

2025 LORDCO STREET STOCK RULES



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The Street Stock rules were initially crafted to provide an affordable and safe racing experience. Over time, it has evolved into one of the fastest classes in the province. Safety remains the primary focus, supplemented by some technical restrictions. Decisions or interpretations of these rules by track officials are considered final. If participants find these rules overly restrictive, they are encouraged to consider competing in the Sportsman class.

The fundamental principle of the Street Stock class is to maintain stock components wherever possible. To clarify any ambiguities in the rules, all engine and chassis components must be unaltered and adhere to original equipment manufacturer (O.E.M.) design and specifications. These components must have been available solely in stock production vehicles accessible to the general public. Aftermarket copies are permissible. Additionally, the use of Raceivers and transponders is mandatory for all participants.

CHASSIS

1. BODY

- a) Any North American built stock production car through the current year. No full size trucks. Any Chassis allowed, LS or 602.
- b) Minimum wheelbase 108-inches. Wheelbase must remain stock to the year and model with a maximum variation of one inch from the right side to the left side. The wheelbase must remain original to the frame.
- c) Newer style body, skin only, may be used on older style chassis. You may swap a 1984 Monte Carlo body skin onto a 1969 Chevelle chassis or vice versa. Any North American style of body may be used. Must be steel. Fenders extend, not the frame. The installation must be done safely and neatly. Complete shell may only be used if stock firewall mounts fit. Body must be complete and remain neat in the stock location.

Aftermarket steel bodies allowed. Incomplete bodies are not allowed. A 50lb weight penalty at the discretion of the Tech department will be applied to allow for participation, however, this must be corrected for the next race day.

All cars must retain OEM roof. Plastic nose and tail pieces allowed without penalty.

No fiberglass parts. OEM aluminum panels allowed but must remain unaltered and only used on the body they came on.

Non- functioning hood scoops are allowed. Front valance/spoiler is not restricted in height off the track surface but should not make contact with the track.

- d) All Floors, firewalls (front and rear) must be complete, in stock location, and be of equal (20-gauge) or thicker if not OEM piece. All must be safely installed. No cockpit type cars allowed without meeting the above criteria.
- e) Inner bracing may be removed from stock hood and trunk panels. Lids must be securely fastened. Doors must be strapped or welded shut.
- f) Sharp objects must be removed. Fold over or duct tape any sharp or rough edges. Roll fender well edges under not out.

- g) Cars must have bumpers and they must be strapped to the fenders and quarter panels to prevent hooking. Bumpers must be attached to the fenders or quarter panels within the body lines of the car. May be modified for safety.
- h) Spoilers must have radiused corners and be a maximum 6-inches high, measured along the vertical surface.
- i) All glass must be removed.
- j) No push bumpers. Rub rails allowed, maximum 1" X 2" X 3/16" wall, mounted on outside of body. Rail ends must be angle cut and capped. No sharp edges. Must be tight to body.
- k) A damaged car will only be permitted to race that day before being repaired. All cars must be maintained so as to present a neat appearance. Cars must be brightly painted. Color and number must be of high contrast. Drivers' name must be on one side of the car.
- l) No chopped or lowered roofs allowed. No soft tops allowed.
- m) Body, Year and Model must be displayed on left side b-pillar.

2. INTERIOR

- a) The interior of the car must be stripped of all flammable material.
- b) The interior sheet metal may only be removed for ease of roll cage installation.
- c) No transmission coolers, transmission lines or fuel lines in the driver's compartment.
- d) Holes in floor and firewall must be sealed with minimum 20-gauge steel.

3. WINDSHIELD

- a) A full windshield with minimum two straps or tubes inside.
- b) Outside, four strong tabs if glass windshield. If Lexan, mount with 3/16-inch rivets, 6-inch spacing maximum.
- c) Sealed to cowl at least is mandatory.

4. WEIGHT

- a) Weight will be a minimum 3200 lbs. plus weight penalties (if applicable), including driver, coming off the track after heats and main event.
- b) Left weight rule is 55.0% maximum after heats and main event with driver belted in.
- c) 47.0% rear maximum after heats and main event.
- d) Lead ballast is allowed but must be securely fastened above the bottom of the frame. Ballast must be painted white and have the car number on it. Secured with minimum two, 1/2-inch bolts. Subject to fine.
- e) Total of weight of car including added weight penalty's (when applicable) shall be displayed on right side upper windshield and must be readable by tech from scale monitor location.

