

Street Stock Rules 2020

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⌚ YEAR, MAKE, AND MODEL MUST BE DECLARED BEFORE CAR WILL BE ALLOWED TO COMPETE.

⌚ IT IS THE DRIVER'S RESPONSIBILITY TO UPDATE THIS INFORMATION AS NECESSARY.

⌚ SUSPENSION AND STEERING COMPONENTS MUST BE IDENTICAL AND FUNCTION AS THOSE AVAILABLE ON STANDARD PRODUCTION VEHICLE OF THE SAME YEAR, MAKE AND MODEL.

⌚ THE ONLY SUBSTITUTION AND MODIFICATIONS ARE THOSE MANDATED AND DETAILED IN THE FOLLOWING RULEBOOK.

⌚ ABSOLUTELY NO SPECIAL OR NON-PRODUCTION OTHER SUSPENSION OR STEERING COMPONENTS EXCEPT FOR THOSE ALLOWED IN THE RULEBOOK.

THE RULEBOOK ADDRESSES THE ONLY PERMITTED DEVIATIONS FROM STOCK ALLOWED. ANY ITEM NOT SPECIFICALLY ADDRESSED MUST REMAIN STOCK AND UNALTERED. NO PART SHOULD BE ALTERED, MODIFIED OR MOVED IN ANYWAY UNLESS SPECIFICALLY ALLOWED IN THE RULEBOOK.

These rules are intended to be a guideline in constructing a car. If the rules do not state you MAY do something assume that you MAY NOT!

TWO BOLTS ON THE INTAKE AND TWO HEAD BOLTS (NEXT TO EACH OTHER) MUST HAVE A HOLE DRILLED TO ALLOW FOR SEALING.

BODIES:

1. Must be 1955 to present American made cars with minimum wheelbase of 100".

2. No trucks, sport utility vehicles, station wagons, or front wheel drives.

3. All three body pieces must be from the same year, make, and model vehicle in appearance. Internal support structure may be removed but all factory window channels and drip edges must remain intact on roof panels if it's a stock body. Internal support structure only may be removed from hood and trunk lid.

4. Perimeter edges on side of hood may not be removed. Factory front and rear roof pillars must remain stock appearing to top of front fender and top of rear quarter panels. Angle of windshield must maintain stock relationship to roof. Aftermarket bodies are allowed as long as they are stock appearing.

5. Body sides including front fenders, doors, and rear quarter panels may be fabricated using minimum 20 gauge steel but must retain original factory appearance and body lines. Body sides may not be any lower than original rocker panels. Doors must be welded or bolted shut. All sheet metal must maintain 4 inch ground clearance. Fiberglass may replace factory panels however they must remain stock appearing.

6. Gutting of bodies is allowed. All flammable materials, glass, chrome and plastic must be removed. Cockpit shall not include shelf like interiors (angling of interior sheet metal allowed). **This is a safety concern and can make exiting the racecar under emergent conditions problematic.

7. Cars may remove the stock front firewall. If front firewall is being removed it must be replaced with 20 gauge steel. All holes in the stock front and rear firewall, and floor pan, must be covered with minimum 20 gauge steel. Rear firewall MUST be steel. Regardless of firewall configuration, the driver/cockpit must be contained.

8. Aftermarket stock appearing rubber or plastic nose and tail pieces may be used but must match body being used. All cars using such nose and tail pieces must have (2) tow hooks in the front and (2) tow hooks in the rear. Hooks must be fabricated from solid steel or chain. Cables will not be allowed. Slits may be cut in nose and tail piece so that hooks or chains may be tucked in until needed but must be accessible at all times without the need for hood or deck removal.

9. Drivers must sit in stock position.(Driver must be visible through window net)

10. Pedals must be in stock position.

11. Cars must have complete wire screen or Lexan windshield supported inside at center by (3) vertical steel bars, minimum 1 inch by 1/8 inch, not less than 4 inches apart. No part of the front windshield opening or rear window opening may be obstructed. NO rear windshields.

12. Hood scoops allowed up to 4 inch maximum height, measured at any point. Hood scoops may be aftermarket or factory items. Single hood scoop only. Opening may face forward or be located at the rear of the hood.

13. Maximum 6 inch tall, clear Lexan spoilers allowed. No lettering on Lexan spoilers. No side pieces allowed on Lexan spoilers. Factory OEM spoiler for body being used is permitted. Maximum 4 inch tall aluminum or steel spoiler with no side pieces is also permitted. Only (1) spoiler is permitted. Spoiler must attach to rear of trunk lid.

