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2026 Unified Dirt Street Stock Rules

Revised 10/14/2025

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS.

RULE VIOLATIONS ARE LISTED IN THE GENERAL RULES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A TRACK OFFICIAL.

TAKING ADVANTAGE OF "LOOP HOLES" IN THESE RULES WILL NOT BE TOLERATED.

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ALL RACE CARS WILL BE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANYTIME. **TRACKS RESERVE THE RIGHT TO INTERPRET THESE RULES AT THEIR DISCRETION.**

NOTE: ALL CAGES EXCEEDING THE ROLL CAGE SETBACK DIMENSIONS

READ RULE CHANGES.

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1. SAFETY EQUIPMENT: RULES APPLY AT ALL TIMES CAR IS ON TRACK.

1. Snell-rated SA2020 or newer helmet required.

2. Roll bar padding required in the driver's compartment. Recommended: Fire retardant padding. 3. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. (Recommended: Fire retardant head sock and underwear.)

4. High back aluminum racing seat MANDATORY.
 - a.) Seat must be bolted in with six (6) 3/8" Grade 5 or Grade 8 bolts.
 - b.) MANDATORY four (4) bolts in the bottom of the seat, and two (2) in the back.
 - c.) Right and left seat head supports required if using head and neck restraint system.
 - d.) (Recommended: collapsible steering shaft.)
5. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to the roll cage so the latch is at the top front of the window.
6. Minimum three inch (two inches with head restraint system) wide SFI approved five point safety belt assembly required, must be mounted securely to the main roll cage. Recommended: Safety belts no more than two years old.
7. Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON'.

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Frame:

1. 1964 or newer U.S. manufactured rear wheel drive passenger cars full frame or unibody. **ABSOLUTELY NO AFTERMARKET TUBULAR FRAMES**
 - a.) Minimum 107.5-inch wheelbase for 108-inch car, 111.5 for 112-inch wheelbase car and 115.5 for 116-inch wheelbase car, maximum one-inch difference from side to side.
 - b.) Camaro, Firebirds, El Camino's, convertibles and station wagons are prohibited.
2. Other models are approved provided they are the same body configuration, meet the spirit and intent of competitive racing, and must be approved by Track Officials.
3. All frames or unibody's must remain stock unaltered.
 - a.) X-Bracing, plating for strength or repair is allowed.
4. The front and rear frame sections of unibody race cars will be connected by a minimum of 2"x 3"x 0.12" square tubing, safely welded to maintain a solid floor structure. Unibody floors must remain intact.
5. No under-slung frame rails allowed.
6. Rear frame replacement is allowed for rusted rear frame rails. Minimum of 2"x 3" rectangular tubing must be used in place of rear frame rails, placed no further back than the rear spring pockets and no longer than factory specs.

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3. WEIGHT AND BALLAST:

All cars must weigh a minimum 3,100 lbs.

Weights may be adjusted to ensure a competitive balance with differing race cars.

All Weights and measurements are with the Driver in Car after Competition.

1. Added weight (ballast) may be steel or lead. Added weights must be painted white and have your car number on each piece.
 - a.) Weight must be secured by no less than two 1/2" diameter bolts. The maximum spacing between bolts is 10". No more than 50 pounds of weight for every two bolts.
2. All weights must be securely attached to the frame for inspection. Loose weights are prohibited. 3. NO WEIGHTS OR HEAVYWEIGHT COMPONENTS MAY BE ADDED TO SUSPENSION COMPONENTS. 4. No weights may be added outside the body or inside the driver's compartment.
5. Weights added behind the rear end shall be no lower than the bottom of the frame member to which the weight is attached.
6. No Ballast or Ballast type wheel spacer allowed on the rear axle tube.
7. Loss of ballast penalty: see track operations rules.

4 BODY:

BODIES MUST BE "STOCK APPEARING".

1. All cars must maintain a neat appearance. Cars must have stock appearing bodies with O.E.M Steel or O.E.M Steel replacement panels.
 - a.) **NO FIBERGLASS OR COMPOSITE BODY PANELS ALLOWED.**
2. Body swaps are allowed as long as the body matches the wheelbase of the frame or APPROVED BY TRACK OFFICIALS.
3. Must have OEM Roof, or **Fiberglass roof part #ONLY Shell Valley F1015-81-88MCRW must be lined with minimum 24-gauge steel 4" from the perimeter.**
 - a.) A, B, & C pillars must be OEM for the body you're running.

- b.) Opera windows must remain open & O.E.M. size for body you're running.
- 4. Fabricated body components are allowed but they have the same steel thickness, wheel openings and contours of the O.E.M. components. **Fabricated body components must be constructed with Mininum 24 gauge steel.**
- 5. **One piece rear spoiler allowed, maximum five (5") inches in material height MAXIMUM 60.5" WIDE. Spoiler may have maximum one-inch rear stiffener, must be one inch or more down from top**
 - a.) No braces or side panels. No Fins, Lips, Rudder's or any other Aerodynamic Devices Allowed. 6.
 - All body panels may be gutted, including hood, roof, fenders, doors, quarters and trunk.
 - 7. All cars must have both A Pillars Labeled 3100#.
- 8. **HOOD & TRUNK LID MAY BE ALUMINUM, BUT MUST BE SEPARATE FROM FENDERS IN OEM LOCATION, AND MUST RETAIN OEM SIZE AND BODYLINES.** The rear of the hood must be sealed off with sheet metal or aluminum.
- 9. All inner wheel wells may be removed.
- 10. **AFTERMARKET TAIL SECTION OR FILLER PANEL AT REAR OF CAR. BOTTOM OF TAIL OR PANEL MUST BE A MINIMUM OF 20" BELOW THE DECKLID.**
 - a.) **FILLER PANEL MUST FULLY ENCLOSE REAR OF CAR, SIDE TO SIDE, AND MUST BE SOLID WITH ABSOLUTELY NO HOLES OF ANY TYPE**
 - b.) The rear edge of the trunk may be trimmed or removed only if an aftermarket tail piece is used.