FRAME AND SUSPENSIONS

1. FRAME

- a) Minimum 6-inch ground clearance to bottom of frame rail, measured with driver in, single 1/2-inch variance.
- b) No shortening of the frame rails allowed. If rusted or damaged they may be replaced but they must be the same length and location and of equal gauge metal or greater. No alterations to the "K" member.
- c) Unibody must have sub-frames tied together with minimum 2-inch X 3-inch X .120-inch steel tubing.
- d) All suspension bushings must be of a rubber/polyurethane composition.
- e) No mixing of front subframes, must match chassis in model and generation.

2. SHOCKS

- a) One stock type shock absorber bolted in the stock location per wheel.
- b) QA1 shocks with stock type bushings will be accepted.
- c) No air adjustable or coil over shocks.
- d) Shocks must have stock type bushings on both ends.
- e) All shocks must retain OEM angles, mounts and location

3. FRONT SUSPENSION

- a) Stock control arms and mounts, both upper and lower, must remain in Factory installed location to year, make and model of frame. No steel bushings. Rated springs may be used. Adjustable front coil spring mounts allowed. Older Chevy chassis may use the Camaro 11-inch brake rotors. If you are racing a Ford, Dodge or other make you must get Tech. approval if you want to make a spindle/rotor upgrade.
- b) No Heim joints. No jacking bolts allowed. No tall joints.
- c) A-arms must retain OEM specifications in shape, size and design. Tubular A-arms will be allowed on a testing basis. Maximum 9.5 inches.
- d) Damaged front frame horns may be replaced by square tubing of equal size but only in front of any steering parts (i.e.: idler arm, steering box or any mounting point that has a moving part).
- f) The upper control arm shaft called the PROBLEM SOLVER is allowed to attain camber on G.M. cars.
- g) O.E.M. or jobber cloned parts only.
- h) Stock front steering components (i.e.: idler arms, steering box, tie rods, drag link etc.).
- i) Any after market or OEM power steering parts allowed in stock location
- j) All part numbers must remain intact. Alteration or removal of part numbers will make that part illegal and the car subject to disqualification.

- k) All suspension bushings must be of rubber/polyurethane composition.
- l) Any OEM part may be reinforced but the functionality cannot change.
- m) A ¼ inch variance in length will be allowed between all control arms.
- n) Maximum 2 degrees left side positive camber at tech pad. This is subject to check prior to any qualifying, heat or main event. No tire pressure adjustments after measurement. Loss of points for noncompliance.

4. REAR SUSPENSION

- a) Stock upper trailing arms. Mounts may be re-drilled to allow for lengthening or shortening. No steel bushings. All mountings subject to Tech. approval.
- b) All suspension bushings must be of rubber/polyurethane composition.
- c) Rear spring shackles may have multiple holes to allow for leaf spring adjustment. No jacking bolts.
- d) Only a secured full circle rubber spacer on top and/or secured full circle metal spacer/s at the bottom of coil springs.
- e) Lowering blocks allowed on leaf springs.
- f) Rotten rear frame horns on full frame cars may be reinforced or replaced with a fabricated replacement not to extend forward farther than center of rear axle. If damaged further than center of rear axle Tech. approval is needed for further replacement. Any such fabrication must ensure protection of fuel cell.
- g) Uni-body rear frame sections may be repaired but must retain ALL OEM suspension brackets and mounts. Rear leaf spring hanger exempt but must be in stock location. All cars that will not meet the criteria under this new wording will first be physically measured with a fabricated device made using an unmodified specimen car as a template and designed to show front spring mount location in relation to shock mount location in relation to rear spring mount location. All within reasonable tolerance to account for racing damage. Unacceptable variation at this point will require immediate upgrades to comply with the new rule. If the repair done under the existing rule is within the requirements specified, the following upgrades must still be performed. OEM front spring mount must be OEM placement and retain all factory produced three (3) bolt holes and locating tab. It must also retain the operation of being removed from the frame mount as the only way to change a spring or bushing. The OEM shock mount or acceptable duplication must be installed in OEM location. The procedure noted above shall only be an option for the affected club cars on record as having competed since the start of the 2018 season to present. No others will be considered or allowed.
- h) For Camaro and Nova type cars if frame repairs are needed behind center of rear axle Tech. approval is required.
- i) Four link cars are allowed one adjustable lower link, either side and leaf spring cars are allowed one adjusting block, either side.
- j) Any OEM part may be reinforced but the functionality cannot change.
- k) A ¼ inch variance in length will be allowed between all control arms
- l) No independent rear suspension.

