

Willamette Speedway

2022 Street Stock Class Rules

Tech Officials have final say in all decisions.

Safety

- *Fire Suits* – A fire-resistant suit designed for auto racing will be REQUIRED at all times that the car is on the track. A one- or two-piece fire-resistant suit is permitted. Fire resistant gloves, shoes, socks, and head socks are HIGHLY RECOMMENDED. The highest quality suits are recommended for all drivers.
- *Helmets, Head and Neck Restraints* – Snell rated SA2010 and SA2015 helmets are required at all times that the car is on the track. (M rated helmets are not permitted). It HIGHLY RECOMMENDED that drivers utilize SFI approved helmet skirts, neck and head restraint systems.
- *Seat Belts* – Minimum 3-inch-wide lap belts and minimum of 2-inch-wide shoulder belts, SFI approved five-point safety belts are REQUIRED. Center crotch belt must be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to the main roll cage. Must complete matching set from manufacturer. HIGHLY RECOMMENDED to replace every 2 years- MUST BE replaced every 5 years.
- *Seat* – A professional high back racing seat is required. Seat must be mounted with a minimum of at least 4ea 3/8-inch grade 5 bolts. It is HIGHLY RECOMMENDED for seat to provide rib protection, have leg extensions and have head rest on both sides. No fiberglass, plastic or homemade seats are permitted.
- *Raceivers are mandatory. No 2-way radios permitted.*
- *Window Net* – Rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be in good condition.
- *Fire Control* – All entrants must have a fully charged 10-lb Halon 1211, Haltron-1 or equivalent fire extinguisher in their pit.
- *Fuel Cell/Line* – Fuel cell shall be securely mounted. Recommended to be a minimum of 10 inches off of the ground at all times. AF steel framework, welded to the frame rails, must be used to mount the fuel cell. A fuel cell protector bar made from a minimum of 1-1/4inch x 0.09 steel tubing is required. Fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member. Fuel pump must mount in stock location. Fuel lines must be encased in steel where running through the interior. Glass fuel filters are not permitted.

Class Specific

Weight

- Minimum post-race weight is 3300lbs
- Minimum post-race weight for 602 Sealed Crate Option is 3100lbs must be identified clearly on the front edge of door or window post- no less than 3-inch letters

Chassis/Body/Spoiler

- Any 1964 or newer American made rear wheel drive passenger car is permitted. No convertibles, or sport models. Minimum wheelbase of 101inches.
- Pickup and station wagon steel bodies allowed on complete perimeter car frame.
- Motor and body brand must match. Frame and body manufacture must match ex- GM to GM
- All cars must have complete firewall and floor pan. May be fabricated, must be steel and resemble stock dimensions.
- While frame repairs can sometimes be needed to salvage damaged cars, fabricated rear clips are not generally acceptable from the center of the rear end forward. If it is believed to have been changed for any reason other than repair, the tech official will have to review and approve at their sole discretion.
- Body must be complete and stock appearing.
- Body must remain in stock location
- Aftermarket doors and lower quarter panels are allowed and must be made with no less than 22-gauge steel. Aluminum replacement doors allowed but must match body lines.
- NO outlaw dirt bodies, must have factory or replacement rocker panels in place and must retain a stock appearance
- Stock roof is mandatory
- A, B (if so equipped from the factory) and C roof pillars must remain intact
- No rear spoilers permitted (602 crate can have up to 6inches)
- Bumper is mandatory- Stock bumpers must be attached to fenders and quarters with at least a one inch wide steel strap and bolted to the bumper and fender or quarter. Tubular grill protectors are allowed provided they are attached to a stock bumper. Tubular bumpers are allowed provided they are covered with an approved plastic bumper cover front and rear. The bumper covers must be stock appearing. You may submit your bumper cover to the track for approval prior to racing.
- All glass must be removed, other than front windshield, which must be strapped into place (1/4-inch metal screen is permitted)
- Drivers area to be complete, with sealed firewalls between engine and trunk area
- Side rails on body permitted with 1-1/4inch OD max diameter and must be within 1-1/2inch of body panel. Must be capped at each end.
- No mirrors permitted

- Frames and bodies may be interchanged. No aftermarket frames allowed. Unibody frames may be connected. Frames may be repaired using rectangular tubing.
- Front frame must match rear frame-(Example Camaro front clip attached to Camaro subframe) no switching between frame types. (Example Camaro front clip attached to Chevelle frame- not allowed)
- Cars must be equipped with a full four point or better roll cage. Roll cage must be a minimum of 1-3/4inch roll bar tubing of 0.090inch wall thickness. Main cage must be welded directly to the frame in full frame vehicles. Unibody cars must be welded to a 6-inch by 6-inch by 1/4inch steel plate that is welded to the floor pan. Cage must have a minimum of four door bars on both driver and passenger sides. It is HIGHLY RECOMMENDED that the driver's door bars be plated with 1/8inch steel on the outside of door bars covering the lower 2/3's of the bars. One dash bar across the front of the roll cage, two vertical door support bars on each door, two horizontal bars behind the seat, one diagonal bar behind the seat from the top corner of the cage to the opposite bottom of the cage and two bars from the top of the main hoop down to the rear frame or trunk floor. Front hoop allowed.
- Steering box/ Steering rack are permitted; however, you may not switch from a rack to a box or vice versa.
- Aftermarket steering boxes with quickeners are permitted
- Steering racks that are permitted include Woodward Part #GE366CB1975 or Sweet direct equivalent replacement only. This applies only to cars that came from the factory with rack and pinion steering.

