**Official 2024-2026 STREET STOCK RULES**

Effective January 1, 2024, through December 31, 2026

The Grundy County Agricultural District Fair, Inc. dba Grundy County Speedway hereafter known as GCS.

**Foreword**

The primary purpose of Grundy County Speedway is to enhance the sport of automotive racing through, among other things, conducting and sanctioning GCS races. In furthermore of this supervisory and regulatory function, GCS has adapted the safety and completion rules set forth in this book. These rules as amended, supplemented, or superseded are effective for the 2024/26 Grundy County Speedway unless otherwise expressly provided. All GCS members and all teams, race, and series sponsors, as well as every other person participating or involved in any way in a GCS sanctioned racing event, shall be bound by these rules, as amended, supplemented, or superseded from time to time and shall be responsible for compliance therewith. It is therefore recommended that you read this Rule Book carefully to assure your familiarity with the rules and regulations contained herein.

The rules and regulations that govern the activities of GCS are intended to assist in the orderly conduct of these activities and have been set forth to establish minimum acceptable requirements. No express or implied warranty of safety shall result from publications or compliance with these rules and/or 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.

 Continuous developments in racing may necessitate changes. If necessary, we may update, modify, and add to or delete rules. The NASCAR “EIRI” (except in rare instances) rule is always in effect and applicable.

**2024/26 changes in red**

### ELIGIBLE MODELS & BODIES

###

1. Any 19XX or newer American made car with a wheelbase of not less than 108 inches. MAXIMUM TREAD WIDTH 62-1/2” measured with the referee.
2. Cars with wheelbase longer than 108” must use wheels with a 4” offset, offset measured at the inside of flange to the inside bead.
3. Thunderbird & Cougar body styles with 106” wheelbase is also legal, No Unibody cars, must be full factory frame, as well as cars with T tops, Sunroofs, or convertibles are not legal except Grundy Co. Speedway approved asphalt street stock body with a 5” maximum height x 60” maximum width flat spoiler.
4. The engine must be the same make as the frame. Aluminum after- market body panels by Five Star, Performance bodies, or any other approved manufacturer is the only thing allowed.
5. Home-made roofs are prohibited. Home-made body panels must be stock appearing steel only.
6. The optional scooped composite hood Five Star p/n 601-3303 and the roof which can be Five Star bodies Monte Carlo 2-piece non-light weight fiberglass roof and A- pillars Home-made panels are allowed. The AR Bodies asphalt street stock body (Camaro, Mustang, Challenger) and any Five Star sportsman body are approved to use and will be measured on the referee to the designed specs.
7. Stock floor may be replaced with .08” minimum steel (14 gauge) with full interior rockers. Stock trunk, floor, and wheel wells behind the driver may be replaced with .024 minimum steel before paint. (Grundy Sportsman style)
8. Fire wall in stock location measured from the closest upper control mount back 19.5”, may be aftermarket .08” minimum steel (14 gauge) with foot protection bars from outside edge of door bars forward and curving into the frame is required (Grundy Midam style), also minimum 3 passenger side door bars & at least two upright bars between each door bar.
9. All doors must be welded or double chained.
10. No modification to frame (you cannot shorten or add to frame, move, or alter control arm, trailing arm mounting points, or move cross member) X bracing allowed.
11. Factory hood & trunk latches will be removed and replaced with pins or straps. Padding under hood must be removed.
12. Rear spoiler allowed 5” maximum height, 60” width Maximum width measured on the back side.

 NO WINGS OR WRAP AROUND SPOILERS. Maximum Height from ground to top of spoiler is 42 inches.

1. All glass (including headlight taillight, etc.) must be removed Except for the front windshield, Lexan windshield is legal.
2. Bumpers must extend the whole width of car and be wrapped into bumper cover to prevent hooking and mounted like shear pin style with no extra bracing or plating of any kind. Front hoop is allowed in front of radiator, 1-3/4” max diameter. Extra bars will be cut off if it’s a “cow catcher style”.
3. Front spoiler and lowest point of body may be no lower than 5’’ from the ground at 6” ride height.

### CAR INTERIOR

1. Dashboard may be removed only if it is replaced by a roller dash hoop or bar.
2. Aluminum racing seat is required. Head area of seat must be braced from rear.
3. Racing seat belts (4 or 5 point) with a minimum 3” wide lap belt, 3” wide shoulder harness with a SFI manufacture date with in 5 years of each event.
4. belt anchoring must be bolted to cage and floor with plates with min. grade 5 bolts, nuts, washers.
5. Shoulder belts must be installed per manufacturer’s guidelines.
6. Window net required and must be up and latched any time car is on track.
7. One stock position or wide-angle mirror, side view mirror must be mounted inside car.
8. Steering column shaft must be collapsible.

