

2025 Modified Street Rules / Street Stock Must Run CRUSA Rules

FRAME

- A. Stock for make and model
- B. Unibody frames may be connected front to back
- C. All frames may be X braced
- D. All cars must have FULL driveshaft loop
- E. All cars must have COMPLETE (AS FROM FACTORY) FRONT CLIP.
May be tubed from rear of front clip back. Square tubing only. Leaf spring cars must have factory spring bucket. One hole only
- F. All hook up points must meet factory measurements. One hole only no adjustments
- G. Johnson frame permitted

ROLL CAGE

- A. All cars must have boxed roll cage with 1.5" o.d.X .095" minimum tubing
- B. Must have 3 bars in driver door and 2 bars in right door
- C. Loop around engine compartment permitted
- D. 2 bars may run from halo loop down to rear frame rails

WHEELBASE

- A. Stock for make and model. 1" tolerance total. (Exp. 107" left side 109" right side)
- B. Leaf spring Camaro 108
- C. Metric Chassis 108
- D. Strut Camaro 101
- E. Ford 108
- F. 1 inch tolerance from factory specs

SUSPENSION

- A. Must be stock for make and model
- B. Wedge bolts permitted
- C. Racing shocks permitted. \$200 claim rule per shock Non-adjustable only.
1 shock per wheel No Bump-stops. Shaft must match shock tube no 9”
shaft in 7” tube. Strut cars may run non-working strut with racing shock
on left and right side
- D. Racing springs permitted
- E. Aftermarket tubular top A-frame permitted. NON-ADJUSTABLE TUBES.
- F. Aftermarket top A-frame mounts permitted
- G. Stock bottom A-frame mounts only. NO ALTERING
- H. Adjustable leaf spring shackles permitted. NO SLIDERS
- I. Adjustable caster/camber plates permitted on strut cars
- J. Adjustable sway bar permitted
- K. No bump stops permitted on shocks or chassis
- L. Aftermarket rear control arms
- M. Adjustable lowering blocks
- N. Lower control arm must be in stk mount in front. Rear center bolt must
not be more than 4.5” from bottom of axel tube

STEERING

- A. Stock for make and model
- B. Speedway aftermarket 3-piece spindle permitted
- C. Heim joint or adjustable tie rod ends permitted

BRAKES

- A. 3 wheel brakes permitted. Single piston calipers only. Front and rear.
- B. Dual master cylinders permitted. May have in car adjuster

WHEEL/TIRES

- A. Steel wheels only. 10" max width. 1/2" tol
- B. Oversized wheel studs and nuts permitted
- C. Bead lock wheels permitted
- D. American Racers Hard compound or Hoosier Hard

IGNITION

- A. Factory type HEI or single point only
- B. Distributor may be locked
- C. Soft touch rev control box permitted

REAR ENDS

- A. Stock type rear end only. NO QUICK CHANGE ALLOWED
- B. May be locked
- C. 9" Ford floater permitted (No Lightweight Parts)

BODY

- A. Factory stock appearing/ aftermarket steel or aluminum bodies permitted.

Body must match chassis

- B. All glass and flammable material must be removed
- C. Headlights, tail lights, and wheel covers must be removed
- D. Body may be hulled
- E. Doors must be bolted, strapped, welded, or pop riveted
- F. Track approved steel firewall and floor pan
- G. Area between driver and fuel cell must be totally covered in sheet metal
- H. May run aftermarket stock appearing nose. NO LATE MODEL SLOPING,
MD3 OR DOMINATOR NOSES ALLOWED
- I. No flat side bodies allowed. Must have break on both sides
- J. No late model flat roofs allowed. Must be arched.
- K. May be open in rear

L. 6" maximum material on spoiler blade from top of deck to top of spoiler blade.
Spoiler sides start at 4" and end at 8". 18" maximum length. Both spoiler sides must be same size

M. 72" Max Width and 39" Deck Height

BUMPERS

- A. All bumpers must be track approved
- B. Must not have any exposed sharp edges. Tube bumper's must be capped
- C. Must be securely attached with lift hook

ENGINE OPTION 1

- A. GM Part 88958602/ 19258602/ 88858602- Weight 2,800 lbs
- B. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt head originally from Chevrolet performance. Original GM seal. Bolts or GM cap seals or Crate USA Gen III (yellow) Or Gen IV (green) are the only seals allowed. Crate engines must not be altered. Modified or changed from factory specs.
- C. The sealed engines must remain intact and not be tampered with any seals that have been removed or tapered with will make the engine illegal and not eligible for competition
- D. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other parts on or in engine

