



2024 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 rating and be SFI/1 approved. It is the driver's responsibility to read through these rules thoroughly and understand them. You will see that these rules are nearly exactly the same rules as the Michiana State Line Racing Association rules, with variations allowed for leaf spring cars.

1. Base Weight

- A. The minimum weight before qualifying or any race is 3100 pounds including the driver (stock steel /OEM all steel body matching wheelbase of car #3000lb) 58% left side weight.

2. Tires

- A. 8" steel wheels and 1" lug nuts are required.
- B. Hoosier F70 Series tires only.
- C. Tires must be powdered inside with baby powder. Zero tolerance, no powder is immediate D.Q.
- D. No softening, soaking, conditioning, siping, or grooving of tires.
- E. NO SOAKING OF TIRES WILL BE STRICTLY ENFORCED. (This rule applies to ALL tires in the pits, on the car, in the trailer or hauler, ALL tires). Tires may be checked at any time.
 - 1. 1st soaking violation results in a 4-week suspension and a \$500 Fine. Loss of points to date for season.
 - 2. 2nd soaking violation results in a season long suspension and a \$1000 fine. Loss of points to date for season.

Methodology for testing tires is as follows:

Tires will be collected after the feature event. Tires will be cleaned at inspection area by clean abrasive tool. The tire surface will be heated with an electric heat gun to the temp of 200* Fahrenheit. If upon inspection from that point, tire durometers at a range of 49 or less, or is out of the spectrum of the norm of the parameter, the tire will be confiscated and sent for laboratory testing. Winnings and points will be frozen upon failed inspection period. Winnings will be awarded upon cleared inspection from laboratory. If the tire tests above 49 winnings will be paid immediately, and points awarded (provided all other tech inspections pass for event) all tires sold at Owosso Speedway / Birch Run Speedway are to be powdered prior to mounting.

3. Frame

- A. The minimum wheelbase is 105" rear wheel drive, stock OEM frames only. No fabricated main frame chassis of any kind.
- B. Minimum frame height off the ground will be 4" which can be checked before qualifying or any race.
- C. Stock OEM style gearbox. NO rack and pinion steering components.
- D. Maximum overall tread width 78" outside of tire to outside of tire at spindle centerline with tread width measuring tool / Referee Gauge
- E. Main Frame must be of a stock OEM originating type, the front & rear "clips" or front & rear frame sections must be connected with side frame rails & remain of a OEM originating type to rear axle centerline.

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 or chassis.
- B. Rear trailing arms can be OEM or manufactured type replacement that allows for length adjustments with a stock originating type of mounting bracket.
- C. All remaining suspension parts should be of stock originating type, excluding the front shocks which can be mounted outboard.
- D. Rear springs and shocks must be in similar to stock location.
- E. Heim ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends.
- F. Stock style sway bars. Threaded adjustments on the A-frame are allowed.
- G. Rear and/or front load bolts (screw jacks) are allowed.
- H. Aftermarket tubular upper A-frames are allowed.
- I. A-frames can have stock style ball joints or Take apart or rebuildable style ball joint is allowed.
- J. Upper A-frame mounts may be modified.
- K. 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 limiter or device that manipulates travel of any type. Owosso Speedway tech reserve the right to use a 3rd party shock tech to examine shocks internally.
- L. NO canister shocks.
- M. NO Schrader valves that allow quick access to charge the shock with nitrogen.
- N. NO coil binding.
- O. Shocks will be of a nationally advertised shock; shock shaft must compress into shock body leaving no room for a travel limiting device.
- P. NO three-link suspension, NO PANHARD, WATTS LINK, J hook style rear suspension.
- Q. 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. Engines/Drivetrain

- A. Engines must be stock appearing, all cast iron block and 23* heads in stock location. Any cam allowed due to parts scarcity.
- B. Cast iron or aluminum intake manifold, cast iron exhaust manifolds or headers are allowed.
- C. 3" maximum exhaust tubing.
- D. Carburetor Options
 - 1. 1 box stock 4412 2-barrel carburetor, you may run at 100 lb. reduced weight of 3000lbs.
 - 2. 1 Holley 4-barrel carburetor, car must weigh minimum of 3100lbs (your base weight must be written on the upper right hand portion of your windshield).
- E. Maximum 1" thick carb adapter/spacer, 1 carb spacer only welded or bolted, if you have a carb spacer 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 and distributor allowed (non- programmable).

