

2025 Bridgeport Motorsports Park

Street Stock Division Rules

UPDTAED FOR 2025

- Street Stocks running the 602 engine can weigh 2950 lbs
- Weight Sticker must be present when going over scales. No weight sticker can result in disqualification.

1. GENERAL

- A. No station wagons, pickups, four---wheel drives, or convertibles.
- B. Minimum wheel base 108 inches.
- C. Doors must be welded or bolted shut.
- D. All glass and chrome trim must be removed.
- E. Per NJ state law, full containment seats are mandatory. Securely mounted to roll cage, not the floor.
- F. Heavy mesh screening to replace windshield.
- G. Five (5) point racing harness mandatory. Two (2) year rule as per NJ State regulations.
- H. Two (2) tow hoops, one in front and one in rear.
- I. Battery must be covered and securely mounted.
- J. New Jersey style fuel cell with (3) mounting straps. Must be securely mounted to frame. Twenty---two (22) U.S. gallons maximum capacity.
- K. Divers sie window net mandatory. Fuel shut off valve and master battery disconennect switch within drivers reach and clearly marked on/off are mandatory.
- L. Steel brake lines are mandatory
- M. Six (6) point roll cage is mandatory. Minimum three (3) bars on each side. Cage must consist of 1---1/2 OD tubing, mounted and welded to the top of the frame. Tubing must have a wall thickness of no less than .095 (.120 recommended). Vent window bars are recommended. Driver compartment must be padded with NJ State Mandated High Density SFI certified roll bar padding. Engine loop bars must tie into down tubes on front of cage.
- N. Transponders are required on all cars and must be mounted 12” behind the center of the rear housing.
- O. PROPER WEIGHT STICKER MUST BE ON THE LEFT SIDE REAR DOWN POST.**

2. FRAME and CHASSIS

- A. Per NJ State Law all cars will be required to maintain a minimum of 3 inches head clearance above the seated drivers helmet.
- B. Minimum wheelbase 108” (Center of front hub to center of rear hub).

- C. Uni-body cars may connect sub frames with 2x3 box tubing. X-bracing allowed. All cars must remain within ½" of stock wheel base of car being raced.
- D. The year and make of your chassis must maintain OEM front clip, leaf springs, or coil springs.
- E. Shocks must remain in OEM position.
- F. Stock rear frames may be repaired from center of rear end housing to rear bumper with square tubing or 1 ¾", .095 minimum thickness round tubing.
- G. Only Fabricated Chassis allowed is from Bernheisel. Full Perimeter Frame. No Offset.
- H. No Aftermarket chassis allowed.
- I. Any steel type spindles allowed. Steel hubs required. No wide 5 hubs.
- J. Rear Lower control arms can be fabricated bottom, non adjustable within a ½ inch of factory length.
- K. Upper control arms can be adjustable to allow correct pinion angle.
- L. No coil over type shocks.
- M. After market, steel body, welded bearing, non adjustable shocks are permitted. Shocks must be mounted in stock location in rear and either inside or outside the springs in the front. 9" maximum length.
- N. Racing Springs allowed. Minimum 5" Springs.
- O. Front Suspension – OEM lower control arms must be in factory location. Tubular upper control arms must be NONadjustable. After market upper mounts are permitted.
- P. Mechanical screw---type weight adjusters are permitted on the front of all cars and the rear of coil spring rear suspension cars. Leaf spring cars – No variable holes in front shackle. Sliders are permitted. Variable length rear spring shackles. No adjustments can be accessible by the driver while seated in the driver's seat except for brake bias. Coil cars may use stock OEM or fabricated upper and lower rear control arms and may be adjustable to adjust pinion angle. Factory configurations must be maintained. No 3 link chassis unless is OEM 3 link. No fabricated 4 links. Leaf spring cars may use wedges to adjust pinion angle. No electric or hydraulic forms of adjustment or devices which make adjustments to any chassis components while the car is in motion and must always maintain the minimum 108 inch wheel base. Coil cars are permitted to add a panhard bar on the left side only.
- Q. All cars must have four wheel brakes in good working order at all times.
- R. Brake adjusters are permitted in cockpit.
- S. Engine must be centered in frame. The forward most spark plug on the left (drivers side) of the engine can be no further back than the centerline of the upper ball joint on the same side.
- T. Steel or Aluminum brake calipers are permitted.

