

2026 Birch Run Speedway Street Stock Rules

NOTE: BIRCH RUN SPEEDWAY DOES NOT EXPRESS OR IMPLY ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO THE CONDUCT OF THIS SPORT. AND IS NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL. THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN IT'S APPROVED. ANY INFRACTIONS OF THE RULES MAY RESULT IN A WEIGHT PENALTY (FOR THAT EVENT) OR NOT BEING ABLE TO COMPETE ENTIRELY. ALL IDENTIFIED RULE INFRACTIONS MUST BE RESOLVED PRIOR TO FOLLOWING EVENT (NO ON-GOING WEIGHT PENALTY SUBSTITUTE)

Please Note: It is the driver's responsibility to look over and/or upgrade all personal safety equipment. It is highly recommended that all safety equipment meets the SNELL 2015 or better rating and be SFI/1 approved. It is the driver's responsibility to read through these rules thoroughly and understand them.

A type of neck collar is mandatory. Seat belt minimum is 3" if a conventional type neck collar is being used. If a HANS device or similar head and neck restraint is being used where the seat belt shoulder straps go over the platform of the head and neck restraint you will be allowed the use of a 3/2/3/ seat belt system which consist of 2" shoulder straps that pass over the head & neck restraint platform all other belts are 3" seat belts can be used up to maximum age of 5 years. Seat belts must be in good condition and free of cuts or tears, grinder marks, weld splatter, melted areas, extremely sun faded or areas that are rough and extremely weathered. If any of the poor conditions are visible with your seat belts they will not be allowed for use.

1. Base Weight

- a. Base weight for qualifying or pre-race is 3100 pounds including the driver, With a 4 barrel carburetor.
- b. Left Side Weight cannot be 59% Pre-race with driver (all driver equipment in driver's lap or on driver, including helmet, Hans etc. driver must have hands on steering wheel or hand's on helmet in lap, you will not be allowed to lean or grab bars in car, one warning, then lose a lap of qualifying or session of qualifying)

2. Tires

- a. 8" steel wheels and 1" lug nuts are required. Lug stud threads must be exposed outside the lug nut.
- b. Hoosier F70 series tires ONLY
- c. Tires MUST be significantly powdered internally or internally stamped with the chemical sensitive stamp "Zero tolerance" must have the stamp or powder, if neither are present DQ will be given.
- d. No softening, soaking, conditioning, siping, or grooving of tires will be permitted. This will be enforced (See Birch Run Speedway Tire Policy for your specific class)

3. Frame

- a. The Minimum wheelbase is (105" - zero tolerance) rear wheel drive, stock originated frame. No fabricated main frame or constructed chassis of any kind.
- b. Minimum frame height from ground will be 4" and can be checked before qualifying, pre- or post-race, with or without driver. (crossmember height excluded)
- c. Stock OEM style steering gear box. No rack and pinion steering components.
- d. Maximum overall tread width 78" +/- 1" to the widest outside area of tires, 2026 tread width will be same as 2024 & 2025 allowing the same overall tread width as the 2 previous seasons, with the same tools.
- e. Main frame must be of a stock originating type. The front and rear clips, or front and rear frame sections, must be connected with side frame rails and remain of a stock originating type frame from the front horns where steering box mounts to the rear axle centerline
- f. Stock originated front lower control arms and lower control arm frame brackets must be of a stock originated part. Lower control arms are allowed made for racing ball joints, steel, monoball or urethane bushings, etc. The lower control arm frame brackets must be a stock originated bracket and nonadjustable. If holes were moved on lower control arm frame brackets a washer must be welded in a fixed position allowing no adjustment.