5. DRIVETRAIN

- a) Ford 9-inch rear end conversions are allowed but the rear end must be centered in the stock frame. Shock angles to remain stock for the chassis. Control arm angles must be stock. Altering of the mounting bracket length and location not allowed on installed rear end. All mountings subject to Tech. approval.
- b) Any car that has undergone a rear end swap must not exceed the stock track width measurement. This measurement is the stock rear end for your car using wheels with a 2-inch back set. If the swap exceeds the stock rear end/ 2-inch backseat wheel combination you will be asked to narrow the rear end to meet the stock width or you may use wheels with greater offset to achieve the correct track width. Both wheels must be of equal offset. Must be approved by Tech. and the combination must be run at all times (i.e.: if a tire/wheel damaged during a race event must be replaced with the correct wheel back set to maintain the stock track width) to be legal. If the rear end you are using for the swap is narrower than the stock rear end the 2-inch minimum back set rule (WHEELS, TIRES AND BRAKES, SEE "C") applies.

Maximum rear end widths drum to drum - *will add more makes and models as they are verified.*

Metric		58.0"			
Nova	70 – 79	60.25"	Torino	67 – 73	61.25"
Camaro	67 – 69	60.25"	Torino	73 – 76	62.0"
Camaro	70 – 81	61.25"	Dodge A Body	73 – 76	51.4"
Chevelle	64 – 67	61.25"			
Chevelle	73 – 77	62.0"			

- c) No locked rear ends allowed. No posi rear ends or limited slip. No Detroit Lockers or spools.
- d) Drive shaft must have at least one U shaped retaining bracket installed near the front of the drive shaft.
- e) Drive shafts must be painted white or bright color.
- f) Steel Drive shafts only.
- g) Any OEM manual or automatic transmission is allowed but all must have a working reverse and retain all OEM gears.
- h) Automatic transmissions must have a working torque converter.
- i) Minimum torque convertor size 10". Stock size flex plate only.
- j) After market flywheels allowed but must be weight verified and documented by tech. Minimum weight 16lbs. (flywheel to be check, weighted and marked when approved before it goes on the car)
- k) Cars with automatic transmissions must have a minimum 1-liter catch can mounted in the engine compartment to be easily accessible.
- l) Cars with manual transmissions must have a 360-degree scatter shield that is racing approved.
- m) Manual transmissions must have a 1 1/2-inch to 2-inch hole in the bell housing and scatter shield for inspecting clutch and flywheel.

WHEELS, TIRES AND BRAKES

- a) A heavy-duty steel wheel up to a maximum 8-inch rim width will be permitted.
- b) Wheel weights must be stick on type installed on the inside of the rim with tape over them. No pound on weights allowed.
- c) Wheel Spacers allowed; maximum ½" per wheel but cannot create less than 2" backspacing.
- d) AR970S, ARP265, and Hoosier 970 tires are all eligible.
Note: this will be revisited when and if supply becomes available.
- e) NO tire softeners allowed at the racetrack.
- f) Cars must have four stock wheel brakes in good working order.
- g) Brake pedal assembly must be in stock location. No aftermarket brake pedals. One only rear brake only, brake bias valve allowed. Must not be mounted within reach of the driver. No bleeders.
- h) GM metric cars may use stock factory 11-inch rotors and spindles.
- i) Factory style drilled rotors (i.e., Raybestos O.E.M. replacement) are allowed.
- j) No rear discs.
- k) 12" rotors allowed but cannot be drilled or slotted and OEM pads only. No Hawk/Wilwood, etc.
- l) Front Brake Fans allowed.
- m) No Racing Calipers

ENGINE

1. GENERAL

- a) Small block engines only. Maximum overbore is .060-inch.
- b) GM 350 max. cid.
- c) Chrysler 360 max. cid.
- d) Ford 351 max. cid.
- e) LS 5.3 engine program is allowed in all Street Stocks i.e., Ford and Dodge using a GM transmission.
- f) The engine and chassis must be of the same manufacturer.
- g) The engine must be stock two-barrel specs. No Vortec.
- h) Cars must have a working starter.
- i) Aluminum water pumps allowed.
- j) Stock type HEI (GM) (Ford, Dodge equivalent) ignition only. No capacitive discharge etc. Aftermarket billet equivalent allowed. No Davis, Unified etc. No aftermarket enhancements/modules. No crank triggers. Aftermarket high energy coils allowed. No aftermarket add-ons.