3. TRANSMISSION and REAR END

- A. Minimum 2x3" inspection hole in top of bell housing mandatory. Inspection hole must be easily accessible and can clearly see flywheel & clutch from hole.

- B. Manual or automatic transmission are permitted. Any OEM cast iron or aluminum transmissions or after market replacement. All transmissions must have at least three (3) working forward gears and one reverse. No internal clutches. OEM type clutch assembly only. No multi disc 4. Consisting of one full size cast iron flywheel, one OEM type pressure plate, one OEM type clutch disc and one mechanical or hydraulic release bearing only. Minimum clutch diameter 10--1/2 inches. No 10,000 RPM CLUTCHES. "Automatic transmissions must have working torque converter, no on/off valve engaging transmission into gear is permitted."
- C. OEM or aftermarket rears are permitted. Ford nine inch are permitted in all cars. No quick change rears allowed.
- D. Rears must be all steel center section with the exception of the pinion support.
- E. Locked rears are permitted. (Welded or mini spools).
- F. No aluminum spools allowed.
- G. Posi-traction rears are permitted.
- H. Steel drive shafts only. No aluminum, titanium, or carbon fiber allowed. Drive shafts must be painted white. Two (2) drive shaft loops are mandatory, one in front and one in rear. Must be 360 degrees (steel only). NO CHAINS.
- I. All rear ends which use internal "C" Clips to retain the axels must be replaced with a "C" Clip eliminator kit.
- J. Factory OEM or aftermarket steel or aluminum spindles permitted. No titanium, carbon fiber or other exotic materials are permitted. Steel hubs only. No wide five (5) hubs allowed.

4. WHEELS and TIRES

- A. Open Stamp, **STOCKER "HARD"** American Racer Tires only.
- B. No passenger car or truck tires permitted.
- C. Tires may be grooved.
- D. Eight (8) inch rims with bead lock permitted (steel wheels only).
- E. A maximum of eight (8) inches of tread width.
- F. Right front wheel may be reinforced. (recommended).
- G. Large lug nuts are mandatory.
- H. Minimum 1/2 inch wheel studs recommended.
- I. Bolt on wheel covers (min. 3 bolts) or foam type mud plugs permitted. NO DZUS ON COVERS.
- J. Air Bleeders are NOT permitted.

5. BODY

- A. Bodies must remain stock appearing. Bridgeport officials will make final determination if body is considered stock appearing. If you asked to make adjustments to your body we expect them to be adjusted. We are allowing some fabrication of bodies as a courtesy. Please be understanding when asked to adjust.
- B. Factory OEM or aftermarket body panels allowed.

- C. Whole body can be made of Steel or aluminum (min .040)
- D. Roof: must resemble factory shape. Can be Steel, Aluminum (min .040), or Fiberglass.
- E. Weight sticker and year and Model of chassis must be visible on left rear window pillar.
- F. Aftermarket OEM Style noses and tail pieces are permitted. NO LATE MODEL STYLE NOSES. NO SLOPE NOSES OF ANY KIND.
- G. Hood pins are permitted.
- H. All cars must have an OEM or fabricated firewall front and rear which completely shields the driver from the engine compartment and the fuel cell/trunk area. Firewalls can be constructed of Steel or Minimum .050 Aluminum.
- I. All cars must have a full STEEL floor pan either factory or fabricated which goes completely from the front to rear firewalls and completely left to right so as there is no part of the driver's compartment exposed to the race track below. Sheet metal work inside the driver's compartment is permitted to shield the driver from exhaust parts and fuel lines. No exhaust parts or fuel lines may pass through the driver's compartment.
- J. .050 Aluminum filler pieces allowed in cockpit area.
- K. The fuel cell area must be covered in the rear and can not be exposed.
- L. Rear spoilers are permitted. 6" inches maximum. Side spoiler permitted as diagramed (maximum allowed). Spoiler can only go across the back of the car and CAN NOT WRAP AROUND THE SIDES.
- M. Front bumpers must remain behind factory nose covers. All rear bumpers must not extend more than 3" beyond rear body panel. All cars must have a sturdy, and well secured front and rear bumper constructed from 1 1/2" max tube diameter. All ends must turn inwards. Bumpers shall not be constructed in such a manner as to be used as a weapon or "battering ram". Final determination by the tech official.
- N. Side rub rails: **SINGLE** rail tubular round side bumpers or nerf bars are recommended. 1--1/2 inch max tube diameter and can not stick out past the outside edge of the tires. Ends must be turned in toward the body so as to not have any sharp or blunt ends. These can be inside or outside the body. **NO SQUARE TUBING.**

