

2026 SALEM SPEEDWAY GREAT AMERICAN STOCK RULES

CHASSIS

1. Frame must be OEM and match make of car. No bending to alter frame. X-ing of frame is permitted. Notching of cross members for fuel pump is allowed. Box tubing allowed for replacement of side and rear frame rails. Must have stock mounting points for all suspension. Any chassis equipped with a stock Panhard bar is not allowed. Rear frame must maintain OEM stock mounting locations and brackets for upper, lower trailing arms and front of leaf springs. (GM cars top front trailing arms may be no wider than 30-inches at frame mounting – measured to the outside).
2. Maximum tread width for front and rear of car measured from outside of tires at spindle height is 78”.
3. Minimum wheelbase 108” or per factory construction.
4. Engine setback: Farthest forward sparkplug hole must align or be in front of centerline of ball joint on left upper control arm.
5. Engine must be centered on chassis side-to-side.
6. Ground clearance for lowest part of frame, other than cross member, is a minimum of 5-inches.
7. Unibody cars must be constructed in approved manner. Front Clip must match with rear spring measurements as Nova to Nova, Camaro to Camaro Etc.
8. Cars not meeting guidelines subject to additional weight or rear percentage penalty.
9. Leaf Springs cannot be added to full frame cars or utilized on cars with a factory wheelbase longer than 108 inches.

SUSPENSION & BRAKES

1. Sway Bar: Stock location. May be adjusted at the frame. Four Link cars maximum size 1.375”. Leaf Spring cars maximum size 1.250”. No spline bars. No rear sway bars allowed.
2. No aluminum parts (calipers, rotors, hubs, etc.).
3. Coleman brake rotors and hubs allowed on front. Lightened or sculpted brake rotors are not allowed. Must use single piston OEM style steel calipers.
4. Factory OEM lower front control arms only. Tubular upper control arms permitted, bushings shaft only, no bearings. Nonadjustable replacement ball joints only. Aftermarket bushings permitted.
5. Factory spindles and hubs only. No altering, chopping or lightening spindles and hubs in any form. Spindles must be the same on both sides. Steering components must remain stock length for that make and model car. Must be GM to GM, Ford to Ford.
6. One steel nonadjustable shock per wheel. Maximum cost of shock \$175. Any shock determined to have a new price of more than \$175 will be subject to \$175 claim. No machined body (late model style) smooth or threaded shocks allowed. No Schrader valve. No bump stops. Travel indicator required. Shock claim format TBA.
7. Springs must be in original location. No pigtail springs. Springs must set on unaltered lower A frame pocket. Spring wire maximum diameter: Front .860. Minimum 800 lbs. front springs. No coil bind, no bump stops. Weight jacks permitted. Spring rubbers allowed.
8. Pedals and master cylinder must be positioned in stock location. No floor mounted pedals. No recirculation systems.
9. Floater rear ends mandatory. No ball bearing spline hubs. Gear ratio no lower than 4.78. All mounts in stock location. No Quick Change rearends.
10. Rear upper, lower or any other control arms for rear suspension must be stock OEM or aftermarket replacement. Must be made of steel construction. Cars with leaf springs must have springs mounted in stock location.
11. **Leaf Spring Cars:** Leaf Spring must be mounted below the rearend tube. Right side lowering block maximum height will be 2 ½”. Ride side measurement from top of spring leaf to bottom of the axle RH Axle Tube 3 ½” (Due to manufacturers safety standards) (Subject to change anytime to equal competition)

INTERIOR

1. Cars must have front and rear firewall between the driver, engine compartment and fuel cell area. Front firewall must be made of steel and resemble OEM firewall the full width and length. Crush panels may be made of aluminum and attach to outer body.
2. Rear firewall must be enclosed with sheet metal. No other decking allowed.
3. Floor plan must be made of steel horizontal from side-to-side and from front firewall to back of roll cage. Driveshaft tunnel cannot be 8-inches higher than left floor pan or 35-inches from top of car to top of driveshaft tunnel. No angling floor pans or decking between front firewall and rear of roll cage.