- k) The engine must be in the stock forward position without altering the frame. Solid mounts allowed in the stock location.
- l) Cast or Forged flat top pistons allowed. GM must have 4 valve reliefs that are factory machined unless they have no valve relief such as Chrysler 318, 360.
- m) No fuel injection. No big blocks. No Chrysler 340 cid. No Gm 400 cid.
- n) No stroking allowed by matching crankshaft from one engine size to another (i.e., not put a 350 Chev. crank in a 400 block or vice versa). No modifying of stock crankshafts other than machining of bearing journals and balancing. No lightening, drilling, adding weight, etc. Approved replacements for O.E.M. GM crankshafts are Scat910442 or Eagle 103503480. Check with Tech. for Ford or Dodge replacements. Must not be lighter than the stock crankshaft from the original manufacturer (Gm, Ford, or Dodge).
- o) Any flat tappet, hydraulic or solid camshaft allowed as long as the 1.5 rocker ratio remains. No mushroom or roller cams.
- p) Must be equipped with an oil pan inspection plug (i.e., Moroso pt.# 23970) to allow for inspection of connecting rods. Drivers must provide the proper tool for inspection plug removal.
- q) Stock steel rods may be cleaned up, de-beamed and balanced.
- r) Optional connecting rods Scat #35700P, Scat #35700 or Eagle #SIR5700BBLW are the only aftermarket rod allowed and must be used without modification of any kind.
- s) 602 crate motors allowed. All are subject to verification. 5800 rev limit chip via soft-touch rev control only. Schoenfeld 185 spec header allowed without penalty. Generally accepted 650 CFM crate carb or unmodified Holley 4776/4777. Must use Agassiz Speedway supplied restrictor plate. 602 crate motors using cast iron exhaust manifolds do not require restrictor plate but are still required to run soft-touch rev control with 5800 chip.

2. CARBURETOR

- a) Any stock two-barrel carb. on stock cast iron manifold. Removal of choke assembly is allowed. The choke horn stays.
- b) Air filter with metal lid is mandatory. Air Cleaner must be fully covered by hood.
- c) One 4-inch diameter air duct is allowed.
- d) No Holley 4412 500cfm, marine Barry Grant or SMI carburetors. Jet part #37001 is allowed to be used on all street stocks. Non-GM Street Stocks may use 1/2inch adapter plate with one gasket between carb and one between manifold. Maximum 1/16-inch gasket thickness. Adapter plate must have matching holes to carb throttle base plate and manifold.
- e) No Marine Components, carburetors, manifolds etc.
- f) Carburetor venturi size maximum of 1 3/8-inch round. Must pass carburetor venturi gauge. Lower throttle plate maximum 1 11/16-inch. Air horn must remain unaltered. Choke shaft and plate may be removed. No carb spacers. One carb base gasket only. Parting line must be visible.
- g) No thinning of throttle plates or shafts.
- h) Minimum 0.300 shaft thickness with throttle plates installed for all carbs.
- i) Any built or LS motor may use a 4bbl Crate Carb, Agassiz restrictor plate and headers.

- Built motors with 4bbl will be Edelbrock Performer or approved equivalent.
- Built motors with headers will retain the 150lb weight penalty and use a 5,800 rpm limiter.
- Built motors with manifolds will add 50lbs and use a 6,000 rpm limiter.
- LS motors no weight added 6,200 rpm limiter

Agassiz Speedway Tech department reserves the right to modify or eliminate these options at its discretion with 7 days notice.

- j) Any gasoline (generally accepted for automotive use) may be used. No exotics (methanol, nitromethane, nitrous oxide, diesel, etc.) allowed.

3. HEADS

- a) Absolutely no modifications to heads such as porting, polishing, port matching, roller rockers or angle milling.
- b) Maximum 1.94-inch intake, 1.50-inch exhaust.
- c) 318 Chrysler two-barrel heads allowed. Ford 289 and 302 two-barrel heads allowed. 305 GM heads allowed.
- d) GM camel bump heads. Optional head for small block Chev. is World Products part #SR043610 and part #Sr43600, Dart part #10024361SS iron eagle. E. 3/8-inch screw in studs allowed.

4. EXHAUST

- a) Schoenfeld 185 spec header or any 1-1/2 primary with 2-1/2 collector header is allowed on a built motor. No tri-y, crossover etc. 150lb added weight penalty for this option and will be a track specific rule to include visitors as well (602 crate exempt).
- b) No alterations to manifolds allowed.
- c) No 2 1/2-inch Corvette center dumps. 2-inch are okay.
- d) Must have a muffler/s, maximum 95db at tower and in the pits.
- e) Crate motor 3" exhaust with no mergers or crossovers. Open motors with manifolds 2 1/2 first 2ft and do what you want with exhaust. Open motor with Headers 3" and do what you want and gets 150lb weight penalty.
- f) System must end within 12-inches of rear tire/s.
- g) The pipes must not pass through the driver's compartment.

