



2026 Street Stock Rules

This publication supersedes all previous rule books and rule updates. The Bullring Local Racing Series reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of the rules, the decision of The Bullring Local Racing Series Chief Technical Inspector and/or Manager shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of The Bullring Local Racing Series short track events, and by participating in these events, all participants, guests, crew members and staff are deemed to have complied with these rules and/or regulations.

No express or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

In the event of a serious or fatal injury, The Bullring Local Racing Series reserves the right to impound race cars for review and evaluation, and may exercise this right at any time. The Chief Technical Inspector and/or Manager shall be empowered to permit minor deviations from any specifications herein or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules. The spirit and intent of the rules is the standard by which The Bullring Local Racing Series events will be governed. Tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules and can disqualify any car in violation of the spirit and intent of these rules.

Note: If this rule book does not specifically state that you can alter, change, or modify something, you should consider it a violation.

Illegal components may be confiscated and become the property of The Bullring Local Racing Series. No part is deemed approved by passing prior inspections.

All participants, guests, and crew members fully understand that racing is inherently dangerous and voluntarily assume these risks.

1. BODIES

- A. Any 1968 or newer sedan. No Station Wagons, Convertibles, Jeeps, etc.
- B. All cars must maintain stock OEM body. Door panels and rear quarter panels may be fabricated of steel and/or aluminum. Hoods may be fiberglass. Body sheet metal may be updated through current models but must exactly replace early sheet metal. No interchanging of MFG bodies and frames. Fivestar and AR street stock bodies allowed and mounted correctly per manufacturer specs.
- C. Original bodylines must be maintained, and stock appearing on fabricated panels.
- D. Hood and deck lid pins are required. Minimum of 2 pins across front hood and 2 across rear of deck lid. One (1) additional pin required for each missing hinge.
- E. Full stock floorboards and firewalls required. All holes to be covered by sheet metal and welded in place. Firewall sheet metal must remain in stock location.
- F. All doors must be securely fastened to car and meet tech approval.
- G. Rear trunk area may remain open.
- H. Rear deck lid spoiler allowed maximum 4" tall and no wider than car or 60" wide. Top 3" must be clear plastic. Straight blade spoilers allowed with no forward braces. May have maximum of four braces on back of spoiler to rear filler panel.
- I. No front lower spoilers or valances allowed. Air scoop for radiator allowed, no wider than radiator and may not hang down.
- J. Minimum ground clearance: 4 inches.
- K. Fiberglass front ends allowed.

2. FRAMES

- A. Full NASCAR-type roll cages mandatory. Minimum 1 1/2" O.D. / .090" wall thickness. Gusset as necessary for strength.
- B. Minimum of three (3) door bars required on both sides. Right side may be straight.
- C. Engine must be in stock location.
- D. Rear kick bars may extend to rear cross member.
- E. Fuel cell protector required, no wider than frame rails.
- F. Main roll cage uprights must be fastened to floor of uni-body cars with minimum 3/16" plate, top and bottom, minimum 4" square, with (4) 3/8" grade 8 bolts per corner.
- G. Roll bar padding required anywhere driver may contact.
- H. Door bars must be covered with 1/6" steel plate, welded from front to rear uprights.
- I. Radiator protector/front hoop allowed, 2/3 height of roll cage uprights, must follow frame rails. 1 1/2" O.D. max.
- J. Stock frames only. No modifications allowed.
- K. Oil pans must have minimum 3" ground clearance.

3. WINDOWS

- A. Lexan windshield allowed, minimum 1/8". Must be supported with two metal straps or single 1.75" bar center-mounted.
- B. Rear window may be clear Lexan.
- C. All side window glass removed. No right-side window. Rear quarter Lexan allowed. Driver window net mandatory, minimum 1" wide webbing, quick release top left corner.

- D. Mirrors and mounting subject to tech approval.
- E. Left side mirror allowed.

