

**2024 Season Rules**  
**Late Model Street Stocks**  
(Last revised 1/3/25)

## **ENGINE**

1. **ENGINE LOCATION:** Cannot be more than 4 inches from stock location. No offsetting engines. For the 1978-1987 GM metric frame and engine combination the back of the block to the front of the crossmember (measured at the frame) is a maximum of 22.75 inches for GM engine and 26.625 inches for Ford engine and 25.75 inches for Chrysler engine.
2. **ENGINE SIZE:** Maximum (360) cubic inches on Chevrolets & (370) cubic inches on Fords & Chryslers. No aluminum blocks. No lightened blocks. Wet sump systems only. Any American make. Must run GM motor with body chassis, Ford with For, Chevy with Chevy, etc.
3. Steel or aluminum heads allowed. If using aluminum heads, you must have 50 lbs. lead mounted ahead of the motor plate. Chevrolets must be 23 degree heads, OEM valve arrangement. No 40 / 60 split. No spread port exhausts ports. No spread port headers. Offset rockers will be allowed if the offset does not exceed .250". Stud girdles and shaft rockers allowed.
4. A Flat tappet camshaft only. No billet camshafts. Maximum valve spring seat pressure 160 pounds.  
B. **Roller camshaft. .600 max lift measured at the valve. 7000 rpm chip/limit. Must display Flat or Roller on front A pillar depending on which cam you are running for tech.** Chevy must run Chevy stock diameter lifters and Fords must run Ford stock diameter lifters, etc. Lifters must be magnetic.
5. No titanium valves allowed.
6. No plastic two piece intake manifolds. No externally lightened intake manifolds allowed.
7. No valve covers used for oiling valve train allowed.
8. No composite engine components allowed.

## **CARBURETOR**

10. Any (2) barrel carburetor with 1 11/16th throttle bore at throttle plate. Must be naturally aspirated. No fuel injection.
11. Maximum air filter height 4 inches.

## **EXHAUST**

12. Headers must reach the front door and be under the car, 180 degrees allowed. No side discharge.

## **TRANSMISSION**

13. Must have at least 1 gear forward and 1 reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward. Automatic transmission must have an approved 270 degree scatter shield. No Transmission coolers or lines allowed in drivers compartment. Standard transmission: aftermarket transmission allowed. Transmission with an internal clutch allowed. Standard transmission must have a working disc clutch inside an approved explosion proof bell housing. Triple disc allowed.

## **WEIGHT JACKS**

14. Weight jacks allowed 1 per corner.

## **STARTER**

15. Starter must be operational and must be in stock location.

## **FUEL AND FUEL TANK**

16. Fuel tank must be securely mounted in trunk area. Fuel shut off valve required. Tip over valve required. Fuel cells must be encased in an approved container of no less than 18 gauge metal on side, top and bottom. Mechanical fuel pumps only and in stock location. Belt drive fuel pumps allowed. No electric fuel pumps. No fuel lines in

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driver's compartment or ridged fuel lines from motor to tank. Alcohol, Methanol or Ethanol allowed. No nitro or any other additives allowed.

### **IGNITION**

17. Any battery operated ignition. No magnetos.
18. Magnetos and/or crank-triggered ignitions are not allowed.
19. No more than one (1) coil or ignition box may be used.
20. Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".
21. Ignition box must be out of reach of driver **and easily accessible for tech.**
22. Single memory digital tack allowed.(High RPM memory only)

### **BATTERY**

23. 12 or 16 volt battery allowed. Must be properly covered and securely mounted in a metal frame behind the seat or in the trunk.

### **REAR END**

24. Floaters or 9" Ford rear ends allowed. Quick change rear ends allowed. Rear end must use steel axles and axle tubes only. Quick change must use a ten inch ring gear and minimum one inch wide spur gears. No spin carriers, torque bias or cambered rear ends allowed. No traction control devices.