C. Trunk lids must retain OEM dimensions and be removable and must be 1" higher from the Front to the Rear

D. EXOTIC BODIES SUCH AS Station wagons, the rear decking must be level with the body.

- 11. The trunk must be closed off from the driver's compartment. All holes created by rust or equipment removal must be covered by steel.
- 12. The stock dashboard must be removed and replaced with Steel or Aluminum. Passenger side center line to door Not to Exceed past Dash Cross Bar, only 1 Dash bar allowed.
- 13. Minimum of 3 Window Bars in front of Driver, Windshield Screen Recommended.
- 14. All glass (windows, headlights, etc.), exterior body moldings (chrome trim, door handles, etc.) and combustible materials (interior, seats, headliners, etc.) must be removed.
- 15. All factory trunk and hood latches must be removed and replaced with Clip style hood pin assembly. Minimum 4 hood, and 2 trunk pins required.
- 16. Front and rear bumpers must mount in stock location.
 - a.) Minimum 8" ground clearance on the nose of the car.
 - b.) REAR BUMPER MAXIMUM 20" FROM GROUND.**

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- c.) Cars using a plastic nose or tail piece may use 1 3/4" round tubing securely fastened to the frame and no wider than the factory bumper.
- d.) Any exposed bumpers must be strapped.
- 17. Rub Rails are allowed and
 - a.) Can be no larger than 1" in diameter and have maximum wall thickness of .125"and have the ends cut at a 45-degree angle and be capped and be flush mounted to the body.
 - b.) The rub rail must be mounted between the center of the wheel and top of the rim and be no longer than 4" from each wheel opening.
- 18. A Hood Scoop allowed 2 1\2" H X 30" L X 16" W or hood may have a 4" bow both must be sealed off.**
- 19. Rocker panels material may be steel, plastic or aluminum
 - a.) Maximum 6" in height and must be OEM appearing and cannot be lower than 5" from ground. 20. Firewall may be replaced using min 18-gauge steel. Firewall may not be located any further back than rear of the oval body mount frame hole.
 - a.) Firewall must be extended out to the inside of the body/fender skins.
 - b.) Extensions may be steel or aluminum.
- 21. The floor must remain intact.
 - a.) If your floor is badly rusted or has been removed, you must patch or replace it in a factory appearing manner with 20-gauge (.0359") steel.
 - b.) Right side of the floor may be no higher than 4" from the top of the stock right side frame rail and equal to transmission tunnel. (Drive shaft tunnel does not mean transmission bell housing).

- c.) With the exception of UNIBODY Cars must run Stock Floors.
- d.) FLOOR MUST BE EXTENDED TO DOOR SKINS TO COMPLETELY SEAL COCKPIT AREA.
- 22. Rear firewall must be minimum 20-gauge steel and located no further forward than rear halo supports, and no higher than bottom of rear opera window. Deck lid may be steel or aluminum.
- 23. Tow Hooks: Front and rear tow hooks capable of supporting the weight of the car are mandatory and **MUST BE** accessible to wrecker personnel.
- 24. Mirrors are prohibited.
- 25. **MEASUREMENT FROM REAR OF TRUNK TO GROUND, AT THE BASE OF THE SPOILER, MUST BE NO MORE THAN 40" TALL.**
- 26. ROOF MAY NOT HAVE MORE THAN 1" OF RAKE FROM FRONT TO REAR. (DIAGRAM ATTACHED)

5. WHEELS AND TIRES:

- 1. **WHEELS: Aftermarket steel 15-inch x 8-inch racing wheels only, minimum weight 19lbs.**
 - a.) Bead locks allowed on Right Rear only.
 - b.) A minimum of 5/8-inch wheel studs and 1-inch steel lug nuts are mandatory.
 - c.) Wheel spacers allowed up to one-inch-thick **ALUMINUM.** NO OTHER TYPE MATERIAL ALLOWED.
 - d.) COMBINATION WHEEL SPACER/OFFSET WHEEL CANNOT EXCEED 2" TOTAL OFFSET PER WHEEL
 - e.) FOAM TYPE OR BOLTED ON PLASTIC WHEEL COVER allowed on RIGHT REAR ONLY.
 - 1. Wheel covers must be BOLTED ON and RINGS MUST BE WELDED TO THE WHEEL.
 - f.) **NO BLEEDER VALVES!**
- 2. **TIRES: IMCA PLATED G60 ONLY.**
 - a.) **TIRE RULES MAY BE AMENDED BY TRACKS THROUGHOUT SEASON AS NEEDED**
 - b.) Tire reconditioning allowed on tread face only.
 - c.) Sipping and grooving allowed, on tread face only.
 - d.) No softening or conditioning of tires period.

6. ROLL CAGE: ROLL CAGES MUST MEET **Unified Dirt Street Stock Rules** diagram. All roll cage must be acceptable to track Officials.

- 1. All bends in the roll bar tubing must have a smooth radius and no kinks.
- 2. It is mandatory that all joints be gusseted.
- 3. Offset and Laid-back roll cages are prohibited. **See new cage rule**
- 4. The roll cage must be a four-post design consisting, in general, of: a vertical main hoop; top hoop or halo bar with diagonal bar; and left and right front pos. SEE ROLL CAGE DIAGRAM.
- 5. The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally braced. 6. The main hoop may be located no further back than the rear body mount by the frame kick-up (on metric frames). The back of the main hoop may be located no further back than 82 1/2 inches from the center of the front lower ball joint.