 **ROLLCAGE**

1. All cars must have a properly welded and constructed roll cage made of a minimum 1-3/4” x .095 wall tubing or equivalent, roll cage must have 4 uprights properly welded to frame, roll cage must have at least 3 bars on driver’s door, and 2 bars on passenger door. Driver’s door bars must have a 1/8” steel plate at least 18” high welded to door bars with minimum of 2 uprights between each door bar.
2. Roll bar must be located directly behind driver and close to roof of car.
3. Roll cage may extend through front firewall, but cannot reinforce the end of core support, roll cage must end behind core support with any bars behind radiator.
4. Roll cage cannot reinforce the bumper or body.
5. All cage construction and welding must be done in a professional manner, which will be inspected closely. Roll cage padding required including pad on steering wheel.

**SUSPENSION**

1. Stock, American made O.E.M steering boxes and other steering components must be consistent with that model chassis and in stock location.
2. Grundy Midam style heim joints allowed on outer tie rod measured to stock tie rod length.
3. Upper A-arms can be replaced with one-piece tubular A-arms with bushing shafts only, mounted to original A-arm mounting pad in factory location (Mid Am style uppers). Maximum length of 9 inches from center of cross shaft to ball joint centerline.
4. Stock ball joints. After-market must maintain O.E.M. stock dimensions, Upper ball joints must be mounted on top side of control arm. NO MONO BALLS, NO LOW FRICTION BALL JOINTS.
5. Stock spindles only and must maintain O.E.M. dimensions & geometry. NO slotting or moving hole for tie rod end mounting. Only 1 – ¼” wheel spacer allowed per wheel. 62.5” tread width.
6. Allstar 3-piece spindle part number ALL55977 will no longer be allowed.
7. All springs must remain in stock location & may be no smaller than 5” I.D. and minimum 8.5” length. SCREW JACKS ALLOWED all four corners. **No swivel style screw jackets.**
8. NO Rear sway bar. Front sway bar may be mounted and adjustable (mid-am style). Maximum 1.375” sway allowed nothing bigger.
9. Coleman hubs allowed in front, STEEL ONLY.
10. Minimum Frame height is (6) inches with driver seated in car. No other structures may extend below cross member i.e. lead ballast.
11. Lead ballast must be mounted on top of or side of the frame with ½” bolts minimum. No weight is to be hanging down below the frame.
12. Rear trailing arms must be O.E.M stock or OPTIONAL replica stock trailing arms from CRS Motorsports (608)781-3929 – Dan or speedway motors part # 91634055. Trailing arms must be the same length on both sides and maintain stock center to center mounting hole dimensions. All bushings must be made of same material on both sides. No mono balls or bearings, or offset bushings, trailing arms must be mounted in stock location.
13. Installation of any non-stock suspension part such as torque arms or panhard bars is not allowed.
14. No lightening of suspension parts
15. Only 1 shock per wheel. No bump stops allowed.
16. Shocks must be GCS approved, steel, non-adjustable, no schrader valves and retail for less than $210 each to the common racer.
17. Approved shocks: PRO SB Series PRO TA Series QA1 26,50, 51, 55, 5Q (5Q75-1), and 70 series Bilstein SG & SZ series Carrera/AFCO 10,14,15,24 and 7400 series
18. Absolutely no bleed off or spiral cut shafts.
19. Shocks will be removed for tech and taken apart to determine the parts in the shock were designed for off the shelf use. Penalties for illegal shocks will be suspensions of the driver, car, and crew.
20. Chains on the front lower control arm or rear end must allow travel of 2” past ride height rule up/down.
21. SHOCK TECH: All shock absorbers will have a min of 2″ inches of travel (compression and rebound) in mounted position and must have full compression and rebound when unmounted from the Car. The front of the car will be pushed down to the ground by Tech Staff and crew, then held in place. Once released, the car will have 10 seconds to be at both a legal frame height and legal body height requirements, with the Driver in the car. Shocks may be protested for a fee of 250$ a shock and must be fronts or rears or all and not just a single shock.

**BRAKES**

1. Stock master cylinder mounted closest to stock location and secured.
2. NO DUAL MASTER CYLINDERS
3. Stock O.E.M. American made cast iron calipers only, 2-1/2” maximum diameter pistons. No aluminum calipers
4. NO rear disc brakes allowed. Working brakes required on all four wheels
5. Hubs and rotors must be steel. NO LIGHTENING OF ROTORS OR ANY
6. BRAKE PARTS, exception; aluminum brake drums allowed.

