



2026 Street Stock Rules

****2026 Changes in RED****

Stock Definition

For the purpose of this rulebook and governing events at the speedway, the word "Stock" means:

- Available on stock passenger car models, from the car manufacturer, installed per the manufacturer specifications, with no modifications, visual or technical, stock appearing, stock performing unless otherwise noted in the listed rules for individual classes.

Section 1 - Bodies

S.1 Open to any make of North American-built car from 1965 to present inclusive, with a wheelbase of 110" or more as factory listed for that year, model, and those models listed below with a wheelbase under 110".

Chrysler Models

76-81 Volare and Aspen

Ford Models

75-81 Granada and Monarch 78-81 Zephyr and Fairmont

80-86 Thunderbird, Cougar and Lincoln

GM Models

78-79 Buick Skylark 78-86 Buick Regal Coupe

84-86 Buick Century

86 Buick LeSabre Riviera

78-86 Chev Monte Carlo

78-81 Chev Malibu and Nova

84-86 Chev Celebrity

78-86 Olds Cutlass Coupe

84-86 Olds Cierra

86 Olds Delta, 88 Tornado

78-86 Grand Prix

78-81 Lemans Coupe, Phoenix, Grand AM

S.2 Bodies must be of the original manufacturer's design and stock appearing with steel body panels only, minimum 20 gauge. (Body = Fenders, Doors, Roof, ¼ panels, engine bonnet, trunk lid) Plastic nose, rear bumper covers permitted. Five-Star roof allowed. Five-Star fibreglass hood allowed.

S.3 Sports cars, station wagons, convertibles are not permitted. Consult Tech / Management on the possibility of trucks racing in this class.

S.4 Bodies may be two or four-door designs with a minimum weight of 3400lbs, with driver in.

S.5 Car must retain stock original passenger floor panels, and firewalls or be repaired in original contour with the same gauge metal. Any car not meeting these specifications, in the opinion of Tech, is subject to weight penalties as will be determined by Tech. Minimum 1/8th steel floor plate must extend from back of seat to front of pedals.

S.6 Doors must be bolted or welded shut and may not be cut down except that the right front door may be rolled down a maximum of 2".

S.7 Original or equivalent bumpers must be used and fastened to the frame in the original location. Bumpers may be reinforced, but must retain stock appearance, and bumper ends must be tied into the body to prevent hooking. A 1/8" plate may be used to the maximum width of the bumper.

S.8 All glass must be removed except for the windshield, where 1/8" Lexan may be used if securely fastened.

S.9 All exterior chrome, trim, and vinyl tops must be removed. Windshield trim only may be retained if securely pop riveted in place.

S.10 There must be a complete firewall of a minimum 24 gauge between the driver and engine and the driver and the fuel cell.

S.11 Rear spoilers allowed. Must be no larger than 4 inches high (measured on front). No side boxing spoiler. Spoiler must not extend wider than ¼ panels.

S.12 One rear-view mirror permitted. It may be mounted in the center of the windshield or mounted on either windshield post. The mirror must be kept within body lines. Two mirrors permitted if the seat has two neck restraints.

S.13 All interior trim must be removed except for the driver's seat, which must be an aluminum race seat. The seat must be securely bolted to the frame with a minimum of four bolts of minimum 3/8" diameter, grade "5" quality or better. The seat may be electrically welded instead of bolted, at four points with a minimum weld joint of 2" at each point.

S.14 Sharp edges or projections which could cut tires, cause damage or injury are not permitted.

S.15 Driver Safety Belts must be dated no more than 5 calendar years old.

- A fuel cell is mandatory and can be a maximum of 16 gallons.
- A fuel cell must have a minimum of 8 inches of ground clearance.

S.16 Helmet must be rated SNELL2010 approved or higher (No DOT or M)

S.17 A Head and Neck Restraint or Neck Collar is mandatory.

S.18 Driver must wear an approved fire-retardant driving suit and gloves at ALL times the car is on the track. (Fireproof shoes and socks is also recommended)

S.19 All roll bars within the driver's reach must be padded. (Proper Fire-Rated Roll Bar Padding)

S.20 Dirt Bars or Rub Rails, maximum 1/4" X 2" flat bar.

Must Hug Body Line. Rails may be placed between wheel well openings and the front and rear of the openings to the bumpers. Bar ends are to taper into the body to prevent catching onto or hooking another vehicle. Rebar rub rails are not allowed.

Section 2 - Chassis & Suspension

S.21 Complete rear wheel drive frame only. No front wheel drive frames.