FRAMES and SUSPENSION:

1. All cars may replace frame rail from centerline of rear axle to rear bumper mounts utilizing 2 x 3 inch box tubing. All cars must retain unaltered front cross-member and spring mount location. All cars with frames cut for fuel pump clearance will be subject to 50 lb. weight penalty. Weight will be added to outside of right side frame rail. Uni-body cars must connect front and rear sub frames with minimum 2 x 3 inch box tubing. Uni-body cars may replace rear frame rails entirely with 2 x 3 inch box tubing and may connect to rear of original unaltered front sub frame.

2. Front upper and lower control arm mounting points must remain in stock location. Upper mounts may be gusseted for strength or plated but must remain in stock location. Upper control arm may be flattened by moving front hole down – this will be the only modification allowed.

3. All suspension components except otherwise noted MUST mount in stock location of year, make and model of chassis being used.

4. Upper control arms:

1. May be tubular with the use of aftermarket ball joint or mono-ball type adjuster.

2. No adjustable upper control arms or slotted type allowed.

3. Upper control arm must be of factory bolt pattern of year, make and model of chassis being used.

5. Lower control arms:

1. Must bolt directly into factory mounting holes of year, make and model of chassis being used.

2. Lower control arms must remain of factory design – you may weld in a screw in socket housing for a screw in ball joint.

6. Spindles:

1. Stock steel OEM passenger car spindles only.

2. No Corvette or drop spindles except for Monte Carlo chassis' which are allowed stock appearing drop spindles.

3. All casting numbers and other identification marks must remain on spindles.

4. GM cars must use GM spindles, Ford must use Ford and Mopar must use Mopar.

5. Steel safety hub and rotor assembly is permitted.

7. Steering box:

1. Power steering boxes must be stock OEM and mounted in stock OEM location.

2. Power steering pitman arms can be changed

3. No aftermarket Sweet boxes, etc.

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8. Steering Components:

1. Center-link must remain stock for year, make and model of chassis being used. (A steel bar may be welded across the front to strengthen Center-link – THIS IS THE ONLY MODIFICATION ALLOWED – NO EXCEPTIONS)
2. Inner tie-rod MUST remain stock for year, make and model of chassis being used.
3. Outer tie-rod can be replaced with a 5/8" Heim and an aluminum adjuster.
4. If heim not used must have stock OEM outer tie rod with no interchangeable balls.
5. Stock idler arm for year make and model of chassis being used – no adjustable idlers allowed.

9. Shocks:

1. Shocks can be mounted in any location.
2. ONLY Steel shocks permitted – (1) per wheel. Non-adjustable – non-rebuildable.
3. \$160.00 maximum price per shock.
4. There is to be no modification to shocks once they are purchased.

10. Sway Bar:

1. Aftermarket sway bar and sway bar links allowed.
2. Sway bar must fasten to lower control arm.

11. Leaf Springs:

1. Leaf Springs must be mounted on cars with fabricated rear frame sections in OEM location and must mirror from side to side. Max three holes for adjustability on bracket for front mount.
2. The rear shackle attaching point must be within factory tolerances of stock location.
3. Rear sliders may be used and highly recommended to keep in tolerance of location.

12. Coil Spring Rear Suspension:

1. Angle of rear upper control arms must remain in relationship to frame and rear end housing of stock position.
2. Mounting points for control arms may be moved but must remain within 4" of stock location.
3. Radius rods and Heims may be used to replace stock arms. Or tubular arms may be fabricated.
4. Aftermarket coil springs may be used.
5. Lower control arm mounting holes on rear end may be moved to help achieve angles on arms.

13. Rears:

1. Stock rear-ends for year, make and model of chassis can be used.
2. Mounting brackets may be moved on rear-end housing.
3. May use Ford 9" rear.
4. No torsion or traction control axles allowed
5. All rears must be locked and centered between frame rails.
6. Magnetic steel spool, mini-spool or welded spiders only.
7. No Detroit lockers or ratchet type rears allowed.
8. No fabricated rear end housing. Center section and housing must be OEM production items.
9. No cambered rears allowed

14. Suspension Bushings:

1. Urethane, rubber, or metal suspension bushings may be used

15. Weight Jacking Devices:

1. (1) External weight jacking device allowed per wheel.

16. No aluminum suspension components.
17. No Panhard bars or torque arms allowed.
18. No 3-link suspension.

19. Ride Height:

1. All cars must retain minimum of 4" ride height at all times with driver in car.
2. Including side skirting on left side of car. (To assist in checking ride height)

20. Wheel Base:

1. Wheel base may not be shortened.

BRAKES:

1. Four wheel stock hydraulic brakes in working order mandatory.
2. No brake adjusting devices within driver's reach. No adjustable proportioning valves allowed.
3. Aftermarket master cylinders permitted.
4. May install rear disc brakes utilizing stock parts and an aftermarket bracket.
5. No aluminum brake rotors or calipers allowed. OEM calipers only for year, make, and model of chassis being used.

