

Ona Speedway 2026 Street Stock Rules

*Changes for the 2026 Season Highlighted in Yellow

1. BODY: All cars must have a steel, aluminum or fiberglass body and MUST be factory stock appearing, as if it were being shown on the dealer showroom floor. Fiberglass bodies and after market, manufactured Street Stock bodies (AR, Five Star, Performance), with no advantage, may compete with a weight penalty. 25 pound weight penalty for a fiberglass or after market, manufactured body component (hood, roof, etc.), 100 pound weight penalty for full fiberglass or after market, manufactured body. Tires may not extend out beyond body sides.

Rear spoiler maximum (5") high of material and no wider than the rear deck lid measured from top of bumper cover to top of spoiler. Spoiler may not be wider than (61"). Spoiler height from ground to top of spoiler cannot exceed (42") with driver in car. Minimum roof height is 48 inches.

Front inner fender wells may be removed so long as half of the firewall is put back or a footbox is made to seal driver. Trunk area floorboard may be removed. Rear inner fender wells may be removed. Doors must be bolted or welded shut. Rocker panels may be removed. Body, including front nose piece, must maintain a minimum 4" ground clearance wet with driver. Rub rails between wheel openings no wider than 1.5" mounted flush with the body are permitted. No sharp edges.

Bodies will be assessed. Any body perceived to be more aerodynamic, will be assessed a weight penalty at officials discretion.

2. BUMPERS/COVERS: (2 options) Cars manufactured with steel bumpers are allowed to run steel bumper exterior only. No OEM or tubing reinforcements allowed. 2 horizontal bars parallel with frame are allowed. No diagonal bracing. Bumpers of OEM style must be blended from edge of bumper to fenders/ quarter panels with 72,000ths or heavier metal bolted to bumper and fender. Cars with plastic nose/bumper covers: Metal support will consist of 1 ¾ round or square tubing .095 thickness. Must be hollow with open ends. No diagonal supports. Corners must be attached to fenders and quarter panels.

Homemade bumper is ok if made to resemble stock appearing.

3. WINDOWS: All exterior glass except front windshield must be removed. Front windshield must be replaced with 1/8" Lexan/polycarbonate. No plexiglass. Window and door latch mechanisms must be removed. The angle that front windshield makes with horizontal must be a minimum of 25 degrees. Rear and side windows are permitted but must be Lexan.

4. SUSPENSION: Stock suspension must be maintained with the exception of the following: Wedge bolts or jacking devices are allowed. One shock per wheel. Shocks may be moved to allow for jacking device. No bump stops or suspension travel limiting devices. No coil binding. ONE SPRING RUBBER PER SPRING. NO PROGRESSIVE RATE SPRINGS. SWAY BAR: Adjustable sway bar allowed. **No spline sway bar.** OEM style maximum diameter 1 1/4". After market drag link permitted. After market top A-arms allowed and may be relocated, but must have a cross shaft. **Heim ends ok.** No aluminum suspension parts. No rack and pinion steering. Maximum tread width 78" outside tire to outside tire, at spindle height. Tie rods can be steel sleeve, **swedge tube** and Heims. **Upper & Lower Tied Rod ends must be the specs for the cars frame.** NO made for racing spindles. Cast drop spindles are allowed. **After-market, stock replacement upper, lower and rear trailing arms are legal. We will measure to ensure factory specs for trailing arms. If they do not meet factory specs, the car will fail tech and be disqualified.**

5. SHOCKS: Shocks must be steel bodied sealed economy. Non-adjustable and no Schrader valves. Shock must be able to be looked up by the track and cost no more than \$225.

Shocks with a sealed factory nitrogen charge port that are non-threaded and non-serviceable are allowed. Any shock equipped with a threaded gas fill stem, valve core, or removable cap designed to accept an air or nitrogen chuck is considered a Schrader valve and is prohibited.

6. REAR ENDS: Any stock passenger car rear end. No quick changes. 9" Ford rear end will be allowed. Must be mounted in stock position with stock frame mounts and rear end mounts. No aftermarket parts allowed, other than 9" Ford rear end. 9" steel floater rear ends are allowed.

