

## **2025 Owosso Speedway Street Stock Rules**

**NOTE:** OWOSSO SPEEDWAY DOES NOT EXPRESS OR IMPLY ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO THE CONDUCT OF THIS SPORT. AND IS NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL. THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN IT'S APPROVED. ANY INFRACTIONS OF THE RULES MAY RESULT IN A WEIGHT PENALTY (FOR THAT EVENT) OR NOT BEING ABLE TO COMPETE ENTIRELY. ALL IDENTIFIED RULE INFRACTIONS MUST BE RESOLVED PRIOR TO FOLLOWING EVENT (NO ON-GOING WEIGHT PENALTY SUBSTITUTE)

**Please Note:** It is the driver's responsibility to look over and/or upgrade all personal safety equipment. It is highly recommended that all safety equipment meets the SNELL 2015 or **better** rating and be SFI/1 approved. It is the driver's responsibility to read through these rules thoroughly and understand them.

**A type of neck collar is mandatory. Seat belt minimum is 3" if a conventional type neck collar is being used. if a HANS device or similar head and neck restraint is being used where the seat belt shoulder straps go over the platform of the head and neck restraint you will be allowed the use of a 3/2/3/ seat belt system which consist of 2" shoulder straps that pass over the head & neck restraint platform all other belts are 3" seat belts can be used up to maximum age of 5 years. Seat belts must be in good condition and free of cuts or tears, grinder marks, weld splatter, melted areas, extremely sun faded or areas that are rough and extremely weathered. If any of the poor conditions are visible with your seat belts they will not be allowed for use.**

1. Base Weight
  - a. Base weight for qualifying or pre-race in 3100 pounds including the driver. Base weight of 3100 pounds can change pending an allowed weight deduction or required weight addition from within these rules.
  - b. 58% left side weight (cannot be 59%)
2. Tires
  - a. 8" steel wheels and 1" lug nuts are required. Lug stud threads must be visible outside the lug nut or you will not race.
  - b. Hoosier F70 series tires ONLY
  - c. Tires MUST be significantly powdered inside with baby powder. Zero tolerance. No powder will result in a disqualification.
  - d. No softening, soaking, conditioning, siping, or grooving of tires will be permitted. This WILL be enforced (See Owosso Speedway Tire Policy)
3. Frame

- a. The Minimum wheelbase is 105” rear wheel drive, stock originated frame. No fabricated main frame or constructed chassis of any kind.
  - b. Minimum frame height from ground will be 4” and can be checked before qualifying, pre- or post-race, with or without driver.
  - c. Stock OEM style steering gear box. No rack and pinion steering components.
  - d. Maximum overall tread width 78” outside of tire to outside of tire. For 2025 we will start use of the Referee tool for measuring tread width at center of wheel, referencing a number on the Referee allowing the same overall tread width allowed in 2024.
  - e. Main frame must be of a stock originating type. The front and rear clips, or front and rear frame sections, must be connected with side frame rails and remain of a stock originating type frame from the front horns where steering box mounts to the rear axle centerline
  - f. Stock originated front lower control arms and lower control arm frame brackets must be of a stock originated part. Lower control arms are allowed made for racing ball joints, steel, moonball or urethane bushings, etc. The lower control arm frame brackets must be a stock originated bracket and nonadjustable. If holes were moved on lower control arm frame brackets a washer must be welded in a fixed position allowing no adjustment.
4. Shocks and Suspension
- a. No bump stops, bump springs, or travel limiting of any kind, internal or external of shock or attached to suspension/chassis
  - b. Rear trailing arms can be OEM or threaded trailing arm tubes with heim ends that allows for length adjustments.
  - c. A stock originated type rear crossmember for rear springs and upper trailing arms, the mounting holes for upper trailing arms are allowed to be adjustable. Crossmember can be trimmed for driveshaft clearance. No tube type fabricated rear crossmember for rear springs or upper trailing arms.
  - d. All remaining suspension parts should be of stock originating part, excluding front shock mounts which can be mounted outboard and front upper control arm brackets.
  - e. Rear springs and shocks must be in location similar to stock
  - f. Heim ends are allowed on shock ends, rear trailing arms and in place of front tie rod ends.
  - g. Stock style sway bars. Threaded adjusters on lower control arms is allowed.
  - h. Front and rear load bolts (screw jacks) are allowed
  - i. Aftermarket tubular upper A-frames are allowed.

