

RUSSELL'S M40 SPEEDWAY

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 looks like a Sportsman, Template or Late Model will not be allowed to run in this class. No exceptions.

Body:

1. All bodies will be OEM style. No Sportsman/Template or Late Model bodies.
2. Aftermarket OEM style nose & tail piece are permissible, mounted in a stock unaltered fashion.
3. Aftermarket Camaro Nose Pc. May only be ran on a full stock bodied matching Camaro.
4. Minimum roof height at 47".
5. Rear of cars will be fully enclosed down to 18" off the ground.
6. All cars with stock appearing bodies will be allowed a 6" x 60" rear spoiler centered no higher than 42" from the ground with a 1" rear facing lip on the spoiler. Spoiler material must be clear.
7. Any bodies that are too creative and are stretched or raked too far on rules will have a reduction of the spoiler height, removal of the spoiler and/or have added weight. All truck bodies require a back window, a flat tonneau cover attached at the top of the truck bed, with minimal rake on the bed.
8. All wagon bodies will not have any body panel acting as a sideboard. No side windows & no spoiler on a wagon body.
9. All cars much 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.
10. All side body panels to be 5" off the ground with driver in the car.
11. Lexan windshield is 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.

12. Maximum rake from "A" Pillar to tail of 4" No more than 2" total rake from center of the rear tire to the tail panel mounting point.

13. Nose height minimum of 5"

Chassis/Frame

1. Base weight: minimum weight before qualifying or any other race is 3100# including driver. 40% Right side mandatory

(Example ... 3100 base = 1240 Right Side)

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 and 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 and 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 0.125" door plate is required. The center section of roll cage to be constructed out of min. 1 1/2" round tubing 0.090" thick.

12. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area.

Cockpit:

1. The full floorboard and front firewall may remain stock or be fabricated. A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" 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

1. Engines must be stock appearing, all cast iron block and heads – maximum 2” engine setback.
2. Cast iron or aluminum intake. Cast iron exhausts 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. (Stock Transmission with 7.25 clutch may deduct 100 lbs)
6. No Hightower or quick shift transmissions allowed.

Bert Transmission OK

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 components of any kind.
8. No cambered rear ends, no crowned spline axles.
9. 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 and the rear end mounts will remain in stock location.
2. Top and bottom trailing arms are to be within 1” of the OEM measurement and will be mounted in the stock configuration (the top two trailing arms will be mounted on top of the center section housing; not down on the tube of the rear end).
3. All remaining suspension parts will remain stock, be in the stock location and be mounted in the stock angle except for the front shocks which can be mounted outboard.
4. Factory Upper 4 link frame bracket must be intact.
5. Rear springs and shocks must be stock appearing and in stock location. Heims ends

are allowed only on shock ends, rear trailing arms and in place of front tie 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 and/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 and be within 1" of stock location.

9. All spindles must be steel or cast and must accept the OEM size bearings as well as stock type calipers and rotors.

10. 5" minimum diameter coil springs.

11. Leaf Springs ok.

Shocks

1. All shocks will be steel non-adjustable. No canister shocks of any kind. No internal or external bump stops of any kind. All shafts must fully compress into the shock body. No Schrader valve of any kind. No welded holes, absolutely no external adjustment.

Shock travel will be checked randomly. Please be prepared

2. All cars running a welded body shock on all four corners (Pro, Afco Series 10, etc.)

may deduct 100 pounds off the body weight.

3. TA Shocks with a max. body diameter of 2" are permissible, but no weight deduction.

4. The track has the right to add on weight for any exotic shock that shows up.

5. Cars meeting the min. 3100# and running the WB shock and Stock Transmission will have no minimum right-side weight.

Brakes

1. Aftermarket brake pedals and 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 and the driver will be seated relatively in the stock location.

Tires:

1. AMERICAN RACER AR870

2. Tire soaking and/or any other types of tire tampering is prohibited. This will be enforced
3. Steel 8" racing safety wheels with 1" lug-nuts.
4. Track width 78" measured with 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.