ROLL BARS:

1. Minimum 1 ½" x .120" or 1 ¾" x .095" round steel seamless (or DOM) tubing mandatory.
2. All cars are required to have a rear vertical hoop behind and above the drivers' head connected to left and right front roll bar legs by a roof hoop.
3. The front roll bar legs must follow the contour of the windshield post and cowl.
4. Maximum distance from the windshield to the rear of roll bar should be no more than 4 inches.
5. A diagonal bar from the top left to the bottom right must support the rear vertical hoop.
6. A roll bar must connect the left and right of the rear vertical hoop at seat height and across the floor pan at the bottom.
7. An additional bar must be installed at dashboard level, extended from the left front roll bar leg to the right front roll bar leg.
8. A minimum of three door bars on the left side and 2 door bars on the right side must be used. Door bars must be convex in shape and extend into the door panels. Door bars must be attached to each other and the frame with vertical bars.
9. Minimum 1/8" x 1 ½" gussets must be welded into all main cage joints and driver's door bars.
10. A racing seat is MANDATORY.
11. Minimum 1" diameter steel tubing welded directly into the cage must support driver's seat. A 5-point harness is mandatory. All belts and harnesses must be securely fastened to the cage (harnesses must be attached below shoulder level).
12. All belts must be dated and no more than 5 years old. All belts must be un-frayed and in good appearance. Roll bars in the drivers' area must be padded.
13. Headrests and drop-down window nets are mandatory.
14. A radiator hoop may be utilized in front of the cage with a maximum of 2 upright supports.
15. Rear cage supports may extend to the rear of the frame, no uprights allowed. All main hoops must attach to the original frame.
16. Plating of driver side door bars HIGHLY RECOMMENDED.

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RUB RAILS/ BUMPERS

1. Rub rails allowed.
2. The top of the rub rail is to be no higher than the top of the tires, and no lower than hub center height.
3. Rub rails must be made of tubing maximum 1 3/4" O.D. and will be 2" maximum to the inside of the rail to the body.
4. One single rub rail per side.
5. Ends must not be exposed to the outside of the body skin.
6. Bumpers must be securely safety fastened to each frame rail to prevent them from dropping onto the raceway.
7. A flat piece of metal must be welded or bolted from the outside edge of bumper flush to rear quarter panel and front fender if not using rubber nose.
8. Tow hooks required on both frame rails, front and rear.
9. No sharp edges or cut-off ends.
10. Front and rear bumpers may be fabricated but must not extend any further from body than stock bumper and must fit under stock or replacement nose and tail pieces. We will allow one steel bar outside of the plastic nose, BUT must be tight against nose.

WEIGHTS and PERCENTAGES:

The below weights are for cars that don't have the cross members notched out for fuel pump.

1. All cars must weigh as outlined below with driver after race:
 - a. Monte Carlo or Metric cars may run no larger than a 10:1 motor and will weigh no less than 3,000 lbs with a 57% left side weight.
 - b. Camaro cars running 9:1 motors will weigh 3,000 lbs. with a 56% left side weight.
 - c. Camaro cars running 10:1 motor will weigh 3,150 lbs. with a 55% left side weight.

The below weights are for cars with notched out cross members for fuel pumps and motors moved back.

1. 3150 lbs with 57% left side weight for Monte Carlo or metric cars
2. 3150 lbs with 56% left side for Camaros with 9:1 motor
3. 3250 lbs with 55% left side for Camaros with 10:1 motor

All weights are subject to change if one make or weight is more dominate then another.

All weights and percentages will be measured with driver buckled in seat. All added weight must be securely fastened to frame with a minimum of two 3/8" diameter grade 8 bolts and be painted white with car number.

Frame height will be measured at lowest part of frame, including any bolt on lead.

Any Evergreen raceway Factory Stocks wishing to compete as a Street Stock will be allowed the following: Minimum weight of 3000 LBS, maximum left side weight of 58%, no rear weight percentage limit, stock unaltered Holley 650 cfm carburetor Part # 4777 of 80541-1 bolted directly to intake manifold. Must use Evergreen raceway Street Stock tires and adhere to all other Factory Stock rules.

