with no penalty. No slider adjustable mounting towers
- Factory or Adjustable (Heim) or non-adjustable aftermarket trailing arms may be used. Must have single, non-adjustable chassis mounting point only. Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other. Must be steel, non-adjustable and utilize bushings welded into the trailing arm. Lower trailing arms must be no longer than 22" and upper arms must be no longer than 11.5" (1" tolerance on both without weigh penalty. 50lbs per inch over tolerance weight penalty)
- No 3-Link or Panhard Bar set ups (even if they were stock for chassis).
- One shock per wheel.** Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable. SHOCKS MUST ALSO BE ON THE SERIES APPROVED LIST TO BE LEGAL. Economy Shock Package Deduct 75 lbs.
- Ford 9-inch rear ends OK. Rear Ends must be locked & utilize a spool, welded spider gears or an axle "plug" extension to lock the rear end. Cambered rear ends are not allowed without weight penalty. No Quick-change rear ends. Rear axles must be the same diameter.
- Coil Spring Max Diameter Permitted: Front .860, Rear .650.
- Max. 78" tread width from outside to outside of tire at spindle height.
- Stock-type, **steel** brake calipers only. Caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all 4 wheels. No electric shut-offs.
- Stock-type sway bars only. Maximum 1.25" diameter and must be mounted on the chassis side, forward of the steering box.
- Maximum 8" wide steel wheels only. No Bleeders. No electric brake fans.
- The 15" Hoosier Comanche is the standard spec tire for this division. No Soaking or altering tires in any way. No siping.

Engine:

- Engine must be cast iron (block & heads). No Dry Sumps. Aluminum Intake allowed.
- Roller Cams/Lifters are allowed with a maximum seat pressure of 150 lbs. Higher seat pressure may compete with a 50 lb penalty.
- Heads must be standard valve angle. NO shaft mounted rockers.
- Headers may be used with NO PENALTY (no 180's or over the top headers).
- Economy Engine Package: Under 365 c.i. with max compression of 10.5 to 1, Valve Spring

- Pressure can't exceed 100 lbs closed & 270 lbs open, 1:5 roller rockers max ratio & max rpm of 7000 rpm deduct 100 lbs on 1/2 mile or larger tracks -LOR Excluded On Tracks 1/2 mile or larger (excluding LOR), engines over 412 c.i. must **add 50 lbs.**
- Teams must utilize an approved RPM limiter for any package with rpm limits.
- Teams may use the 602 or 604 Chevrolet Crate engine in the original, unaltered form with the original, unaltered seals from Chevrolet. These engines cannot be re-built or blueprinted. Teams using a 604 engine may deduct 50 lbs on 1/2 mile tracks (excluding LOR). Team using the 602 engine package may deduct 50 lbs of total weight and 100 lbs on 1/2 mile tracks (excluding LOR) and may run 58% max left side weight.
- Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joint.
- Exhaust must exit behind the driver & beneath the car or under the frame. Muffler required at Nashville, Max 99 db's measured at 100'.
- Starters must be mounted in stock location.
- 2 or 4-barrel carburetors only. No Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets. Venturis must be round. No oval venturis.

Body:

- No compact or sub compact bodies. Standard Chevella, Nova, Monte Carlo, Regal, and Cutlass bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines must get prior approval before racing.
- An aftermarket firewall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
- Cars must have factory steel roof (A,B,C pillars considered part of the roof) and factory upper portion of rear 1/4 panels. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis and engines (Body Excluded). Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance. No "Dirt Style" bodies or components allowed. No 2008 and newer Challengers, nor 2010 and newer Camaros, nor 2005 and newer Mustangs...without a weight penalty. The '88 Monte Carlo body is currently the industry standard. Any body perceived to be more aerodynamic will be assessed a weight penalty.
- The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening.
- Body dimension sheet details additional body rules. Max body width is 79 1/2" and must be centered on track width.
- Fiberglass or Aluminum hoods may be used without a penalty. They must not be flat and must have detail lines and appear stock.
- Aftermarket front and rear bumper covers must cover all bumpers, and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections). Front & Rear covers must match body year if available for body used.
- Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled. Horizontal center line of front bumper/cover must have a minimum height of 16 inches.
- Rooflines must have stock appearance ("Chopped Roofs" may result in penalty).
- Side windows may go no further back than 6" from the corner of the A-Post and must go straight up at a 90-degree angle from the door. Window openings on both sides of car must be minimum of 14.5" in vertical height.
- Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
- Minimum roof height with standard roof rake is 50 inches.
- No spoilers allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty.
- Rub rails may only be used if they are polycarbonate.
- No under car panning. No metal below frame rails. No redirecting of air under the car. No body parts or add on pieces to direct air anywhere on the car.

Additional Rules:

- A fuel cell is mandatory and cannot exceed 22-gallon capacity. Fuel line must be standard in its size and length. Fuel cell must have a minimum of ten inches (10") ground clearance. OBERG, SRI or similar Vacuum Style fuel shut-off required. Must be mounted at the point that fuel exits the fuel cell.
- A collapsible steering column is **REQUIRED IN 2025.**
- Built-in air jacks are not allowed.
- No Carbon Fiber use of any kind, other than personal safety devices.
- Radios are allowed but not required, with 2-way communication. One spotter must be in the designated area during the race.
- Officials may change any of the rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks encourage local participation. See track / series rules for additional safety rules.