S.22 All suspension parts are to be stock with no modifications.

The car must be a minimum of six (6) inches off the ground measured at any point under the "frame". Inspection height gauges must pass under the frame with no contact.

All vertical measurements will be taken with the driver in the car.

Impala, Caprice, and Parisienne side frames will be measured on a straight surface.

Front coil springs may be OEM or OEM replacement type. Conventional OEM-type race springs allowed (i.e. AFCO, Hypercoil). No beehive or progressive rate springs allowed.

Front springs must have stock coil spacing and have a minimum uncompressed height of 8.5 inches

Springs must be a minimum of 5.0" O.D. (+/- 1/2 ") in diameter. Front springs must sit in the original OEM spring seats.

Solid shims may be used on the top of the spring and seated in the original spring seat. Adjustable spring seats allowed (not welded) on front springs only. A maximum of 1 spring rubber is allowed in each spring. (1 piece = 1 rubber)

Springs must be of original design and in stock location. No coil-over spring/shock combinations.

Lower control arms and all other suspension components must remain stock and retain all original dimensions. All suspension mounting locations must remain in original STOCK locations.

All steering components must meet the original specifications of the manufacturer for the specific year, make and model. No extended length ball joints. Only stock OEM spindles and rotors for the year, make and model allowed.

No cutting and/or welding of the pitman arm.

No air shocks or bags.

Minimum front spring rating of 650 LBS.

S.22.1 Stock sway bar only. Bar MUST be mounted in original brackets under frame rail. Sway bar MUST be mounted in OEM position on top of the control arm. **OEM sway bar not to exceed 1 5/16" O.D.** The sway bar may be adjustable.

S.22.2 Rear coil springs may be OEM or OEM replacement type. Conventional OEM-type race springs allowed (i.e. AFCO, Hypercoil). No beehive or progressive rate springs allowed. Rear springs must be a minimum of 5" O.D. (+/- 1/2 ") and have a minimum uncompressed height of 10 inches.

Rear springs must have original spacing. Rear spring seats may be modified to accept a closed coil ground spring.

Recommended 1" bucket-type spring seat on differential housing. Solid shims may be used on the top of the spring. Maximum of 1 spring rubber allowed in each spring (1 piece = 1 rubber)

ABSOLUTELY no adjustable spring seats allowed. **Two load bolt spring adjusters are allowed in the rear.**

S.24 One stock replacement shock absorber per wheel in stock position using stock mounting hardware is permitted. No racing shocks. Shocks may be stock replacement GAS shocks. All shock numbers MUST be readable. Shocks will be deemed illegal if numbers are unreadable. No Afco, Pro, Carrera, QA1, etc shocks allowed. All shocks must be mounted at the original stock angles.

S.25 Min wheelbase for cars is 108".

Any car with a "shorter" wheelbase will add 25 pounds for every inch shorter than stock.

S.25.1 Max track width for full size cars is 65" center to center of tires

S.26 No Bumpstops / Coil Binding or Modifying suspension to limit travel.

S.27 **Weight**

Cars with built engines

Minimum of 3400 pounds

Left side maximum 53%

Rear weight maximum 45%

S.28 Aftermarket upper control arms allowed. MUST BE STEEL ONLY. Arms may be different lengths. Homemade control arms are not permitted. Any violation of this rule will result in a full suspension infraction.

S.28.1 Aftermarket rear control arms allowed. Must be stock specification. Homemade control arms are not permitted.

S.29 All cars must have full frame. Unitized bodies may be used, provided the front and rear subframes are joined with material equivalent in strength to the frame material. Variation to this rule may result in weight penalties determined by the Technical Inspector.

Section 3 - Engine

S.30 Must be produced by the same manufacturer as the car and must not exceed 360cu.in displacement.

Engines must be stock, no performance engines. Early engines such as 275 hp 327 cu. in are not permitted.

No solid lifter type engines such as 302 CHEV, 350 LT1, and 340 Mopars. Camshafts must be STOCK, low compression type available in 2-barrel engines:

i.e., no 350 h.p. hydraulic Chev camshafts. No Cleveland engines. Maximum overbore. 060

S.30.1 The GM #12499529 long block crate engine will be allowed. It comes complete except for an intake manifold, water pump and balancer. A 2 bbl cast iron OEM intake must be used. The carburetor will be a 2 bbl Rochester, which must be used with no adapter. This engine is available through any local GM dealer. The engine will be sealed by OBS prior to competition. A minimum \$50.00 sealing charge will be applied. The performance of this combination will be closely monitored and will be subject to possible adjustments with prior notice.