4. Shocks and Suspension

- a. No bump stops, bump springs, or travel limiting of any kind, internal or external of shock or attached to suspension/chassis
- b. Rear trailing arms can be OEM or threaded trailing arm tubes with heim ends that allows for length adjustments.
- c. A stock originated type rear crossmember for rear springs and upper trailing arms, the mounting holes for upper trailing arms are allowed to be adjustable. Crossmember can be trimmed for driveshaft clearance.
- d. No tube type fabricated rear crossmember for rear springs or upper trailing arms.
- e. All remaining suspension parts should be of stock originating type, excluding front shock mounts & upper control arm brackets, both can be fabricated or aftermarket.
- f. Rear springs and shocks must be in location similar to stock
- g. For safety concerns of rotted floor pans & weak unibody front leaf spring mounts on a floor pan Camaro you will be allowed an aftermarket front leaf spring mounting bracket maximum 3 individual holes must be reinforced by the cage post or added bars, floor pan Camaro will not be allowed a square tube upper frame rail until after the center line if the rear axle as is allowed with the full frame cars.
- h. Heim ends are allowed on shock ends, rear trailing arms and in place of front tie rod ends.
- i. Stock type sway bars. Threaded adjusters on lower control arms is allowed.
- j. Front and rear load bolts (screw jacks) are allowed
- k. Aftermarket tubular upper A-frames are allowed.
- l. Lower control arms can have stock style ball joints, take apart or made for racing ball joints.
- m. Upper A-Frame mounts may be modified and does not have to be a stock originated type bracket.
- n. All shocks will be steel and NON-ADJUSTABLE, a steel take apart shock that allows for rebuilding only will be allowed. No bump stops, no bump springs, or travel limiting devices internal or external of the shock, suspension, or chassis. Shock shaft must compress into shock body leaving no room for a travel limiting device that manipulates travel of any type. Birch Run Speedway tech reserves the right to use a third party shock tech to examine shocks internally.
- o. No canister shocks
- p. No Schrader valves allowed for quick access to change the shock pressure with nitrogen, if shock has a plug in the Schrader valve position, shock cannot have a recessed Schrader valve to adjust shock pressure under the plug, tech official will ask for the driver or team representative to remove the plug and check for Schrader valve, If Schrader valve is present you will receive an automatic DQ.
- q. No coil binding. No stacked springs.
- r. Shocks will be of a nationally advertised shock. Shock shaft must compress into shock body leaving no room for a travel limiting device.
- s. No three-link suspension. No panhard bar. No Watts Linkage. No J hook style rear suspension.
- t. Spindle options, cast spindles are approved, Sweet mfg. fabricated steel safety spindles with solid style OEM pin will be allowed, No aluminum spindles of any kind, cast or fabricated.
- u. Sweet mfg. steel fabricated safety spindle with OEM style pin, approved part numbers.
(Left Spindle part # 701-121-413) (Right Spindle part # 701-121-412) (Sweet part # listed are the only fabricated spindles allowed)
- v. All spindles used must have an OEM solid style pin, no hollow style spindle pins, adapters that install over an OEM style solid pin will be allowed to accept different size bearings or safety hubs.

5. Engine/Drivetrain/Exhaust

- a. Engine must be stock appearing. All cast iron block and heads, 23* for Chevrolet / 20* for Ford. Other types/makes cylinder heads for a manufacturer not listed please contact tech official for approval.
- b. Engine set back is 2" (+/- 1") from upper ball joint to the furthest forward operational spark plug base.
- c. Hydraulic, flat tappet, or roller cams are allowed.
- d. Cast iron or aluminum intake manifold allowed.
- e. Cast iron exhaust manifolds or headers are allowed.
 - i. Exhaust sizes allowed: 3 ½" exhaust pipe from header to muffler.
 - ii. Muffler exit/tail pipe options: (2-3" exhaust exit pipe) (2-3 ½" exhaust exit pipes) (a Single 4" or 5" exhaust exit pipe)

f. Carburetor Options:

- i. 1 box stock 4412 - 2 barrel carburetor can be used, no weight deduction
- ii. 1- 4 barrel carburetor, car must weigh 3100 pounds.
- iii. Your base weight must be written on upper right hand portion of windshield.

