

2026 STREET STOCK RULES

This is a STREET STOCK class, your car must look like it belongs in this class. Any cars, regardless of meeting ALL rules, that look like a *Sportsman*, *Template*, or *Late Model* will not be allowed to run in this class **NO EXCEPTIONS.**

WEIGHT:

Declared Weight

3150

3100

3000

2900

Right Side Weight

1260

1240

1200

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Deduct 100lbs for steel welded body shock on all 4 corners

Deduct 100lbs for OEM stock Style Transmission with a 7.25" clutch

Minimum Wheelbase 108", wheelbases measuring 105-107" add 50lbs

1st GEN Bert & Brinn allowed.

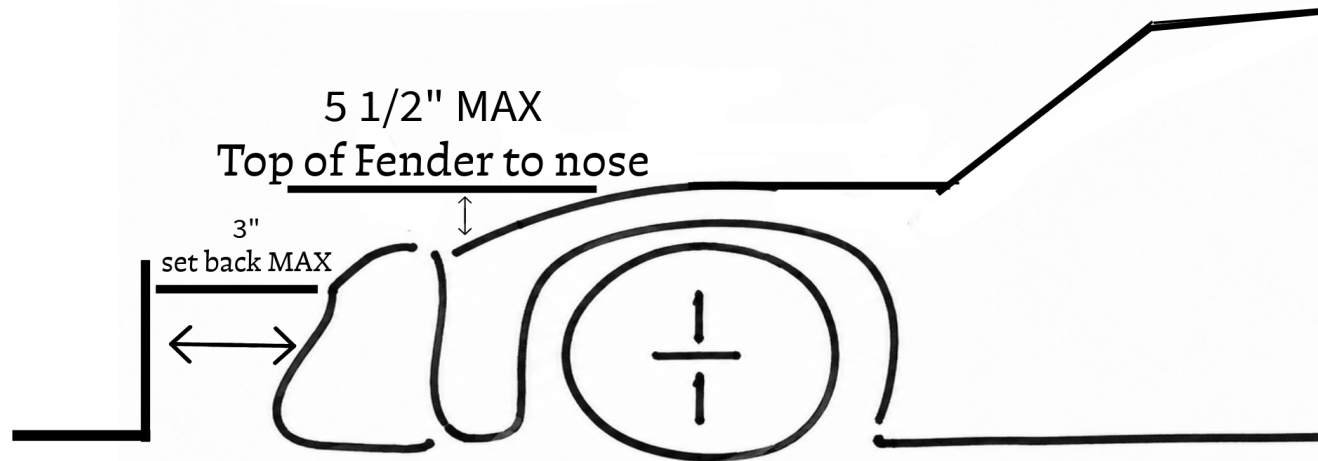
Air must pass through the front.

BODY:

1. All bodies will be OEM style. **No sportsman/Template/Late Model** bodies
2. Aftermarket OEM style nose & tail pieces are permissible, mounted in a stock unaltered fashion.
3. Aftermarket Camaro Nose pieces may only be run on a full stock bodied matching Camaro.
4. Minimum roof height at 47"
5. Deck overhang to be 44" MAX. Measured from the center of the rear wheels. For Camaro, rear overhang to be 38" measured from the center of the rear wheels.
6. Older factory unaltered roof & upper rear quarters don't apply to the overhang rule. Must be within factory spec, **will be checked.**
7. The rear of cars will be fully enclosed down to 18" off the ground.
8. Truck bodies require a back window, a flat tonneau cover attached at the top of the truck bed, with minimal rake on the bed.
9. All wagon bodies will not have any body panel acting as a sideboard. No side windows & no spoiler on a wagon body.
10. All Cars must have a full windshield with pillars in stock location. No wrap around windshields. No stretching out the pillars to achieve more

windshield angle. Roof & Windshield angles to remain close to OEM specs.
No mixing and matching of car bodies.

11. Maximum rake from "A" pillar to tail of 4" NO MORE than 2" total. Rake from center of the tire to the tail panel mounting point.
12. All side panels & nose to be 5" minimum off the ground with the driver in the car.
13. Lexan windshields are **MANDATORY**. No rear windows except for trucks. Rear opera windows OK (except on wagons or trucks). The front side window panel will be no bigger than 12" measured along the top of the door.



CHASSIS/FRAME

1. Base weight: Minimum weight before qualifying or any other race is 3100# including the driver. MINIMUM 1260# right side weight.
2. Minimum wheelbase is 108#. Wheelbases measuring 105-107 inches will be allowed to run but must meet a minimum weight requirement of 3150# including driver race ready.
3. Five-Inch minimum frame height off the ground. Rear wheel drive OEM frames ONLY.
4. No fully fabricated chassis of any kind.
5. Frame rails may be channeled or boxed in.