- j. Lower control arms can have stock style ball joints, take apart or made for racing ball joints.
  - k. Upper A-Frame mounts may be modified and does not have to be a stock originated type bracket.
  - l. All shocks will be steel and NON-ADJUSTABLE, a steel take apart shock that allows for rebuilding only will be allowed. No bump stops, no bump springs, or travel limiting devices internal or external of the shock, suspension, or chassis. Shock shaft must compress into shock body leaving no room for a travel limiting device that manipulated travel of any type. Owosso Speedway tech reserves the right to use a third party shock tech to examine shocks internally.
  - m. No canister shocks
  - n. No Schrader valves that allow quick access to change the shock with nitrogen.
  - o. No coil binding. No stacked springs.
  - p. Shocks will be of a nationally advertised shock. Shock shaft must compress into shock body leaving no room for a travel limiting device.
  - q. No three-link suspension. No panhard bar. No Watts Linkage. No J hook style rear suspension.
  - r. No tubular front spindles, steel or aluminum. Cast spindles only (clarification on tubular spindle). No tube steel fabricated front spindle body, no hollow spindle pin, OEM style solid pins only. Adapters over solid OEM style solid pin will be allowed to accept different size bearings.
5. Engine/Drivetrain/Exhaust
- a. Engine must be stock appearing. All cast iron block and heads, 23\* for Chevrolet 20\* for Ford. Other types/makes cylinder heads for a manufacturer not listed please contact tech official for approval. Hydraulic, flat tappet, or roller cams are allowed.
  - b. Cast iron or aluminum intake manifold allowed.
  - c. Cast iron exhaust manifolds or headers are allowed.
    - i. Exhaust sizes allowed: 3 1/2" exhaust pipe from header to muffler.
    - ii. Muffler exit/tail pipe options:
      - 1. 2-3" exhaust exit pipe
      - 2. 2-3 1/2" exhaust exit pipes
      - 3. Single 4" or 5" exhaust exit pipe
  - d. Carburetor Options:
    - i. 1 box stock 4412 2 barrel carburetor can be used, no weight deduction

- ii. 1 4 barrel carburetor, car must weight 3100 pounds
    - 1. Your base weight must be written on upper right hand portion of windshield.
  - e. Maximum 1” thick carb adapter/spacer only welded or bolted. If your carb spacer is welded to your intake that is your allowed carb spacer. You will not be allowed to bolt another carb spacer on the intake.
  - f. HEI style ignition or MSD Ignition box and distributor are allowed
  - g. Distributor: No magnetos, MSD distributors allowed with only 1 pick up wired for use.
  - h. MSD distributor box/ignition box will be allowed not exceeding the listed options: A RPM module/push in pill for RPM rev limited or a maximum of 3 dials on the MSD ignition box to adjust, start, retard, or RPM rev limited (examples MSD Part # 6425, 6427, 6428).
  - i. MSD Ultra 6AL series distributor boxes (with Bluetooth wireless connectivity or control via MSD mobile app) not allowed.
  - j. No traction control devices.
  - k. No cell phones, smart watches, Bluetooth devices, etc. in the car or with driver. This will be a disqualification.
  - l. OEM automatic transmission with a converter or manual transmission with an external clutch are allowed at a 50lb weight deduction. Inexpensive racing transmissions are allowed (see below):
    - i. Bert, Brinn, Falcon, made for racing automatic transmission with no converter, etc. will run at a minimum weight of 3100lbs.
    - ii. High end racing transmissions designed for shifting on restarts will NOT be allowed. Example: Richmond, Roltek, Rankin, Tex, ETG, Hightower, Magnus, etc.
  - m. OEM type rear ends only. 9” Ford rear axle housing assembly is allowed with a four link or leaf spring mounts. No three-link suspension, no panhard bar, no watts link, no J hook style rear suspensions.
  - n. No quick-change rear ends, no aluminum rear end components of any kind.
  - o. No cambered snouts, no crowned or rounded axle spline ends.
6. Brakes
- a. Aftermarket brake pedals and master cylinders are allowed.
  - b. Aftermarket brake calipers are allowed
7. Cockpit
- a. A full floorboard and front firewall from a stock originated or fabricated firewall/footbox will be allowed

