

2026 Legion Speedway Street Stock Rules

The Street Stock class at Legion Speedway is meant to be a fun, enjoyable, and somewhat “hobby” level division. Any American made hard top or lift back passenger car 1965 to present is permitted. You must re-inforce and enclose sunroofs and T-tops. There will be no convertibles, front wheel drive, 4 wheel drive, or rear engine vehicles allowed. You must get management approval if you want to run Camaro, Firebird, Mustang, or similar models. You must also receive approval prior to competing for any non-production and/or unconventional body styles. Each driver must also be aware of all general rules set by Legion Speedway.

CHASSIS, BODY, & INTERIOR SPECIFICATIONS:

- There will be no tube chassis allowed
- Frames must remain stock from front back to rear axle centerline
- Rear frame may be replaced with 2x3 square tube from axle centerline * The ONLY exception is Camaros and other unibody vehicles may be tied together with no less than 2x3 or 2x4 square tube and retain full stock front clip and stock wheelbase. * Front and rear clips must match the model of the car. Johnson and Howe front clips allowed.
- Motor must be mounted in STOCK location or #1 sparkplug in line with the left front upper ball joint
- Frames may be “ X “ braced. Unibodies must be tied rear frame to front frame.
- Inner tin on hoods, trunk lids, and door panels may be removed.
- Stock hood and trunk latches must be removed with pins installed. Minimum 2 in front of hood and 2 in rear of trunk.
- NO Dzus fasteners allowed on hood and/or trunk.
- Any stock appearing body allowed except for “WEDGE NOSES”
- All glass, plastic, upholstery, rear seat, lights, and chrome must be removed.
- Fenders may be reasonably trimmed for tire clearance ONLY.
- All inner tin from hood, trunk lid, roof deck, and front and rear fenders may be removed rear frame to front frame.
- Stock hood and trunk latches must be removed with pins. Rear spoilers are allowed.
- They can be manufactured from lexan, steel, aluminum. End caps are allowed but cannot connect with any of the roof pillars maximum 3 inches forward from the back of the spoiler.
- Must be non adjustable 6 inch max height.
- Bumpers must be securely fastened to the chassis to withstand impact.
- Bumper ends must be braced.
- Front and Rear tow hooks are REQUIRED! Minimum 5/16” chain.

- All vehicles must have a front and rear bumper cover.
- Outside rub rails allowed. Must be flush with the body
- No chains allowed on any axel.
- Interior tin may be added.
- Drivers are allowed to be enclosed.
- No mirrors allowed

ROLL CAGE:

- Roll cages will be inspected.
- A four-point cage required with door protection bars, must be securely welded to the frame. 1/8' steel plate is a must on the driver's side door.
- The roll cage must be made of 1 1/2" or 1 3/4' diameter x.095" minimum wall round steel tubing. Square tubing or galvanized pipe is **NOT ALLOWED**.
- Horizontal bar required behind driver's seat to prevent the seat from collapsing backwards. It is MANDATORY to support the headrest and/or seatback extending up to support the back of the head.
- Minimum roll cage clearance is 3" from the driver's head.
- A fuel tank protection bar is mandatory.
- Fuel cells must be 12" from the ground to bottom of the fuel cell.

SAFETY:

- Splash guard recommended behind driver's head and shoulders.
- The battery must be mounted behind the driver's seat outside of the driver's area.
- Cars with a stock firewall may mount the battery inside the compartment but it must be mounted on the front passenger floor and it must be totally enclosed.
- The driveshaft must be steel only and painted white. No aluminum driveshafts allowed.
- Must have a driveshaft safety loop 3/16" thick by 2" wide.

ENGINE:

OPTION ONE "602" CRATE MOTOR

- General Motors "602" crate engine
- Part # 88958602
- Part # 19258602
- Part # 19431602

- OEM Factory stock valve springs only
- GM replacement Part # 19154761
- Any parts not listed in these rules **MUST** be factory stock.

OPTION TWO “BUILT MOTOR”

- Maximum cubic inch limit is 360 for all cars, Engine must remain **STOCK** for vehicle.
- The only exception is the Chevrolet 350 CID which may replace any other Chevy V8.
- No removal or alterations to casting numbers allowed on any engine part.
- All engines are allowed ,040” overbore for clean up and/or wear.
- Compression is limited to 175 Lbs per cycle max.

OPTION THREE

- 5.3 LS motors allowed

ENGINE SUB OPTION:

- **NO ALUMINUM HEADS OR BLOCK**
- No crazy cams or other aftermarket motor parts, **MUST BE STOCK ONLY.**
- Ford or Mopar stock motors **ONLY** must be approved by officials.