E. No vacuum pumps

ENGINE OPTION 2

A. GM 604 2900 lbs

Must be sealed

Must have 40 lbs in front of firewall

ENGINE Option 3

- A. GM 362 cubic inch maximum 3000 lbs
- B. .060" over stock bore permitted. (exp 4.060")
- C. Any header permitted
- D. Solid or hydraulic cam permitted. NO ROLLER CAM OR MUSHROOM LIFTERS PERMITTED .500 lift not over (checked as run)
- E. Stock I-BEAM rods only. Scat or Eagle stock replacement rods permitted.
5.7 or 6.0 Rods polished beams permitted
- F. GM, Scat, or Eagle cast steel crankshaft permitted. Must be stock 3.48" stroke.
Steel crankshaft permitted. Must weigh 48 lbs. No knife edge or windage cutting allowed. Angles must not be altered in any way.
- G. Balancing permitted
- H. Ford and Chrysler stroke may vary
- I. Flat top 2 valve relief pistons permitted
- J. OEM production engine blocks only
- K. Aluminum water pump permitted
- L. Ford Stock Stroke 302 3.00 Stroke / 351 3.5 Stroke

ENGINE SETBACK RULE:

- A. Engine must be mounted in stock location, center of chassis. #1 spark plug must be in front of or centerline of upper ball joint 15" from forward steering box bolt to #1 plug
- B. Weight penalties of 50 lbs per 1/2" will be added forward of water pump for improper set back

HEADS

- A. Maximum valve size 2.02 intake 1.60" exhaust
- B. Angle cut heads allowed

C. Competition valve job permitted bowl cut permitted must not touch guide boss

D. No porting, polishing or matching of ports permitted

E. Screw in studs and guide plates permitted

F. GM-OEM factory production cast iron, straight plug heads only.

Vortec 062 or 906 051 heads permitted. No Vortec bow tie heads permitted

G. Any GM or FORD cast iron AFTERMARKET STRAIGHT PLUG

STEEL HEAD 180CC INTAKE RUNNER 55CC COMBUSTION CHAMBER

H. Ford must be factory type head. No 10 degree head's allowed.

I. Roller rocker arms 1.5 or 1.6 permitted

J. Dual Valve Springs OK

INTAKE

A. Aftermarket intake permitted. One 4- barrel type only

B. High performance intake permitted

C. No porting, polishing or matching of ports

CARBURETOR

A. Stock 3310 (750) vacuum secondary or 4777 (650) dlb pumper permitted. NO HP CARBS

B. Choke horn may be removed

C. C Rear metering block permitted

D. No porting or polishing permitted. Will be checked with go/no go gauge

E. No billet parts allowed

F. No carburetor spacer's of any kind allowed

G. 1 Carburetor gasket only 1/4 thick max

FLYWHEEL

A. Triple disc allowed

B. Stock type flywheel

FUEL

- A. No additives
- B. No electric fuel pumps permitted
- C. Securely mounted fuel cell mandatory
- D. Racing fuel only

RADIATOR

- A. Any type radiator permitted. Must be in front of engine

STARTER

- A. Any block mounted starter permitted. Car must start under its own power
- B. Starter must be in factory location

TRANSMISSION

- A. Stock 3, 4, or 5 speed permitted
- B. Automatic transmission permitted. Must have working torque converter
- C. Must have 2 forward and 1 reverse gears
- D. No direct drive transmissions allowed
- E. May run Burt type stock bell housing

WEIGHT

- A. 3000 lbs minimum at any time
- B. Sealed 602 engine 2800 lbs
- C. Sealed 604 engine 2900 lbs
- D. Non BERT TYPE TRANS 50 lb weight break

SAFTY REQUIREMENTS

- A. Approved helmet and FULL fire suit mandatory
- B. Properly installed 3" lap belt with 2" shoulder harness in good condition
- C. Properly mounted fuel cell
- D. Properly mounted fire extinguisher within driver's reach mandatory (no duck tape)

E. Must have securely mounted bucket type racing seat. Full containment seat recommended

NUMBERS

A. Must be minimum of 18” tall on both sides of car

B. Must be visible and legible from scoring tower

PROTEST FEES

A. Complete Engine- \$800 / Acceptance Fee \$200

B. Top Engine head, cam, bore and stroke- \$400/ Acceptance Fee \$100

C. Carb- \$100/ Acceptance Fee \$30

D. Wheel Base Engine Set Back- \$150/ Acceptance Fee \$50

E. Flywheel and Clutch- \$150/ Acceptance Fee \$50

F. Suspension- \$150/ Acceptance Fee \$50

G. Complete Car-\$1100/ Acceptance Fee \$350

H. Tires-\$125 Per Tire/ Acceptance Fee \$125 Per Tire (Winner gets \$125 back)