4. HEIGHT, WEIGHT & WHEELBASE

- A. Minimum ground clearance: 4 inches.
- B. Wheelbase 110"+ cars (Nova, Chevelle, early Monte Carlo): **3100 lbs with driver.**
Wheelbase under 110" (Camaro, Mustang, Firebird): **3200 lbs with driver.**
Maximum left side weight: **54%.**
- C. Minimum wheelbase: 108".
- D. Cars with front weight jacking bolts must add 50 lbs.

5. BUMPERS

- A. Stock bumpers required.
- B. Must be fastened to fender and/or quarter panel.
- C. Height 15" to 18" (center to ground).

6. ENGINE

- A. Cylinder compression limited to 190 lbs.
Allowed engines:
 - Ford 351 CI
 - Chevrolet 350 CI
 - Dodge 360 CI
 - Max .060 overbore
 - Max cubic inch: **360 CI.**
- B. No Big Blocks.
- C. Engine must be in stock location.
- D. Engine coolers allowed.
- E. Aftermarket oil pans allowed; must have 1" inspection plug. Valve covers, water pump, fan pulleys allowed.
- F. No stroker or lightweight cranks. OEM only.
- G. Heads: Stock cast iron only.
- H. No performance options such as oversize valves or modified bowls.
- I. No porting or polishing.
- J. Vortec heads allowed.
- K. Stock steel or stainless valve train only; any ratio roller rockers allowed. No shaft rockers.
- L. Screw-in studs and guide plates allowed.
- M. Stock cast iron blocks only.
- N. Stock stroke only (e.g., Chevy 350 = 3.48").
- O. Stock rods only; aftermarket bolts OK.
- P. No roller or mushroom lifters.
- Q. Stock type timing chain/gears.
- R. No belt or gear drives.
- S. No crank lightening.
- T. No aftermarket lightweight cranks.

7. CARBURETOR

- A. Holley #4412 or Holley Keith Dorton #80583. Box stock, except: gasket, bowl seal, pump squirter, power valve, jets, sight plug, choke plate/shaft may be removed.
- B. Two return springs required, mounted to block.
- C. Max 1.25" adapter. No tapered or bowl-shaped bores.
- D. Any mass-produced aftermarket aluminum intake allowed (no mods).

8. AIR CLEANERS & FILTERS

- A. No cold air induction. K&N allowed.
- B. No air deflectors.
- C. Top & bottom of cleaner must be same diameter and solid.
- D. No tubes/funnels controlling airflow.

9. ENGINE LOCATION & MOUNTS

- A. Factory stock location, stock firewall.
- B. Oil pan must meet ride-height rules.
- C. Crankshaft must be centered within 1".
- D. Mounts must be securely bolted; no adjustable mounts.
- E. Crank center height minimum: 10 inches.

10. ELECTRICAL

- A. Stock ignition only. No MSD. DUI enhancer allowed.
No magnetos, crank trigger, optical or computerized systems.
- B. Master switch required inside cockpit.
- C. Battery mounted inside body, insulated container.
- D. Battery must be in front of rear axle.

11. COOLING SYSTEM

- A. Fan: minimum 4 blades, 14" diameter, or electric. No clutch/freespin fans.
- B. Fan shroud mandatory.
- C. No fiberglass flex fans.
- D. Fan must be in stock location.
- E. Overflow catch can, minimum 1 quart, vented to windshield.
- F. No antifreeze.
- G. Water wetter permitted.

12. EXHAUST

- A. Stock cast manifolds allowed.
- B. Headers allowed: 1 5/8" tube, chassis style only. No step/180/Tri-Y/cone/pyramid. Single gasket only.
Pipes max 3" O.D.
- C. Muffler mandatory, max 90db @ 100 ft.
- D. Exhaust must exit past driver.