SAFETY

1. GENERAL

- a) Coolers must be ahead of the front firewall or behind the rear firewall.
- b) Radiator must be in front of engine and must have a minimum 1-liter catch can.
- c) Cars must have a minimum 2 1/2 lb fire extinguisher within easy reach of the driver.
- d) One stock sized rear view mirror inside the body line. One outside mirror allowed.

- e) Minimum one litre overflow is mandatory. On trans & radiator must be securely fastened. Rivet or bolt or metal band only. Tie straps subject to Tech approval.
- f) There is ZERO tolerance for outdated or incorrect safety equipment. You will not be allowed to race without the proper safety equipment.

2. BATTERY

- a) Automotive batteries only. No dry cell batteries allowed.
- b) Battery kill switch mandatory. Must be identified and on the left side of the car within easy reach of the Safety Personnel.
- c) Battery must be securely mounted and sealed in a metal box with a lid. Locate outside of fuel compartment.

3. ROLL CAGE

- a) Roll cage required, minimum 8-points to chassis. It must be minimum 1 3/4inch X .095-inch steel tubing. All main joints must be gusseted.
- b) Offset cages to be allowed but may be subject to a weight penalty. The offset of the roll cage will not be less than 17-inches from the center line of the transmission tunnel to the inside edge of the main roll cage legs on the right hand (passenger) side of the race car. Main roll cage legs must be attached to the car in a safe manner. There must be four door bars on the right-hand side in addition to a door bar extending from the cage out to the door skin at the middle of the door horizontally. This door bar, if it is a straight piece of tubing, must be properly supported and be made of the same material as specified in rule A. Minimum of six supports required: four vertically angled from the main roll cage legs and two horizontally from the main roll cage legs. All joints to be gusseted. If using a curved door bar to the outer skin, you need four vertically angled and gusseted supports. Existing race cars or race cars being purchased with offset cages having greater offsets than specified will be subject to safety approval by Tech. before being allowed to race. See cage diagrams. 25lb weight placement penalty to be mounted at right side door sill location for not meeting all required measurements.
- c) There must be a minimum of four door tubes on the driver's side parallel to the ground.
- d) At least four passenger side door tubes are required. A stock door with beam counts as one bar.
- e) A windshield bar and padded center roof bar must be installed.
- f) Main hoop must be cross braced. Front uprights must have a dash bar.
- g) Two cage tubes will be placed from the upper rear corners of the main hoop at the top of the cage rearwards to the frame members behind the fuel cell.
- h) One bar may be installed for radiator protection but must not protrude past the bumper.
- i) Cages will have an ankle bar on the left and a bay bar system which links roll cage from right front frame rail to left rear shock tower.
- j) Roll cage members adjacent to the driver must be padded.
- k) Head clearance must be minimum 2-inches. More is better.

- l) Mandatory anti-intrusion plates on driver's door bars, minimum 1/8-inch steel plate. See cage diagrams for details. M. All cages subject to Tech. approval.

4. SEAT, BELTS AND WINDOW NET

- a) Cars must have a safety approved aluminum bucket seat mounted securely to the roll cage with a minimum of four 5/16-inch bolts, subject to Tech. approval.
- b) Seats will have headrests supported by cage.
- c) Cars must have an approved harness mounted to the roll cage.
- d) Shoulder belts must be fastened below shoulder height.
- e) Driver's window must have an approved safety net with a quick release catch at the top. Mount with minimum 3/8-inch diameter unthreaded steel rod, top and bottom.
- f) Belt and window net certification is 5 years maximum.

5. FUEL CELL

- a) Fuel cells are mandatory. Cells must be equipped with foam.
- b) Fuel cells must be mounted between the frame rails and as far forward as possible and practical. Fuel cell must be in a metal case and have a minimum 8inch ground clearance.
- c) If tank hangs below frame a nerf bar must protect it. Bottom of fuel cell must have three 1-inch round or square skid bars for protection.
- d) The overflow must extend below fuel cell.
- e) No electric fuel pumps.
- f) Any gasoline (generally accepted for automotive use) may be used. No exotics (methanol, nitromethane, nitrous oxide, diesel, etc.) allowed.
- g) Minimum 10 gauge ground strap from the filler neck flange to the frame is mandatory.
- h) Fuel line may pass through driver's compartment inside a one-piece steel tube sealed at both ends where it passes through the firewalls or floor.
- i) Fuel line tube must be painted red.
- j) All fuel cells require one-way check valve on vent.

