



2025

STREET STOCK RULEBOOK

- A. Limited to American cars only. No compacts or convertibles.
- B. Outside appearance must be stock appearing.
- C. All glass and flammable material must be removed.
- D. Headlights, Taillights, and wheel covers must be removed.
- E. Doors may be hulled.
- F. Doors must be strapped, welded or bolted.
- G. Fenders may be cut for tire clearance.
- H. Front wheel wells may be removed.
- I. Area between driver and gas tank must be totally covered with sheet metal.
- J. Window openings may not be covered with any material except window nets for safety.
- K. Bumpers must be stock for make and model and be securely attached. Plastic noise pieces and rear bumpers permitted.
- L. Must have lifting hook for wrecker.
- M. Car must have a complete firewall and complete floor pan that extends past the driver's seat.

FUEL

- A. Racing fuel permitted. No Alcohol.
- B. Electric fuel pumps NOT permitted.
- C. Nitrous oxide, superchargers or turbo chargers are not permitted.

D. Fuel Cell recommended.

RADIATORS -- Stock type or aluminum radiators allowed.

STARTERS -- All cars must start under its own power. No REAR Mount starters allowed. (Must be block mount)

WEIGHT

- A. Up to 365 cubic inches, must weigh 3,000 lbs.**
- B. Over 365 cubic inches, must weigh 3,200 Lbs.**
- C. 602 sealed crate engines legal weight 2,800 lbs.**
- D. Weight must be posted on RIGHT side of roof post.**

Frame and Suspension Rules:

- 1. 108" minimum wheelbase. Any chassis with a wheelbase shorter than 108" will not be allowed.**
- 2. Unibody cars may connect sub frames. X-bracing allowed. All cars must remain within 1" of stock wheelbase of car being raced. Wheelbase must match that of front clip being raced, and rear suspension must match front suspension (ex. 70s Camaro front clip must have leaf spring rear suspension).**
- 3. Stock frame must remain from steering box mounts to center of rear end and frame rail has to remain in stock location.**
- 4. Crate Racin' USA X,Y,G Tubular Metric Frame allowed.**

Front Suspension:

- 1. Must use stock type steering box, stock drag link, idle arm. Tie rods and ends may be tubular and made heim jointed. Quick Steer allowed. No adjustable center links.**
- 2. Any stock type spindles allowed (recommend Speedway or equivalent 3-piece spindles for ease of repair). No wide 5 spindles or safety hubs.**
- 3. Stock production lower control arms, of any manufacture mandatory. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, both sides must be +/- 1" of factory length of car being raced. Metric cars may use tubular lower control arms CRUSA approved WMP Products Part #1010 or 1110 (Metric/Monte Carlo right side); #1011 or**

1111 (Metric/Monte Carlo left side); and #1210 (Camaro/Chevelle right side) and #1211 (Camaro/Chevelle left side) Call (601)527-0084 to order.

4. No shortening or lengthening lower control arms.
5. 5" or 5 1/2" coil springs mandatory, mounted in stock location. No conical springs.
6. Weight jacks allowed.
7. Tubular aftermarket upper control arms allowed.
8. Cross member may not be cut or altered except for fuel pump or oil pan clearance.
9. NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.

Rear Suspension:

- Stock type rear suspension only. Must be the same as make of car being raced.
 - Stock rear frames may be repaired from center of rear end housing to rear bumper with square tubing or 1 3/4", .095 minimum thickness round tubing.
 - Any stock type rear end housing permitted (GM 10-12 bolts or Ford 9 inch) in any make of car. No quick-change rear ends. Rear end may be locked.
 - Floater axles permitted.
 - Must use steel, stock lug pattern hubs. No wide 5 aluminum safety hubs.
 - Upper control mounts maximum of 3" from center of top of rear end housing to center of mounting bolts or on 9" Ford housing, 7 3/4" from seam center of axle tube to center of mounting bolts.
 - No sliders front or rear.
 - 5" coil spring mandatory. Springs must measure 5" at top and bottom (no conical springs). Any leaf springs allowed.
 - Springs must be mounted on top of and centered on axle tube.
 - Weight jacks allowed.
 - No panhard bars or z bars of any type.
 - No underslung rear suspension allowed.
 - Bottom shock mount must be mounted behind rear end.
 - NO bump stops or bump springs of any type allowed. One spring rubber per corner maximum.
10. One spring rubber per corner maximum.
 11. Solid limiter chains only.