6. Cars with stock frames that have the front & rear subframes both attaching to the main frame rail in a conventional manner will have a base weight of 3100#. Overly modified stock frames are subject to a 100-pound weight add on.
7. No underslung rear frames.
8. Stock OEM frame from spring pocket to spring pocket.
9. 2" x 3" steel tubing extending front & rearward to support bumpers is permissible.
10. All cars must have OEM rear stock upper trailing arm crossmember in place where the upper trailing arms connect.
11. A 4-post roll cage with 4 driver side bars with a 10" X 30" X .0125" door plate is required. The center section of the roll cage to be constructed out of min. 1½" round tubing 0.090" thick.
12. Full front & rear hoops required; however, smaller lighter tubing is permissible in this area.

COCKPIT:

1. The full floorboard & front firewall may remain stock or be fabricated. A fabricated foot box must have sides & bottom that are a minimum thickness or ⅛" steel. No thin gauge sheet metal foot boxes will be allowed. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right-side frame rail.
2. Window net is mandatory.

ENGINE / DRIVE TRAIN

NO LS MOTORS

1. Engines must be stock appearing, all cast iron blocks and heads – maximum 2" engine setback.
2. Cast iron or aluminum intake. Cast iron exhaust manifolds or headers are allowed with 3" maximum exhaust tubing.
3. The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer.
4. HEI ignitions/distributors or MSD ignition boxes are permissible.
5. OEM automatic or standard transmission allowed; mini clutch is OK.
6. No hightower or quick shift transmission allowed.

7. Stock style OEM rear ends ONLY; four link suspension ONLY. A steel 9" Ford is permissible with 4-link mount. NO quick-change rear ends or aluminum rear end or carrier.
8. Locked rear ends only- NO differentials.
9. No cambered rear ends, no crowned spline axles.
10. Straight spline drive flange, no rubber or moving parts. Caps will be pulled for inspection.
11. No dry sumps of ANY KIND. No external oil pumps; accu-pumps are permissible.

SUSPENSION:

1. Rear trailing arms can be OEM or manufactured. Adjustable heims are permissible; however, the frame mounts & rear end mounts will remain in stock location. May have provisions for adjustment(s).
2. No spring pull, rubber biscuits etc. in the rear trailing arms.
3. Top & Bottom trailing arms are to be within 1" of the OEM measurement & will be mounted in the stock configuration (the top two trailing arms will be mounted above the axle tube; not down on the tube of the rear end).
4. All remaining suspension parts will remain stock, be in the stock location & be mounted in the stock angle except for the front shocks which can be mounted outboard.
5. Rear springs & shocks must be stock appearing & in stock location. Heims ends are allowed only on shock ends, rear trailing arms & in place of front tire rod ends.
6. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. Threaded rod adjustments on the A-frame are permissible.
7. Rear &/or front load bolts are allowable.
8. Aftermarket tubular upper A-frames are allowed. A-frames will have stock ball joints. Upper A-Frame mounts may be modified & be within 1" of stock location.
9. All spindles must be steel or cast & must accept the OEM size bearings as well as stock type calipers & rotors.
10. 5" minimum diameter coil springs.
11. Leaf springs OK

SHOCKS

1. All shocks will be steel & non-adjustable.
2. No canister shocks of any kind. No internal or external bump stops of any kind. No Schrader valves, no plugs, no screws, no ports, or welded holes of **ANY KIND**. All shafts must fully compress into the shock body.
3. All cars running a welded body shock on all four corners (Pro, Afco Series 10, etc.) may deduct 100lbs off the body weight.
4. TA shocks with a max body diameter of 2" are permissible, but no weight for any exotic shock that shows up.
5. Cars meeting the MIN. 3100# & running the WB shock will have no minimum right-side weight.
6. Eligible shocks:
 - AFCO
 - PRO
 - BILSTEIN
 - INTEGRA
 - QA1

BRAKES

1. Aftermarket brake pedals &/or master cylinders are allowed. Aftermarket single piston brake calipers are allowed. Rear disc brakes are permissible. An aftermarket gas pedal is HIGHLY recommended. No in cockpit adjustments allowed. A brake bias adjuster is permissible. All pedals will be in a relatively stock location & the driver will be seated relatively in the stock location.

TIRES

1. American Racers: AR870
2. Tire Soaking &/or any other types of tire tampering is PHOHIBITED.
3. Steel 8" racing safety wheels with 1' lug nuts
4. Track width 78" measured toe plates.

FUEL CELL

1. Fuel cells are MANDATORY with 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame rails may

be replaced from behind the spring pockets rearward to the bumper with
2" x 3" steel tubing

**RULE DISCLAIMER: RULES ARE SUBJECT TO CHANGE DUE TO INDIVIDUAL
INTERPRETATION. THIS WILL BE DONE TO KEEP WITH THE SPIRIT THAT
THE RULES WERE INTENDED. CHANGES MAY ALSO NEED TO BE MADE TO
CORRECT ERRORS OR TO CLARIFY INDIVIDUAL SECTIONS.**