### **REAR SUSPENSION**

25. All suspension must be steel. No aluminum or titanium. Rear suspension must be stock type for year and model of chassis and stock location only. Stock chassis mounts in stock locations. Replacement of control arms is allowed. Must be steel only. Control arms must be mounted in stock location only. Upper control arms must be mounted to factory chassis cross member. Upper control arms must be mounted to rear end with same left to right angle as what was stock with the frame being used, and no less than six inches between mounting points. **No adjustable upper control arm mounts on the rearend.** Both upper control arms must match each other and both lower control arms must match each other in material, size, rod ends and bushings but may be different lengths up to 1 inch. All control arms must be straight and solid in design. All bolt holes for mounting control arms must be round (no slotted holes) in chassis, control arms, and rear ends. A maximum of five mounting holes allowed at each mounting point of lower rear control arms on rear end housing. No walking or sliding styled rear ends. Pan Hard bars are not allowed. Coil springs must be mounted to the top of the rear end housing with a maximum of a 2" offset from the center of the spring and the center of the housing. Suspension covers of any kind are not allowed. Rear sway bar is not allowed. No suspension limiting devices allowed.

### **FRONT SUSPENSION**

26. All suspension must be steel. No aluminum or titanium. Front suspension and steering must be unaltered, stock and in stock location. Center links must match frame being used. Idler arms and steering boxes must mount like stock and in stock location. Any OE unaltered passenger car spindle is allowed. Unaltered 3 piece spindle is allowed. Inner tie rods must be OE but outer tie rods may be replaced with Heims. Adjustable upper A-Frames optional. No aluminum. Upper A-Frame mounts location may be altered. Lower A-Frames must match frame being used and mounted in stock location. No slotted, offset or bearing type bushings in lower A-Frames allowed. GM 1978-1988 metric "G" body frames are allowed to use the Nova Lower A-Frame. No suspension limiting devices allowed.

### **SPRINGS**

27. Stock position for the year and model chassis. Spring pockets may be changed, but not excessively. Coil style car must remain coil and leaf style car must remain leaf. Racing springs allowed.

### **SHOCKS**

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28. One shock per wheel only. Only conventional type (closed on one end) single shaft shocks allowed. No canister, remote reservoir or adjustable shocks allowed. Rear Shocks must remain within twenty-five (25) degrees of vertical. No internal or external shock bump stops allowed.

#### **FRAME**

29. Frame must be a complete, full factory, unaltered, stock material and length, and has 108" minimum wheel base and no more than 1 inch difference side to side. **Speedway metric frame will be allowed as long as stock suspension pickup points have not been altered.** No frames under unibody cars. Unibody frame rails may not be shortened or lengthened, but may be tied together. Motor and body should match. Example ford engine must run ford body ect. but the GM frame listed in rule #1 above does not have to match engine and body. Full frame cars may replace frame from spring pocket, including spring pocket, to back bumper to secure fuel cell area. Any frames not meeting this rule is subject to a weight penalty or may not be allowed.

#### **WHEELS**

30. Reinforced allowed with heavy steel. Right rear bead locks are required. All other corners are optional, must be steel 8" maximum width. 1" lug nuts required. No titanium allowed.

#### **TIRES**

31. Tires must be either Hoosier M-30S or M-60 size 26.5 or 27.5. Hoosier A-40 and H-40 is also allowed. No softening of tires allowed. Grooving & siping allowed.

#### **RADIATORS**

32. Stock position only. No radiators or lines inside of car body. 2 gallons cooling tank inside of trunk area optional. Electric fans allowed.