Brakes:

- **Must have three (3) operating brakes calipers.**
- **Dual master cylinders ok.**
- **Standard steel rotors only.**
- **No scalloped or gun drilled rotors.**
- **Any brake caliper Ok. Brake calipers must be mounted in fixed position.**

NO brake floaters.

12. No Data Acquisition Devices Of Any Type Allowed.

ENGINES

Engine Option #1

- A. Weight = 2,800 lbs. 8" maximum spoiler and spoiler fins. No lead or weight allowed above decking.**
- B. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as "602" engine.**
- C. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six(6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.**
- D. The ONLY aftermarket seals allowed for competition are:**
 - **GM twist off bolt engines will NOT be legal.**
 - **Chevrolet Performance cap seals**
 - **Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.**
 - **NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.**
 - **NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.**
- E. Crate engines must not be altered, modified, or changed from factory specs. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any SUGAR CREEK RACEWAY**

Events for the remainder of the season and future seasons, as determined by officials.

- F. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine.
- G. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.

Engine Option #2

- A. 362 cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block – part #31161111.
- B. Weight = 3,200 lbs. Maximum 4” spoiler and spoiler fins. **No lead or weight allowed above decking.**
- C. Any cast iron 23 degree steel heads. No porting or polishing of cylinder head. No aluminum heads.
- D. Max valve size: 2.02” intake, and 1.6” exhaust.
- E. Any intake manifolds. No porting or polishing.
- F. Steel or cast cranks and rods. No exotic material cranks or rods (ex.: aluminum or titanium)
- G. Flat top pistons only.
- H. Any flat tappet camshaft only. No roller cams.
- I. Timing chains only. No gear drives.
- J. Stud mount rockers only. No stud girdles. Stock diameter valve spring only. 1.260” maximum O.D. Bee hive springs allowed, 1.320” maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Engine Option #3

- A. Must be STOCK STROKE per the engine. (Example - 350 must have 350 crank / 400 must have 400 crank)
- B. Weight = 3,000 lbs. Maximum 4” spoiler and spoiler fins **No lead or weights allowed above decking.**
- C. Engine Setback Rule. (ENGINE NOT TO EXCEED: 16” MAX FROM CENTER OF TOP BOLT OF STEERING BOX THAT GOES THRU THE RAIL TO THE CENTER OF MOTOR MOUNT CHASIS BOLTS. NO OFFSET MOTOR MOUNTS PERMITTED). 1-inch tolerance. ANYONE EXCEEDING 17” MUST AD 50 LB PER INCH THAT THERE OVER IN FRONT OF THE BELL HOUSING WITH HALF THE WEIGHT GOING IN FRONT OF THE MOTOR MOUNTS.

(EXAMPLE = 25 LB IN FRONT OF MOTOR MOUNT & 25 LB IN FRONT OF BELL HOUSING PER INCH). Track may add to the weight rule if needed to equal competition.

D. Maximum of 0.60 overbore permitted.

E. Any flat tappet cam OR Hydraulic roller cam permitted. No solid rollers. No Mushroom lifters

F. Small block Chevy and Ford engines only.

G. Any Cast Aluminum Intake permitted. Can be port matched to head, but no more than a 1 in. grind permitted on intake.

H. No porting or polishing inside intake. No modifications in intakes on sealed crate engines (no port matching on 602 engines).