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7. **Any chassis using a setback or laid-back roll cage Cannot have any Ballast in front of the firewall and NO rear SPOILER ALLOWED. No exceptions.**

8. Seat location:

- a.) **Metric Chassis is MAXIMUM of 80 3/4" from Lower Ball Joint to front side of seat measured at shoulder harness.**
- b.) **For 112" Chassis 82 3/4" maximum from Lower Ball Joint to the front side of the seat, measured at the shoulder harness.**
- c.) **For 116" Chassis 84 3/4 "maximum from Lower Ball Joint to the front side of the seat, measured at the shoulder harness.**
- 10. The main hoop must have a horizontal bar at the midpoint.
 - a.) The main hoop bar must be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
 - b.) All other main hoop support bars may be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
 - c.) The main hoop must be connected to the back of the frame kick up by a minimum of two bars. 1.
 - 1. The bars must be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
 - 2. The main hoop on 108" metric frame is no further back than 82 1/2"
 - 3. The main hoop on 112" Chevelle frame 84 1/2"
 - 4. The main hoop on 116" Monte Carlo 86 1/2"

- d.) DOM tubing recommended. Black pipe, exhaust tubing, formed pipe, etc. is prohibited.
- 11. The top hoop must attach to the main hoop and left and right front posts.
 - a.) The top hoop must be diagonally braced.
 - 1. The top hoop and left and right front posts must be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
- 12. A horizontal "dash" bar must connect the left and right front posts.
 - a.) The dash bar may be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
- 13. "A" pillar supports are allowed.
- 14. The driver's side front post must be connected to the main hoop by three, or more, equally spaced, horizontal bars, mounted flush with the outer door skin.
 - a.) The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces.
 - b.) All driver side door bars and braces must be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.095 inches.
 - c.) The complete driver's side door bar area must be plated with steel plates no less than 0.095 inches thick.
- 15. The passenger side must be equipped with a minimum of three door bars.
 - a.) Horizontal bars must be equally spaced and connected by two, or more, equally spaced vertical braces.
 - b.) All passenger side door bars and braces may be round steel tubing no less than 1 3/4" in diameter and have a minimum wall thickness of 0.083 inches.
- 16. A foot protector bar is mandatory.
- 17. All roll bars exposed to the driver, and left side door bars, must be padded. All steel bars in the roll cage area must be a minimum 1 3/4" diameter.
- 18. The chassis must be equipped with a fuel cell protector bar.
 - a.) The fuel cell protector bar must stay within the confines of the trunk, ahead of the rear bumper, and no lower than the bottom of the fuel cell.
- 19. All roll cages must provide 2-inches, or more, clearance, measured from the bottom of the top halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, with the helmet on and in the driving position.

7. Front Suspension:

- 1. All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- 2. Rubber, polyurethane or nylon lower A-frame bushings only. No offset or bearing type. OEM or OEM replacement ball joints allowed.
 - a.) BALL JOINTS MUST BE MOUNTED FLUSH INTO CONTROL ARM, NO SPACERS ALLOWED. 3.**
 - No rebuildable, or low friction style or raised ball joints. OEM STYLE ONLY
- 4. Upper A-frame may be replaced using aftermarket upper A-frame. ALL "A" Frames used must meet OEM Specifications, **plus or minus 1/4" in length.**
 - a.) No adjustable cross shafts and no slotting allowed.
 - b.) NO Bushing Type, Bearing Type, Heim Joint Type upper control arms allowed!
 - c.) Steel Coleman sportsman hub is approved.
- 5. Sway bars are allowed as long as in stock location and OEM year, make, and model and NOT hollow.
 - a.) stock brackets and rubber, or poly urethane bushings.
 - b.) Sway bar Links must be OEM and uniform in length, mounted in the stock locations.

6. ABSOLUTELY NO TORRINGTON STYLE "THRUST BEARINGS" ALLOWED.

8. Steering:

- 1. All components must be steel, unaltered OEM, in OEM location and match frame.
 - a.) Exceptions are: bolt on spindle savers allowed.
- 2. OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended).
- 3. Quick release steering wheel required – steering wheel must be removable. (Steering wheel padding recommended)
- 4. Steering quickener allowed.
- 5. Aftermarket 3-piece IMCA stamped spindle part number 91034501-L and 91034501-R **is allowed on metric chassis only.**
- 6. Steel tie rod adjustors allowed

9. Shocks: ALL SHOCKS MUST BE "STOCK" TYPE SHOCKS!

1. NO Base valve or Bulb shocks Allowed. **No Integra or Penske shocks allowed**
2. Must run steel non- adjustable, unaltered shocks in Stock location! SEE DIAGRAM for location.
3. NO Raising or Lowering mounts, NO EXCEPTIONS.
4. No Gas port, Schrader or Bladder type allowed.
5. **SHOCKS MUST BE ABLE TO COLLAPSE BY HAND AT ANY TIME.**
6. No external or Internal bump stops allowed.
7. Rear lower shock mount must REMAIN IN O.E.M. STOCK LOCATION & MOUNT THROUGH TRAILING ARM BRACKET AND BOLT FRONT TO BACK. (On 58" rear end, maximum 3/4" distance from shock body to outside edge of caliper)
8. Shock rod length must match body length and meet O.E.M. specifications for collapsed & expanded lengths. **NO LIMITING DEVICES ALLOWED**
9. \$50 claim on any one shock. See claim procedures at end of rule book.

