

2026 STREET STOCK RULES

AMENDMENTS TO THESE RULES MAY BE MADE AN ANY TIME IF CERTAIN TYPES OF CARS ARE DOMINATING.

UMP Street Stock are allowed to race with us as long as car is 100% UMP legal!

American Iron Racing Series Cars allowed to race with our street stocks as well.

SAFTEY:

Required helmets must be Snell Rated SA2005, SA2010 or SA2015 Helmet. Drivers must have helmet shield or goggles. Helmets must be worn at all times including packing the racetrack. SFI approval full fire suit, fire retardant neck braces and gloves are required. Fire retardant shoes required. Roll bars must be padded around driver. 16 x 20 driver side ribbon or mesh type widow net no accessories allowed on window net. Five-point safety harnesses are required and must be securely mounted to roll cage using W' diameter bolts. Aluminum racing seats only and must be securely fastened to roll cage. 360 degree drive shaft loop required and must be constructed of at least .25" by 2" steel mounted 6" from the front of the drive shaft. Kill switch to be mounted within easy reach of driver and clearly marked "on/off". Must have an additional master shut off switch mounted BEHIND driver seat on horizontal surface (floor is not acceptable), clearly marked "on/off", and be easily accessible from outside of car.

FRAME:

(see frame drawing) 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sport car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing, horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two-inch-wide by four-inch-tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside cockpit. Maximum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inches by three-inch steel tubing with 0.095 inch wall thickness. No part of frame or body can be lower than four inches from ground except front crossmember and rear underslung.

ROLL CAGE:

Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame mounted in at least six places. Recommended: low carbon or mild steel. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

DOOR BARS:

All driver side door bars and uprights must be minimum 1.5-inch O.D. with 0.083-inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one horizontal top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection

FRONT SUSPENSION:

All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions are: tube type upper A frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type, one welded shock mount on lower A-frame; no screw jack type shock mounts; OEM or OEM replacement rebuildable ball joints allowed. No screw-in-lower ball joints. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be within OEM specifications. No sway bars. No suspension stops of any kind allowed.

STEERING:

No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions are outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only, unaltered, OEM replacement Pinto spindles with "IMCA" raised cast; replacement spindle with Speedway Motors raised case – part numbers 91034501 and 91064511; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required – steering quickened and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

REAR SUSPENSION:

All components must be steel. No covers allowed. All mounts and brackets must be welded or bolted solid. Coil springs must remain vertical and over center line of rear end housing. No coil-over elimination allowed. No chains, cables or tethers. Exception is: solid safety chains securely mounted from upper frame rails directly to axle tubes allowed (must have slack during inspection), no springs or rubbers allowed. Rear shocks must be mounted to bracket below bottom of axle tube and to upper frame rail, and must be located behind rear end housing. All rear control arms and panhard bars must be straight. Must utilize one of the following designs: (A) Aftermarket three link design requirement. **Must use 16 inch minimum, 24 inch maximum lower control arms. There will a maximum allowable angle on control arm with the driver in the racecar of 17 degrees for tubular rear half chassis cars. Left Rear Control arm can be adjusted on the rear end side.** Must use one upper control arm, solid tube only, centered over drive shaft front to rear (one inch tolerance). Must use minimum 23 inch panhard bar located behind rear end housing. Lower spring perch must be welded to rear end housing. Bottom of rear spring must remain within 0.75 inch of the axle tube. Must use steel upper weight jack. No floating or bearing rear spring perches/cups allowed, top bottom. No suspension stops or adjustable underslung of any kind allowed. (B) Multi-leaf spring design requirements. Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed. (C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

REAR END:

Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Mini-spools only. Safety hubs (floater) allowed. Solid steel axles only. All additional components must be steel except lowering blocks, axle caps, U-joint caps, and one-piece drive flange. One-inch inspection hole in housing required. No scalloped ring gears, cambered rear ends, heavyweight axle tubers (max .250" wall) or housing braces. Ring gear, pinion, center section and yoke cannot be lightened.

Quick Change Rear Ends will be allowed (All components must be STEEL).

Quick Change must have magnetic steel tubes and Steel Axles.

Spring Perches must be welded to the axel tubes and lower control arm must be welded to axle tubes also.

SPRINGS:

One steel, non-progressive closed end coil spring per wheel only. Minimum 4.5 inches O.D. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-16 inch free height with 0.5 inch tolerance. No torsion bars, air bags, inner liners or spring rubbers allowed. Steel rear leaf springs allowed.

SHOCKS:

One steel, nonadjustable, unaltered shock per wheel only. All shocks must completely collapse at any time. No external or internal bumpers or stops. One shock mount allowed, must be welded. No shocks allowed on screw jacks. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shocks may be claimed per event for \$75 each. Tubular rear chassis cars are only allowed non adjustable oil shocks, NO gas charges shocks.