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ENGINE:

1. Any overhead valve V-8 American manufactured production engine permitted.
2. Stock stroke and stock bore (+0.60 max.)
3. Engine must be centered in chassis and may not be lowered, and may not be set back any further than the #1 spark plug hole in line with the lower ball joint center line, no exceptions.
4. Engine must be of same manufacturer as car used. GM in GM, Ford in Ford, Mopar in Mopar.
5. Maximum compression ratio of 9.0:1. 10.0:1
6. No porting, polishing, or alterations of any kind permitted.
7. Chevy engines must have a maximum stroke of 3.480 and a maximum bore of 4.060.
8. Maximum displacement of 360 cubic inches (+.030 overbore on Mopar) on all engines.
9. Edelbrock Performer PN# 2101 or 2116 and unaltered Holley R4412 or 80583-1, 500 cfm, carburetor mounted on a 1" adapter plate. Choke components on carburetor may be removed and throttle plate screws may be cut flush with shaft. Must pass all track gauge checks. *Check with tech inspector for part # of intake manifold for different manufactured engines*
10. Mechanical throttle linkage with toe strap and double throttle return springs required.
11. Stock production, cast iron heads (no bow tie or bowtie vortec heads). World Product #4266 and #4267, Dart: 100-210-70, 100-210-10, 100-242-66, 100-243-65, 100-263-64, 100-243-70 World Products #5303B for Fords are allowed (part numbers must be visible).
12. Dish or flat top pistons only.
13. Any flat tappet or hydraulic roller camshaft allowed.
14. Stock dimension magnetic flat tappet lifters or hydraulic roller lifters for engine used mandatory. If hydraulic roller lifters are being used, the valve springs may not exceed 1.300 inches in diameter. Retro-fit hydraulic roller lifters are permitted. No modification or shimming of hydraulic roller lifters is allowed.
15. Roller rockers allowed, 1.6 ratio, no shaft style rockers (unless factory issued) stud girdles allowed.
16. Stock single point distributor or stock electronic ignition only. Aftermarket stock replacement ignition parts permitted. Distributor vacuum advance mechanism may be removed and mechanical advance mechanism may be locked.
17. No MSD boxes.
18. Stock production standard or automatic transmissions mandatory.
19. Stock type steel flywheel, clutch, and pressure plate ONLY. Minimum weight of flywheel will be 15 pounds. Minimum weight of pressure plate will be 13 pounds. Minimum weight of clutch disc will be 3 pounds.
20. Blow proof steel bell housing mandatory for standard transmissions.
21. Automatic transmissions must use working stock torque converter only. Must be minimum of 12 inches in diameter, measured at the main body of converter, not at mounting flange. Absolutely no lock up or direct drive automatic transmissions. Standard transmission must have at least two forward speeds and a working reverse.
22. All cars must be able to move under their own power, and be self-starting.
23. Headers allowed. 3" max collector. Cross over style headers allowed. NO Tri Y type headers.
24. All cars must have two mufflers (any type). System must be securely fastened and leak free, 3" max. Single muffler with 4" outlet also allowed.
25. One radiator in front of engine only.
26. All cars must carry a securely fastened and leak-proof 1-gallon overflow tank. NO ANTI-FREEZE!
27. GM #602 Crate engine will be permitted with box stock #4777 or 80541-1 4-Barrel Holley carb. Crate motors are subject to tech inspection, regardless of seals. Must adhere strictly to GM parts list.

WHEELS AND TIRES

1. 8" steel racing wheels mandatory.
2. 1-inch steel lug nuts with proper taper and 5/8" wheel studs are mandatory. Threaded section of wheel studs must extend past lug nuts.
3. Different offsets allowed, but maximum 79" track width measured outside to outside tire at 0 toe/hub center height must be maintained at all times.
4. Maximum 1" spacers permitted.
5. Track tire only (Hoosier 800)

GAS TANKS:

1. Encased fuel cell mandatory. 22 gallon maximum capacity. Gasoline only. Racing gasoline allowed. Ethanol additives must not exceed 15% of total volume of gasoline.
2. Fuel cell must be securely fastened to rear frame.
3. Fuel shut off valve must be in plain view and within drivers reach, painted fluorescent red or orange and clearly marked "ON" and "OFF".
4. Stock mechanical fuel pumps only, no electric fuel pumps.
5. Bottom of fuel cell may not be lower than 10" to the ground with driver.
6. Must have a minimum of a 1-inch by 1 inch X-brace under fuel cell.
7. Tip over valve is mandatory, Flapper under gas cap is recommended.

BATTERY:

1. Battery may be located in the drivers' compartment and enclosed in a spill-proof container securely fastened to the floor.
2. All batteries must have a spill or splash cover.
3. Battery shut off switch is mandatory. MUST BE IN PLAIN VIEW, painted fluorescent yellow or orange and clearly marked "ON" and "OFF".

DRIVESHAFT:

1. Magnetic steel drive shafts only.
2. Drive shaft must be painted white or yellow for visibility if lost on racetrack.
3. All cars must use a steel retaining hoop at the front and the rear of drive shaft.

GENERAL:

1. No rear view mirrors, radios, or any other form of driver/crew communication.
2. Driver MUST monitor one way track scanner and obey and respond to race director's instructions.
3. Race Director will give driver/crew 2 laps to respond to direction given over radio. If direction is not followed after completion of 2 laps car will be put to the rear of the field. NO EXCEPTIONS.