



## STREET STOCK ALLIANCE 2026 SPECIFICATIONS & GUIDELINES

Rev 5 1/6/2026

Please Read the General Rules for Procedures & Additional Information

### Chassis/Base Weight:

1. Eligible cars are street-type American Chassis (1965 or newer with a minimum wheelbase of 105-in or longer.
2. Minimum base weight at all times, with driver is 3200 lbs. This includes pre-technical inspection, qualifying inspection, race inspection and post-race inspection. Maximum left side weight is always 57.0%.
3. Races longer than 50 laps will have a 1lb per lap burn-off adjustment.
4. Cars must utilize factory frame sections from the forward steering box the mount, to the trailing side of the spring bucket(pocket). No widening of the frame is allowed. The crossmember must remain an OEM stock component and in the OEM location. It may be modified for oil pan or fuel pump clearance. Weight Jacks are approved. Ballast can only be mounted to the chassis in an approved manner. No ballast can be mounted to, or added to, any rearend or suspension parts.
5. **Leaf Spring Cars:** It is mandatory to use a complete Leaf Spring front clip. Teams must have prior technical approval for rear suspension chassis construction. A single, maximum 3-1/2-inch lowering block is approved for each side. Rear Leaf Spring shackles must be a standard adjustable style. Weight jack adjustable shackles (or devices) are not approved. Leaf Springs must be mounted below the axle tubes. Leaf Springs mounted above the axle tubes are not allowed. Cars that utilize Leaf Springs must weight **3300** lbs at all times, with driver and no additional weight breaks. This includes pre-technical inspection, qualifying inspection, race inspection and post-race inspection. Maximum left side weight for a Leaf Spring car is 56.0% at all times.
6. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top of the roll cage bars (halo) must be a minimum of 75% of the width of the frame rails where the cage attaches. **Penalties with discretion of the tech director will be applied to cars that do not conform to this specification** Additional cage specifications. The cage must go straight up the doors, at a right angle to the frame rails, before bending to follow the body contour at A-post and B-post attaching at the Halo bar. It is mandatory to have a drivers protection plate (side plate), it must be made of 1/4-inch-thick metal, with a minimum height of 12-inches and the width extending post to post the length of the door. This protection plate can be either welded on to the door bars or bolted on to the door bars with a minimum of six (6) 1/2-inch bolts. A mandatory minimum three (3) windshield protection bars must be installed, made from round stock of a minimum 1/4-inch round stock placed in front of the driver
7. No cage or body support may run through the body or windshield.

### Transmission:

1. Standard Automatic Transmissions with a working torque converter or OEM manual transmissions with a minimum 7-1/4-

inch clutch are approved. OEM manual transmission must have factory cut gears only.

2. Aftermarket Transmissions with a minimum 7-1/4-inch clutch may be used with a 50-pound weight penalty.
3. Each gear ratio must be at least 1.2 to 1 lower than the next gear. No Overdrives gear ratios are permitted.
4. Only side mount linkage is permitted
5. For manual shift transmissions. Only conventional clutch mounted to fly wheel will be permitted. No direct drive transmissions. No carbon fiber or nonstandard material clutches are permitted. No "Slipper" or "Centrifugal" are allowed.
6. Transmissions must have a working reverse gear.
7. Drive shaft loop (safety loops) are required.

### Suspension:

1. No Bump-Stops or suspension travel limiting devices are allowed. No coil binding is allowed. **Nose height must always be a minimum of 4-inches. Including post-race inspection.** Teams tampering with nose height are subject to increased penalties.
2. No aftermarket lower A-Frames (OEM mounting towers only)
3. No aftermarket made for racing spindles. All spindles must be OEM style.
4. Standard aftermarket upper A-Frames may be used with no penalty. Standard after-market mounting towers may be used with no penalty. No slider adjustable mounting towers.
5. Chassis Trailing Arm mounting points must be a single non-adjustable mounting hole(point). Trailing Arm length center bolt hole to center bolt hole must be within 1-inch of each other in total length. The lower Trailing Arm must be no longer than a maximum of 22-inches and the upper Trailing Arms must be no longer than 11-1/2-inch. There is a maximum tolerance of 1-inch left to right on both the upper and lowers. Any difference over the 1-inch is a 50 lb penalty. Each additional inch will carry a 50 lb penalty per inch. The following type of trailing arms are approved.
  - A. Factory OEM Steel.
  - B. Aftermarket Steel with Heim Joints.
  - C. Aftermarket non-adjustable Steel.
6. No 3-link or Panhard Bar set ups are allowed. (Even if they were stock for the chassis)
7. **Only one shock per wheel. The following shocks are approved.**
  - a. Stock location 10 series
  - b. Afco 14 with a (3/8 maximum comp/rebound)
  - c. Pro WB with a (3/8 maximum comp/rebound)
  - d. **All additional shocks must be on the approved list but used with a 75 lb penalty.**

For 2027 only Afco 14 and Pro WB Shocks are approved.

8. Ford 9-inch rear ends are approved. Rear ends must be locked by welded spider gears or by an axle plug extension locking the rear end. Cambered rear ends must be declared before qualifying and carry a 50 lb weight penalty. No quick-change rear gears. Rear axles must be the same diameter.



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9. Maximum coil spring diameter allowed: Front 0.860-in and rear 0.650-in.
10. Maximum tread width is 78-inches when measured from outside of tire to outside of tire at spindle height.
11. Stock-type, steel calipers only. Caliper must not be of floating design. Rear calipers must mount solidly to rear end housing. Must have working brakes on all four wheels. No electric shutoffs. Electric cooling fans are not allowed.
12. Only stock-type sway bars are approved with a maximum diameter of 1.25-inch and mounted on the chassis forward of the steering box.
13. Maximum 8-inch-wide steel wheels only. No bleeder valves.
14. The 15-inch Hoosier Comanche is the approved specification tire for this division. Altering tires in any way, Soaking, Siping or any other modifications will result in the tire being unable for competition and may lead to the car being disqualified.