- b. If a fabricated footbox is utilized, it must have sides and bottom that are a minimum thickness of 1/8" or 11 gauge steel for footbox/foot and leg area. Minimum 18 gauge sheet metal for remainder of firewall and floor pan
- c. The passenger side interior will remain low next to the driver. The interior can gradually increase in height angling up to the right side. No high flat interior or fully enclosed interior around driver compartment.
- d. An aftermarket throttle pedal is highly recommended.
- e. No in cockpit adjustments of any kind, except brake bias adjuster.
- f. All pedals will be in a similar to stock location and the driver will be seated in a relatively stock location.
- g. Electronics: No cell phones, radios, smart phones, smart watches, laptop computers or tablets allowed in vehicle or with driver and will be an automatic disqualification. Receivers only allowed in race vehicle and MUST be operational.
- h.

#### 8. Fuel Cell

- a. Fuel cells are mandatory with an 8" minimum ground clearance.
- b. A fuel cell guard behind the cell with two braces is required.
- c. Plating of frame around the fuel cell is allowed.
- d. A plate guard in front of the fuel cell is suggested.
- e. An Oberg style fuel check valve or manual fuel shut off valve in fuel line is highly recommended.

#### 9. Body

- a. All cars must represent a stock originated body design. The industry standard is commonly the 1988 Monte Carlo body and most used, the Chevelle, Nova, Regal, Cutlass, etc. are also allowed, as well as Ford/Dodge counterparts. Anything that does not fit within these rules would need prior approval to race and confirm your weight penalty before showing up to race and expecting to be legal.
- b. Front and rear bumper covers will be attached to front fenders and rear quarter panels to resemble a stock originated type body for the specific make your car represents. No bottom feed air boxes for radiator. Must pull air from the front of the bumper and cannot have both front feed and bottom feed. Front only.
- c. All cars will be allowed 6" x 60" flat spoiler centered on the decklid. Spoiler must be made of clear material. 1/8" minimum Lexan only. No Plexiglass.

- d. Rear decklid height 37” maximum height, measured from ground to the highest point top of decklid at the furthest rear part of the actual decklid. We will not measure to a part that has been added to the decklid.
- e. All Street Stocks will retain windshield posts of steel or fiberglass and similar in design to a stock appearing body.
- f. Roof Height: There was no roof height noted in 2024 rules. We will periodically measure roof height in 2025 to establish a fair roof height for the 2026 Street Stock rules.
- g. No wrap around windshields of any kind.
- h. Steel, OEM or aftermarket bodies installed should represent a similar angle or rake of the body make your car represents, a hood filler panel with a hood lip will be allowed.
- i. Weight penalties can be assessed at the decision of tech official, for bodies built or used from aftermarket suppliers that do not resemble the body make or manufacturer your race car represents.
- j. No mixing and matching of car bodies from front to rear. Body must be all Ford, or All Chevy of same make and model, etc.
- k. Body panels must be used as supplied from manufacturer OEM or aftermarket, unaltered so it does not create aero or downforce advantage. Patches and repairs should not add aero or downforce advantage. Exceptions would be trimming wheel well openings for tire clearance, trimming front or rear edges for fitting and installation of trimming pinch weld areas to simplify mounting of OEM steel panels.
- l. Body panels, fenders, doors, rockers, quarter panels, nose piece, rear bumper cover must be 4” off the ground at static ride height, with or without the driver.
- m. Rub rails are allowed. Lexan type or 1” square tube. No solid 1” square, no filling of run rail tube with ballast. Square tube ends must be angle cut, capped and welded shut. Fasteners for square tube must be smooth like a carriage bolt. Rivets can be used for Lexan style.
- n. Lexan windshields must be 1/8” Lexan minimum with 3 bars or supports behind windshield to protect driver. Plexiglass windshield will not be allowed.
- o. Opera windows area and rear window can be covered. Lexan only. No Plexiglass.
- p. Fiberglass ABC template, aftermarket, and new design Camaro bodies will be allowed to compete in 2025 with approval of track officials and adding a minimum of 100lbs. 2025 will be the last year the fiberglass ABC template and fiberglass new design Camaro bodies will be allowed.