7. FRAME: **Must be a minimum of 105" wheelbase. Plus or minus 0.25 inch tolerance to which wheelbase is for the frame of the car.** Must be complete with stock components from front of gear box to behind rear spring. Frame must be stock width side to side as factory for type of front/rear clip. Factory leaf spring uni-body chassis with square tubing must be at factory width. **No widening or narrowing of any chassis. Springs must be in stock location. Rear ends must be located on stock mounting points, with stock trailing arms. With the exception of Speedway Motors stock length trailing arms.** Leaf spring cars must have only 1 front spring mounting location. 1 hole only Leaf springs and coil springs MUST BE STEEL. ONE SPRING RUBBER PER SPRING. NO PROGRESSIVE RATE

SPRINGS. NO composite materials, NO fiberglass, NO aluminum. Leaf spring cars can use multiple hole adjustable rear shackles with no wedge bolts .or single hole non-adjustable rear shackles with wedge bolts (1 type permitted per car only) cars that have the sliders on rear of leaf spring are not permitted to have wedge bolts in rear. **Rear frame must go to 1 inch behind rear spring pocket.**

8. ROLL CAGE: Full cage required, cage must not be offset and must be perimeter type, the width of the top roll cage bars (halo) must a minimum of 75% of the width of the frame rails where the cage attaches, halo should cover over 50% of the width of the top being used, with 4 uprights welded to frame. Top of cage should form a box and follow the contour of the windshield in front and rear. Front engine compartment loop connected to roll cage and extending in front of engine and a rear loop behind fuel tank is mandatory. All cage material must be round steel tubing at least 1.625" OD with .095" thickness. No galvanized or square tubing permitted. Three door bars are required on driver side and two on passenger side. Gussets should be used where possible. Bars around driver must be padded with approved padding. SF spec 45.1 padding is recommended. Cages must be approved.

9. INTERIOR: All stock seats must be removed. Front seat must be replaced with an aluminum racing seat with headrest. Driver's seat mounting brackets must be attached to the roll cage. Seat must be secured. Dashboard, dash gauges, radio and instruments must be removed. Inner door panels, interior door trim and floor coverings must be removed. Any heat reflective material used on the floor or firewall must be non-flammable. All cars driver compartments must be sealed off around driver.

10. WEIGHT: Cars must weigh a minimum of 3100 lbs., ACCORDING TO OUR SCALES, with driver after race, with no fuel added. Left side weight is not to exceed 58%. Camaro's and leaf spring cars with square tubing before rear wheels (not stock frame rails) will not exceed 56% left side weight. Weight must be painted white with # on it. Weight must be mounted on frame with a minimum of two ½ bolts.

11. ENGINE: Engine block and cylinder heads must be cast iron. Valve covers and oil pan may be changed. Any internal modifications are permitted. Any cast iron or aluminum, carbureted intake manifold may be used. Engine must be located so that the forward most spark plug is even with or in front of a line connecting the top ball joints.

12. CARBURETION: Carburetion limited to one two-barrel US manufactured unit or dual

inlet 4 barrel. Double pumpers up to 750. No dominator base carburetors no demon carbs no predator carbs or parts thereof. Maximum of 1 ¼ carburetor spacer including adapter plate.

13. IGNITION: No mags or multiple coil type ignitions. MSD boxes must be mounted on right side of car and out of reach of driver.

14. EXHAUST SYSTEM: Exhaust manifold may be replaced with headers. Exhaust pipes may be replaced, but must exit under car and behind the driver.

15. BATTERY/STARTER: All cars must have working starter and battery. All batteries must be securely mounted and completely covered if in driver's compartment

16. RADIATORS: May be replaced so long as it does not alter sheet metal. Must have an overflow tank of no less than 2 quart capacity or have the overflow hose directed up onto the windshield. No Antifreeze permitted.