#### **BODY**

33. All hoods and trunk lids must be securely fastened.

34. **AFTER MARKET BODIES. Aluminum allowed.**

- a. Deck must be flat, front to back end and side to side. Maximum deck height is 40" measured from top of deck to ground. No part of body maybe wider than 72". Except for the front nose piece can be as wide as the front tires. Deck must remain parallel to the frame and chassis from side to side and the same width from front to back. The front of the deck must be level side to side as measured off of the frame rail. No external rub rails allowed. Side sail panels may be no farther ahead than the drivers seat and no farther back than six inches in front of spoiler brace. The leading edge must run within two inches of 90 degrees from roof to quarter panel. Top edge of side sail panels will be measured from roof line straight to the deck in front of spoiler brace and must be within +/- four (4) inches of a straight line. Four (4) inches of bowing of the panel from top to bottom allowed. Must have a minimum 6 inches between sail panel and spoiler brace. Sail panels must be solid and the same side to side. Spoiler maximum 6" of flat material measured from base. Width will be no wider than quarter panel to quarter panel. Spoiler is allowed to have four (4) spoiler supports. Supports may be no taller than eight (8) inches and no longer than fifteen and one half (15.5) inches. The top of the spoiler brace may be no more than ten (10) inches long. The front of the spoiler brace may be no more than three (3) inches tall. Spoiler supports may be no more than two (2) inches past the spoiler. Side panels (doors, fenders, and quarters) must be aluminum or molded plastic, and run from the deck and extend to bottom of frame rail, maximum five (5) inch skirt allowed (metal or rubber only) below frame. Body must remain three inches above the ground. Quarter panel cannot extend past the rear of deck. The deck cannot be further than 132 inches from rear of the engine block. Must run a nose cone (no dirt nose, late model nose, etc) mounted with maximum of 45"

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from middle of lower ball joint to furthers front part of nose which must cover front bumper. Nose cones must remain six inches off the ground. May run a complete tail cone. A rear valance panel is not required. Roof must be made out of steel, aluminum or fiber glass. Roof must be mounted with a maximum of three inches of slope measured off the deck with a 12" minimum door window opening. Roof can have a 1/2" lip turned down in the rear as a stiffener. Nothing turned up. Roof must measure a minimum 40" wide by 48" long and maximum of 50" wide by 54" long. Must have an A pillar minimum of 1" wide and a maximum of 2" wide and must run straight from roof to fender and be attached to the roof and front fenders. Maximum 9"x12" with 1" Bow side sails allowed on a A Pillars. Hood must be flush with top of fenders with a maximum of a 2" bow. Rear of hood must be sealed to deck. Air filter cannot be more than 4 inches above hood.

**35. OE BODIES**

- a. Any U.S. manufactured full body passenger car 1970 or newer retaining its stock body lines and dimensions. No external rub rails allowed. Car interior gutting is allowed. Front grill area maybe tined and screened when using OE bumper. Bumper must be attached to fenders (OE bumpers may be replaced with OE looking aluminum bumper) or after market nose cone (no dirt nose, late model nose, etc). Nose cone must cover the bumper. Rear valance not required. Doors must be securely fastened. Wheel wells maybe enlarged for tire clearance. Hood must be flush with top of fenders with a maximum of a 2" step or a bow. Air filter can be no more than four inches above hood. Rear of hood must be sealed to deck. Spoiler maximum 6" of flat material measured from base. Width will be no wider than quarter fender to quarter fender. Spoiler is allowed to have four (4) spoiler supports. Supports may be no taller than eight (8)inches and no longer than fifteen and one half (15.5) inches. The top of the spoiler support may be no more than ten (10) inches long. The front of the spoiler brace may be no more than three (3) inches tall. Spoiler supports may be no more than two (2) inches past the spoiler. Side panels must be steel, aluminum or memory rubber.

**BODY INTERIOR**

36. Driver compartment maybe fully tubbed. Must have a leg saver guard mounted between drive shaft and interior tin. Minimum of 12-gauge steel or 3/16" thick aluminum must run from back of drivers seat to the foot well and must be a minimum of 15" high. Must have a minimum of 3 windshield bars, minimum of 1/4" solid bars. Screen recommended but not required.  
Nothing adjustable from cockpit (shocks, weight jacks, ignition and etc.) except brake bias.

**REAR VIEW MIRRORS**

37. Rear View mirrors are not allowed. No camera's aimed at any suspension parts allowed

**DRIVE SHAFT**

38. Must be painted white, yellow or orange fluorescent is recommended. A 360 degree drive shaft loop is required. Drive shaft hoop must be a minimum of 5" from front "U" joint and/or a maximum of 12" from front "U" joint. Must be constructed of at least 1/4" by 2" steel.

