

SOUTHWEST MICHIGAN SHORT TRACK RULES

2025 Street Stock



PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.



A. NEW NO SOAK TIRE POLICY

1. No tire soak of any kind; on the interior or exterior of the tire: NONE
2. Within 10 minutes concluding of a feature, any of the top 5 cars can have their tires challenged for soak.
3. This will be done by an individual putting up \$120 to have a tire sample sent into Blue Ridge Labs.
4. The car with the tire being challenged will have their pay and points held for that event.
5. **If the tire is found to have been soaked**, the following will occur:
 - a) driver loses pay & points for the night that the tire was turned in
 - b) driver will have a 2-week suspension from all participating tracks (see above).
 - c) driver will pay a \$250 fine to return to racing at the track where the infraction happened.
 - d) The \$120 will be returned to the person who paid to challenge the tire.
6. **If the tire is found to be clean of soak**, the \$120 put up for the challenge will be given to the driver, along with their points and winnings from the week prior.

B. BASE WEIGHT/KEY NEW RULES

1. **3100 lbs.** base weight before qualifying or any race, including the driver race ready.
2. **58%** left side weight.
3. **Deduct 100 lb. for steel welded body shocks on all four corners.**
4. **Deduct 100 lb. for an OEM stock style transmission with a 7.25" clutch.**
5. The minimum wheelbase is **108"**. Wheelbases measuring 105 -107 inches will add 100 lb.
6. **All air must pass through the grill opening. No down draft air boxes permitted.**

C. TIRES

1. Hoosier 890s on all four corners.
2. Steel 8" safety racing wheels with 1" lug nuts.
3. Tread width will be 78" measured with toe plates.
4. The tires used to qualify will be the same 4 tires used in the feature.

D. FRAME

1. Five-inch minimum frame height off the ground.
2. Rear wheel drive OEM frames only. No fully fabricated chassis of any kind. Frame rails may be channeled or boxed in. Overly modified stock frames are subject to a 100-pound weight add on. No underslung rear frames.

E. CHASSIS

1. Stock OEM frame from spring pocket to spring pocket. 2" x 3" steel tubing extending front and rearward to support bumpers is permissible.
2. All cars must have OEM rear stock upper trailing arm crossmember in place where the upper trailing arms connect.
3. A 4-post roll cage with 4 driver side door bars with a 10" x 30" x 0.125" door plate is required. Center section of roll cage to be constructed out of 1.75" round tubing 0.090" thick.
4. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area.

F. BODY SPECS

1. **Deck height – 37" maximum.**
2. **Rear overhangs for a Camaro nosepiece body – 38" maximum.**
3. **6" tall by 60" wide clear spoiler.** Must be flat – allowed a 1" rear facing lip.
4. No rear window.
5. **Rake rule – 2" maximum rake from the front of the door to the rear of the quarter panel, running on a flat plane (no dips or swoops). No recessed or swooped body panels.**
6. Front overhang – **42" maximum.**
7. **Farthest point out on the valance of the nosepiece to be no more than 2" out past the car's bumper line.**
8. **All nose pieces will be installed keeping the stock mount lines where they attach to the fenders.**
9. **Minimum roof height 47".**
10. **Rear of cars to be enclosed down to 18" off the ground.**
11. **5" minimum ground clearance to frame, body panels, and nose piece.**
12. All bodies will be a factory stock OEM appearing body, as it would be on a dealer showroom floor.
13. Aftermarket nose and tail piece are highly recommended, mounted in a stock fashion.
14. An aftermarket Camaro nose piece may only be run on a full stock bodied matching Camaro.
15. Any bodies that are too creative, are stretched or raked too far will have a reduction of the spoiler height, removal of the spoiler and/or have added weight.
16. All truck bodies require a back window, a flat tonneau cover attached at the top of the truck bed, with minimal rake on the bed. No spoiler on any truck body.
17. All wagon bodies will not have any body panel acting as a sideboard, no makeshift side windows or spoilers.
18. All cars must have a full windshield with pillars in stock location. No wrap around windshields. No stretching out the pillars to achieve more of a windshield angle. Roof and windshield angles must remain close to OEM specs. No mixing and matching car bodies.
19. A Lexan windshield is mandatory. No rear windows except for trucks. Rear opera windows are permissible except on wagons or trucks. The front side window panel will be no bigger than 12", measured along the top of the door.

G. SHOCKS

1. All shocks will be steel non-adjustable with no bulb style or canister shocks of any kind. No internal or external bump stops of any kind. No Schrader valves. All shafts must fully compress into the shock body.
2. The track has the right to add 100 lb. weight for any exotic shock or shocks that cannot be bought off the shelf at Lane Automotive or other high-performance stores.

H. SUSPENSION

1. Rear trailing arms can be OEM or manufactured. Adjustable Heims are permissible; however, the frame mounts and the rear end mounts will remain in stock location.
2. **Top trailing arms will be mounted in the stock configuration. No trailing arms attached to face of the axle tubes.**
3. **No Cambered Rear Ends—must have solid drive caps with no rubber or moving parts.**
4. All remaining suspension parts will remain stock, be in the stock location and be mounted in the stock angle except for the front shocks which can be mounted outboard.
5. Rear springs and shocks must be stock appearing and in stock location. Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends.
6. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. Threaded rod adjustments on the A-frame are permissible.
7. Rear and/or front load bolts are allowable.
8. Aftermarket tubular upper A-Frames are allowed. A-frames will have stock ball joints. Upper A-Frame mounts may be modified and be within 1" of stock location.
9. All spindles must be steel and must accept the OEM size bearings as well as stock type calipers and rotors.
10. 5" minimum diameter coil springs.

I. ENGINES/DRIVE TRAIN

1. Engines must be stock appearing, all cast iron block and heads – maximum 2" engine setback.
2. Cast iron or aluminum intake. Cast iron exhausts manifolds or headers are allowed.
3. The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer.
4. HEI ignitions/distributors or MSD ignition boxes are permissible.
5. OEM automatic or standard transmission are allowed with a minimum 7.25" clutch.
6. Bert or Brinn transmissions permissible. No Hightower or quick shift transmissions allowed.
7. Stock style OEM rear ends only; four link suspension only. A steel 9" Ford is permissible with 4 link mount. No quick-change rear ends or aluminum rear end components of any kind.
8. Rear ends must be locked. **No Gleason or equivalent.**
9. No dry sumps of any kind. No external oil pumps: accu-pumps are permissible.

J. BRAKES

1. Aftermarket brake pedals and master cylinders are allowed.
2. Aftermarket brake calipers are allowed.; single piston caliper only.
3. Rear disc brakes are permissible.
4. An aftermarket gas pedal is highly recommended. No in cockpit adjustments allowed. A brake bias adjuster is permissible.
5. All pedals will be in a relatively stock location and the driver will be seated relatively in stock location.

K. COCKPIT

1. The full floorboard and front firewall may remain stock or can be fabricated. A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed.
2. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right-side frame rail.

L. FUEL CELL

Fuel cells are mandatory with an 8” minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2” x 3” steel tubing.

Please send your tech questions or concerns to your track official:

Springport Speedway:	Andrew Ritter (aritter8786@gmail.com) or Donnie Ritter (ritt racing86@gmail.com)
Kalamazoo Speedway:	Gary Howe (gary@kalamazoospeedway.com)
Russell's M-40 Speedway:	John Russell (purgatoryjudgexxx@gmail.com)