S.31 Cam Shafts

****2026 changes here remain under review and will be updated once confirmed.**

Maximum Camshaft lift specifications are as follows (all measured at the valve):

G.M. lift - intake .460 exhaust .460

Ford lift - intake .419 exhaust .448

MOPAR lift - intake .410 exhaust .410

There will be a duration rule applied to GM "built" engine camshafts in this class. The GM crate is not included.

The maximum allowable duration will be:

Intake: 218°

Exhaust: 218°

The lobe separation angle (valve overlap) must be 110° or 112°

This will be closely monitored throughout the season for compliance and fair competition.

S.31.1 Camshafts must be installed straight up. No degreasing or offset keys or bushings on camshaft or crankshaft.

S.31.2 Valve spring seat pressure is not to exceed:

Built engines: 100 lb. maximum @ installed height.

Crate engines: 80lb. maximum @ installed height.

S.32 Heads must be stock, low compression type and may not be interchanged. i.e. no 300hp heads on Chev engines, no 340 heads on 318 mopars, 351 heads on 302 fords, etc.

GM heads permitted (last three casting numbers) 882, 128, 820, 493, 441, 991, 993, 339, and 188.

Chrysler Engines 2531894, 3418915, 3671587, 3769974, 4027596, 4071051.

S.33 Stock valves, lifters and springs. Heads must retain stock valve size for the casting number on the head. No 2.02 valve heads. Stock valve train only, including rocker arms and ratios. No pump up or Rhodes style lifters. Maximum allowed valve lash of zero. S.34 Pistons must be cast.

S.35 All engine components must be completely stock, no porting, polishing, machining or coating is permitted. No balancing. Cylinder heads may be planed a maximum of .030”.

S.36 Carburetor must be stock 2-barrel originally available on the car. Carb. May be altered only as follows: choke may be removed, bowl may be rethreaded to accept Holley jets(Max size 74), holes may be put in throttle plates for improved idle. Maximum size

1-3/8" venture and 1-11/16" throttle bore. SMI and JET brand carbs have been approved for this class. They must be stage #1 configuration with all stock measurements. All other non-approved brands and stages will be deemed illegal. It will be the owner's responsibility to provide proof of the brand being used.

S.36 A Air cleaner must be round and a maximum diameter of 17 inches and centred on the carb air horn. Any external lips cannot extend any further rearward than the center of the carb air horn.

S.37 Stock unaltered manifolds only GM log type. Only one exhaust pipe per manifold of maximum 2” outside diameter may be used; they must extend behind the driver's position under the car. Exhaust must remain under the car. No ram head manifolds.

S.38 Stock compression ratio no greater than 8.5 to 1, only to be checked by the whistler. Engine must be in stock location. Original mounts or same thickness.

S.40 Engine claimer will be \$3500.00. This is for a complete engine as raced but does not include intake and exhaust manifolds, Carb and air cleaner, distributor, water and fuel pumps, starter, flywheel and front balancer. The person claiming the engine must have raced in the same class that night and must run the claimed engine the following week in the same class. Refusal of the claim will result in a major infraction.

Section 4 - Power Train

S.41 Three-speed automatic transmissions. No two-speed automatic or standard transmissions. Transmission must have stock OEM gear ratios.

S.42 Transmissions must be stock and originally available on the car.

S.43 Proper Torque Converter for the engine. Must meet stock specifications.

S.44 Quick-change rear ends are not permitted.

S.45 Aftermarket transmission coolers are permitted.

S.46 Factory brake systems only.

Section 5 - Wheels, Tires & Seat Belts

S.48 All wheels must not exceed 8" in width.

S.50 All wheels must be steel.

S.51 Tires allowed will be 890 Hoosiers.

S.52 All tires must not be less than a Durometer reading of 52.

S.53 Cars must run on used tires only. Maximum tread depth allowed is 4.5/32 for all tires.

Section 6 - Gear Ratio

S.58 Maximum gear ratio is 6.10:1 final drive with transmission in first or second gear. To find the ratio, multiply the rear-end gear ratio by the transmission ratio.

Example: rear end gears 3.73 times transmission ratio 1.52 ($3.73 \times 1.52 = 5.67$). You may run less than 5.75:1 but not more. No 1-to-1 ratios. All gears in transmission must remain in the same ratio as produced by the OEM.

