



2021 Street Stock Rules

Car:

1. Any 1965 or newer American made car, minimum factory wheel base of 104 inch no trucks, wagons, convertibles or front wheel drive.

Weight:

1. Car weighed with driver. 3100 pounds min and 55% leftside maximum. Cars with complete stock steel factory bodies with the exception of the hood. 3000 lbs. 55% leftside maximum. 55% left side maximum.

2. Lead Ballast Only. No Tungsten or other weight substance allowed.

3. Lead must be in 50lb. pieces and painted white with car number on them.

Body:

1. Stock appearing steel body or 20 gauge sheet metal or Aluminum or Fiberglass. (GM on GM, Ford on Ford ETC.)

2. You may trim your fenders no more than 1 inch for tire clearance and only around the wheel opening.

3. Must have filler panel above rear bumper. Must have an 8" filler from decklid down towards bumper from side to side. No holes, louvers or any type wind veins allowed.

4. You must retain the stock firewalls front and stock floor pan. Penalty of 50 lbs for floor pan and firewall removed. Penalty of 25 lbs for non-stock roof.

5. All holes in driver compartment must be completely sealed.

6. Door hinges may be removed to add safety bars.

7. Hood roof and deck may be gutted. 4 pins in front and 2 in rear with a maximum 1 inch lift. Rear deck lid 2 pins in back with hinges in front.

8. Door locks must be removed and doors must be welded or bolted shut.

9. All upholstery and or anything flammable must be removed.

10. Original wiring may be removed.

11. All glass and plastic must be removed such as headlights, taillights, grill, side molding, etc.

12. All metal support parts for above items must be retained.

13. Must have full Lexan windshield with 4 inch white numbers.

14. Rub rails may be used.

15. Bumpers will be made min of 1 1/2" round tubing

16. There is not to be any sharp edges on your outer body all edges need to be Smooth. (sharp edges to cut tires will get you D.Q.)

Spoiler:

1. 5 inches in height non-adjustable and width of car, No forward bracing, rutters or side pods. Lexan only.

Chassis and Suspension:

1. Must remain stock for year and make of car no cutting down chassis 112 inch frame car to smaller size frame.

2. May run under slung rear, frames may be tied together.

3. Stock frame rails must remain.

4. All suspension must remain in stock location. Upper control arms OEM or may use tubular control arms, stock length.

5. May brace front bumper and radiator in front of A frames. May brace in rear behind rear end to back bumper. Bars must pass through front and rear firewalls.

6. All cars must have 4 inch ride height at frame minimum.

7. May use heim end on outer tie rods.

Shocks:

1. Shock Claim \$300.00 per shock. All shocks must be a "WB" shock (Welded Body). No rebuildable shocks, No shrader valves on shocks No Bump Stops or Coil binds.

Springs:

1. You may run any spring you want left to right in width & diameter.

2. Camaro's, Firebirds, Novas, Mustang Etc.

3. Racing springs ok.

4. Wedge bolts ok.

5. No Chrysler leafs, no mono leafs.
6. Non adjustable Lowering blocks OK.

Engine:

1. Must be same manufacturer as car.
2. Maximum cubic inch: a. GM 355ci b. Ford 351 ci c. Mopar 360 ci (plus maximum bore)
3. Stock location only.
4. Maximum .060 over – bore.
5. Four bolt main ok.
6. Stock crank or stock replacement.
7. Timing chains, double row ok. (Except in crate engines.)
8. No grinding, polishing, or milling of anything not mentioned. Milling is for clean up only.
9. Stock motor mounts. Solid motor mounts are acceptable.
10. NO 400 NO STROKER OR DESTROKER MOTORS.

Crate Motors:

1. 602 Crate Motor: Must have unaltered carburetor: Holley #4412 C or CT OR Holley 650 #80541 with 1" maximum aluminum spacer. **Carburetors may be claimed if in sealed box from manufacturer, must be on lead lap and finish in top 10. Check General & Safety rules for fees, time allowance, and other requirements**

Rods:

1. Stock Rods, may change rod bolts
2. Grinding on rods for balancing is allowed, grinding should only take place on top or bottom of rod only.
3. No polishing Rod beams, Grinding of cranks, for balancing purposes only. No polishing of Throws on crankshaft. Tech's discretion.