4. Crush panels may be made of aluminum but cannot be utilized in such a manner to cool tires or duct air to rear tires.
5. No air ducts, no air louvers, no air foils in or out of interior, decking or inside of car.

BODIES

1965 newer American made sedans up to 1990/Chassis (Stock appearing cars of different makes & models are acceptable based on approval) No 1970 through 1981 Camero bodies

1. All bodies must be securely mounted. Hood and trunk must be mounted flush not to let air in or out.
2. Cars must maintain stock body appearance and window frame dimensions (see weight penalties). Body and frame must be the same make. See body diagram for dimensions.
3. Body configuration appearance must be the same on both sides of car. No twisting of bodies. No altering of nose and tail pieces without approval from the Tech Director. Sides must retain same body line and definitions. No flattening right side door & quarter panels. Top A & B pillars must be centered side to side. Measurement from the rear leading edge of the B pillar at the bottom to the top leading edge of the rear bumper cover must be within 1" plus or minus of your cars factory measurement of its body style. Width may be no wider than approved cover for your car. Maximum & Minimum measurements must correspond with written rules and Salem Speedway Body Diagram.
4. Complete bumper to bumper body must remain intact. No louvers or holes allowed in any panel or bumper. Approved stock appearing nose and tail mandatory (1984-1987 Monte Carlo or approved). Must be AP or Five Star. No body may exceed past leading edge of any bumper cover. Any other nose or tail pieces or construction thereof must be approved by Tech Director prior to competition. For all other makes and models, please call for approval.
Rear Bumper and Valance Area: Must be approved bumper or valance between the upper maximum and lower minimum measurement on the rear of the car. No louvers, gaps, or holes in this area or the sides where attached. All body issues can be addressed in advance by sending pictures via text to the Salem Speedway Tech Director.
5. All body panels must remain factory OEM specifications. Cars not retaining stock OEM quarters or Five Star equivalent quarters, body lines and top body contour are subject to weight penalties. Deck lid can be no more than one degree less than level at any time – Measured from lower corner of C pillar on quarter descending to the leading edge of rear bumper. Also, this will be the measurement, plus or minus 1 inch, for the stock measurement of the make of your car. Use of fiberglass hood permitted. Five Star stock appearing Monte Carlo roof (stock #601-5112/601-5102) is permitted. Deck lid may be no lower than quarter panels at any point. Body sides must have upper definition lines. Lexan rub rails permitted.
6. Scoops, either stock or after market. Minimum ground clearance (See Body Diagram). Side skirts must be flat. No aero skirts. 4-inch minimum ground clearance for the nose.
7. No back glass. No altering of window frame. No deflectors to alter rear window area or inside to change air direction
8. 24" high x 3" numbers must be displayed on both sides and on roof and must be readable from outside of track. A 6" number must also be displayed on upper right-hand of windshield.
9. Salem Speedway reserves the right to assess weight and/or percentage penalties for body infractions or having to run a track issued wicker bill at the discretion of the Tech Director.

SPOILER

1. Rear Spoiler Maximum 6" high of material no wider than the rear deck lid measured from top of bumper cover to top of spoiler. Spoiler may not be wider than 61".
2. Must be made with clear plastic, Lexan or polycarbonate.
3. Spoiler height from ground to top of spoiler cannot exceed 42" with driver in the car.
4. Spoiler must be centered on the car.

TRANSMISSION

1. Standard or Automatic transmissions w/ working torque converter or OEM Style manual transmission with min. 7.25" clutch.
2. No Overdrives. Each gear must be at least 1.2 to 1 lower than the next gear.
3. Side mounted linkage only.
4. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. No carbon fiber or nonstandard material clutches. No "slipper" or "centrifugal" clutches allowed.
5. Transmissions must have working reverse gear. Drive shaft loop is required

WHEELS & TIRES

1. 8" maximum steel racing wheels only. Wheel mounted bleeders only.
2. Track tires only, Hoosier Comanche 27.5-8.0-15 or 26.5-8.0-15. Must start race on tires used for qualifying.
3. No tire softeners of any kind. Tires are subject to testing at any time.
4. No siping or altering tire in any way.

