

HSAX Street Tire Class Competition Rules

1. General

- 1.1 The Street Tire Class is a restricted class meaning that if a vehicle modification is not specifically listed below, it is NOT ALLOWED. Vehicles running in the Street Tire categories must have been series produced with normal road equipment capable of being licensed for normal road use in the United States and normally sold and delivered through the manufacturer's retail sales outlets in the United States.
- 1.2 All vehicles competing in the Street Tire Categories:
 - 1.2.1 Shall use tires with a tread wear rating of no less than 140 and be DOT approved. Tires shall also have at least 3/32 of tread left on over 80 percent of the surface.
 - 1.2.2 Shall be allowed wheels of any diameter, width, or offset. Wheels must sit within the wheel well opening. The use of body kits/fender flares to accomplish this is approved.
 - 1.2.3 Relocation of the battery or batteries is permitted, but not into the passenger compartment. Longer cables may be substituted to permit relocation. The area behind the rearmost seat is not considered to be within the passenger compartment.
 - 1.2.4 Heating system may be removed.
 - 1.2.5 Dash, carpet, interior panels may be removed, replaced, or modified.
 - 1.2.6 Window glass may be replaced with OEM equivalent.
 - 1.2.7 Shall be allowed changes to the Fuel tank, including the use of a fuel cell. Fuel cells must comply with Appendix X. No additional tanks or reservoirs may be used,

2. Street Restricted

The Class designation for Street Restricted shall be **SR**.

2.1 Authorized Modifications:

- 2.1.1 Cross Drilled and/or slotted brake rotors with any friction material may be used.
- 2.1.2 Traction Bars, Panhard Bars and Watts links are allowed.
- 2.1.3 Seats and seat belts may be replaced, but the number of seating positions and restraints must remain the same as when delivered from the factory.
- 2.1.4 Air conditioning systems may be removed in part or in whole.
- 2.1.5 Alternate steering wheels are allowed.
- 2.1.6 Roll bars/cages are allowed.
- 2.1.7 Strut braces are free providing they are attached by bolting to the chassis in a factory provided location.
- 2.1.8 Accelerator, brake, and clutch pedals may be changed.
- 2.1.9 Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use.
- 2.1.10 Shock absorber bump stops may be altered or removed.
- 2.1.11 Any shock absorbers may be used (this includes adjustable coil-over struts), provided they attach to the original mounting points.
- 2.1.12 Any spring may be used as long as they maintain factory mounting holes/position.
- 2.1.13 Camber/caster adjusters must attach to a factory position if used.
- 2.1.14 Any anti-sway bar is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize removal of a welded-on part of a sub-frame to accommodate the installation. Components such as anti-roll bars and strut housings which serve dual purposes by also functioning as suspension locators may not be modified in ways which change the suspension geometry or steering geometry, and may not be installed in positions (e.g., upside down) other than that of the original configuration.
- 2.1.15 Any ignition setting adjustment or system may be used.
- 2.1.16 The make, model number, and size of the battery may be changed, but not its voltage.
- 2.1.17 Muffler systems are free, except engine noise must be within event limitations and system must end/terminate no less than 6 inches to the rear of the driver's seat.
- 2.1.18 Headers, cold air intakes, intake manifolds, injectors, carburetors, and throttle bodies are allowed.
- 2.1.19 Catalytic converters are not required.
- 2.1.20 No open exhaust.
- 2.1.21 Aftermarket limited-slip differentials are allowed.
- 2.1.22 Sub-frame connectors are allowed. Sub-frame connectors may be bolted or welded.
- 2.1.23 Additional non-OEM aerodynamic devices (wings, splitters, etc.) are allowed.
- 2.1.24 Aluminum/lightened flywheels are allowed.
- 2.1.25 Racing clutches are allowed.
- 2.1.26 Intercooler Modification or Change in all street tire classes allowing forced induction engines are allowed.
- 2.1.27 The engine management system parameters and operations may be modified only by the methods listed below.
These allowances also apply to forced induction cars, except that no changes to standard boost levels, or boost controls are permitted.
 - 2.1.27.1 Reprogrammed Stock or aftermarket ECU may be used.
 - 2.1.27.2 Electronic components may be installed in line between and engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of the engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.
 - 2.1.27.3 Fuel pressure regulators may be replaced.

- 2.1.27.4 VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.
- 2.1.27.5 Boost controllers are not allowed.
- 2.1.28 Porting/Polishing and valve replacement on stock heads are allowed.
- 2.1.29 Control arms and suspension bushings can be replaced.
- 2.1.30 Maximum engine displacement:
 - Naturally aspirated: 2.5L (OHC engines)
3.0L (pushrod engines)
 - Forced Induction: Not allowed in SR
 - Rotary Engines (all): 1.5L

3. Street Modified Category

The Class designation for Street Modified shall be **SM**.