10. SPRINGS:

MUST RUN STEEL SPRINGS IN STOCK LOCATION ONLY.

1. Racing rear spring mounts can be installed on rear axle housing.
 - a.) Must be mounted in the center of the rear axle.
2. No Screw type cups allowed.
3. Non-adjustable spring shims are allowed, front and rear.
4. NO Spring Rubbers Allowed.
5. Front springs must be a minimum of 9 1/2", PLUS OR MINUS 1/4".
6. Rear springs maximum height of 14", PLUS OR MINUS 1/4".
7. Leaf spring cars are allowed up to a five-inch (5") spring shackle mounted in stock location and must be equal length side to side.
8. VARIABLE RATE OR TIGHT HELIX SPRINGS NOT ALLOWED.

11. REAR SUSPENSION: All components and mounts must be steel, unaltered O.E.M., in O.E.M. location.

1. OEM Rubber or polyurethane bushings allowed.
 - a.) No offset bushings, or stock bushings with non O.E.M. holes.
 - b.) Bushings must have the same rubber density on both sides, left to right.
2. All trailing arms and mounts must be O.E.M. and in O.E.M. location and mounted with a single 1/2" diameter round hole maximum.

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a.) Trailing arms can be boxed for strength or replaced with DCA type aftermarket trailing arms.

b.) NO ADJUSTMENTS ON ANY TRAILING ARMS!

3. Measurements for rear control arms are as follows:
 - a.) 73-77 GM Upper: 11.25 inches, Lower: 22.375 inches measured center of bolt hole to center of bolt hole.
 - b.) 78-88 GM Upper: 11.25 inches, Lower: 19.25 inches measured center of bolt hole to center of bolt hole.
 - c.) **68-72 GM upper 10.25 inches, lower 22 inches measured center of bolt hole to center of bolt hole.**
4. Any extra mounting holes on rear end brackets must be removed or covered with steel and welded.
5. **CENTER OF REAR LOWER CONTROL ARM BOLT MUST BE**
 - a.) METRIC: 2.25 to 2.5 inches from bottom of housing and equal from side to side.
 - b.) 112" & 116" wheelbase: 2.5 to 2.75 inches from bottom of housing and equal from side to side.

12. REAR END: Any O.E.M. A steel unaltered non-cambered rear end is allowed.

1. No factory or aftermarket Posi-traction, limited slip or Ratchet style allowed!
2. FULL SPOOL, Mini spool or welded carriers allowed.
3. O.E.M. or steel aftermarket axles allowed. (No gun-drilled axles **or Twist type**)
4. FORD 9" Stock rear end or Floater type rear end permitted.
5. Any combination is ok as long as parts are steel.
 - a.) No aluminum except drive flanges.
 - b.) No independent rear end (Corvette, Jaguar).
6. One-inch inspection hole in housing required. NO SCALLOPED OR POLISHED (REM) Ring Gears or Components.
7. No torque dividing mini spools or differentials.
8. Ford 9" and stock rear ends may run rear disk brakes with a Maximum rotor thickness of .810 inches & Mini mum of .750
9. No Cambered rear ends allowed.

10. Axle shafts must be of equal diameter on both sides.
11. Maximum rear end width, hub face to hub face may not exceed 60"

13. BRAKES:

1. Steel, unaltered O.E.M., or unaltered O.E.M. replacement for that make and model of frame.
 - a.) All 4 Brakes Must Work
2. Front and rear components must match the frame and maintain minimum O.E.M. dimensions for hubs, rotors, calipers. a.) O.E.M. diameter caliper pistons only.
b.) No vented, scalloped, or ceramic coated rotors.
3. No floating brakes allowed. No brake shut off devices allowed. No adjustable proportion valves.
4. Brake lines must be visible. (Not running thru tubing or frame) Plastic brake lines allowed.
5. You may remove O.E.M. vacuum brake booster and master cylinder and replaced with O.E.M. manual brake master cylinder.
6. Calipers must be OEM piston size for frame running.
7. A metric frame must run metric calipers.

EXHAUST SYSTEM:

14.

1. O.E.M. unaltered cast iron exhaust manifolds allowed.
2. HEADERS ALLOWED
 - a.) MANUAL TRANSMISSION: SHOENFELD PART #185M, PART #186M-3.
 - b.) AUTOMATIC TRANSMISSION: SHOENFELD PART #184, PART #185, #186-3.
3. CHASSIS TYPE EXHAUST HEADERS ONLY, NO OVER THE TOP, STEP HEADERS, SPEEDWERX STYLE OR IMCA STOCK CAR STYLE HEADERS ALLOWED. NO HEADER TUBES MAY GO HIGHER THAN THE OUTER VALVE COVER RAIL.
4. All primary header tubes must enter directly into one collector at the same point at the end of header. a.) Collector and exhaust pipe can be Maximum size 3" OD.
5. Must remain dual exhaust, INDIVIDUAL PIPES ON DRIVER & PASSENGER SIDE.
 - a.) no crossover or "Y" pipes.
 - b.) EXHAUST MUST EXIT ENGINE COMPARTMENT BETWEEN THE FRAME RAILS

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6. Exhaust must have a turn down and exit behind the firewall. (Recommend exhaust exit behind driver.)
7. Mufflers must be installed at tracks discretion. NO CRANKCASE EVAC SYSTEMS ALLOWED.