**FUEL CELL & CONTAINER**

1. Mandatory Fuel cell must be in trunk area between frame rails as far forward as possible with 11-gauge steel minimum container around fuel cell. Fuel cell must be a minimum of 10 inches from bottom of cell to the ground with car at 6’’ ride height.
2. Fuel cell must be mounted to square tubing that is welded to frame rails.
3. Fuel cell mounting will be vigorously inspected
4. All fuel cells must be vented with safety roll over valve
5. Fuel inlet cap must be mounted to fuel cell only, No quick fill inlets
6. All cars will have a steel or aluminum fuel line located outside the driver’s compartment.
7. No alcohol or Oxygen bearing or performance enhancing additives. Crate racing fuel or specialize race fuel is prohibited, verify with tech.
8. Rear firewall must completely seal trunk area from drivers’ compartment
9. NO ELECTRIC FUEL PUMPS.
10. The use of an Oberg fuel Shut Off valve installed in the fuel line coming out of the fuel cell within the first 12 inches from the fuel cell is mandatory.

**ENGINE**

1. Engine cubic inch maximum 358 Chevy, 361 ford and Chrysler.
2. Stock production small block engines only, No 202 heads, straight plug heads only
3. Cam lift not to exceed .500 valve lift. NO roller cams. Engine must have at least 12 inches of vacuum at idle (1000 rpms or less) on tech inspectors’ gauge
4. Stock cast iron unaltered heads (no porting, acid dipping, polishing, or gasket matching allowed)
5. Optional full roller rockers with 1.5 ratio, no more than 200$ MSRP (off the shelf) with upgraded push rods. And needs to be approved by Head Tech Official.
6. Stock valve spring diameter. (1.250 inches) NO BEEHIVE SPRINGS
7. Vortec heads allowed unaltered (906,062). OE Engine Quest heads will be allowed unaltered with OE valve size and combustion chamber CC. Unaltered heads means no gasket matching and tech tool will determine any type of porting. All heads will be inspected, and intakes sealed or 50# will be added.
8. Engine must be of same manufacturer as chassis and body. NO ALUMINUM HEADS OR BLOCKS
9. Crankshaft must be stock cast iron or cast steel unaltered except for normal clean up and balancing, Cranks should not be gun drilled, contoured, or sculptured. Crankshaft minimum weight 50 lbs. Stock Stroke for block.
10. Oil pan must have a 1” inspection hole located on drivers’ side in line with 3rd or 4th rod journal of crankshaft which-ever is more accessible.
11. Flat top pistons required, No domed piston of any kind. Maximum compression on all “built” engines is 10.1:1 measured by the track “WHISTLER” Compression will also be checked with compression gauge and not to exceed 200 lbs on techs gauge with 6 hits.
12. Connecting rods must be stock or magnetic steel only, NO”H” BEAM or ALUMINUM RODS
13. No high-rise or open plenum intake manifolds. Optional factory aluminum or Edelbrock #2116 & 2101 or Professional Products Cyclone #52001 & 52007. (No grinding, polishing, or altering of any manifold)
14. Flow Tech 11108 or schoenfeld 649-195 header allowed with no cross over exhaust.
15. Exhaust must be tight and leak free. Final 24” can be 3” inside diameter and can exit out the side not protruding body but must exit behind driver. Two outlets allowed.
16. Engine must be centered between frame rails, Maximum setback from top steering box mounting bolt measured to back of block mounting surface: GM 32”, all others 33-1/2”. Or 10” from center of gear box worm gear adjusting nut to center of first exhaust manifold bolt.
17. Minimum crankshaft centerline height 13 inches (from ground to centerline of crankshaft) with car on 6 inch blocks.
18. Stock factory ignition only. 602 crate engines must use MSD PN 8727ct rev limiter set at 6300 rpm and located inside away from driver or outside driver compartment. This must also be visible from trackside while racing. Crate engines can swap or claim any MSD soft touch box at any time for the price of a new box but must have one at time to replace. Crates will also be wired or re-wired with a track official before the yr begins.
19. Chevy Crate (602) engine allowed. Valve springs may be replaced with OEM style parts. With a valve spring pressure of 85 lbs at installed height of 1.70” 195 lbs at open height of 1.270”
20. Crate engine intakes may be removed for tech inspection. 602 Crate engines can be rebuilt by another engine builder approved through GCS with exception for the oil pan and intake off to be inspected by tech official and will be sealed with a Grundy seal at that moment.
21. All crate engines will be dynoed from Powersource Racing Engines with seals and sent to tech director’s email. If a crate engine SS does not have a dyno sheet from Powersource, they will not be using crate rules package. If buying a new crate do not pay extra for their dyno it’s not accepted by GCS officials. Optional approved engine dyno facility and the head tech official must be present.