Heads:

1. Vortec heads ok.
2. May use a World Product or similar stock replacement heads (BUT NO HIGH PERFORMANCE PARTS.)
3. GM, 350 small block stock 64cc min
4. Ford cylinder head 64cc minimum.
5. Dodge cylinder head 64cc minimum
6. Aftermarket valve springs, stock diameter.
7. 3 angle valve ok 1.94 intake 1.5 exhaust.
8. Milling of heads for clean-up ok. Must pass tech. No angle milling.
9. May use screw in studs & guide plate

Intake:

1. Must be stock oem only. No bowties.
2. Stock or aluminum ELDEBROCK PERFORMER part number as follows only.
3. Chevy # 2101, Vortec 2116.
4. Ford 302 Eng # 2121, 351 W. Eng # 2181, 351 C Eng 2665.
5. No painting, polishing or grinding.
6. No marine intakes / no performance RPM.
7. May use #7101 with 25 lbs added to total weight.

Cam:

1. Hydraulic only.
2. GM maximum .450 with 1.5 roller rockers ok.
3. Ford maximum .480 with 1.6 roller rockers ok.
4. Mopar maximum .480 with 1.6 rockers.
5. No roller cams.

Pistons:

1. Stock OEM cast flat top or dish replacement pistons.
2. Replacement forged is allowable. 4 eyebrows std. wt. only.
3. Floating pins ok.
4. No short skirt racing pistons or light weights.

Carburetor:

1. Must run Holley #4412 C or CT. For Crate motors refer to Engine → Crate Motor section above.
2. Changing of jets and removal of choke butterflies and shaft optional.
3. No carburetor spacers allowed. Any adapter may be used for 4412. (maximum adapter size 1.625 inch including gasket.)

Crank:

1. Cast crank 48 lbs. Minimum. Steel crank 53 lbs. Minimum. No knife edge cranks. Oil pan and pump.
2. Stock oil pan. (racing pan optional.)
3. High volume oil pump ok.

Transmission:

1. OEM. Automatic transmission with all gears in. 350 turbo only. OEM operational converter (stock), no small converters.
2. OEM standard transmission only with 3 or 4 speed. All gears must be in working operational function, including forward and reverse. No straight cut or gun drilled shafts allowed
3. Flywheel 13lbs. Minimum.
4. Pressure plate & clutch stock, no high performance parts. Solid Discs O.K.

Rear End:

1. Must be original GM in GM, Ford in Ford etc.
2. May be locked. No aluminum.
3. Locked rear end and mini spools permitted or welded. NO limitless slip or lockers.
4. Steel drive shaft only, must be painted white and have car number on it. Must have front drive shaft loops.

Rear end:

1. May use Ford 9-inch rear with floating axles.
2. Disc brake rear ok. Must be bolt in axles.

Exhaust Manifold:

1. Any stock manifolds or down and under headers.
2. No 180 headers.
3. Exhaust must exit passed driver.

Parts:

1. Aluminum pulley ok.
2. Aluminum water pump ok
3. Valve covers optional.
4. Fuel pumps stock OEM or replacement.
5. Stock OEM distributor, HEI optional.
6. System and battery 12-volt Maximum

Fuel:

1. No fuel additives. No nitrous oxide, Approved racing fuel only, Sunoco Spec Fuel.
2. Maximum of 22-gallon fuel cell mandatory. Fuel cell must be in 12 gauge can.

Wheels:

1. Maximum 8-inch-wide steel only. Any offset. Must be all the same size 15"
2. Minimum 7/16 studs with 1-inch lug nuts on all four (4) wheels.
3. Safety racing wheels required.

Tires and Brakes:

1. Approved track tires. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
2. No recaps, bias LT or truck tires
3. All 4 brakes in working order at ALL TIMES.
4. Stock prop value only. No brake bias of and kind.
5. Stock brakes
6. Passenger car master cylinder only.
7. Stock pedals MUST be in stock location.

Radiator:

1. Any radiator.
2. Electric fans, optional.

The track reserves the right to add weight at its discretion for the fairness of competition.

****If these rules do not say you can do it then don't do it! All interpretations by the Tech man are final. You are responsible to know the tech man's position on all rules. Refer to the General & safety rules for more information and requirements****