g. Maximum 1" thick carb adapter/spacer can be welded or bolted. If your carb spacer is welded to your intake that is you're allowed carb spacer. You will not be allowed to bolt another carb spacer on the intake.

h. HEI style ignition or MSD Ignition box and distributor are allowed

i. Distributor: No magnetos, MSD distributors allowed with only 1 pickup wired for use.

j. Msd Ignition box's allowed, common MSD 6 series, 7 series,

k. MSD Ignition boxes not allowed, digital 6 plus & digital 7 plus, MSD Ultra 6AL, Ultra 6AL or any ignition box with Bluetooth connectivity or control via a mobile app will not allowed.

l. Other ignition boxes allowed, Jms, Daytona or crane, but cannot be app adaptable or have blue tooth connectivity/ access.

m. No traction control devices.

n. No cell phones, smart watches, Bluetooth devices, etc. in the car or with driver. This will be a disqualification.

o. Transmission: an Automatic transmission with a converter or manual transmission with an external clutch are allowed, (no weight break or weight deduction)
Racing transmissions such as or similar to Bert, Brinn, Falcon etc. are allowed with no weight penalty.
High end racing transmissions designed for shifting on restarts are NOT allowed. Example: Richmond, Roltek, Rankin, Tex, ETG, Hightower, Magnus, Buzze, etc. or other's similar to, official will have final decision.

p. (shifting on restarts is an automatic DQ)

q. OEM type rear ends only. 9" Ford rear axle housing assembly is allowed with a four link or leaf spring mounts. No three-link suspension, no panhard bar, no watts link, no J hook style rear suspensions.

r. No quick-change rear ends, no aluminum rear end components of any kind.

s. No cambered snouts, no crowned or rounded axle spline ends.

6. Brakes

- a. Aftermarket brake pedals and master cylinders are allowed.
- b. Aftermarket brake calipers are allowed

7. Cockpit

- a. A full floorboard and front firewall from a stock originated or fabricated firewall/footbox will be allowed
- b. If a fabricated footbox is utilized, it must have sides and bottom that are a minimum thickness of 1/8" or 11 gauge steel for footbox/foot and leg area. Minimum 18 gauge sheet metal for remainder of firewall and floor pan
- c. The passenger side interior will remain low next to the driver. The interior can gradually increase in height angling up to the right side. No high flat interior or fully enclosed interior around driver compartment.
- d. An aftermarket throttle pedal is highly recommended.
- e. No adjustable devices of any kind in cockpit, except brake bias adjuster.
- f. All pedals will be in a similar to stock location and the driver will be seated in a relatively stock location.
- g. Electronics: No cell phones, radios, smart phones, smart watches, laptop computers or tablets allowed in vehicle or with driver and will be an automatic disqualification. Receivers only allowed in race vehicle and MUST be operational.

8. Fuel Cell

- a. Fuel cells are mandatory with an 8" minimum ground clearance.
- b. A fuel cell guard behind the cell with two braces is required.
- c. Plating of frame around the fuel cell is allowed.
- d. A plate guard in front of the fuel cell is suggested.
- e. An Oberg style fuel check valve or manual fuel shut off valve in fuel line is highly recommended.

