



2025 Street Stock Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. No radios, EXCEPT MANDATORY RACECEIVERS, allowed in car, or with any pit member or anyone connected with the racecar.

1. SAFETY EQUIPMENT

Rules apply at all times car is on track. An operational 2-1/2 pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each racecar and tow vehicles. Extinguisher must be mounted in a quick release bracket. DUCT TAPE OR ZIP TIES ARE NOT AN ACCEPTABLE MOUNTING DEVICE. Rules apply at all times car is on track. Snell-rated SA2015 or newer helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Competitors under the age 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required and must be a full window net as sprint car style window nets will not be allowed, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Safety belts no more than 2 years old required. Any safety equipment physically or visibly worn or damaged must be replaced, regardless of age. All safety

equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

2. FRAME

Any American OEM full body rear wheel drive passenger car, 1968 or newer, full frame or unibody. Minimum 107.5- inch wheelbase, maximum one-inch difference from side to side. Frame rail connecting front and rear sub frames must be stock frame rail. Rear of frame behind, no further forward than one inch behind factory seam, may be replaced in OEM location with minimum 2 inch by 2-inch steel tubing or 1 3/4" round tubing, both must be 0.095-inch wall thickness. Factory seam must remain visible. Frame may be "X" braced. No missing of frame and/or suspension parts. May use Ford frame with GM engine or Chrysler engine. May use GM frame with Ford engine or Chrysler engine. May use Chrysler frame with GM engine or Ford engine.

3. ROLL CAGE

Main cage must consist of continuous hoops, minimum 1.5-inch O.D. seamless DOM tubing, with a minimum wall thickness of 0.095, low carbon or mild steel recommended. Front and rear hoop must match main cage pipe size. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25-inch O.D. with 0.083-inch wall thickness. Front down bars must be tied together; passenger side front down bars may be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Top halo must be minimum 40 inches across, outside to outside and head must be inside all 4 halo bars with a helmet on strapped into seat. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25- inch OD tubing, with 0.083-inch wall thickness. Fuel cell protection required. Must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75-inch OD tubing. All bars must be inside body. Foot protection bar required.

4. DOOR BARS

All door bars and uprights must be minimum 1.50-inch O.D. with 0.095-inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

5. BODY

Body OEM Stock Appearing or unaltered OEM or OEM replacement body and centered over wheel wells (front to rear and side to side). Body and engine make must match. May use 1988-to present GM front wheel drive, two door body, on 1978-1987 GM 108 inch wheelbase full frame. Sunroofs and T-tops must be enclosed. Metric body can use OEM appearing aftermarket fiberglass roof and A-pillars, Shell Valley part #F1015-81-88MCRW; B and C-pillars must remain OEM dimensions. OEM appearing aftermarket plastic nosepiece (minimum 8 inch ground clearance) and tailpiece allowed (recommended to match body). Maximum 3 inch plastic skirting allowed on nose and tailpiece, must still have 8" of ground clearance. Camaro nosepiece

(Performance Bodies part #45X040, 5 Star Bodies part #11132- 41051 and Dominator part #DOM330) and Mustang nosepiece (Performance Bodies part #46X040) are allowed with a maximum installed width of 73 inches. Camaro tailpiece (Performance Bodies part #45X100) is allowed. If used, must use Camaro on GM body and Mustang on Ford body. Maximum 42 inch rear height measured at top of tailpiece. Measurement at A pillar can be maximum 4" drop from the measurement at tailpiece and must make a straight line to the tailpiece. All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. OEM replacement steel Camaro and Chrysler 300 type fenders allowed. Overlapping of body panels permitted. OEM, fiberglass or aluminum aftermarket replacement hood allowed, with maximum six inch bow, or maximum 3.5 inch tall plastic hood scoop (part #MD3040 or similar). Combination of hood scoop and bow not to exceed six inches. Air cleaner top maximum 3.5 inches above hood. Hood must have factory feature lines, be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. Hole in hood allowed for air cleaner clearance only. All inner wheel wells may be removed. OEM or aluminum aftermarket replacement trunk lid allowed. Rear edge of trunk lid may be trimmed and rear tail light support removed only if aftermarket tailpiece is used. Hood and trunk must be securely fastened. Trunk floor must be removed over rear end housing, entire trunk floor may be removed. All windows must remain open, except opera windows may be covered with clear lexan, no decals. All roof pillars must remain OEM, exception is: 'B' pillar may be trimmed to minimum two-inch width and must remain within OEM location. Maximum seven-inch metal sun visor may be added to top of windshield opening. Wheel openings may be trimmed for tire clearance. No spoilers, lips or fins. Aluminum or plastic rocker skirt/flare allowed on doors and rear quarter panels (must match side to side), cannot extend outside tires, minimum 4 inch ground clearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear. No Station Wagons, Camaros, Firebirds or Mustangs.