6. ENGINE OPTION #1

- A. **BLOCK** - Any cast iron OEM production or aftermarket stock replacement block. No aluminum, or performance blocks allowed. All markings and/or numbers must remain on block for identification purposes.
- B. **HEADS** - Any cast iron, straight plug heads permitted. Maximum valve head diameter 2.020 intake and 1.600 exhaust. This is an unported class. All heads must remain in factory condition with no modifications. No modifications means--- No sandblasting, bead blasting, acid dipping, porting, port matching, gasket matching, polishing, welding, or epoxy. No relieving or unshrouding of the valves in the combustion chamber. No hand grinding, sanding, blending, or deburring. Inspection will be conducted with the head on the engine, but the

method of checking may require the removal of the intake and exhaust manifolds. Heads will be removed only to surrender to any Bridgeport Motorsports Park official for appeal or protest and to visually inspect for any modifications. Stock diameter valve springs only. Screw in rocker studs and guide plates are permitted. Stud mounted shaft rockers permitted. No Stud girdles. No angle milling. Straight millings of the cylinder heads to increase compression ratio is permitted, however, these engines will be limited to a maximum compression ratio of 10.5 to 1. No titanium or carbon fiber engine parts of any kind are permitted for valve keepers/retainers and locks. All markings and/or numbers must remain on heads for identification purposes.

- C. **CONNECTING RODS** - Any factory production or aftermarket cast iron or forged solid steel connecting rod. No aluminum, titanium, polished, or billet. OEM or 6" rod length only.
- D. **CRANKSHAFT** - Any factory OEM crankshaft or cast iron or forged steel aftermarket replacement. All crankshafts must maintain OEM dimensions. No knife edging, narrowing, or cutting down the diameter of the crank counterweights. No machine work to be done to crank counterweights or journals with the exceptions of normal balancing and resurfacing procedures. No light-weight cranks. Only stock-type engine bearings allowed. No roller or needle bearing engine bearings permitted. Bore and stroke combination must remain stock for the engine being used. Maximum cubic inches 362.
- E. **PISTONS** - Any brand three ring flat top or dished aluminum pistons only. No coatings of any kind are allowed. Zero deck height. No part of piston can extend above the block. Maximum compression ratio 10.5 to 1.
- F. **VIBRATION DAMPENERS** - Any preferred steel dampener.
- G. **CAMSHAFT** - No roller cams, roller or mushroom lifters or lash caps allowed. Camshaft may be of any brand. Only hydraulic or mechanical/solid flat tappet type camshafts permitted. Camshafts and lifters must be solid steel or cast iron construction only. No titanium, ceramic, or other exotic materials permitted. Camshaft must be located in factory position in block. Stock type and size cam bearings only. No roller or needle bearing cam bearings permitted. Lifters and lifter bores are to remain stock in diameter and are to remain in stock location within block. Sleeving of the lifter bores to compensate for wear is permitted. Stock type timing chain or gear drives only are permitted. No belt drives or devices with external camshaft timing provisions are allowed. Roller rocker arms are permitted. Shaft type stud mounted rocker assemblies are permitted. Stud girdles and aftermarket rev kits are prohibited.
- H. **INTAKE MANIFOLDS** – Stock manifold or only the following Edelbrock intake manifolds (aluminum) are permitted. Performer Series ED2101 (for use with Chevy Cast Iron Cylinder heads); ED2104 (for use with 1987-95 Chevy Cast Iron Cylinders heads); ED2116 (for use with Chevy Vortec or 1996-up Chevy Cylinder heads); ED2121 (for use with 1966-1972 Ford Cylinder heads 289/302); ED2181 (for use with 1971-1982 Ford Cylinder heads 351W); ED2171 (for use with 1971-1982 Ford Cylinder Cleveland heads); ED2665 (for use with 1971- 1982 Ford Cleveland Cylinder heads); ED2750 (for use with 1971-1982 Ford Cleveland