- q. Any race car body attempting to compete in the Owosso Speedway Street Stock class and being far outside the body rules, for obvious reasons could be allowed to compete ONLY if approved by Owosso Speedway tech officials and will be assessed weight penalties to be determined by Owosso Speedway tech officials.

#### 10. Conduct or Behavior Zero Tolerance

Owosso Speedway officials have a zero-tolerance policy for unnecessary events that take place anywhere on Owosso Speedway property, on track or in the pits, such as but not limited to:

- a. Arguments.
- b. Unnecessary behavior of any kind.
- c. Intentional / Aggressive contact between cars on track, during a caution will not be tolerated, the driver or driver's intentionally making contact with another race car under caution will receive the black flag, you will not be scored & sent to their pits.
- d. Vulgar language.
- e. Threatening other racers, teams, help or family.
- f. Going to another race teams pit to argue.
- g. Unnecessary speed in pits with your race car.
- h. Bumping others race cars with your race car in pits expressing your anger.
- i. Unnecessary actions toward Owosso Speedway officials, about tech decisions or on track decisions.
- j. DRINKING OF ALCOHOL IN PITS BEFORE RACE NIGHT IS FINISHED, AUTOMATIC DQ
- k. If security is called, fines, penalties or discipline is to the discretion of Owosso speedway officials.
- l. If argument or unnecessary actions continue, fines, penalties or discipline is once again, to the discretion of Owosso speedway officials.

#### 11. OWOSSO SPEEDWAY RACE TIRE POLICY & INSPECTION PROCEDURE

- a. Tire tampering to soften or enhance tire performance, will carry strict penalties.
- b. All tires in competition at Owosso Speedway will be significantly internally powdered, no powder is a disqualification for the night. (ZERO TOLERANCE)
- c. Tire tampering rules apply to ALL tires in the pits, on the car, in the trailer, in the hauler, ETC.
- d. All Tires may be checked at any time.
- e. Punishment for tire tampering will be at the discretion of Speedway officials.

- f. Any team that uses a tire other than the listed & approved tire for their class from their rules will automatically receive a 2nd offence for tire tampering.
  - g. No softening, soaking, conditioning, siping, grooving, to enhance performance of race tires.
12. Testing procedure for race tires is as follows:
- a. Tire(s) will be collected after the feature event.
  - b. Tire(s) will be cleaned in the area officials choose; cleaning will be done by the team with the teams own cleaning tool's.
  - c. Cleaned tire inspection area will be heated with heat gun, to the temp of approx. 200\* Fahrenheit & then checked with a durometer.
  - d. If a tire durometers reading is at a range out of the spectrum from the other competitor's durometer readings, tire or tires will be taken and sample sent to Blue Ridge laboratory for testing.
  - e. When tire samples are sent to the lab, all winnings and points will be frozen until results are received
  - f. If final lab results produce a failed sample inspection, no winnings or points will be awarded & the team will receive their discipline for tire tampering.
  - g. If final lab results produce a clean un-failed tire sample inspection, upon receiving cleared inspection results from laboratory, all winnings held will be awarded.
  - h. Tire Samples will be put in an evidence vial per Blue Ridge Laboratories Inc. & then sealed in an evidence bag and sent to: Blue Ridge Laboratories Inc., 2766 Blue Creek Road, Lenoir, NC 28645,(828) 729-2179.
  - i. Owoosso Speedway will not be liable for or replace any tires that test samples are taken from regardless of the test results.

\*THE ABSENCE OF A PARTICULAR RULE DOES NOT SUBSTANTIATE ITS APPROVED FOR COMPETITION\*

“OWOSSO SPPEEDWAY OFFICIALS, DECISION IS FINAL ON ALL RULES & DECISIONS”

\* RULE INFRACTIONS PER CLASS OR GENERAL RULES.

\* OCCURANCES ON TRACK OR IN PITS.

\* NOT OBEYING THE DIRECTION OF RACE CONTRIOL.

“NO DECISION WILL BE APPEALED OR REVERSED” ARGUMENTS WILL NOT BE TOLERATED!!



\*Owosso Speedway Reserves the right to Revise Rules for Issues Not Foreseen with This Rule Package.

\*Owosso Speedway Reserves the Right to Retain A 3RD Party inspector or company To Examine Any Part of The Race car or part In Question.

\*Questions on rules; call or text or email

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