BODY:

Must be neat appearing, must be stock appearing all windows must remain open. Maximum 7-inch visor may be added to top of windshield opening. Must have windshield pillars painted roll bars not accepted. Minimum 14-inch vertical opening to left and right sides. All holes in front and rear firewalls must be covered in metal. No mirrors allowed. Aluminum body allowed but must resemble stock OEM pieces. Roof must not exceed 3 inches of rake from the front to rear. Back of hood must be sealed off from drivers' compartment. **The rear of the car must be enclosed with a stock appearing plastic, aluminum or approved plastic filler panel. Holes will not be permitted in the rear cover of car. Rear bumper cover must be no less the 20.5 inches from top to bottom and completely enclosed from left to right.**

TIRES & WHEELS:

Any 8 inch racing tire allowed. Beadlock allowed on right side only. Bolt in plastic mud cap or foam. Tires may be ground or siped within confines of tread. No softening of tires allowed. No recaps allowed.

TRACTION CONTROL:

No electronic traction devices of any kind allowed on race car. Any driver caught with a traction control device will be subject to a fine, seizure of illegal parts and/or a lifetime suspension from all events and a notice of the details of suspension will be sent to all promoters in Eastern Iowa and Western Illinois.

TRANSMISSION/DRIVE SHAFT:

All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No "in and out" boxes or quick-change devised allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM or OEM replacement flywheel or flex plate allowed, must be bolted directly to end of crankshaft.

Automatic: Must be unaltered, two or three speed, OEM production case aftermarket safety transmission case allowed with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flex plate. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inches minimum) only. No bump starts allowed.

Interior deck or outside body. Ballast must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5-inch bolts. No titanium, magnesium, carbon fiber or tungsten products. Exceptions are: carbon fiber rock guard and hood scoop. Solid street fasteners only.

***Bert and Brinn Transmissions allowed, No reverse mount starters.
No ball spline allowed. Starter must bolt to engine block in factory / stock location.***

BATTERY/STARTER:

One 12-volt battery only. No lithium batteries. Must be securely mounted between frame rails, and positive terminal must be covered. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. Starter must bolt on block in OEM location and directly engage flex plate/flywheel.

GAUGES/ELECTRONICS: No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tech). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12-volt ignition system. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev-control easily accessible facing up or out for inspection. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. No electronic traction control devices.

ENGINE OPTIONS AND SPECIFICATIONS:

Crate engine: GM 604 crate engine with GM seal bolts or IMCA cable lock seals are accepted.

Built engine rule: Must be stock appearing engine set back as follows number 1 spark plug no further than 1 inch of upper ball joint OEM firing order cannot be changed, engines used in competition must be able to be used in a conventional passenger car without alteration. no air funneling device no roller cams, no limit on engine cubic inches, all cars must have an operatable starter. No aluminum heads or blocks, stock push rod type fuel pumps only.

Protest Rule: * Any car finishing in the feature 1st through 4th may be protested by cars finishing 5th on back on lead lap of racing and racing competitively. *Car protesting must proceed to tech area directly after race. Driver of protesting car must present \$200.00 to tech official. *Protesting driver must state exactly what they are protesting and on what car. *Only one item allowed per protest. *If protested car is found illegal, the \$200.00 fee is returned to protester, and the protested car is disqualified with no points and no money awarded for that night racing event.

*If protested car is legal on protested item, the \$200.00 is given to the protested car, and that car is not penalized.

*Only one protest allowed per driver per night.

CARBURETOR:

One unaltered Holly 500 CFM 4412 ONLY.

SHOCK RULES: \$75.00 shock claim:

*Any car finishing the feature 1st through 4th is eligible to have its shocks claimed by the cars finishing 5th on back. *Car claiming shocks must be on the lead lap of the race at the end of the race. *Car claiming shocks must present claim money to Tech Official in tech area within 5 minutes of end of race. *Only driver of car claiming shocks can give claim money to Official. Driver must have the claim money when entering tech area. *No exchange of money between anyone other than claiming driver and tech official allowed. *You may only claim (1) other cars shocks on any race night. You may claim up to all 4 shocks on the car being claimed. No multiple car shocks claims allowed. *To claim, your car must have raced in at least 50% of all the races held at the speedway and must have raced in two consecutive events prior to claiming. *Claiming driver can claim up to 4 shocks per claim on one car and may not claim a car shocks more than one time during the racing season

Car Protest Rules:

*Track officials have the right to protest any car, at any time, at no charge. *Protest is in effect of opening night for all eligible drivers and driver must have been at track on opening night to be eligible to protest second night of season. Any rule, covered or not covered, will be interpreted by track officials. Official's decisions on scoring and rules are final. Promoter retains the right to change and/or interpret the rules in the interest of better competition or safety.