15. CARBURETOR:

1. Street stock engines must use **an unaltered** Holley part #0- 4412 or 0- 4412sa (aluminum casting #L6R199B and metering block #707 ONLY),
- 2. No cool cans, Air cleaner top stud and base cannot direct air into carburetor, No top flow housings air cleaner inserts, cold air boxes or duct work.**
3. Carburetor Body:
 - a.) No polishing, grinding, or drilling permitted.
4. No painting, plating, ceramic coating, or finishes of any type allowed on the main body, metering block or fuel bowls permitted.
5. No billet metering blocks allowed.
6. Metering blocks must maintain stock appearance.
7. No screw in style air bleeds or plugs permitted.
8. Any carburetor can be claimed either for \$25.00 and a swap of carburetor from claimer's engine used in that race, or \$250.00 outright.
 - a.) The claim must be for like carburetor.
 - b.) Track officials reserve the right to claim or claim swap any carburetor.
 - c.) Please see claim procedures at the end of rule book.

16. FUEL:

1. Gasoline or E85 only.
2. Racing fuel is allowed, no higher than 110 octanes.
3. No performance enhancing or scented additives allowed.
4. Track officials reserve the right to test any competitor's fuel at any time.
 - a.) The specific gravity must read from .710 to .780 at 60 degrees Fahrenheit, factored by a specific

gravity temperature chart.

5. Track Officials have the ability to conduct laboratory analysis of fuels.
 - a.) Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the Track Official Technical Inspector.
 - b.) If samples are taken, competitors must identify the specific brand of fuel they are utilizing.
 - c.) Any sample must meet the dielectric constant for the declared brand of fuel being used. 6. FUEL WITH AN OCTANE RATING IN EXCESS OF 110 WILL BE CONSIDERED ILLEGAL.
7. The use of scent masking agents is not permitted and will be considered a fuel violation.
8. Fuel must pass Germaine Engineering reagent A and D test any time.
9. E85 fuel must meet DOT specifications for E85 motor fuel.
10. Performance enhancing additives are not permitted.

17. FUEL SYSTEM:

1. Mechanical OEM push rod typed fuel pumps only.
2. All cars must be equipped with a racing fuel cell.
 - a.) The maximum capacity of the fuel cell is 22 gallons, and a minimum of 20-gauge steel.
 - b.) Fuel cells must be securely fastened, nonadjustable, in trunk area, behind rear tires, no further forward than the factory seam where rear frame rail can be replaced and must have a metal firewall between driver and fuel cell.
 - c.) Minimum height of bottom of fuel cell must be 12 inches at all times.
 - d.) The container must have (2 1" by 1/8" steel straps around all 4 sides.
 - e.) Fuel cell vents including cap vent must have check valves. Fuel lines placed through the driver's compartment must run through metal pipe or conduit.
3. One fuel filter only and cannot be placed in the driver's compartment.
4. The fuel cell vent hose must be below the fuel cell.

5. IMCA type fuel flap mandatory.

18. TRANSMISSIONS:

1. AUTOMATIC TRANSMISSION

- a.) O.E.M. Automatic transmissions that match car make (G.M. in a G.M. or Ford in a Ford etc.
- b.) The vehicle must have two forward gears and one reverse, plus neutral.
- c.) With the engine running, car in a still position must be able to engage the car in forward and reverse gear without engine stopping.
- d.) Steel scatter shield required, must cover minimum 180 degrees.
- d.) Torque converter must be unaltered O.E.M. or O.E.M. replacement (no dummy converters allowed) and contain a minimum of 3 quarts of oil.
 1. Torque converter must be a minimum of 10" at face.
- e.) NO add on pumps to transmission.
- f.) External transmission oil coolers are allowed.
 1. No transmission coolers allowed in the driver's compartment.
- g.) Scatter shield required to cover the upper 270-degree area above the flex plate. minimum 3" wide and .125 thick magnetic steel.

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2. MANUAL TRANSMISSION:

- a.) Unaltered OEM 3 or 4 Speed (Cast Iron) ONLY and must have all gears working.
- b.) With minimum 10.5" Steel/organic Single Disc Type Clutch and Steel Pressure Plate Assembly inside an explosion Proof Steel Bell Housing minimum 270 degrees around top of Clutch and Flywheel Area.

NOTE CLUTCH ,PRESSURE PLATE and FLYWHEEL MUST WEIGH A MINIMUM OF 43 1/2 LBS

1. No Light weight Bell housing allowed,
2. Hydraulic clutch release bearing allowed.
3. Steel Unaltered Flywheel ONLY and must be 16 LBS MINIMUM.

3. DRIVE SHAFT:

- a.) The drive shaft must be O.E.M. steel, 2.5 inches in O.D., painted white with labeled with car number.
- b.) All cars must be equipped with driveshaft hoop.
 1. The hoop must be constructed with .25 inch by 2-inch steel located 6 to 8 inches behind the front u-joint connected to the frame.