6. DRIVER COMPARTMENT

Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375-inch bolts and follow manufacturers installation and usage guidelines. Seat must remain inside all confines of roll cage. Bottom rear of seat must be at least 30" in front of centerline of rear axle. Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049-inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum 8-inch-tall drive shaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holed in firewalls must be covered with metal. No driver-adjustable devices allowed except Brake adjusters ALLOWED. No mirrors.

7. FRONT SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. No sway bars. Exceptions are: OEM upper A-frame mount may be moved or replaced with aftermarket steel

non-adjustable mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. OEM upper A-frame may be replaced using any steel non-adjustable aftermarket upper A-frame. Lower A-Arms must be stock, match frame and not be altered.

8. STEERING

No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are Outer tie rods can be only steel heim joints with only steel swedge tubes, outers only; replacement spindle with Speedway Motors raised cast – part numbers 91034501 -L and 91034501 -R, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended). NO STRAIGHT STEERING SHAFTS ALLOWED. (Must have minimum ONE knuckle in shaft.) Starting in 2021, you must have a collapsible steering shaft or two knuckles in shaft. Quick release required – steering quickener and steering wheel may be aluminum.

9. SHOCKS

One steel nonadjustable shock per wheel. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. Outboard mounted front shocks will be permitted. One or all shocks may be claimed per event for \$200 each, counting as one claim. Refer to claim rules. NO BULB SHOCKS UNTAMPERED. NO BUMPSTOPS INTERNAL OR EXTERNAL.

10. SPRINGS

One steel spring per wheel only. All coil springs must be minimum 4.5 inches O.D. and non-progressive. Screw jacks allowed on front of the car. Screw jacks will be allowed on the rear of car. You may use shims or a screw cup to adjust springs. No composite leaf springs. Rear springs –Maximum 16" in length. Front springs 9.5" minimum.

11. REAR SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. No independent rear suspension. Rubber, nylon or steel control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. Exceptions are: coil springs may be moved, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring; shocks may be moved but must remain similar to stock style mounting and location. Springs must be mounted vertical with a max 5-degree angle. Springs must be tethered to mount to keep from falling out (Ex: hose clamped or other steel tether). Trailing arm bracket mounted on bottom axle tube may be maximum 7.5" from the top of the bracket to the bottom of the bracket and 5 mounting holes maximum. Limiter chain ok and suggested, must be Solid chain only no bump stops. Upper control arm mounts on rear end must be level with each other. Upper and Lower control arms may be replaced with square or round tubing replacement and lower must measure 19.25" center of bolt to center of bolt. No adjustable or twisted type trailing arms allowed. May be asked to remove and lay on flat surface and they must lay flat. No adjustments on frame for either top or bottom control arm. NO MONO BALLS ALLOWED.

12. REAR END

Any steel, approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars. All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. No adjustable lowering blocks. One-inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick-change devices. One-piece drive flange only. No torque-dividing differentials. No Gold Tracks. No Lockers. No scalloped ring gears.

13. BUMPERS/RUB RAILS

Maximum one inch wide by two-inch-tall steel or Lexan rub rails allowed - bolted flush to body. Front and rear tow chains mandatory (must be a minimum of 3/16 chain). All front bumpers must be mounted minimum six inches from front frame horns. Bumpers must be secured with $\frac{3}{8}$ bolts or larger. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height. OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails. Aftermarket: Fabricated tubular bumpers allowed but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5- inch O.D. (Maximum two inch) with 0.083- inch (maximum 0.125-inch) wall thickness on front, and 1.75-inch O.D. with 0.120-inch wall thickness on rear.