**ROLL BARS**

39. A full perimeter four point roll cage with an "X" brace in rear and rear kickers must be used. Roll bar padding required in driver compartment. Fire retardant padding recommended. Roll cage must be securely welded to frame. Must have a minimum of

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one cross bar in the top of halo of roll cage. Minimum .095 inch wall thickness tubing at least 1.5 inch outside diameter for cages and door bars. Any roll bars 1.75 inch in diameter will have a tolerance in tubing wall thickness. Any roll bars under 1.75 inch diameter will have no tolerance in wall thickness. Must have four horizontal bars on driver's side and three horizontal bars between driver and passenger side of car. Must have three vertical bars on driver's side not counting roll cage uprights. Gussets should be used at all joints of principal members. Must have rear head support.

**BRAKES**

40. Foot operated hydraulic type, operating all four wheels when applied. Brake shut offs are not allowed. Red brake lights are not allowed. Aluminum calipers allowed. Single piston calipers only. Vented rotors required on front and rear. Front and rear brake bias allowed, left to right not allowed.

**CAR NUMBER**

41. Must be painted on both sides and on top of car. All numbers must be 18" high; 24" highly recommended. A number is required facing the front and rear of the car with a minimum height of 6".

**WEIGHT**

42. Car with driver must weigh a minimum of 2900 pounds immediately after each race. Bolt on weights allowed as long as securely fastened and painted white – 1/2" bolt required per one hundred (100) pounds. Weights are not allowed in cockpit or on bumpers. Weights must be mounted inside body. Car number required on weight.

**USRA STOCK CARS**

43. USRA Stock Cars will follow the rules and regulations set forth by USRA.
  - a. Or any USRA Stock Car wanting to participate as a Late Model Street Stock follows set forth rules by LMSS and I-90 Speedway. USRA Stock Cars must be 360cubic inch or less- at that point the car can run Hoosier H-40 hard compound or A-40 medium compound sizes 26.5 or 27.5, Hoosier M-30S Medium compound or M-60S hard compound. No softening of tires allowed. Grooving and sipping allowed. Any 2 barrel carburetor with 1 11/16 throttle bore at throttle plate: must be naturally aspirated. No fuel injection. Maximum air filter height 4 inches. Fuel: Alcohol, methanol, ethanol, racing gas allowed. No nitro or any additives allowed.

**SAFETY**

44. Helmets are required and must be Snell SA2015 or SA2020. Helmets must be worn at all times car is on the track and must accompany vehicle at time of inspection. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves and shoes are required. A head and neck restraint system, Fire retardant socks, underwear and hood are highly recommended. Full-size (minimum 16" x 20") driver side window net required and properly mounted to roll cage. Window net to be mounted so latch is at top front of window. Arm restraints are highly recommended. Five point safety belts, sub belts, and shoulder harness required (Required being less than **3** years old). The shoulder harness must be mounted securely to the roll cage. Kill switch required within easy reach of driver. Switch must be clearly marked "OFF" and "ON". All cars must have an aluminum racing seat fastened to roll cage, not bolted to floorboard. Aluminum racing seat fastened to roll cage required so top of helmet has a minimum of 2" clearance to the top of the halo bar. Fire retardant roll cage padding recommended. No transmitting or

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listening devices, except race receivers, allowed in the race car. Must have rear head support.