Transmission

- Any OEM production transmission with at least one forward and one reverse gear is permitted
- Manual transmission must run approved steel scatter shield
- Berts, Brinn, Falcons, etc..... are not permitted
- Driveline must be steel painted white with your car number painted on it
- Driveline strap required on the front of the driveline

Rear End

- Stock rear axle housing may be replaced by a Ford 9inch, or with a full floating ford 9 inch housing allowed.
- Rear end may be locked by welding, spool or OEM posi
- Quick changes are not permitted
- Must be located in stock location

Shocks/Suspension

- One steel non-adjustable shock per wheel mounted in any location. No coil overs, no Schrader valves, no adjustable shocks.
- All lower suspension components (both front lower control arms and lower trailing arms and front mount for leaf spring cars), must be stock OEM steel and located in stock location (except for exception listed later in the rules), for that make and model.
- Tubular lower control arms are not permitted with the exception of non-adjustable stock replacement square tubing style arms (Speedway Part Number Part # 91634055 or similar approved by tech official)
- Rear suspension mounting location must be located in the stock position, no lowering or raising of trailing arms/upper links/front of leaf springs from stock front mounting location). Adjustable rear shackles are permitted on leaf spring cars.
- Tubular upper control arms are permitted and can be relocated.
- Heim joints are permitted on tie rods, shocks, upper control arms, throttle linkage and steering column.
- Aftermarket mounts, weight jack bolts, and adjustable shackles are permitted
- All mounting hardware attached to the rear-end must be welded in place. Spring cups, trailing arm brackets and leaf spring attachment pads must be welded. No floating or “bird cage” style mounts that will allow the rear end to move independently of it’s suspension components.
- No coil over shocks, coil over eliminators, air shocks, torque arms, pan hard bars or fifth arms are allowed
- No independent rear axles
- Car may not use a pan hard bar and must retain both upper links where applicable. Any cars that came stock with single upper arms are considered to be sports cars and are not permitted.
- “G” body rear axle trailing arm mounts must measure 2-1/4inches to 2- 1/2inches from the bottom of the axle housing tube to the center of the mounting hole (review).

Wheels and Tires

- 8” or 10” steel wheels only
- Bead lock wheels are permitted on right side only
- Hoosier G60 Tires only
- No slicks
- Grooving permitted.
- Minimum of 5/8inch wheel studs

Brakes

- OEM brake components only
- Aftermarket bias valves, pedals and master cylinders are permitted
- Brakes must be on all four corners of the vehicle and be able to stop all four wheels
- No aftermarket front hubs

Motor

- OEM or aftermarket cast iron steel blocks and heads only
- No overhead camshafts
- 1 carburetor permitted
- Roller cam shafts permitted
- No dry sump or external oil pumps permitted
- All ignitions system permitted, except Magneto
- Engine location must be centered between main frame rails and no further back than #1 plug even with lower ball joint.
- Headers are permitted

Drivelines

- Drive shaft must be painted white
- Driveline must be strapped or chained at both ends

All Cars

- Must have muffling device resulting in 95dba at 100ft. Super traps to be used only with another muffling device. Must have pick up hook, hoop or chain (front and rear). Must be self-starting, with full size battery that is secured, and positive terminal must be covered. Must have clutches, except in Hornets that have automatics. All added weight must be bolted to the frame with a minimum of two ½ inch bolts. All added weight and drivelines must be painted white, with the driver's number clearly written on the objects. Acceptable appearance of the car will be managed by the tech official. Numbers must be minimum of 24-inches tall, displayed on roof and both sides of car. Number on side of car must be in center of the side door. Must have 10-inch numbers on front and back of car.

Conduct

- The following actions will result in suspension: use of nitrous oxide, alcohol or drug use, dumping gas, oil or chemicals, use of traction device of any kind or going into another pit spot in anger. NEVER approach the flag stand, your concerns will be dealt with after the races. Result of approaching the flag stand will be a 2-race suspension. During the race: work on car during yellow, must be done in pits, no work on any cars during red, all tire changes must be done in pits.

In keeping with Willamette Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Willamette Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Willamette Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible, is certainly in the best overall interest of the sport.