ENGINES

Engine Options:

(A) Small block Chevy or Ford configurations.

(B) 602 Crate Engine with stock or Salem Speedway approved seals. Carburetor: 4 Barrell carb per rule #10 with the exception that carb can be a Double Pump.

(C) 604 Crate Engine with stock or Salem Speedway approved seals. Carburetor: 4 Barrell carb per rule #10 with the exception that carb can be a Double Pump.

1. Must be same as corporate manufacture. GM to GM, Ford to Ford.

2. **SHORT BLOCK:** A. Block - Must be cast iron stock or OEM replacement. B. Components - 1. Pistons: Can be forged aluminum. Rod: No aluminum or titanium rods. Must be steel connecting rod and Crankshafts: Stock or OEM replacement.

3. **HEAD:** Cast iron straight or angled sparkplug, stock valve angle (23-degree Chevy) stock intake runner height and exhaust bolt pattern. Heads on other manufactures must be approved.

4. **ROCKER ARMS:** OEM stamped steel or roller type only. NO shaft type. Yella Terra brand pedestal mount rockers permitted.

5. **CAM and VALVE SPRINGS:** Flat Tapit or roller. No belt drives.

6. **HEADERS:** Headers are allowed with the following conditions. Headers must be manufactured (Schoenfeld, Dynatech, Patriot, etc.) No Tri Y and not custom built. Exhaust pipes cannot extend outside of body panels.

7. **INTAKE MANIFOLDS:** Cast iron or aluminum intakes.

8. **DISTRIBUTOR:** HEI type or Ignition Boxes are permitted, Rev Chip may be utilized for RPM limits.

9. **CARBURETOR:** One 2 Barrel or Four-barrel carburetor. No external adjustable metering plates. Main body of carburetor must be equipped with one discharge booster or barrel (as per Holley 4150 series) centered in each of the venturies for fuel distribution – no other form of distribution will be allowed inside of the carburetor.

10. **SPACER PLATE:** One 1 ¼" maximum space plate measured with the gaskets from the bottom.

11. **AIR CLEANER:** 1- round up to 16" by 4" maximum air filter. An airbox will be permitted. Can be open top, seal to the hood or sealed unit. Must exit to the cowl area but not attached to the cowl, can be no wider than inside the valve covers. No induction hoses.

12. **FUEL:** Racing Fuel or E-85 only. No oxygenated gasoline additives or methanol allowed.

13. No electric fuel pumps.

14. **COOLING:** Radiator, water pump and pulleys may be aluminum. No antifreeze is allowed.

15. Made for racing valve covers and oil pan allowed. Valve covers may be aluminum. Steel oil pan only.

16. Starter must be mounted in stock location.

WEIGHT

1. Post Race 3200 lb. base weight. (See Deductions and Additions below).

2. Left Side Percentages: Leaf Spring Cars 56.0%, 4 Link Cars 57.0%, Cars with 112-inch wheelbase and longer 58.0%

3. Weight penalties may be assessed for use of unapproved parts.

DEDUCTIONS

Engine Option (B)	100 lbs.
Engine Option (C)	50 lbs.
Factory floor pan	TBA
Perimeter roll cage	25 lbs.

ADDITIONS

Leaf Springs Cars	100 lbs.
Aluminum Body Panels	25 lbs.

Floor Mounted Aftermarket master cylinders 25 lbs.
Fabricated firewall outside of description 25 lbs.
Unapproved body alterations 50 lbs. (per infraction)
Unapproved body alterations might also be penalized by raising front nose clearance from 5-inches to higher measurement. Cars not conforming to Salem Speedway Body Rules and Specifications are subject to having to run a track issued wicker bill.