13. DRIVETRAIN

- A. Stock clutch only; aftermarket master/slave OK.
- B. No lightweight race discs or plates.
- C. No aluminum flywheels.
- D. Scatter shield mandatory.
- E. Stock clutch/flywheel only.
- F. Locked/limited slip/posi permitted.
- G. Rear end must be centered.
- H. Floater rear ends allowed.
- I. Automatic optional; torque converter must be operational.
- J. Ford 9" allowed, must mount in OEM location.
- K. Driveshaft straps required.
- L. No aluminum or composite driveshafts; must be painted white.

14. SUSPENSION & BRAKES

- A. Stock OEM lowers only, no mixing OEM lines.
- B. Upper tubular A-arms allowed; must be 1-piece steel. No heims or monoballs.
- C. Upper A-arm mounts may move for caster/camber only.
- D. Rated springs allowed.
- E. Lowering blocks allowed.
- F. All other components must be OEM. Max width 78" O/O with driver in car.
- G. No aluminum shocks; no adjustable/rebuildable/revalveable; no bump stops.
- H. Adjustable spacers allowed. Front jacking bolts allowed with 50 lb penalty. Outboard shock allowed but must meet shock rule.
- I. Four-wheel hydraulic brakes required. Dual master with aftermarket pedals OK. One bias adjuster allowed.
- J. Rear disc brakes allowed; OEM cast iron only, no aftermarket parts.
- K. Stock 4-wheel brakes required and functional.

15. STEERING

- A. Stock steering components only.
- B. Quick release wheel required.
- C. Collapsible column required.

16. FUEL SYSTEM

- A. Race-approved 110 octane or pump gas. No additives.
 - B. Fuel cell required, securely mounted forward in trunk. Min 10" ground clearance.
 - C. Must mount in 1x1 steel framework. Vent with check valve.
 - D. Must be enclosed in 18-gauge steel box with drain hole. Ground strap required.
 - E. Max 22 gallons.
 - F. No electric pumps.
 - G. Two throttle return springs required.
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17. TIRES & WHEELS

- A. Steel wheels only, max 8".
 - B. Max width 78" O/O with driver in car.
 - C. 5/8" studs required.
 - D. No bleeders.
 - E. Wheel spacers max ½" per wheel.
 - F. Track tire: **Hoosier 970 ONLY**.
 - G. Tire purchasing rule (Max of 4 on opening day, Max of 2 per event afterwards). No hoarding.
 - H. Damaged new tire may be replaced only after tech inspection.
 - I. Used tires sold by track for \$20.
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18. SEATS & SAFETY EQUIPMENT

- A. Driver responsible for proper installation/maintenance of safety equipment.
 - B. Aluminum high-back seat required.
 - C. Padded headrest required.
 - D. Seat must mount to roll cage, not floor.
 - E. Five-point harness mandatory, 3" lap, 2–3" shoulders, 2" sub.
 - F. No cotton harness components.
 - G. Harness max age: 3 years.
 - H. Helmets: Snell SA2000 or SA2005.
 - I. Window net mandatory.
 - J. Fire suit required.
 - K. Racing gloves required.
 - L. Racing shoes required.
 - M. Eye protection required.
 - N. Car-mounted fire extinguisher required, steel mount.
 - O. Team must have 5 lb extinguisher in pits.
 - P. Car & driver must comply with safety rules before racing.
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19. APPEARANCE & IDENTIFICATION

- A. Cars must be neatly and brightly painted.
 - B. Roof and doors must have 18" numbers, roof facing scoring tower.
 - C. Windshield number required.
 - D. Driver's name on roof and above doors, 3" letters.
 - E. No duplicate numbers; no suffix letters (X, Y, N).
 - F. No windshield advertising except series sponsor.
 - G. No offensive advertising allowed.
 - H. Series sponsor decals must be applied to be eligible for awards.
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20. COMMUNICATION

- A. Two-way radios allowed. Spotter must be on spotter stand with proper ID.
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21. ELECTRONICS

- A. No electronic monitoring or data systems except tachometers.
- B. No digital gauges, timing retard controls, or oxygen sensors.
- C. No electronic traction control.