- G. OEM automatic transmission with a converter or manual transmission with an external clutch are allowed at a 50 lb. weight reduction, inexpensive racing transmissions are allowed.
Example: Bert, Brinn, falcon, made for racing automatic trans with no converter, ETC. will run at a minimum weight of 3100 lbs. High dollar racing transmissions designed for shifting on restarts will not be allowed for example Richmond, Roltek, Rankin, Tex, Etc, Hightower, ETC.
- H. Stock style OEM rear ends only, four link or leaf spring suspension, 9" Ford is allowed with a four link or leaf spring mounts.
- I. NO quick-change rear ends, no aluminum rear end components of any kind.
- J. 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. The full floorboard and front firewall may remain stock or can be fabricated.
- B. If a fabricated foot box is utilized, it must have sides and bottom that are a minimum thickness of 1/8" steel for foot box area. No thin gauge sheet metal for foot box area will be allowed.
- C. The passenger side sheet metal/floorboard 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 closed in 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.

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 in the fuel line is suggested.

9. Body

- A. All cars must represent a stock type originating body design. (Cars claiming base weight 3000 lbs. for stock sheet metal must have OEM style steel roof, quarter panels, doors, fenders, hood, decklid)
- B. front & rear bumper covers will be attached to front fenders & rear quarter panels to resemble a stock type body of the specific make your car represents.
- C. all cars will be allowed 6"X60" flat spoiler centered. Spoiler must be made of clear material. "Lexan only no Plexiglas"
- D. All Street stocks will retain windshield posts of steel or fiberglass & similar in design to a stock appearing body.
- E. No wrap around windshields of any kind.
- F. Steel, OEM or aftermarket bodies installed, should represent a similar angle or rake of the body make your car represents at static ride height, a hood filler panel with a hood lip will be allowed.
- G. 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 manufacture your race car represents.
- H. No mixing or matching of car bodies from front to rear, body must be all ford or all Chevy of same make & model etc.
- I. body panels must be used as supplied from manufacture OEM or aftermarket, unaltered so it does not create aero or downforce advantage, patches & repairs should not add aero or downforce advantage. (Exemptions would be trimming wheel well openings for tire clearance, trimming front or rear edges for fitting & installation or trimming pinch weld areas to simplify mounting of OEM steel panels.
- J. Body panels, fenders, doors, rockers, qtr. panels, nose piece, rear bumper cover, must be 4" off the ground at static ride height.

- K. Rub rails are allowed, Lexan type or 1" square tube, no filling of rub rail tube with ballast, square tube ends must be angle cut, capped & welded shut, fasteners for square tube must be smooth like a carriage bolt, rivets can be used for Lexan style.
- L. Lexan windshield is mandatory, 1/8" Lexan is recommended, 3 bars behind windshield to protect driver is recommended.
- M. Opera windows area can be covered, only the opera window opening. (Lexan only no glass or Plexiglas)
- N. ABC Template, aftermarket and new design Camaro bodies will be allowed to compete with approval of track officials add 100 Pounds, all steel bodies excluded from body weight penalty, refer to base weight rule.
- O. Any race car body attempting to compete in the Owosso Speedway Street Stock class & being far outside the body rules, may be allowed to compete but only if approved by Owosso Speedway tech officials and could be assessed weight penalties to be determined by Owosso Speedway tech officials.

10. Conduct or Behavior Zero Tolerance

- A. Owosso Speedway officials have a Zero-Tolerance policy for all unnecessary events that take place anywhere on Owosso Speedway property such as but not limited to:
 - 1. Arguments
 - 2. Unnecessary behavior of any kind
 - 3. Vulgar language
 - 4. Threatening other racers teams, help or family.
 - 5. Going to another race teams pit to argue.
 - 6. Unnecessary speed in pits with your race car.
 - 7. Bumping others race cars with your race car in pits expressing your anger.
 - 8. Unnecessary actions toward Owosso Speedway officials, about tech decisions or on track decisions.
- B. At the point security is called, you will receive your 1st week suspension & loss of all winnings for that night.
- C. If argument or unnecessary actions continue the suspension will continue to multiply, 2 weeks, 3 weeks, 4 weeks, after 4 weeks there will be a meeting with Owosso Speedway officials to determine your suspension or when you will be allowed back to Owosso Speedway.

Email tech questions to tech@owosso Speedway.com

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.**