PIT EQUIPMENT

1. No more than two impacts, two hoses and one hydraulic jack, manually operated by a handle (no air over hydraulic, electric or other) may be used during pit stops. Maximum fuel can size allowed is 11 gals. No Cool Down/Water Circulation Units allowed in pits.

SAFETY

1. All cars must have a minimum of a 4-point roll cage made of 1-3/4" x .095 tubing. Two points in front of driver and two behind. Also, must have gussets measuring 3" diagonally welded where the pipe meets the frame; one per pipe. Three door bars or an "X" structure spanning the door area on the right-side mandatory. No offsetting cages. 3X4" box tubing is allowed alongside of frame rail (inside body panels). Cages must be welded in a professional manor and are subject to approval by Tech personnel.
2. All cars must have a door plate 3/16" thick 12" high that runs from door post to door post fastened with no less than 6 1/2" bolts. If full approved cage, the plate may be on inside of door skin.
3. Full containment seats is mandatory and must be mounted on a loop connected to the cage. Minimum of 4 & 3/8ths-inch bolts holding seat to loop in cage. No floor mounting.
4. All glass must be removed with the exception of the windshield and quarter glass. The left side of the windshield must have 3 equally spaced 1/2" (from cage to cage) tubing reinforcement bars from. Lexan will be allowed as a substitute for factory windshield.
5. A fuel cell with foam is mandatory with a maximum capacity of 22 gallons. Fuel cell must be enclosed in a full steel can, surrounded by two steel straps and mounted in a secure fashion. A bar may be added between frame rails to protect fuel cell.
6. Interior must be free from debris and flammable materials. No glass, factory seats, etc. Any hole in floorboard or firewall must be covered.
7. Batteries must be securely mounted and covered with non-flammable material, whether in the driver's compartment or in the trunk area.
8. All lead must be painted white with car number in contrasting color. All lead must be securely fastened. No lead in driver compartment. Two 1/2-inch diameter bolts per piece of lead.
9. All cars must have two safety loops around drive shaft.
10. Window nets are mandatory, no homemade or string nets. Must have quick release latch (clasp-type recommended), latching mechanism must be mounted on the top left side of the window. Window net must be welded to the roll bars, not the body.
11. Resilient padding designed for roll bars must be used on any part of the roll cage that can be reached by any extremity of the driver.
12. Snell 2015 or newer helmet mandatory with sticker visible for inspection.
13. Mandatory Safety Head & Neck Restraint (no strap-type restraint)
14. Nomex driver uniform and Nomex gloves mandatory for fire protection. Nomex underwear advised.
15. All competing teams must possess a working fire extinguisher in their pit area. 10 lb. minimum. Extinguisher must be marked with car number.
16. Mandatory SFI-approved (minimum 5-point) seat belts with shoulder harness mounted to the roll cage. No floor mounted belts. Belts can be no older than 3 years. Sternum strap optional.
17. All cars must have a manufactured center steering wheel pad.
18. Radio communication permitted. Scanner mandatory by driver or spotter, must be able to monitor Race Control.
19. Fire suppression system recommended.

It is your responsibility to see that your car is legal. No equipment will be considered as having been approved by reason of having passed through tech inspection unobserved.

In keeping with Salem Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Salem Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. For competitive balance, Salem Speedway reserves the right to change, modify, delete or add to any guidelines as deemed necessary throughout the season.

ALL RULES SUBJECT TO INTERPRETATION OF SALEM SPEEDWAY OFFICIALS

These rules are subject to change as conditions warrant without notice. All general guidelines for participants; including Guidelines Disclaimer, Safety, Racing Rules, Conduct, Substance Abuse Policy, Official Decisions, etc.; listed in the 2026 Salem Speedway "Official Rules and Regulations" book apply unless otherwise stated in these rules.

For approval of body nose and tail pieces or for any general Tech Questions contact Salem Speedway Tech Director Travis Kern at 812-583-2489 (call or text).