9. Body

- a. Cars only (No trucks) must represent a stock originated body design. The industry standard is commonly the 1988 Monte Carlo body and most used, the Chevelle, Nova, Regal, Cutlass, etc. are also allowed, as well as Ford/Dodge counterparts. Anything that does not fit within these rules would need prior approval to race and confirm your weight penalty before showing up to race and expecting to be legal.
- b. Front and rear bumper covers will be attached to front fenders and rear quarter panels to appear as a stock originated type body for the specific make/model your car represents.
- c. No bottom feed air boxes for radiator, Must pull air from the front of the bumper and cannot have both front feed and bottom feed. Front only.
- d. All cars will be allowed 6" x 60" flat spoiler centered on the decklid. Spoiler must be made of clear material. 1/8" minimum Lexan only. No Plexiglas.
- e. Rear decklid height 37" maximum height, measured from ground to the highest point top of decklid at the furthest rear part of the actual decklid. We will not measure to a part that has been added to the decklid.
- f. All Street Stocks will retain windshield posts of steel or fiberglass and similar in design to a stock appearing body, A, B, C, pillars must be similar to stock placement when measured.
- g. Roof Height: we commonly see roof height shorter than the 50" that CRA allows, if a roof is deemed excessively lower than the average in competition penalties can be assessed, such as weight or lowering the rear deck & spoiler to compensate for the excessively low roof.
- h. All cars must have a full windshield, No wrap around windshields of any kind, no half windows anywhere front, back or sides.
- i. Air deflectors inside window openings: max 4" inward width anywhere inside window & length same as window opening.
- j. Air deflectors at A-pillar or front of side windows, max 12" back & must go straight up 90* on back edge & not be bowed out, must be flat.
- k. Steel, OEM or aftermarket body panels installed should represent a similar angle or rake of the body make your car represents, a hood filler panel with a hood lip will be allowed.
- l. Weight penalties will be assessed at the decision of tech official, for bodies built or changed that are far from its original form also includes bodies used from aftermarket suppliers that do not resemble the body make or manufacturer your race car represents.
- m. No mixing and matching of car bodies from front to rear. Body must be all Ford, or All Chevy of same make and model, etc.
- n. Body panels must be used as supplied from manufacturer OEM or aftermarket, unaltered so it does not create aero or downforce advantage. Patches and repairs should not add aero or downforce advantage. Exceptions would be trimming wheel well openings for tire clearance, trimming front or rear edges for fitting and installation of trimming pinch weld areas to simplify mounting of OEM steel panels.
- o. Body panels, fenders, doors, rockers, quarter panels, nose piece, rear bumper cover must be 4" off the ground at static ride height, with or without the driver.
- p. Rub rails are allowed. Lexan type or 1" square tube. No solid 1" square, no filling of rub rail tube with ballast. Square tube ends must be angle cut, capped and welded shut. Fasteners for square tube must be smooth like a carriage bolt. Rivets can be used for Lexan style.
- q. Lexan windshields must be 1/8" Lexan minimum with 3 bars or supports behind windshield to protect driver. Plexiglas windshield will not be allowed.
- r. Opera windows area and rear window can be covered. Lexan only. No Plexiglas. (no half windows)
- s. A Fiberglass ABC template aftermarket body is not allowed in 2026
The new design all fiberglass Camaro bodies is not allowed in 2026
This rule was in the 2025 rules all season as not allowed in 2026
- t. Any race car body attempting to compete in the Birch Run Speedway Street Stock class and being far outside the body rules, will most likely not be allowed to race.
- u. Birch Run speedway is still researching other manufacturers bodies for street stock class & will update Rules when we know they are approved, available & can be purchased from the specific Body manufacturer.

- v. A station wagon body must retain a steel roof & will not be allowed a spoiler on the roof, the side windows will not be allowed to be covered or closed off with any type of material, it will be allowed the standard 6" tall x 60" wide spoiler mounted at the bottom of the back window opening.