14. TIRES/ WHEELS

The only racing type tire that is allowed is the American Racer P245/70D-1 5 Tire with MSPA stamp on sidewall or Hoosier IMCA stamped G60. No chemical softening or conditioning of tires. Tires may be ground, straight siped or grooved. No re-caps. All wheels must be unaltered and steel. Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. Aluminum wheel spacers only. May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. No bleeder valves. Steel 1" lug nuts only. A competitor may run non-aggressive tread DOT Street Tires, for one week. As long as tire is no larger in size and no wider in tread width than American Racer P245/70D-1 5. After competitors first week of competition, the American Racer P245/70D-1 5 Tire with MSPA stamp or Hoosier IMCA stamped G60 will be required. (Unless posted otherwise).

15. BRAKES

Steel, unaltered OEM, or unaltered OEM replacement, operative four-wheel, drum or disc brakes allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. Vented rotors only, solid faced rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new) No floating brakes. No brake shut-off, no ratchet valves, no pressure sensitive devices. No left to right proportioning allowed. No pinched off brake lines. Brake lines must be visible. Aftermarket pedal assembly allowed. BRAKE ADJUSTERS ALLOWED FRONT TO BACK ONLY. NO SOLID BRAKE ROTORS. MUST BE VENTED AS CAST.

16. EXHAUST

May run stock exhaust manifolds or round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through body panels or fenders. No merge collectors. No exhaust sensors. Holes in exhaust pipe will not be allowed, no drilling of pipe and connections must be tight and leak free. Any manufactured muffler must be used. Schoenfeld or IMCA 609 suggested. MAXIMUM 100 DECIBALS This will be checked. Muffler is to be mounted at the end of the header. If muffler falls off during competition the 2nd time in a season car will be disqualified and also each time after 1st time.

17. FUEL SYSTEM

Mechanical OEM type push rod fuel pumps only. Racing fuel cell required, must be in minimum 20-gauge steel container. Must be securely fastened in trunk above top of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125-inch-thick or minimum one-inch square tubing. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel cell cap must be secured to fuel cell by cable, chain, or tie strap. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter only, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. **MUST HAVE ROLLOVER VALVE IN VENT TUBE OF FUEL CELL.** Fuel shut off ball valve is required. (See rule 19 for shut off valve mounting details)

18. CARBURETOR

Stock 2-barrel carburetor allowed, must match make and manufacturer of car. Example: Ford-to-Ford, Chevy-to-Chevy, Mopar-to-Mopar. Holly #4412--2 bbl 500 CFM (500 not 750) carburetor will be allowed. Absolutely no alterations or modifications to any carburetor, except for removal of choke plate. Must have choke horn. Any driver caught with non-4412 - 500 CFM Holley or non-stock 2-barrel carburetor, will be fined \$500 or suspended for two weeks. Float bowl must face forward. No transverse mount carburetors. Carburetor adapter/spacer allowed, maximum thickness (between carburetor and intake) including gaskets is 1.20 inches. Tech inspection Gauges will be used to check! Top 10 may have to pull carburetor after every feature. Inspection Gauges will be used.

19. FUEL

Gasoline Only. Racing fuel is allowed. No alcohol, no methanol, no E85 / E98. No performance enhancing or scented additives. Fuel must pass both dielectric and chemical tests. A fuel shut off valve is required on each car. Fuel shut off securely mounted and easily accessible. The Michigan Dirt Track Inspector has final decision on mounting of shut off valve.