#### CARBURETOR

1. Holley 350 cfm (0-7448) two barrel is the only legal carb and 602 crate allowed 4412 500 cfm with stock 2 emulsion hole metering block and no other modifications.
2. A 1” adapter plate or spacer may be used. (2) 1/8” gaskets only. One on top and one on bottom of spacer or adapter plate. Spacer must have two cylindrical holes with no taper.
3. Carburetor must be unaltered. (Must retain choke horn, choke plate may be removed)
4. Carburetor must pass inspection with track tech tools.
5. Two return springs mandatory
6. May use air box with maximum 2 ½’’ x 20’’ air box opening.

 **BATTERY**

1. One 12-volt battery only (jell type highly recommended)
2. Battery must be securely mounted (no bungee cords)
3. Battery box must be used if battery is installed in driver’s compartment.
4. Battery mounting, box, and cover must pass tech inspection or car will not be allowed on track.

#  TRANSMISSION

1. Stock automatic transmission only
2. Transmission must have a working torque converter. 10”, 11”, 12” converters only
3. Extra transmission oil cooler is allowed.
4. All gears must function with no direct drives, or couplers.

 **REAR END**

1. The complete rear end assembly must stock for your year and make of car.
2. Stock limited slip rear ends allowed at 300$ and must be available to the common racer; spools are also allowed.
3. No cambering of axle tubes, snouts etc.
4. NO traction compensating differentials. No traction control devices.
5. Steel drive shaft only. Driveshaft hoop 6” behind front u-joint required.
6. Moser steel axles highly recommended. No twist style axels.

 **WHEELS**

1. Seven-inch maximum wheel width with 2’’or 3’’ offset for 108” WB and 4” offset for over 108 WB.
2. Steel wheels only. Minimum wheel weight 21 lbs
3. 1” oversize lug nuts required. Solid steel studs must be installed with correct press-fit, which means no welding of studs. Stud length must be at least flush with outside edge of lug nut.
4. Coleman Steel front hub recommended.

**TIRES**

1. Hoosier D800 on 7” wheels
2. All new tires must be scanned tires purchased from the track tire supplier.
3. No tire softeners allowed.
4. 4 new tires the first night, 2 new tires second night. There will be a set tire schedule after the first two nights of racings for the remainder of the yr with possible adjustment.
5. Cut tires replaced with a new tire is up to the discretion of the tech officials.
6. All tires are scanned to your tire bank for future use.
7. Qualifying tires must be used for feature tires. Feature tires from any part of the yr can be used for heat races, must be marked before running heat race by tire official.

 **WEIGHTS**

1. Minimum car weight 3000 lbs non crate engine
2. Minimum car weight 2975 lbs (602) crate engine with 500 cfm box stock Holley carb
3. Cars that have NO Jack screws with springs, shocks & sway bar mounted in stock location may weigh 2900 lbs.
4. Left side weight maximum 56% for all Street Stocks.
5. All weights & measurements are with driver in the seat. All weight behind rear tires must be installed with a minimum ground clearance of 11 inches, weight in front of rear wheels minimum ground clearance of 6 inches.
6. Added weight penalties may be assessed according to any rule infraction.
7. For competition of the sport, we will revisit rules and come up with a solution when necessary.

 **DRIVER ATTIRE**

1. Complete SFI approved fire retarded driving suits and gloves are required.
2. Snell SA 2015 or newer certification helmet
3. Head & neck restraints highly recommended
4. Fireproof shoes are recommended.

 **NUMBER ASSIGNMENT**

1. All cars shall be neatly numbered. Numbers must be a minimum of 18” high located on both sides of car and roof. Roof number must face the passenger side. No profanity or derogatory lettering of any kind.

 **MISC.**

1. RADIO COMMUNICATION BETWEEN DRIVER AND CREW WILL BE ALLOWED.
2. All rules will be checked & enforced by Grundy Co. Speedway Tech Officials
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by tech officials will be considered an admission of guilt and will be grounds for disqualification.
4. Any interpretation or deviation of these rules are left to the discretion of the tech officials and review committee.

 **NOTICE**

Non - compliance with the specifications outlined herein may subject the participant to disqualification, loss of monies and points earned at the event. Furthermore, Failure to present car for inspection when requested to do so, or refusal to take steps requested by tech inspectors will be considered an admission of guilt and will be grounds for disqualification. Owner/driver must provide tools to remove parts. Any interpretation or deviation of these rules is left to the discretion of Grundy County Speedway tech officials and their decision is final.

 Powersource Racing Engines (847) 587 8999

714 Grand Ave, Ingleside, IL 60041