4. Mid plates are allowed

19. ENGINE: Only V-8 engines are permitted.

1. Sealed 602 crate engine is a legal option and must meet the spec motor specifications. Please contact the local representative for additional information.
2. NO GM LS series engine is permitted. The maximum displacement for General Motors and Ford engines is 363.0 cubic inches.
3. The maximum displacement for Mopar engines is 368.0 cubic inches.
4. The maximum compression ratio is 10.80 to 1 for all engines.
5. Engine mounts may be aftermarket.
6. The engine must be in OEM location.
 - a.) For the 1978-1987 GM frame and engine combination, center of the GM fuel pump must be located minimum 1.75 inches in front of the cross member.
 - b.) Ford metric frames must have the back of the fuel pump in front of the cross member.
7. Engine mount holes cannot be removed or altered on block.
8. Aftermarket steel engine mounts allowed.
9. The engine block must be a factory production cast iron block. Angle milling of block is prohibited. All engine block markings must remain.
10. Crankshaft and Harmonic Balancer:
 - a.) OEM cast iron or forged steel crankshafts.
 - b.) Titanium crankshafts are prohibited.
 - c.) Lightweight, knife-edge, and undercut counterweight crankshafts are prohibited.
 - d.) Other aftermarket crankshafts may be permitted provided the journal diameter and stroke are the same as OEM.
 - e.) Only OEM, all steel, standard type harmonic balancers are permitted.
 - f.) Aluminum or fluid type balancers are prohibited.
11. Pistons and Rods:
 - a.) Any aftermarket piston, with the wrist pin in the stock location, may be used.
 - b.) Stock dimension wrist pins must be used.
 - c.) Only OEM magnetic steel, forged, connecting rods, O.E.M weight, no 6".
 - d.) Any aftermarket magnetic steel rod bolt may be used.
 - e.) Titanium rods and rod bolts are prohibited.

12. Oil Pump, Pan, and Cooler:

- a.) Wet sump oil pumps only.
- b.) Dry sump oil pumps are prohibited.

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- c.) Any aftermarket oil pan may be used.
- d.) External engine oil coolers are permitted.
 1. Coolers may not be located in the driver's compartment.
 2. Oil accumulators (Accu sump's) may not be located in the driver's compartment.
- e.) All pans must have a one-inch inspection hole located 16" from the front of the oil pan 1" down on the driver's side of the motor.
 1. If no inspection hole driver may be asked to remove the pan for inspection.

13. Cylinder Heads:

- a.) Cast iron cylinder heads only.
- b.) Must be O.E.M. Stock or O.E.M. replacement parts. (Allowable head numbers are 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997) or any other OEM stock replacement head that fits these criteria.

NO 461X HEADS ALLOWED

- c.) General Motors Vortex (Casting P/N 10239906 or 12558062) and World Products SR #042670, 042770, 042750, 043600 ARE ALLOWED. Heads must be 76cc.
- d.) Engine Quest CH350I stock replacement cylinder heads are permitted.
- e.) General Motors Vortec cylinder head P/N 25534351 & 25534371 are PROHIBITED.
- f.) Vortec heads may be drilled and tapped to install intake manifolds.
- g.) UNMODIFIED Double hump HEADS Allowed. No angle plug,bowtie,GT-40,OR SVO Heads.**
- h. No, angle plug, bowtie, W-2, GT-40 or SVO heads are allowed.
- i.) SPECIALLY PRODUCED LIMITED PRODUCTION PARTS SUCH AS CORVETTE Z-28, OR MARINE APPLICATIONS TYPES ARE NOT ALLOWED!
- j.) Aluminum cylinder heads are prohibited.

- k.) Titanium valves are prohibited.
- l.) Cylinder heads must remain stock.
 - 1. All cylinder head markings must remain.
 - 2. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original as cast head ARE prohibited.
 - 3. No polishing or grinding of ports or runners is permitted.
 - 4. No material may be added to the combustion chamber.
- m.) Valves, rocker studs, head bolts, and spark plugs may not be relocated.
- n.) A three-angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve.
- o.) The maximum valve sizes, as measured across the face, are as follows:
 - 1. Manufacturer Intake Exhaust GENERAL MOTORS VORTEC 1.940 inches 1.500 inches
 - 2. ALL OTHER GM 2.020 inches 1.600 inches
 - 3. FORD CLEVELAND 2.046 inches 1.656 inches
 - 4. WINDSOR 1.8437 inches 1.5469 inches
 - 5. MOPAR 2.020 inches 1.625 inches
- p.) Camshafts, Valve Lifters, & Rocker Arms o Stock production valve spring diameter for head used only and must appear OEM.
 - 1. NO Beehive or double springs.
 - 2. Roller camshaft bearings are prohibited.
 - 3. The maximum camshaft lift is 0.500 inches, measured at the valve retainer.
 - 4. Chain and sprocket camshaft drive system only.
- q.) No roller tappets, or mushroom lifters are allowed.
- r.) Valve spring retainers must be magnetic steel only.
- s.) Rev kits and stud girdles are prohibited.
- t.) Only steel push rods are allowed.
- u.) Stock steel rocker arms or aluminum roller rockers are allowed.

14. **INTAKE MANIFOLD:** any cast iron, OEM, non-high rise, intake manifold is permitted.

- a.) Grinding or polishing of the ports is prohibited.
- b.) Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other alterations to the original, as cast, intake manifold is prohibited.
- c.) General Motors intake manifolds 14096242, 14096011, 14097494, and 12366573 are prohibited.10
- d.) **One MAXIMUM (1.20) inch, INCLUDING GASKETS 2 HOLE straight bore, phenolic or aluminum adapter plates may be used between the intake manifold and carburetor.**
- e.) INTAKE IMCA Crossover; Unaltered, approved OEM cast iron low rise, two- or four-barrel.
- f.) Only aftermarket aluminum intakes allowed are:
 - 1. Wieland GM #7547, #7547-1;
 - 2. Ford #7515, #8023 or #7516;
 - 3. Chrysler #7545, 8022;
 - 4. Edelbrock GM #2701, #2716;
 - 5. Ford #7121, #7181, #7183;
 - 6. Chrysler #2915.
 - 7. GM ALUM CRATE 602 AND 604 INAKES ARE NOT PERMITTED ON NON IMCA SEALED ENGINES.
- g.) No porting, polishing or milling allowed on any intake. Exception is OEM cast iron plenum webbing may be removed, maximum one inch down.
- h.) Cooling lines allowed on aluminum intakes.
- i.) NO chamfering, grinding, or drilling of the adapter plate is permitted.
- j.) Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used.
- k.) **REV BOX MSD 8727CT MANDATORY. RPM LIMIT 6600! MUST BE USING STOCK HARNESS UNCUT OR SPLICED NO EXCEPTIONS**
 - 1. All components must be out of reach of driver, but accessible for inspection.
 - 2. Chip rpm may be adjusted by track officials at any time.