**CLAIM RULES**

45. First four position finishers must report directly to claim area and are subject to head claim by any other driver finishing fifth or back in the feature. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction. Heads are still claimable. Any driver lapped by the fourth place car is not eligible to claim. Driver allowed one claim per event, regardless of outcome of that claim. In case of multiple claims on same heads, heads will go to qualified claiming driver finishing furthest back. Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to claim area. Only drivers and officials allowed in claiming area. Only driver may claim head and only driver may agree to sell or refuse to sell heads. First sell or no sell by driver being claimed is binding. Promoter may claim any heads finishing in the top ten immediately following the feature. Driver claim takes precedence over promoter claim. Refusal to sell forfeits all cash and contingency winnings for feature and any trophies earned in feature. Any driver refusing to sell heads, when claimed within the rules, loses his/her right to claim any driver's heads for remainder of season. Refusal to sell will result in loss of all pay and points for that event. Driver will be suspended for two point's events and will be required to pay a \$300 fine to the track points fund before being allowed to race again. All claimed heads must be removed from car at the track; buyer must examine heads before removal. Once removal is started, sale is final. Drivers are to be held accountable for any sabotage discovered while pulling the heads, and will be responsible for any and all penalties as a result of any sabotage. Any sabotage discovered to a claimed head will result in driver being suspended from competition for the next two scheduled events. No driver may claim any more than 2 times during the calendar year. After a driver has claimed one time, the next driver he claims has the option of part exchange or cash. No driver may claim unless he has competed at the track the 2 previous events. Claim is in effect on opening night for all eligible drivers and driver must have been at the track on opening night to be eligible to claim 2nd night of season - 50% of races thereafter. No one driver may claim any other one driver more than once during the current calendar year.
- a. Head Claim - \$1400 cash claim on heads. Claim includes complete head assembly (which includes head casting, valves, valve springs, valve retainers, valve keepers, screw in studs and guide plates, rocker arms are NOT included. If heads are found to be illegal then the heads stay with the car and the car is disqualified. \$1350 will be returned to the claimer and \$50 will go to the track.
  - b. Cylinder head protest - \$500. The top four finishers in the events feature will be subject to a cylinder head protest. Any driver finishing on the same lap as the fourth place car is eligible to protest provided they are a legal car. The driver pulls into the claim area under his own power and announces his/her intentions to protest to the track official and produces \$500 cash. \$450 will go to the protested driver and \$50 goes to the track in the event the protest is accepted. The \$450 will only go to the protested driver if he is legal. If the protested driver is NOT legal, the \$450 goes back to the protesting driver. A protest will be cylinder heads only. The intake and heads will be removed and all parts will be inspected. In the event of a refusal, the driver will lose all points and pay for the event, be suspended for two points races, lose his rights to protest for the rest of the season and be required to pay a \$400 fine to the track before being allowed to return. Additional rules apply.

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- c. \$700 carburetor claim. If carburetor is found to be illegal then the carburetor will stay with the car and the car is disqualified. \$575 will be returned to the claimer and \$25 will go to the track.
- d. \$250 claim per shock, all 4 are claimable, same procedure as in engine claim. If shock is found to be illegal then the shock will stay with the car and the car is disqualified.

**TRANSPOUNDER MOUNT LOCATION:**

- 46. AMB-it (MyLaps)Transponder must be mounted behind the motor plate or mid plates. May be mounted on the backside of motor plate or mid plate, or beyond. \*Remember the transponder will not read through metal and must be less than 2 feet from ground.

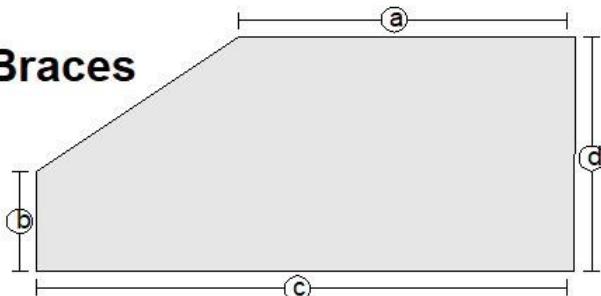
**RACE RECEIVERS**

- 47. Race receivers are mandatory.

**NOTE**

- 48. Any rules not covered here or any rules in question will be left up to the officials in charge. Their decision will be final.

**Spoiler Braces**



- a. 10" Maximum
- b. 3" Maximum
- c. 15.5" Maximum
- d. 8" Maximum

All spoiler supports must be of the same shape with a maximum of four supports. No mixing of the two outside supports. Metal braces in center are permitted. Spoiler must mount to deck. Supports may extend a maximum 2' behind spoiler.

**GENERAL RULES**

Track officials shall have responsibility for rules regulations enforcement at all events. At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to inspection at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and action of their crew members. Absolutely NO alcoholic beverages will be consumed by driver or pit crew prior to or while competing. No use of illegal drugs. All drivers must be at least 16 years of age (proof of age required). *Drivers under 16 years of age must have a signed and notarized parental consent form by parents or legal guardian and said consent must be in the hands of the track official before the individual will be allowed to participate in any event.* 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 event, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR 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 specification herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

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NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final