17. FUEL CELLS: Maximum 22 gallon commercially made fuel cell bladder with foam insert required. Cell must be mounted in a rectangular can made of magnetic steel. Plastic fuel cells will not be permitted. Cell must be mounted in trunk area, between frame rails, with bottom of cell no lower than the centerline of the rear axle. Cells must be secured by a frame work using a minimum of 1" square tubing that is attached to the main frame rails. All fuel systems are subject to inspection and approval.

18. FUEL LINES: Fuel lines should be securely mounted and protected. Fuel lines running through the driver's compartment must be high pressure aircraft or completely covered by metal shielding. No electric fuel pumps permitted.

19. FUEL: ONLY STRAIGHT GASOLINE OR RACING FUEL IS PERMITTED. No nitro additive or alcohol permitted.

20. DRIVE TRAINS: Transmissions must be stock type, manual or automatic, and must have both forward and reverse gears. Multi disc clutches will be permitted. Drive shafts must have at least one 360 degree safety strap/loop directly behind front universal joint. 9" Ford rear end may be used in any car so long as original suspension mounting brackets are

used. Floater rear ends with all steel housings and axle tubes will be permitted. Drive shaft must be painted white.

No Bert, Brinn, Hightower or any transmission with internal clutch is allowed. Rolltech, Richmond without clutch is ok.

21. WHEELS: Maximum 8" wheel width permitted. All wheels must be steel racing type. All wheel lugs must be 5/8" with at least 3 threads showing beyond lug nuts.

22. BRAKES: Brakes must be steel OEM type. (single piston calipers only). Operative on all 4 wheels, drum or disk. Must maintain minimum OEM dimensions for hub/rotor and calipers, cannot be drilled or lightened. Bolt pattern may be changed. Larger studs allowed. Brake Rotors can have a 1.25 inch thickness max and 11.75 diameter max.

23. TIRES: American Racing tire AR 970 is the only tire permitted. No tire soaking or dressing. All tires must have baby powder and tech official may ask for tire to be removed and taken to tire shed to be checked for soaking!!!

24. SAFETY EQUIPMENT: All drivers must be protected at all times with Nomex SF 3 2 A/5 fire suit, seat belts, shoulder harness, and helmet with a SA2005 or later Snell rating. SF 3 3/5 gloves, SF 3 3/5 driving shoes and fire-resistant underwear are highly recommended. Shoulder and side head restraints as part of the racing seat are highly recommended. Seat belts and harness are required to be a five-point system with lower crouch belt (six point systems are recommended). Mounting attachment bar for shoulder harness must be at shoulder height of the driver and harness should not bend or change direction as it goes through the seat. Belt systems must be a minimum of 3" SF approved units less than 3 years old. All cars must have a web style window net on the left side window opening with a seat belt latch mechanism on the top front corner. No cord or rope type nets. High impact roll bar padding required wherever the driver can reach. Fire extinguisher of B or C dry powder type or equivalent must be in every car and be easily accessible to both driver and right-side window. A quick release mount is mandatory. Each car should have a fully charged 10 to 13-pound B and C type fire extinguisher in its' pit area.

25. MIRRORS/RADIOS: Mirrors and radios are allowed. All divisions must have a RACEceiver radio system.

26. PAINTING: Must be presentable and look professional. Numbers must be at least 18" tall on both doors.

27. INSPECTION: Inspection of all cars will be subject to official approval. Workmanship and appearance of cars will be a determining factor in whether officials permit cars to enter competition. Officials' decisions are final.

28. The tech director shall determine if car is built to rules and able to participate herein or impose further restrictions that in his opinion do not alter the minimum acceptable requirements. The tech director reserves the right to impose a weight penalty for anything seen as a grey area. At tech directors discretion, a car with a minor infraction may be allowed to race one race with a significant weight penalty. Any infraction must be fixed by the next time the car is at the track. If the minor infraction is not fixed the next time the car is brought to the track, the car and driver will be DQ'd and face a two race suspension.

NO expressed 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 a participant, spectator or official.

29. If a car is DQ'd after the feature, the driver will lose all pay and points for the night.