20. COOLING SYSTEM:

- 1. Radiators must be mounted in front of the engine.
- 2. No antifreeze or dex-cool allowed!

21. GAUGES/ELECTRONICS:

1. 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 tach).
2. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach ignition box allowed.
3. The only change allowed to the ignition box is one high-end rev-limiter or an internal setting inside the box.
 - a.) No electronic advance curve ignitions allowed.
 - b.) No additional ignition accessories allowed.
 - c.) All components must be out of reach of the driver, but accessible for inspection with rev limiter facing upward.
4. OEM type alternator with internal regulator allowed.
5. No electronic traction control devices.
6. Only One 12-volt battery, No Lithium Batteries.
7. Stock type distributor ignitions only with nonadjustable, non-multiple spark discharge.
 - a.) HEI type distributors must have the coil mounted in the distributor cap.
 - b.) The stock type module must be OEM GM 4 Pin ONLY.
8. No external ignition boxes.
9. Magnetos and crankshaft-triggered ignitions are prohibited.
10. An ignition switch clearly marked on/off within reach of the driver is required.
11. In addition to the ignition switch, a battery disconnect switch mounted within reach of the safety crew, is also required.
 - a.) The disconnect switch must shut off all power to the car.
12. The battery must be located in the trunk area, between the frame rails and no lower than the bottom of the frame rail.
 - a.) The positive terminal must be covered!
 - b.) A recommended, marine type battery box to have a full steel plate bolted to floor and approved by track officials.
13. Transponder must be mounted 24" back from center of rear end to edge of transponder ON THE RIGHT-SIDE FRAME RAIL.

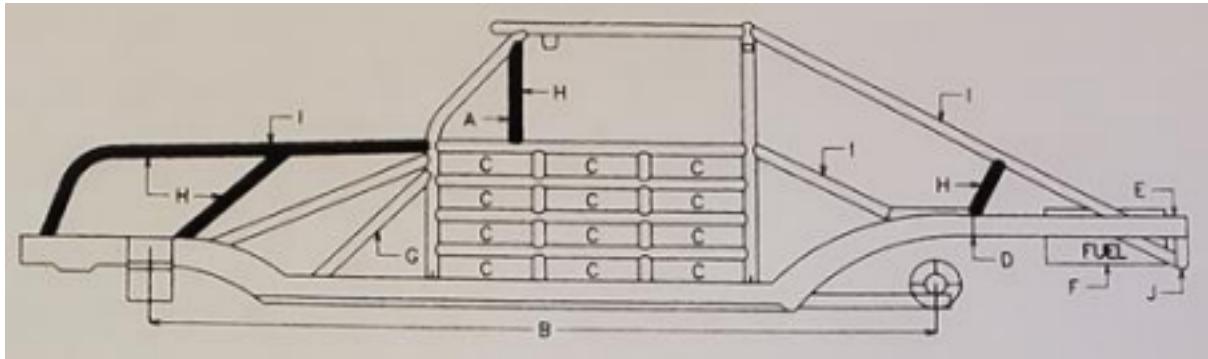
CLAIM PROCEDURE:

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• ANY DRIVER WISHING TO CLAIM ANOTHER MUST REMAIN IN CAR IN TECH AREA DURING CLAIM PROCEDURE OR CLAIM WILL BE VOIDED. DRIVER BEING CLAIMED MUST REMAIN WITH THEIR CAR AND NOT APPROACH CLAIMING DRIVER, VIOLATION OF THIS WILL RESULT IN INSTANT DISQUALIFICATION, LOSS OF POINTS AND PAY.

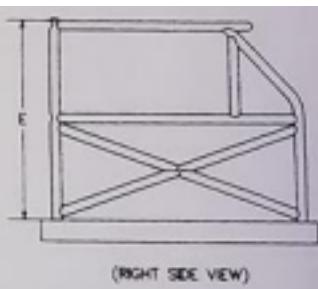
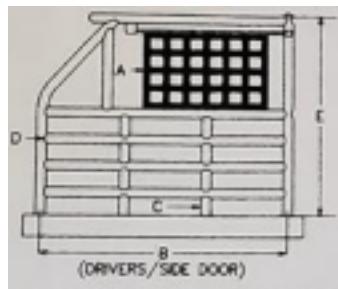
No claims on championship night.

- Engine Claim/Swap will be evaluated on a yearly basis.
- Drivers may only claim (one or all shocks at the same time), and one carburetor during current calendar year.
- The driver only allowed one claim per event. When the claim rule is in effect, top four finishers must report to the claim area and are subject to claim by any driver finishing fifth on back and on the lead lap. Drivers wishing to claim must report immediately to the claim area. To be eligible to claim, drivers must have competed for three consecutive nights prior to the night he/she wants to claim, making them eligible on the fourth night. Denial of claim will result in loss of points for the year, DQ, no points or money for that night and a two-week suspension. Any sabotage will be treated as a claim refusal. Any unsportsmanlike conduct by driver or crew will result in DQ and loss of points and money for that night. ANY CAR MAY BE TORN DOWN AT ANY TIME ON DISCRETION OF TECH OFFICIALS AND IF ANY ILLEGAL PARTS ARE FOUND WILL BE CONFISCATED.
- The Track reserves the right to make a claim on any claimable parts.