CRANKSHAFT:

- No lightening holes, zero trimming or any other lightening features.
- Main bearing diameter 2.448.
- The crankshaft must be **STOCK** for the engine.
- Connecting rod journal diameter 2.100.
- Minimum weight 48 lbs.
- All throws and counter weights must not be narrowed or knife-edged. No center cutting on counter weights. No holes through crank pins.
- Machined steel crank pulley is allowed.

PISTONS:

- Flat top pistons allowed but domed pistons are NOT allowed.
- Cast pistons must be full skirt, matching four eyebrows, and three rings in stock location.
- Chevrolet must use stock OEM cast replacement pistons.

RODS:

- Stock OEM connecting rods must be used. NO modifications allowed.
- Aftermarket rod bolts allowed, Must be 5.7 length.

CYLINDER HEADS:

- Stock OEM iron heads allowed.
- Double hump heads allowed.
- 202 heads allowed.
- Guide plates allowed.
- Vortec, Bow tie, Dart allowed.
- No aluminum heads allowed.
- No angle plugs allowed
- No angle milling allowed.
- No more than 3cc's can be flat machined or ground from the gasket surface of cylinder heads. Factory cc specs will be used as guidelines.
- Valve stem diameter to .343" +/- '005".
- Intake valve head diameter not to exceed 1.940".
- Exhaust valve diameter not to exceed 1.500".
- Screw in studs allowed.

CAMSHAFT:

- Hydraulic cams and lifters only.
 - Camshaft lift may be measured at the valve rocker arm. Maximum valve lift will be as follows.
- | | | |
|------------------|--------|---------|
| ● Engine | Intake | Exhaust |
| ● Buick | .402 | .418 |
| ● Chevrolet | .410 | .500 |
| ● Chrysler | .429 | .444 |
| ● Ford Cleveland | .461 | .463 |
| ● Ford Windsor | .427 | .465 |
| ● Oldsmobile | .450 | .450 |
| ● Pontiac | .400 | .410 |

INTAKE:

- Stock cast iron current production aluminum Edelbrock intake manifolds allowed. NO printing, polishing, painting, coating, or grinding of intake manifolds will be allowed.
- Maximum from the base of the carburetor to the top of the intake.

FUEL PUMP:

- Mechanical or electrical fuel pumps are allowed.

OILING SYSTEM:

- Racing oil pans are allowed.
- 1" diameter inspection plug is MANDATORY.

CARBURETOR:

- Two barrel carburetors only.
- NO AIR DEFLECTING BREATHERS ALLOWED.

- No Demon carburetors allowed.
- Holley 4412 XP carburetors allowed.
- Holley 4412: 500 CFM MAXC Venturi size 1 $\frac{3}{8}$ " and a minimum throttle bore of 1 $\frac{11}{16}$ ".
- No polishing anywhere that air flows.
- Choke horn cannot be removed.
- The venturi area must not be altered in any way.
- Stock butterflies only
- Idle holes may be drilled out to .125".
- Throttle shaft must remain stock and may not be thinned in any way.
- A maximum 1 $\frac{1}{8}$ " spacer height including gaskets between carburetor and intake.
- Must have two return springs on throttle.

FUEL:

- Pump fuel or D98 allowed.
- No alcohol or methanol will be allowed, including the use of fuel additives.

EXHAUST:

- Street type headers, factory steel headers, or cast iron manifolds are allowed.
- Stock OEM passenger car type only.
- No grinding, polishing, porting, acid porting, or any other alterations will be permitted.
- Must remain dual exhaust NO 180's or Y pipes will be allowed.
- Mufflers are required but they are not to be altered or modified from their original design in any way.
- Tri Y, 180 headers, step headers, stainless steel, coated, ceramic and/or merge collectors are **NOT ALLOWED**.

- No powder coated or exotic type headers, with the exception of regular paint.

IGNITION:

- Stock HEI ignition coil only.
- No dual point ignition.
- Must remain stock from GM.
- GM Factory distributor ONLY part # 93440806
- The distributor advance curve and/or all parts must remain stock as manufactured.

COOLING SYSTEM:

- Any stock passenger car type radiator, aluminum radiators are allowed.
- Overflow tubes must be routed to an overflow tank mounted under the hood.
- Conventional and electrical fans are allowed

TRANSMISSION:

- Only steel parts are allowed in the clutch and driveline.
- No aluminum, magnesium, titanium, or other materials permitted.
- Steel scatter proof 360 bellhousing required.
- Minimum 1" inspection hole is mandatory. Drilled in the bottom of bellhousing.
- All gears must be in working order.