Fuel shut off options: If running a ball valve: A fuel shut off ball valve is required to be within reach of driver and safety crew and to be mounted with the handle through the deck or firewall not be mounted inside the cockpit. The valve and handle must be painted bright orange, and clearly labeled with "FUEL SHUT OFF" securely mounted and easily accessible. If running an Oberg Valve: An Oberg Fuel Line Safety Valve is required to be installed under body/deck and behind firewalls, in the fuel line and per manufacture instructions; not to be mounted inside the cockpit. The valve must be securely mounted and easily accessible for inspection. Car must be clearly labeled with "Oberg Fuel Valve" composed of a vinyl sticker (1" stroke orange letters with a white 1/2" outline) sticker must contrast from body and graphics to be easily readable. Two stickers will be required; one on the deck where the ball valve would have been mounted and one on the fuel cell or on the trunk lid.

20. BATTERY/STARTER

One 12-volt battery only, must be securely mounted between frame rails. The battery must be securely mounted with positive fasteners and brackets. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car

should the battery become dislodged from the battery mount. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. NO LITHIUM BATTERIES ALLOWED. A clearly labeled battery on/off "KILL" switch must be to the right of the driver and within driver's reach. This is for the Safety Crew to be able to kill the power to everything.

21. GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one OEM 12-volt ignition system allowed, must be out of driver's reach. Ford engines may run HEI ignition. No additional ignition accessories. No magnetos or crank triggers. No. MSD, Accel or Crane (aftermarket) ignition boxes allowed. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. TRANSMISSION / DRIVE SHAFT

Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed - two speed, three speed, four speed and automatic. No five speed (or more) transmissions, no "in and out" boxes, no quick-change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flex plate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flex plate. One flywheel/flex plate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flex plate must be full OEM, or OEM replacement. Bert, Falcon or Brinn type transmissions will be allowed. External clutch requires either a steel bell housing or 270 degrees steel scatter shield.

Manual: Must be OEM or OEM replacement case and have a working clutch inside explosion-proof steel bell housing

- minimum 270 degrees around top of clutch/flywheel area. Multi disc racing clutches are permitted.

Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flex plate.

Drive Shaft: Minimum two-inch diameter magnetic steel drive shaft must be painted white. Magnetic steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by 2-inch steel, or 1-inch tubing, mounted 6 inches back from front U-joint.

23. ENGINE COMPARTMENT

The forward most spark plug hole may not be set back any further than a perpendicular line with the center of the upper ball joint for each manufacturer. Aftermarket engine mounts allowed, including mid-plate. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM engine with GM body, Ford engine with Ford body, Chrysler engine with Chrysler body. Radiator must be mounted in front of engine. Cooling system may be modified. No antifreeze allowed, water only. Overflow tubes must be directed into overflow tank (one- gallon size recommended).

24. ENGINE SPECIFICATIONS

Any American make engine allowed. Steel heads, block and oil pan only. Castings and fittings cannot be changed, no machine work on outside of engine. No cubic inch limit. Roller rocker arms allowed. Must have 1-inch inspection hole in intake to view camshaft and lifters. If no inspection hole distributor will be removed to check for roller cam, no exceptions. Denial results in disqualification with no points, no pay and no awards for the event. Flat tappet cam/lifters only, cannot alter lifter bores. No mushroom lifters. No roller cams. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). NO 4 7 SWAP CAMS. Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars.

25. INTAKE

No altering/modifications will be allowed to intake, no welding, no shaving, etc. Air gap intakes are not allowed. Inspector has final discretion on all intakes. Cast iron or aluminum OEM intakes will be permitted. No marine intakes.

26. ENGINE CLAIMING RULES:

\$2500 cash and swap engines to claim an engine, flywheel and balancing plates go with their engines (\$2400 goes to driver being claimed, \$25 goes to each wrecker and \$25 to official for each engine). Refer to claim rules. Claim does not include - 1. clutch, 2. bellhousing, 3. exhaust manifold or headers, 4. carburetor, 5. starter, 6. motor mounts, 7. oil/temp. sending units, 8. carburetor spacer, 9. fan and pulleys, 10. clutch ball, 11. clutch arm, 12. Throw out bearing, 13. dip stick, 14. water pump, 15. fuel pump, rod and plate, 16. distributor, 17. plug wires, 18. water outlet and restrictor, 19. breathers.