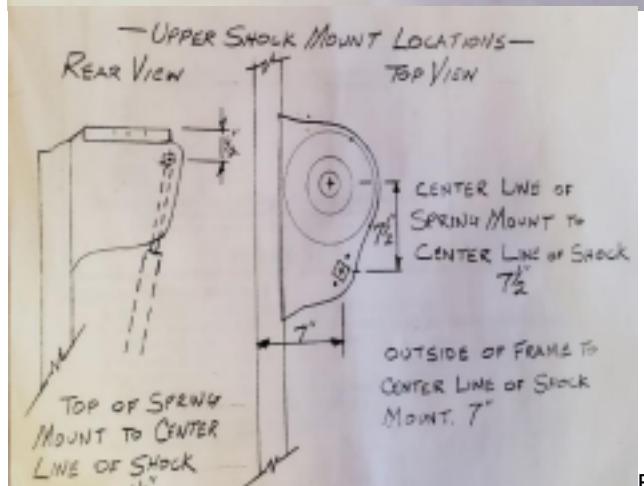
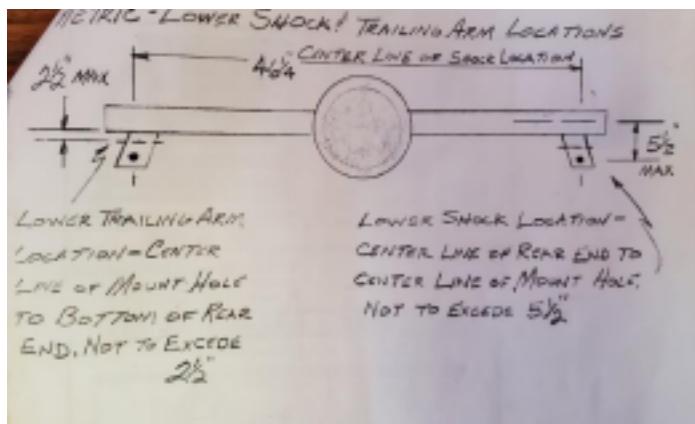
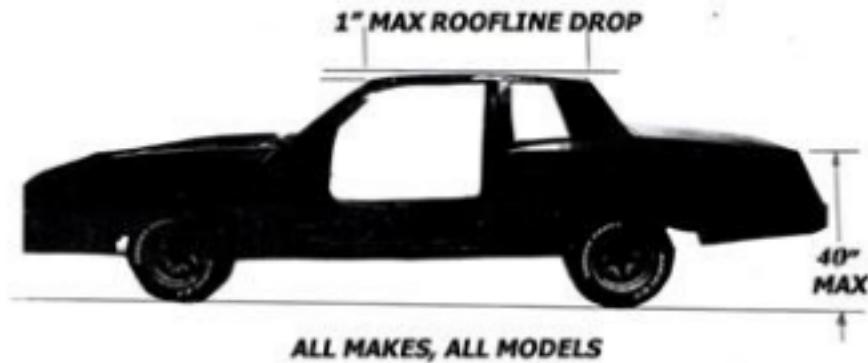
CONSTRUCTION GUIDELINES

A	WING WINDOW BARS (MANDATORY)
B	WHEEL BASE: MINIMUM 107.5"
C	MANDATORY SAFETY PLATING: 1/8" STEEL MINIMUM
D	STOCK FRAME FROM THIS POINT FORWARD
E	REAR END SECTION: 2" x 3" x 0.095 wall steel tubing MINIMUM
F	FUEL CELL CAN MANDATORY (20 GAUGE STEEL)
G	FOOT AREA PROTECTION BAR MANDATORY
H	DARK SHADED BARS MAY BE 1 1/2" x 0.065 WALL STEEL TUBING, ALL OTHER TUBING MUST BE 1 3/4" x 0.095
I	ALL CAGES MUST HAVE THESE FRONT & REAR SUPPORT HOOPS/BARS
J	BRACED 0.065 WALL STEEL TUBING FUEL CELL GUARD



A	APPROVED RACING WINDOW NET MANDATORY
B	RECOMMENDED DOOR/BAR LENGTH 44"
C	2 VERTICAL BARS BETWEEN EACH HORIZONTAL DOOR BAR MANDATORY
D	4 HORIZONTAL BARS EVENLY SPACED ON DRIVERS SIDE MANDATORY
E	HALO BAR MEASURED FROM TOP OF FRAME TO TOP OF HALO BAR, MEASURED AT B PILLAR 37" MINIMUM

*** ALL DRIVER SIDE DOOR BAR MATERIAL MINIMUM 1 3/4" x 0.095



Full Size chassis 112" & 116": 3.25 inches from center trailing arm to center shock.

Track	Rep	Phone	Email
141 Speedway	Ryan Johnson	920-327-3989	ryanj27826@gmail.com
Gravity Park	Ron Kohl	920-540-6325	Trekker199@gmail.com
Gravity Park	Bob Schneider	920-378-3864	Bobsfarm300@gmail.com
Escanaba Motor Speedway	Kristopher Ozanich	906-241-5144	kozanich234@gmail.com
The Hill Raceway	John Sternard	920-495-6631	Johnsternard@yahoo.com
	Dave Schmidt	920-304-2007	schmidt6619@yahoo.com

Outagamie Speedway	John Tienor	920-860-6514	Tienor.ja@gmail.com
Outagamie	Bob Voight	920-637-8900	driverof52@yahoo.com
Luxy Raceway	Ryan Johnson	920-327-3989	ryanj27826@gmail.com

2026 UNIFIED DIRT STREET STOCK RULES REVISED 10/24/2025