I. Any STEEL OEM 23-degree or Engine Quest 350C head allowed, no other aftermarket heads permitted.

J. No angle cut heads. Three (3) angle valve jobs permitted. Max. valve size Intake 2.020 / Exhaust 1.600

K. Roller Rockers permitted any ratio. No shaft rockers unless OEM for make of car.

FLYWHEEL and CLUTCH

A. Stock steel flywheel permitted, or Triple Disc Clutches permitted. No ALUMINUM fly wheels permitted.

TRANSMISSION

1. Automatic transmission with shift kits allowed.

2. Bert or Brinn transmission allowed. Ball spline Bert or Brinn are allowed.

3. Drive shaft loop MANDATORY on all cars. Must be mounted 5" to 8" behind front u-joint of drive shaft.

4. ALL drive shafts must be painted white for safety

CARBURETOR AND SPACER

A. Engine Option #1 – may run one (1) four-barrel carburetor only. Chevrolet Performance 602 Circle Track Engines perform best with a quality 650 CFM carburetor

B. Engine Option #2 & #3 – 500 CFM 2 barrel only.

C. Either engine Option 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.

- D. 2 Barrel carburetor will be checked with go-no-go gauges top to bottom
- E. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed.
- F. All carburetors (for both engine options) must have conventional "Holley-style" straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed. Willy's Equalizer Carburetor OK.
- G. O.E.M. Quadra jet Carbs Legal (GO or NO-GO gauges are used for tech)

IGNITION:

- A. Stock style HEI or points type.
- B. MSD type boxes OK.
- C. NO TRACTION CONTROL

EXHAUST

- A. Headers allowed. No porting and polishing.
- B. Any car judged to be too loud by the track officials, under race conditions, may be black flagged.

REARENDS

- A. Any OEM or floater Allowed. Must have stock BRAKES.
- B. No wide 5 hubs, may run wide 5-wheel adaptors.
- C. No EXTRA bars on rear end top link, Pan hard Bar, Etc.
- D. No Quick-Change Rear Ends
- E. Diveshaft must be painted white and safety loop installed.

BRAKES -- Must be stock for make and model. Must have 3 operational brake calipers and rotors. After market "Dual" master cylinders permitted.

WHEELS AND TIRES

- A. Steel Wheels only. 8" max width. 1/2" tolerance
- B. Oversized wheel studs and lug nuts permitted.
- C. Bead Lock Wheels permitted.

D. American Racer Hard or Extra Hard, Stocker Hard, G60 or Hoosier H500, Any Hard or Extra Hard compound may be run on all 4 corners. If it is a Hard compound, it is legal.

E. Tires must have all numbers and names on the tire. No grinding off numbers or names.

F. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. SCR has a no tolerance rule for tire treatment or prep to these tires. If SCR takes a sample from you, your money will be held until the results have been returned to SCR. SCR tech official's decision will be final and there will be NO resending of the samples.

- 1. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$200.**
- 2. Driver filing protest must have money with them and notify track or series official within 5 minutes of the checkered flag in that event. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.**

All tires are subject to be checked with a durometer. Anyone in violation of tire rules will be disqualified from the event and will have to pay a \$200 fine before being allowed to race at SCR again. All classes will adhere to tire testing policy as stated in SCR General Rules

SAFETY:

Must have a 3" shoulder harness and seat belt, attached to the roll cage. Seat belts must meet S.F.I. specs. Aluminum Seats only. A shoulder brace kit or a containment seat is strongly recommended. Must have approved fire extinguisher.

Must have fuel cell mounted with 2" metal straps.

Hanz device or any head and neck restraint is required.

Firesuit and Racing Shoes Mandatory. Gloves are highly recommended.

PROTEST FEE

A. One Head -- \$300.00

B. Oil Pan -- \$300.00

C. Valve Cover -- \$100.00

D. Clutch and Flywheel -- \$250.00 E. Complete Engine -- \$1,100.00

E. Any item not found listed is considered a visual protest item and must be protested before race and not after. (Track reserves the right to delete, change or amend rules in the interest of competition)

Only drivers finishing directly behind protested car is eligible to protest another competitor. There will be no counter protesting by car being protested. Any protesting car can only protest ONE car per event.

Only drivers can protest cars, not crew members or car owners and protest fees must be posted to tech director within 5 minutes of checkered flag falling. SCR will retain 25% of the fee.

SCR TECH MAN CAN CHECK ANYTHING ANYTIME. THERE IS NO NON-PROTESTED PARTS AND PIECES

See POLICIES AND PROCEDURES for the remaining rules concerning the PROTESTING.