10. Race Tire Policy All Classes Hoosier / DOT / Towel City

1. Tire tampering to soften or enhance tire performance, will carry strict penalties
2. All Hoosier, Towel City, or DOT tires in competition at Birch Run Speedway will have a solvent sensitive stamp or be significantly internally powdered to indicate if solvents were used in or on the tire.
3. All Classes Hoosier, Towel City, and DOT_race tire policy & inspection procedure. Tampering or softening tires with chemicals or solvents is not allowed.
 - a. This rule applies to all Hoosier, Towel City, or DOT impound or non-impound tires in the pits, on the car, in the trailer, in the hauler, etc. "ALL tires"
 - b. All Tires may be checked at any time.
 - c. A race team that uses a tire other than the designated tire allowed / approved per your specific class rules will automatically receive an offence for tire tampering.
 - d. No softening, soaking, conditioning, siping, grooving, to enhance performance of race tires.
4. Testing procedure for race tires is as follows:
 - a. Tire(s) will be collected after feature event.
 - b. Tire(s) will be cleaned in the area of officials choosing. Cleaning will be done by the team with the teams own cleaning tools.
 - c. Cleaned tire inspection area will be heated with heat gun, to the temp of 200* Fahrenheit and then checked with a durometer.
 - d. Tire durometer will be used to determine what tire / tires will be sampled and sent to laboratory for testing.
 - e. When tire samples are sent to the lab, all Winnings and points will be frozen until results are received.
 - i. Final lab results that produce a failed sample inspection, no winnings or points will be awarded, and the team will receive their discipline for tire tampering.
 - ii. Final lab results that produce a clean un-failed tire sample inspection, upon receiving cleared inspection results from laboratory, all winnings held will be rewarded.
 - f. Tire samples can be taken at any time, before, during, or after the event.
 - g. Tire Samples will be put in an evidence vial per Blue Ridge Laboratories Inc. & then sealed in an evidence bag and sent to: Blue Ridge Laboratories Inc., 2766 Blue Creek Road, Lenoir, NC 28645.
 - h. Birch Run Speedway will tag all sampled tires with a serial number cable tag.

*Birch Run speedway will retain all tires sampled till tire sample results are received.

*Birch Run speedway will not return any tire / tires to a race team if they produce failed test results, a tire that produces a failed test result will become Birch Run speedway property, race team has no option to redeem it.

*Birch Run speedway will return all tires that produce a clean or passing test result to the race team.

*Birch Run speedway will not be liable for or replace any tires that test samples are taken from, Regardless of tire or tires testing / sample results.

*Birch Run speedway will award race team with a D.Q. for failed tire sample results, further discipline depending on the severity of the tire tampering violation is at the discretion of Birch Run Speedway officials, all decisions are final and cannot be appealed or protested.

11. Conduct or Behavior Zero Tolerance

12. Birch Run Speedway officials have a zero-tolerance policy for unnecessary events that take place anywhere on Birch Run Speedway property, on track or in the pits, such as but not limited to:

- a. Arguments.
- b. Unnecessary behavior of any kind.

- c. Intentional / Aggressive contact between cars on track, during a caution will not be tolerated, the driver or driver's intentionally making contact with another race car under caution will receive the black flag, you will not be scored & sent to their pits.
- d. Vulgar language.
- e. Threatening other racers, teams, help or family.
- f. Going to another race teams pit to argue.
- g. Unnecessary speed in pits with your race car.
- h. Bumping others race cars with your race car in pits expressing your anger.
- i. Unnecessary actions toward Birch Run Speedway officials, about tech decisions or on track decisions.
- j. DRINKING OF ALCOHOL IN PITS BEFORE RACE NIGHT IS FINISHED, AUTOMATIC DQ
- k. If security is called, fines, penalties or discipline is to the discretion of Birch Run speedway officials.
- l. If argument or unnecessary actions continue, fines, penalties or discipline is once again, to the discretion of Birch Run speedway officials.

* THE ABSENCE OF A PARTICULAR RULE DOES NOT SUBSTANTIATE ITS APPROVED FOR COMPETITION*

"BIRCH RUN SPEEDWAY OFFICIALS, DECISION IS FINAL ON ALL RULES & DECISIONS"

* RULE INFRACTIONS PER CLASS OR GENERAL RULES.

* OCCURANCES ON TRACK OR IN PITS.

* NOT OBEYING THE DIRECTION OF RACE CONTRIOL.

"NO DECISION WILL BE APPEALED OR REVERSED" ARGUMENTS WILL NOT BE TOLERATED!!

* Birch Run Speedway Reserves the right to Revise Rules for Issues Not Foreseen with This Rule Package.

* Birch Run Speedway Reserves the Right to Retain A 3RD Party inspector or company To Examine Any Part of The Race car or part In Question.