- 3.1 This class is designed for entry-level engine swap cars (parts allowed on these cars must be stock parts from donor vehicle).
- 3.2 Allowed Modifications:
 - 3.2.1 All Street Restricted modifications are allowed.
 - 3.2.2 Cars may obtain other bolt-on factory parts from other cars of a similar design/platform. Drive-train and related components (induction, ignition, fuel systems, etc.) are restricted to the following limitations:
 - 3.2.2.1 Engine must be from the same manufacturer as the body. (Toyota/Lexus, Nissan/Datsun, Honda/Acura, etc.)
 - 3.2.2.2 These parts must be stock parts obtained from a donor vehicle.
 - 3.2.2.3 Maximum engine displacement:
 - Forced Induction: 2.5L (OHC engines)
3.0L (pushrod engines)
 - Naturally Aspirated: 4.6L
 - 3.2.2.4 Normally Aspirated AWD vehicles are allowed.
 - 3.2.2.5 Forced Induction AWD Cars are not allowed.
 - 3.2.2.6 OEM replacement roof of different material may be used if installed per OEM original specifications.

4. Super Street Category

The Class designation for Street Restricted shall be **SS**.

This category provides a natural competition outlet for auto enthusiasts using affordable automobiles equipped with common suspension, engine, and appearance modifications which are fully legal and compatible for street use anywhere in the country. This class is designed for the enthusiast that wants to modify their engine swap or O.E. outfitted automobile in the guidelines listed below.

- 4.1 Authorized Modifications:
 - 4.1.1 All Restricted Street Modifications are allowed.
 - 4.1.2 All Street Modified modifications are allowed.
 - 4.1.3 Bumper braces/supports may be removed or replaced by a lighter replacement. If using a lighter replacement it must retain factory mounting location.
- 4.2 Brakes
 - 4.2.1 Conversion brake kits are allowed as long as they retain original mounting points (i.e., AEM, Baer, and Wilwood).
- 4.3 Engine and Drive Train
 - 4.3.1 Allowed: Driveline/Engine modifications:
 - 4.3.1.1 Camshaft replacement.
 - 4.3.1.2 Accessory belt under-drive pulleys.
 - 4.3.1.3 Stock turbocharger must be retained. Blow-off valves may be changed or modified.
 - 4.3.1.4 Maximum engine displacement:
 - Forced Induction: 3.0L (OHC engines)
4.0L (pushrod engines)
 - Naturally aspirated: 8.3L
 - Rotary engines (all): 1.5
 - 4.3.1.5 Normally aspirated AWD vehicles are allowed.
 - 4.3.1.6 Forced Induction AWD Cars are not allowed.
 - 4.3.1.7 Boost levels may be modified.
 - 4.3.1.8 Aftermarket Block and Heads may be used for Naturally Aspirated Motors.

5. Street AWD class

The Class designation for Street AWD shall be **SA**.

This category provides a natural competition outlet for auto enthusiasts using affordable automobiles equipped with common suspension, engine, and appearance modifications which are fully legal and compatible for street use anywhere in the country. This class is designed for the enthusiast that wants to modify their engine swap or O.E. outfitted automobile in the guidelines listed below, **this class is for turbo and supercharged AWD cars.**

5.1 Authorized Modifications:

5.1.1 All Restricted Street Modifications are allowed.

5.1.2 All Street Modified modifications are allowed.

5.1.3 Bumper braces/supports may be removed or replaced by a lighter replacement. If using a lighter replacement it must retain factory mounting location.

5.2 Brakes

5.2.1 Conversion brake kits are allowed as long as they retain original mounting points (i.e., AEM, Baer, and Wilwood).

5.3 Engine and Drive Train

5.3.1 Allowed: Driveline/Engine modifications:

5.3.1.1 Camshaft replacement.

5.3.1.2 Accessory belt under-drive pulleys.

5.3.1.3 Stock turbocharger must be retained. Blow-off valves may be changed or modified.

5.3.1.4 Boost levels may be modified.

5.3.1.5 Maximum engine displacement:

Forced Induction: 4.0L (OHC engines)

4.0L (pushrod engines)

6. Street Unlimited Category

The Class designation for Street Unlimited shall be **SU**. Engine displacement is unrestricted.

6.1 Allowed Modifications:

6.1.1 All Street Restricted modifications are allowed.

6.1.2 All Street Modified modifications are allowed.

6.1.3 All Super Street modifications are allowed.

6.1.4 Drive-train and related components are unrestricted.

6.1.5 Brakes are unrestricted.

6.1.6 Roll cages/bars may be bolted or welded.

6.1.7 Front and Rear passenger seat(s) may be removed.

6.1.8 Dashboard may be modified or replaced.

6.1.9 Side and rear windows may be replaced by non-OEM materials.

6.1.10 All Street AWD modifications are allowed.