### Engine:

1. Engine must be a cast iron block. No dry oil sumps are allowed.
2. Aluminum intakes are approved.
3. Roller Cams and Lifter are allowed.
4. Heads must be standard valve angle. **Minimum 5/16-inch valve stem diameter. Shaft mounted rockers, Titanium valves are not approved. Aluminum heads are approved. If using Aluminum heads, 30 lbs of ballast needs to be placed on each side of the car on the down bars by the upper control arm above the frame.**
5. Headers are approved. (no 180 degree or over the top headers are not approved)
6. Economy Engine Package: Under 365 c.i. with a maximum compression ratio of 10.5 to 1, Valve Spring Pressure cannot exceed 100 lbs closed and 270 lbs open, 1.5 maximum rocker ratio with a maximum RPM of 7000. With this package deduct 100 lbs on 1/2 half mile tracks and larger (excluding **Indianapolis Raceway Park - IRP**). Engines over 412 c.i on tracks 1/2 mile and larger (excluding IRP) must add 50 lbs.
7. Teams must utilize an approved RPM limiter for any package with RPM limits.
8. Teams may use Chevrolet 604 or 602 Crate engines in the original, unaltered form, with the original, unaltered **BOTTLE CAP SEALED** seals from Chevrolet. These engines cannot be re-built or blueprinted. Teams using a 604 may deduct 100 lbs on and 602 may deduct 150 1/2-mile tracks and larger (excluding IRP) and may run 58% left side weight. The 604 package does not have to add the weight to the front for the aluminum heads.
9. Engine must be located so that the spark plug of the forward most cylinder is no further back than 1-inch of the centerline of the upper ball joints.
10. There are two (2) options for exhaust to exit the car. Both require the exit to be behind the driver. Option A is to have the exhaust behind the driver and beneath the car or under the frame. **Option B is for the exhaust to exit behind the driver and go over the frame, out through the door. With this option the car must maintain a 6-inch frame height on the right rear.** A muffler is

required in Nashville, with a maximum decibel of 99 dbi when measured at 100 feet.

11. Starters must be mounted in the stock location.
12. Two (2) and four (4) barrel carburetors are approved. No predator carburetors are approved. One spacer plate or adaptor not to exceed 1-1/4-inch with gaskets. All Venturis must be round. No oval shaped venuris.

### Body:

1. No compact or sub-compact body styles are allowed. Standard Chevell, Nova, Monte Carlo, Regal and Cultass bodies are approved as well as the Ford and Dodge counterparts. Anything that does not fit within these guidelines must get prior approval before racing.
2. An aftermarket firewall and floor pan may be used, but must be made of steel, in a similar gauge and have a stock appearance of the replaced items. **(Floor pan may go straight across from the tunnel to the right-side frame rail) It must stay straight and level with the ground plane.**
3. Cars must have a factory steel roof (A, B, C pillars considered part of the roof) and factory upper portion of the rear quarter panels. All other body panels may be made from **steel or aluminum** and must be stock appearing. **If aluminum is used the maximum left side weight is 56%.** GM to GM, Ford to Ford, Mopar to Mopar for chassis and engines (Body Excluded). Aftermarket bodies are not allowed. See #4 **Front fenders must retain a stock body line. No notching or "bending" fenders to improve performance. (penalties in 2026 will be given by discretion of the tech director)** No "Dirt Style" bodies or components allowed. No 2008 and newer Challengers, nor 2010 and newer Camaros, nor 2005 and newer Mustangs, The '88 Monte Carlo body is currently the industry standard. Any body perceived to be more aerodynamic will be assessed a weight penalty at the discretion of tech director.
4. The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening
5. Body dimension sheet details additional body rules. **(Sheet will be updated for 2026)** Max body width is 79 1/2", and must be centered on track width
6. A Fiberglass or Aluminum hood may be used without a penalty. They must not be flat and must have detail lines and appear stock.
7. Aftermarket front and rear bumper covers must cover all bumpers, and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections). 1Front & Rear covers must match body year if available for body used. **(if covers not available for body used covers will need to have prior approval by the tech director)**



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8. Nose-piece must be mounted with a stock body line in mind. Nose-piece should not be chopped, lowered, or angled. Horizontal center line of front bumper/cover must have a minimum height of 16 inches.
9. Side windows may go no further back than 6" from the corner of the A-Post and must go straight up at a 90-degree angle from the door. Window openings on both sides of car must be minimum of 14.5" in vertical height
10. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
11. Minimum roof height with standard roof rake is 50 inches
12. No spoilers are allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty. discretion of the tech director
13. Rub rails may only be used if they are polycarbonate.
14. No under car panning. No metal below frame rails. No redirecting of air under the car.
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### Additional Rules:

1. A fuel cell is mandatory and cannot exceed 22-gallon capacity. Fuel line must be standard in its size and length. Fuel cell must have a minimum of ten inches (10") ground clearance. OBERG, SRI or similar Vacuum Style fuel shut-off required. Must be mounted at the point that fuel exits the fuel cell
2. A collapsible steering column is MANDATORY.
3. Built-in air jacks are not allowed to be operational.
4. No Carbon Fiber use of any kind, other than personal safety devices.
5. Radios are allowed but not required, with 2-way communication. One spotter must be in the designated area during the race.
6. Officials may change any of the rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks encourage local participation. See track / series rules for additional safety rules.