Cylinder heads); ED2176 (for use with Chrysler Cylinder heads); ED2711 (for use with 1966-1988 Oldsmobile Cylinder heads); or ED2156 (for use with 1965-1979 Pontiac Cylinder heads).

No other aluminum intakes are permitted. Porting or polishing of any intake manifold is prohibited (must remain unaltered and untouched). Manifold must be one four barrel or one two barrel.

- I. **CARBURETOR** – The Holley Carburetor Part No. 4412 2BBL is the only acceptable carburetor permitted (**NO 4412XP**). **All carburetors must pass gauges to be legal.** Only modification allowed is choke plate may be removed. Choke horn must remain in place.

The only acceptable carburetor spacer is one that adapts a 2BBL carburetor to a 4BBL manifold and shall have a maximum thickness of 1---1/16 inches including gaskets measured from the top mounting surface of the intake manifold to the bottom of the carburetor base plate.

No fuel logs or fuel cooling devices are permitted.

Only one stock type mechanical fuel pump located in stock location on engine is permitted.

Mechanical throttle linkage only. Minimum of two (2) throttle return springs are mandatory.

All carburetors must pass gauges to be legal.

Conventional round type air cleaners only.

Air cleaners that provide ventilation through the top cover (such as K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed.

- J. **IGNITION** - Only stock type battery ignition systems permitted. Use of aftermarket stock type distributor permitted. No external or internal ignition boxes or ignition amplifier permitted except for Ford, which may use an OEM type external ignition box. No MSD or performance type external ignition box. Aftermarket OEM type heavy---duty replacement ignition modules and coils are permitted. No Crank trigger ignition systems. No traction control devices of any kind are permitted. All cars in all divisions shall have a mandatory master disconnect switch, which shall disconnect any and all electrical functions of the race car. This switch shall be mounted in the area where the "A" pillar meets the top horizontal bar on the left "drivers side" of the roll cage. This switch shall be painted red and clearly marked ON/OFF and must be accessible from the outside of the race car.

- K. **LUBRICATION SYSTEM** - Stock OEM type wet sump oil system only. Must be in steel oil pan on bottom of engine. Oil pan must have 1 inch inspection hole in left side. No dry sump systems or external oil pumps allowed.
- L. **COOLING SYSTEM** - Water pump must be stock OEM type. Aluminum or cast iron permitted. Heavy duty aftermarket pumps are permitted. Radiator fan must be steel or aluminum only. No electric cooling fans or pumps. Aftermarket aluminum radiators are permitted.

7. ENGINE OPTION #2

GM 602 CRATE ENGINES ARE PERMITTED. SEE WEIGHTS BELOW.