LS ENGINE RULES

1. ELIGIBILITY

- a) Eligible engines are 2000 to 2007, LM7 (code T) or L59 (code Z) only.
- b) Blocks are identified with 4.8/5.3 in casting.

2. INSPECTION

- a) All engines will be sourced from Auto wreckers
- b) Block indicates 4.8/5.3 casting
- c) Dished pistons, not flat tops
- d) Cylinder head castings must be 862, 895 or 706 only

3. ENGINE PARTS LIST

ALL engines will be complete including:

- a) Exhaust manifolds
- b) Starter, sensors and wiring harness
- c) Drive belt and all pulleys, mounts, water pump, fan, PS pump and hoses, flex plate and all bolts.
- d) Motor may or may not include all parts
- e) No alternator will be supplied

4. SEALING

- a) All motors will have both valve covers and front cover sealed and head bolts sealed.
- b) All motors will have sealing bolt numbers, cylinder casting numbers and block date code recorded. Picture will be taken with a copy to tech , a copy to owner and a copy will be posted on website and/or Facebook page. This will be enforced.
- c) Sealing will be done under tech supervision and/or by designated person.

5. ENGINE USE

- a) Only the truck and van style exhaust manifolds may be used..
- b) 2.5" exhaust exiting from manifold.
- c) DUEL EXHAUST ONLY. No X's, Y's or H's, balance tubes, etc.
- d) Manifolds may be trimmed to fit in engine bay.
- e) Fabricated engine mounts allowed.
- f) Engine must be installed in stock locations of car.
- g) Bellhousing must remain in stock fore and aft position.
- h) Any cooling fan an/or adaptor may be used.
- i) Edelbrock or MSD intake kit #350-7118 or approved equivalent is the only intake and box allowed.
- j) Electric fuel pump must be used with Hobb's type switch.

- k) Balancer/pulley may be changed to reduce power steering pump speed (Powerbond part #PBU1190SS25 or tech approved equivalent). Must be steel, 25% under drive maximum.
- l) Rochester 2 BBI as per Agassiz Rules.
- m) A restrictor plate of .500" with 1.700" holes will be provided by Agassiz Speedway.
- n) LS motors may use a crate carb, Agassiz restrictor plate and headers.
Must use 6,200 rpm rev limiter.
Subject to review and can be revoked at any time.

6. ENGINE PURCHASE

- a) A supply of engines will be prepped by Tech and stocked at designated location that may change from time to time.
- b) Engine numbers will be confirmed with customer at time of pick up. Photos will be given to new owner, to be at track for verification if needed.
- c) Engines will be \$800 including taxes (subject to change due to availability).

7. SPONSOR ENGINES

If you have a sponsored engine from another wrecker, the following is mandatory:

- a) Wrecked vehicle serial number and engine have to be verified by Tech.
- b) Sponsored motor and parts will be delivered to Tech by donating wrecker.
- c) The sponsored motor is not available to the purchaser until dyno verified.
- d) After motor is approved by Tech the purchaser can pick another one from the designated motor location.

8. FAILURE ENGINES

If an LS motor suffers a/any failure which causes inability of further use the motor must be available for technical inspection BEFORE a new one will be sold to either the owner or driver of the failed motor. This inspection is not limited in its scope or time frame. One motor per car, case by case. LS Motors may be inspected for if repairs needed ie: cover gaskets, leaking. Repairs will be done under Tech supervision and will be documented, and photos will be updated. Tech may also retake photos as year end for verification.

The rules governing the Street Stock class prioritize fair competition and transparency. Car owners must seek clarification from Class Rep(s) and/or Tech officials for any rule ambiguities. Drivers are required to carry car specifications for legality verification during protests. Track officials hold the final authority for rule interpretation, with their decisions being binding. Rules undergo annual reviews to maintain relevance and accuracy.

Violation of any of these rules may result in the loss of points, trophies, and monies. Serious or continued violations may lead to the suspension of racing privileges for a duration determined by the track executive. Track officials reserve the right to refuse a car's participation if it is deemed unsafe due to excessive rust, structural, or accident damage. Lineup and direction of racing are determined by track officials. Additionally, drivers must adhere to Agassiz Speedway general rules in addition to the Street Stock class rules.