



2026 STREET STOCK TECHNICAL RULES

Regarding any questions please contact:

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All American Speedway reserves the right to alter or amend these rules and regulations in the interest of safety, cost control and / or fair competition. Any changes will be posted as an "addendum" to the rules.

It is the responsibility of each competitor to read and understand the contents of this rule book. In the event of a disagreement or dispute regarding the interpretation or application of the rules written herein, the decision of the speedway manager shall prevail.

Illegal components may be confiscated by All American Speedway and become property of the speedway.

All deficient safety issues must be corrected before the car is allowed to compete. All non - safety rules infractions will be addressed by the All American Speedway technical staff and, if deemed to have a performance advantage, may require the competitor to repair before being allowed to compete, or, if deemed acceptable, may require a weight penalty be added for that nights event and the repair to be made before the next event can be participated in.

Driver Eligibility:

1. Drivers in this division must be at least 14 years old. A NASCAR Charger license is required for this division. All drivers must hold a current NASCAR member license in good standing.
2. Any driver competing for rookie of the year points or who has competed in fewer than 5 races must display an obvious yellow stripe on the rear bumper of his or her vehicle while competing.

Competing Models:

- Open to any rear-wheel-drive American made passenger cars with a minimum wheelbase of 108". No, El Caminos, Rancheros, station wagons, convertibles, vans, pick-up trucks, SUVs, limos or Jeeps.

Body:

- Hoods, fenders, roof and quarter panels MUST be OEM stock. Doors must be stock or 20-gauge steel. Hood, doors, and trunk lid may be gutted. If you have sheet metal quarter panels, it MUST be stock configuration and 20-gauge steel. Entire stock front firewall and minimum of 6 inches of bottom of rear firewall MUST be in place. All stock floorboards MUST be in place up to rear firewall. Vehicles with cut and raised passenger floorboards are subject to 50 lbs weight penalty. Any vehicle running with a passenger MUST have an entire stock floorboard intact. Rear trunk sheet metal may be removed up to rear firewall.
- Front inner fenders may be removed for clearance. Rearward half of rear inner fenders may be removed.
- Aftermarket fiberglass or aluminum fabricated replacement panels may be used with a 25 lbs. weight penalty for each panel, steel panels not subject to weight penalty Replacement roof or hood must be stock appearing for year make and model of car being used, no fiberglass roofs allowed. Aftermarket non-steel hood okay. Any aftermarket or fabricated body panels shall be a minimum of .030" thick.
- Hoods and deck lids must be secured by hood pins on all 4 corners ("Doors" "Fenders" and "Quarter panels" shall be treated as 1 panel regarding weight penalties)
- Spoiler may be NO wider than 60 inches centered on trunk lid. Spoiler can be no wider than the body, NO OVERHANG and no taller than 6 inches MAX. Battery MUST be in a covered box with a master switch located behind driver. MUST have full windshield with clear Lexan. Bodies must remain stock appearing and in full spirit of class.
- Stock front and rear bumpers or fabricated tube bumpers under a front nose or rear tail piece must be used. Any reinforcement or alterations of stock bumpers must meet the approval of AAS technical staff. Bumpers must be securely bolted or welded and have a minimum 1/4" safety chain attached to the frame in a manner that prevents the bumper from coming off. Exposed front and rear bumpers will have a minimum of 3" x 1/8" flat strap on each end of

the bumper to the fender. Front and rear bumpers must be 18" (+ or - 1") measured from the ground at the bumper centerline at ride height.

Appearance:

- Race cars must be painted and maintained in an attractive professional manner and reasonably identified for the year, make and model being run. All American Speedway reserves the right to require repair of badly damaged body panels for either safety or cosmetic reasons. All race vehicles must run a hood, at all times. Exception; A vehicle that is damaged during an event may remove damaged body parts for safety and continue to compete in that night's event but must repair or replace damaged pieces before the next event.
- Car numbers shall be non-reflective, high contrast, easily distinguishable decals or painted a minimum 18 inch high on the roof and R & L doors. Placement shall be on each door and on the roof easily readable from the grandstand and scoring tower.
- All American Speedway reserves the right to approve all commercial or editorial messages placed on competing cars. Cars with unapproved or inappropriate messages will not be allowed to compete if the competitor refuses to comply.