**These must be Bridgeport Sealed engines from Pace Performance.
All purchase will go through Bridgeport Speedway.**

A. CARBURETOR

- a. One 4---barrel carburetor only. Holley 650, 650 HP, 750, 750 HP. All carburetors MUST pass Bridgeport Motorsports Park tech gauges. If you would like your carburetor checked at any time. Please contact head of tech.
- b. Carburetor must remain completely stock.
- c. All 650 carburetors. No adjustable boosters. (no cutting or polishing).
- d. All 750 carburetors, boosters must remain in stock positions. (no cutting or polishing).
- e. No visible modifications without disassembly.
- f. Go/no---go gauge measurements valid on hot or cold carburetor.
- g. Carburetor maximum height to be 7 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the No. 3 or No. 4 runner of the intake manifold.
- h. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
- i. Holes drilled in the throttle plates for proper idling.
- j. Drilling, tapping, and plugging of unused vacuum ports.
- k. Welding of throttle shaft to linkage arm.
- l. Drilling of idle or high-speed air correction jets.
- m. Milling of center carburetor body metering block surface, a maximum of .015 inch on each side.
- n. Removal of choke plate and shaft.
- o. The jets may be changed as needed.

B. IGNITION

- a. Stock OEM (Original Equipment Manufactured) distributors only are permitted. Vacuum advance can be removed. Rev box must be under hood.
Black wire grounded to motor only. All wiring must remain within engine compartment out of reach of driver.

- b. Coils must be stock appearing. All wiring to rev box must be exposed for viewing. No trigger ignition. Rev box chip must face up and be taped in.
- c. On H.E.I. ignition systems, the coils must remain in the distributor.
- d. **When hood is removed, rev box must be in clear view. No cover over motor.**
- e. Only an unaltered MSD/DIRT rev limiter part number 8727CT with a DIRT 6200 chip is required.
- f. Only one MSD/DIRT rev limiter per car installed under the hood, out of reach of the seated driver is permitted.
- g. OEM firing order must be retained. Chevy 18436572
- h. The use of aftermarket heavy duty replacement coil and control module both mounted in stock location as permitted.

C. LUBRICATION SYSTEM

- a. No dry sump system is permitted.
- b. The oil must be in a steel pan only.
- c. No external oil pumps or Accu-sumps are permitted.
- d. No form of engine evacuation system by internal or external driver pumps or by connection between exhaust system and valve covers, intake manifold, or oil pan is permitted.
- e. Oil coolers will be permitted providing they are mounted under the hood or the left side wing only. If under the wing a shield or scoop must be made for driver protection.

D. WATER PUMPS

- a. **The water pump must be cast iron or aluminum only.**
- b. No electric cooling fans or pumps are permitted.

8. FUEL

- A. No E85 or other exotic fuels permitted. Commercially available pump gas or racing gasoline only. No top lubes, performance enhancements additives, or any other kind of additives are permitted. Fuel must pass smell test. **NO OXYGINATED FUELS ALLOWED!**

9. EXHAUST

- A. Headers & Crossover Headers are permitted.
- B. No 180 degree or No Tri – Y headers permitted.

10. WEIGHT

- A. **OPTION #1 ENGINE** - Minimum weight 3100 pounds with the driver at the completion of all qualifying races and the feature event.
- B. **OPTION #2 ENGINE (602 Crate)** - Minimum weight 2950 pounds with the driver at the completion of all qualifying races and the feature event.
- C. **Brinn, Bert, Falcon Style Transmission – Must weigh 150 lbs more than Engine Option C & D**

11. LETTERING and PAINT

- A. All cars must have four (4) number locations: each door, roof, and rear of the car.

Numbers must be minimum 18 inches in height.

- B. Numbers must contrast car color. All paint and numbers must be presentable to the public at all times.

NEW JERSEY STATE RULES - SEE NJSP RULES ON THEIR WEBSITE OR ALSO INCLUDED ON BPS WEBSITE. www.State.nj.us/njsp/info/pdf/racing_regulations.pdf

SPECIAL NOTES FOR ALL COMPETITORS IN THE DIVISION

1. On occasions situations may arise that are not in this rule package, all ruling, and interpretations of rules included here will be made by Bridgeport Management and/or officials. All rulings and interpretations will be deemed final.
2. Bridgeport Speedway is a New Jersey race track we follow New Jersey Motor Vehicle race track Regulations. (Chapter 62)

www.State.nj.us/njsp/info/pdf/racing_regulations.pdf

Any, and all rules are at the discretion of Bridgeport Motorsports Park Head Tech Official.