27. WEIGHT

Minimum weight limit is 3,000 pounds, after race with driver in car. No cement pellet or liquid style weights. No tolerance. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Weights must be attached with at least two 0.5-inch bolts. Cannot have more than 25 pounds of ballast weight per 0.5" bolt. Example: 75 lb. stack of weights requires three 0.5-inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Must use magnetic steel fasteners only. No weight added to rear end housing.

28. WRECKER HOOKS MANDATORY FRONT AND REAR

Both must be accessible. If no wrecker hooks are on the car, the car will be pushed, towed, or dragged to the infield until after the racing program is completed.

NEITHER WRECKER CREWS NOR RACETRACK PERSONNEL WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE ANY VEHICLE. NOTE: Non-Conforming or altered parts may be confiscated. No reflective car numbers. If we can't see them from 100 feet away at 80 MPH, you may not be scored.

CLAIM PROCEDURE

1. For the first two weeks, you must have finished in the top 20 in points from the previous year. Driver must have raced the first night in order to claim on the second night. Thereafter, you must have raced the previous two points nights in order to claim.
2. Driver only allowed one claim per event, regardless of outcome. No driver can claim the same driver's engine more than once or shocks more than once per calendar year. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver,

engine claim takes precedence over shock claim. If there are multiple claims over the same piece, a coin flip will take place. Loser of the coin flip will not be permitted to claim another different engine that race night.

3. Top four finishers are to report directly to the claim area and may be claimed by any driver finishing fifth on back in feature who is scored on the lead lap. If one of the top four drivers are disqualified, fifth place driver is not eligible to be claimed.

4. Failure to report directly to claim area will result in disqualification and loss of points and pay for first infraction. Second infraction will be treated as a claim refusal.

5. Driver making claim must have legal car, must drive directly to claim area, and have correct amount of cash. Claim must be made to official immediately after finish of feature. Claiming driver is to remain in the car and have no communication with another driver or crew member until the official is notified.

6. Only driver may claim, and only driver may agree to sell or refuse. Claim is not charged to drivers who are not awarded the claimed item.

7. If engine claim has been made and accepted, engine is not to be started in either car, and both the Claimed car and car of Claimer will be pushed to removal area.

8. Should any driver voluntarily withdraw a legal cash claim, they will be charged with the claim and fined \$200.00 to be paid in cash before racing at I-96 speedway 9. All claimed items will be removed at the track in a reasonable amount of time, at discretion of official.

10. Any sabotage to claimed items will result in same penalties as a claim refusal. Claim will be disallowed, and money returned to claimer, with no claim charged to claimer.

11. Claiming driver must be in a legal car. If claimed car is deemed illegal, claim will still proceed, and any penalty will be assessed after item is removed and transferred.

12. Any unsportsmanlike conduct during the claim procedure by driver, owner, crew member or associate will result in a \$200.00 fine and/or suspension. Fine must be paid in cash before being allowed to return to racing at, I-96 speedway.

13. Promoter may claim any claimable item at any time, unless that driver has made a legal claim in that event. Promoter claim for engine is \$4500 cash.

14. During any claim, item should be inspected for legality. If item is found to be illegal, driver will be disqualified. Claimer then has the option to accept or decline the claim. If declined, the claimer will not be charged with the claim.

15. If driver claims an engine, that engine will be run the next two nights of regular scheduled races. This must be completed within the next four scheduled events, or refusal penalty will be assessed.

16. Refusal to sell will forfeit all cash and contingency winnings for feature, any trophy earned, and All-season points. Driver will be suspended for two weeks and may not race in the Street Stock class FOR ONE YEAR or pay \$500 fine and return after the two-week suspension. 2nd refusal results in \$500 fine and never again being able make any claim at I-96 speedway again in street stock class. Driver will also be suspended for one calendar year from street stock class and must pay the \$500 fine to race in any other class. Any driver found to be claiming an engine for anyone other than him/herself will lose all points for the season and will be suspended for 30 calendar days. Driver will also be fined \$500 in which must be paid before returning to race any class at I-96 speedway.

17. Driver may only make one engine claim or one shock claim per season, unless that driver has had 2 claims against them. Then that driver may make one additional claim for each 2 claims received against them.