Roll Cage:

- Roll cage shall be a minimum of a 6-point cage (8 point recommended). Must have at least 4 horizontal door bars on right (and left side if running a passenger) with a minimum of 2 vertical spreaders between each door bar. The top of door bar should be even with the top of the door skin and evenly spaced to the bottom. Must have 2 horizontal spreader bars running right to left, 1 between the front uprights at dash height and at least 1 between the rear uprights at shoulder height. 2, diagonal down bars running from the top of the main cage down to the rear frame are required. Main roll cage must be securely welded to the main frame. For uni-body cars, the cage may attach to the floor pan with minimum 4" x 4" x 3/16" steel plates at base of each leg of the roll cage. Roof halo shall have a center spreader bar running front to back.
- The center section of roll cage must be centered above frame rails and constructed symmetrically. Roll cage must be full perimeter of passenger compartment. No offset cages or cages built heavily favoring one side of the vehicle.
- Main driver / passenger compartment roll cage shall be constructed of at least 1 1/2" (1 3/4" strongly recommended) .090 mild or low carbon steel tubing. Seamless recommended. Additional front and rear roll cage must be at least 1 1/2" .090 steel tubing.
- Rear frame sections maybe be replaced with 2 x 3 box steel tubing from the centerline of the rear end housing to the rear bumper mounting cross member. A rear fuel cell protector bar is recommended. The rear leaf spring mounts must be relocated approximately to the factory stock location.
- A complete front hoop tied to the main cage is strongly recommended. Front radiator hoop may not extend more than 6" forward past the radiator no wider than the front frame rails and have one center bar only.
- All roll cage bars are required to be padded at any point of possible contact with driver or passenger.
- Driver and passenger door bars must be plated with minimum 1/8-inch steel or 1/4 inch aluminum plate covering at least 2/3's of the door bar area for driver / passenger protection.
- All roll cage joints shall be welded completely 360 degrees around all tubes and must be good professional quality welds that meet AAS technical staff approval. All American Speedway retains the right to require repair of any welds deemed unsatisfactory or unsafe. Additional welded gussets are recommended at all critical roll cage attachment points.

Weight:

- Vehicles shall be weighed prior to qualifying and the main events and must meet prescribed minimum weight to compete.
- All leaf sprung vehicles competing without a passenger shall have a minimum weight 3400 lbs including fuel, driver and all safety gear. Coil sprung vehicles shall have minimum weight 3350 lbs. 53% maximum left side weight
- Any vehicles choosing to compete with a passenger shall get to choose between 2 different weight break designations. Option 1: Vehicle will still adhere to 3400 lbs leaf sprung and 3350 lbs coil sprung but will be allowed 55% maximum left side weight Option 2: Vehicle shall have minimum weight of 3300 lbs leaf sprung, 3250 lbs coil

sprung and will adhere to 53% maximum left side weight. Any weight breaks are subject to adjustment by AAS staff if any unfair competitive advantage is observed.

Chassis:

- Must maintain factory mounting point locations of all suspension components. Unibody cars may install sub frame connectors front to rear. All cars may "x" the frame under the main floorboard.
- Ride height shall be no lower than 4 inches measured from the ground to the bottom of the frame behind the front wheels and the lowest point of frame ahead of the rear wheels. Measurements will be made at the tech pad in the scale area with driver and passenger (if applicable) in the car, ready to race.
- Front camber; Maximum left front camber allowed is 3.0 degrees. Maximum right front camber allowed is 5.0 degrees as measured by the official AAS go / no go gauge with driver and passenger in the car. Measured at ride height
- Wheelbase on all cars may not be altered and must match factory specs for year, make and model of car being ran + or - ½ inch to allow for caster. No exceptions. Minimum 108".

Suspension & Steering:

- All steering and suspension components, spindles, lower control arms, idler arm, center link, pitman arm, steering box, tie rod ends and sleeves must be unaltered replacement OEM stock pieces. No cutting, welding, altering or modification of steering or suspension components. GM to GM, Ford to Ford, Mopar to Mopar. All lower control arms must be equal length right to left. May use replacement steel or urethane replacement bushings. May use aftermarket tubular steel upper control arms. Must fit stock OEM unaltered upper control arm mounting towers. No altering of mounting towers allowed. May use aftermarket upper and lower ball joints
- Any vehicle choosing to run with stock upper control arms shall receive a 25 lbs weight break
- Must use stock style conventional set up. **No travel limiting devices, no bump-stops, no coil binds, no weight jacks.** Rated replacement coil and leaf springs permitted. Adjustable front spring cups are okay. Adjustable rear spring cups okay on coil spring vehicles okay. Adjustable lowering blocks and multi hole shackles okay on leaf sprung vehicles, No slider boxes. Coil spring vehicles may use adjustable lower swedge tubes and Heim joints, upper arms must remain stock.
- Shocks are to be mounted in stock location. Steel body, non-adjustable, non-rebuildable, stock mount shocks only. No Heim end shocks. QA1 and Bilstein shocks okay. Mounting exception, on rear 4-link cars lower shock mounts can be relocated 2" down and 2" over from stock.
- Must use stock OEM type solid sway bar mounted in stock OEM location on the frame and attached to the lower control arms in the stock manner (bar on top of the arm, bolts, spacers, all-thread or stock link pins, no chains, Heims etc.
- Stock steering shaft and column may be replaced with at least ¾" .120 DOM seamless tubing with aftermarket steering joints, quick disconnect and a made for racing steering wheel (Highly recommended). A steering wheel center pad is required
- The maximum track width for all cars will be 78 inches measured from outside sidewall to outside sidewall in the front at spindle height.

Brakes:

- Must have working brakes on all 4 wheels. 4-wheel disc or disc / drum allowed. Front rotors / rear drums must be magnetic steel OEM style replacement only. May use aftermarket style rear rotors and hubs for floater type rear ends. Must use magnetic steel OEM factory calipers front and rear. No aftermarket calipers. May use aftermarket rear caliper brackets and mounts. May use braided steel brake lines. (Highly recommended) Racing brake pads okay.
- Aftermarket adjustable in line proportioning valve is allowed.
- Master cylinder; Stock OEM style steel dual reservoir master cylinder is allowed, mounted in the stock location on the firewall. Cars with aftermarket dual master cylinders and brake bias adjusters will be given a 50 lb. weight penalty.

Engine:

- All engines must be mounted in stock location, no engine offset or setback allowed. Aftermarket solid motor mounts okay.

Competing vehicles shall choose between on of 2 motor classes

- **Option 1:**
 - GM602 crate motor. (PN 88958602). Must be run as delivered from Chevrolet. Must be an approved All American Speedway, Ukiah Speedway, Madera Raceway certified GM sealed crate motor. Must meet all GM Performance Parts yellow book specifications. Must run the GM factory supplied HEI distributor as delivered. Must run a MSD 8727CT rev control module mounted in the engine compartment with visual access to AAS technical staff. Maximum RPM setting will be 6200. May use any 4bbl. carb, No spacer. Must run the stock harmonic balancer as delivered.
- **Option 2:**
 - Maximum 360 C.I. displacement. Max Bore 4.060 Must be OEM GM, FORD or Mopar V8 cast iron production block only. No bowtie or special production or aftermarket blocks allowed. Block is to remain stock. No stroker motors
 - 11:1 maximum compression rule
 - Stock OEM style factory or aftermarket production cylinder head castings will be permitted. No high performance or specialty performance cylinder head castings. Only stock style replacement castings will be allowed. (No angle plug heads) No bowtie, GM performance, Ford Motorsports or Mopar Performance heads allowed. Factory stock GM Vortec heads are allowed for this motor package (1.94"/1.50" valves only). All head castings shall be "as cast" and not be tampered with in any way. No porting, polishing, match porting, gasket matching, grinding, acid etching, sanding, or heavy wire brushing shall be allowed on any part of intake or exhaust runners or combustion chambers above or below the valves. Penalty for head rule violation shall be a \$1000 fine and loss of all season points.
 - Only stock type stamped steel rocker arms allowed. No Roller tip rockers without penalty. Must be stock ratio for type of head being used. (1.5 for GM)
 - Roller rockers add 25 lbs
 - Cam shall be a hydraulic flat tappet cam only. May have a maximum lift of .500 measured at the valve and .333 measured at the lifter/pushrod. Hydraulic lifters must be stock OEM diameter for engine being used (GM.842/ Ford.875/ Mopar.904)
 - One gauge legal 4412 type 2 bbl. carburetor allowed. Choke plate and air horn may be removed. No other carburetor modifications allowed. No narrowing of throttle shafts or grinding of butterfly screws allowed. Metering block and boosters may be modified, only as necessary to run E-85 fuel. All air entering the engine must pass through the carburetor venturi.
 - A 1 inch carb spacer or adapter is allowed. May be aluminum or phenolic. A maximum of 1.125" between manifold mounting surface and bottom of carb base plate (including gaskets) is allowed. 2 carburetor return springs are required on throttle linkage.
 - No fuel injection, nitrous oxide, super charger, turbo charger, ram air or any type of boost enhancing device is allowed.
 - An air cleaner is required. K&N style poly air cleaner assembly is allowed. A maximum 17 x 4 round air filter may be used. A K&N air filter is allowed.
 - Intake manifold shall be a stock unaltered cast iron dual plane low rise style (no bowtie or marine) or an out of the box as cast aluminum Edelbrock performer manifold part #2101 or #2701 for GM, #2181 for Ford, or #2176 for Mopar. Rf intake bolt and Rf carb. stud must be drilled for tech inspection safety wire seals. (.093 hole)
- **Engine Claim: (Option 2 ONLY)**
- Engine short block is subject to \$2500 claim. To be eligible for engine short block claim, CLAIMER must finish in top 5 and on lead lap, have \$2500 cash on his/her person at time of claim and also must exchange short blocks with CLAIMEE. CLAIMEE shall retain everything above the block. CLAIMER shall receive complete short block including cam and lifters