MANUAL:

- Stock three speed or four speed only. Standard stock clutch (10.4) and flywheel assembly only.
- One clutch, one diaphragm type pressure plate only.
- No lightening of the pressure plate.
- Pressure plates must be completely steel.
- Flywheel must be steel only and weigh a minimum 15 lbs with bolts.
- **NO TRIPLE DISKS**

AUTOMATIC:

- Any stock automatic transmission allowed for make of motor.
- Stock 12" torque converter only

REAR END:

- GM or Ford welded rears, spools, and floaters allowed.
- No Detroit lockers.
- Trailing arms must be equal length side to side.
- Rear axle mounting brackets must be no more than side to side measurement of four inches from trailing arms mounts of each side of the rear.
- No quick changes or wide 5 spindles NO EXCEPTIONS.

SUSPENSION:

- Must be OEM suspension with all stock type ball joints and components.
- Basic reinforcement is allowed.
- No other modifications allowed.
- Adjustable jacking bolts are approved for all cars on all springs.

- Adjustable spring cups allowed.
- Spring spacers allowed.
- No lumber or chains allowed.
- Front springs must be equal length.
- Rear spring coil must be same length, **MUST BE IN STOCK LOCATION. LOCATING ARMS FOR COIL CARS ON TOP MUST BE SAME LENGTH. LOCATING ARMS FOR COIL CARS ON BOTTOM MUST BE SAME LENGTH.**
- A maximum 1 ¼" front anti roll (sway) bar is allowed in stock location.
- Use of threaded rod to connect sway bar to A arms is permitted.
- No rear sway bars
- Rear suspension must be stock to make of car.
- Rear control arms / aftermarket are allowed but must be stock length.
- Metric chassis stock 4 link, Camaro leaf spring, adjustment in rear only front leaf spring will be non adjustable.
- Any aftermarket tubular A arms are approved for use.
- Must be one piece steel non adjustable.
- The cross shaft must be steel only.
- Stock type ball joint only.
- Shocks must be factory type.
- Pro, Afco, & Bilstein stock replacement shocks allowed all other brands must be pre approved.
- **7" shocks MUST HAVE 3" OF SHOCK SHAFT SHOWING BEFORE AND AFTER ANY RACE YOU RUN, NO EXCEPTIONS.**
- **9" shocks MUST HAVE 4" OF SHOCK SHAFT SHOWING BEFORE AND AFTER ANY RACE YOU RUN, NO EXCEPTIONS.**
- WB Series pro shock or Afco fixed bearing shock is recommended and will be the spec shock.
- Stock center links only.
- Spindles must be stock.
- Metric cars may use #2 Impala spindles.
- Neoprene bushings allowed.

BRAKES:

- Brakes on all four wheels must work at all times and will be checked.
- Brake bias allowed, shut off is not allowed.
- Rear disc brakes allowed.
- All brake parts must be OEM factory stock style.
- No racing style brake parts allowed except for pedals, which may be floor mounted or swing mount aftermarket units.
- Brake cooling ducts are allowed.
- Brake bias devices are allowed.

TIRES AND WHEELS:

- Any OEM stock steel wheel or racing wheel is allowed.
- 15" diameter only.
- Maybe 7" or 8" wide.
- Mixing and matching of offsets of wheels is permitted.
- DOT street tires must be 15" only or Hoosier or American Racing tires.
- Tires may be different sizes.
- Stock tread only.
- No mud, snow, studded, or recap tires allowed.
- 1" lug nut mandatory on all studs, NO EXCEPTIONS.
- Bead locks recommended on right side tires.
- Chemical treating of tires is not allowed.
- A durometer rule will be in effect regarding minimum tire hardness.
- Questionable tire or tires that do not meet above criteria as determined by officials may be confiscated and could result in a disqualification and/or other penalties.

WINDOWS:

- All vehicles will be equipped with no less than 3 protection bars in the windshield area in front of the driver.

- No rear windows allowed.
- The driver's window net is mandatory.

WEIGHT:

- Management reserves the right to change weight rules and/or percentages for any car at any time in the interest of competition and parity.
- Weight measured with the driver in the seat race ready.
- Minimum total weight will be 3000 lbs. NO tolerance.
- Cars with stock firewalls and floor pan minimum weight will be 2850 lbs.
- **All added ballast must be made of lead only.**
- Ballast must be painted white with car number highly visible on ballast in black.
- Ballast must be bolted securely and in plain view.
- No ballast may be mounted inside the driver's compartment or outside body.
- **WEIGHTS ARE BEFORE AND AFTER RACE**

**THE INTERPRETATION AND INVOKING OF THE RULES PUBLISHED
HEREIN SHALL BE DETERMINED BY LEGION SPEEDWAY OFFICIALS
ONLY IN THEIR PROFESSIONAL DISCRETION.**

LETS HAVE A FUN AND AFFORDABLE DIVISION