Exhaust:

- OEM cast iron exhaust manifolds, block hugger headers or shorty style clipster headers may be used. No full-length headers will be allowed. Maximum 1 5/8" tube with 3" collectors. Collectors may not exceed past the rear trans mounting flange of the engine block. NO stainless-steel headers, merge collectors or tri-y headers allowed.
- Competitors choosing to use stock exhaust manifolds will receive 25 lbs weight break

- Exhaust shall "Y" into 1 single pipe before it passes through a single muffler located under the car to the rear of the passenger compartment. The muffler shall have a single exit and a turn down not to exceed 2.5 inch in diameter is mandatory. All other exhaust tubing will have a maximum 3.0" inch diameter
- All vehicles in this division competing, practicing or testing at All American Speedway are required to comply with the mandated maximum sound output restriction. All individual vehicles are required to meet a maximum decibel output of 90 DBA or less as measured from the viewing pad area above turn four. No exceptions. Any vehicles found to be exceeding the allowable levels will be black flagged from the racetrack and required to make necessary repairs before being allowed back on the racetrack.

Drivetrain:

- A GM or Ford 9" type rear end may be used. May use aftermarket floating hubs and rear disc brakes. Must be mounted in the stock location for model of car being run. All rear differentials must either be run as "open" or with a spool. No limited slip or locking type rear ends of any kind.
- Only a magnetic steel drive shaft may be used. Must be painted white
- A drive line safety loop must be installed no further than 12" back from the front u-joint. Safety loop may be constructed from 1/4" x 2" flat strap and must completely encircle the drive shaft. The loop must be securely fastened to the vehicle in such a way as to prevent the driveline from coming loose if it should fail.
- Automatic transmissions shall have a functioning stock type torque converter at least 10" in diameter. No lock up or electronic lock up type converters allowed. An SFI certified flex plate is mandatory. At least 1 forward gear and reverse are required to be operational. No direct drive transmissions allowed. A steel plate type scatter shield over the flywheel area of the transmission is recommended. All transmission
- coolers and lines must not be in or run through the driver's / passenger compartment.
- Manual transmissions must be OEM stock type 3 or 4 speeds only. No racing type transmissions. Must have all working forward and reverse gears. No 2 speeds or first gear removed transmissions allowed. Must have a stock type steel flywheel. No lightened, drilled or aluminum flywheels. Must use a minimum of 10" stock style steel pressure plate. SFI certified clutch and flywheel is highly recommended. No mini or multi disc clutches allowed. A steel bell housing is required on all manual transmissions. Stock aluminum bell housing may not be used. Aftermarket hydraulic throw-out bearing, slave cylinder, pedal and clutch master cylinder may be used.

Fuel & Fuel Systems:

- Unleaded pump gas. Sunoco race 110 leaded (purple) Sunoco E-85 Race or E-85 purchased from the pump may be used. No fuel may be blended with alcohol, ethers or other oxygenates. No propylene oxide, aniline, nitro propane or any other nitro based compounds or any performance enhancing additives of any kind may be used at any time. Penalty for altered fuel is \$1000 fine and loss of all points
- Only a made for racing fuel cell may be used. Must be a top feed type and have an approved roll over vent and a ground strap to the filler neck. Fill neck must be located in the trunk area. Maximum Fuel cell capacity allowed is 22 gallons. Fuel cell shall be mounted securely in the trunk compartment. Mounts for the fuel cell shall be welded directly to the vehicle frame. A minimum of 2 - 1" x 1/8" steel straps shall be used across the top to secure the fuel cell. The fuel cell must be enclosed in a 16 gauge steel can. The fuel cell shall be mounted behind the rear end and no lower than the rear frame rails and at least a minimum of 10" off the ground. An 1/8" steel plate or 1/4" aluminum plate as wide and tall as the fuel cell shall be attached on the rear of the fuel cell for extra puncture protection. At no time shall the fuel cell be mounted in the driver's / passenger compartment. A station wagon shall mount the fuel cell in such a way that a steel firewall can be fabricated to separate the fuel cell from the driver's compartment.
- Fuel line may run inside the driver's compartment but is required to be inside steel tubing that is painted red and is clearly marked as "fuel" for the safety crew to see.
- A single OEM or aftermarket mechanical fuel pump mounted in the stock mounting location is allowed. No electric fuel pumps allowed.

Cooling & Electrical:

- A single automotive type car battery shall be allowed. Must be securely located behind the driver / passenger in front of the rear firewall. Battery must be housed in a completely enclosed leak proof plastic or poly box and securely bolted

down with steel or aluminum straps. No nylon straps and hold downs will be allowed. Mounting battery in the engine compartment or trunk area will not be permitted.

- A master kill switch clearly marked "on" and "off" that is accessible to the driver, and the safety crew is mandatory.
- An operational starter is required. All cars must be self-starting.
- A single radiator securely mounted in front of the motor is required. Shall have an operational fan. Electric fan is ok
- Antifreeze shall not be allowed. Competitors found to be using antifreeze are subject to a \$100 dollar fine. Water wetter, Pro Blend 40 below or other similar cooling system additives are allowed
- A radiator overflow line or catch tank that directs overflow water away from the racing surface is required.

Wheels & Tires:

- Must run AAS track approved Hoosier 970 8" grooved racing tires. You must run your main event on the tires you qualify on. All American Speedway Officials will mark tires prior to qualifying. Damaged tires may only be replaced upon inspection and approval by AAS officials.
- Only 8" steel racing wheels allowed. May run offset wheels as long as track width and left side weight requirements are met.
- Minimum 1/2" wheel studs and lug nuts will be required. (5/8" is recommended) Wheel studs must be long enough that threads must show past the lug nut when tightened. Maximum of 1"-wheel spacers may be used

Safety:

- Aluminum, made for racing seats will be required for the driver and passenger. Absolutely no plastic or fiberglass seats of any kind will be allowed. The seats must be securely mounted to a steel frame or brackets welded directly to the main roll cage. Seats bolted directly to the floor pan will not be allowed. Seats shall be bolted to the mounts with minimum 3/8" grade 8 bolts and large washers to prevent pull through
- SFI certified racing seat belts and harness are required for both driver and passenger. A minimum 3" wide strap 5-point harness with individual double shoulder belts shall be required (no "Y" type). Seat belts should include an anti-sub belt to prevent the racer from sliding forward under the lap belts. Seat belt sets may not be more than 5 years old per the SFI tag. Belts with missing or unreadable SFI tags will be required to be replaced. Seat belts will be securely fastened to the main roll cage with welded tabs and minimum 1/2" bolts. Seat belts bolted directly to the floor pan will not be allowed. Shoulder belts should be anchored 6" below the shoulder by either bolting or securing around the rear spreader bar with the proper hardware.
- Snell approved SA2015 or newer full face auto racing helmet is required for driver and passenger. Motorcycles or sport helmets will not be allowed.
- A head restraint or neck collar is recommended to be worn at all times. A Hahns, Hutchins, ZAMP or other SFI approved head and neck restraint is strongly recommended.
- SFI certified racing suits are required for all drivers and passengers at all times while on the track. Driver's suits with large holes or tears will be required to be replaced. SFI rated gloves, shoes and long underwear are highly recommended.
- No two-way radios will be permitted. Race-ceiver radios will be mandatory in all cars.
- -Transponders will be required on all cars. Transponder must be mounted 13ft. (156") back from the forward most part of the car.