



2026 Tech Rule Changes

Mandatory:

- Ultra-light rear axles will not be allowed in 2026. In 2026, rear axle inside diameter maximum will be 1.8750. (410 & 358 Divisions)
- Only steel or aluminum floor plans will be allowed. Carbon fiber will not be allowed. (410 & 358 Divisions)
- Wheel covers must have a minimum of 3 attachment points utilizing a minimum 5/16", flanged magnetic steel or titanium bolt and an approved fastening (nut assembly) system similar to the items below."
 - a. Keyser Manufacturing - Part #100 7-101
 - b. Wehr's Machine - Part #WM377A-312 Aluminum 5/16
 - c. Wehr's Machine - Part #WM377S-312 Steel 5/16
 - d. Triple X Chassis - Part #SC-WH-7810 (for a 1" spring)Optional fastening systems that are equal or superior to the above-approved system may be approved at the sole discretion of Williams Grove Speedway Officials. (410 & 358 Divisions)

Highly Recommended:

- In 2026 the use of extended front upright support bars added to the chassis is highly recommended. This will likely be mandatory in 2027 after some input and study to finalize specifications. For reference the below are the proposed dimensions and is not final at this time. (410 & 358 Divisions)
- A fuel cell with bladder will be the only type of fuel cells allowed. The fuel cell must be of one-piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted unless approved by Williams Grove Speedway Officials. It is highly recommended 6 mounting points be used for the fuel cell. (Example: Kaeding and Triple X devices are acceptable others will be approved case by case). Any type of web material or tether will not be allowed to be used as a mounting point. All fuel cell mounting bolts must be safety wired. (410 & 358 Divisions)
- It is highly recommended that the extension of the body panel above the hip rail may not exceed the measurement per drawing 16.7.K. A maximum of 31" above the lower rail and a minimum of 18" opening front to back. This extension may not be used when the outward curved support bar is part of the chassis (Support Bar 1 & 2, Drawing 16.12.1 & 16.12.2). This will likely be mandatory in 2027 after some input and study to finalize specifications. (410 & 358 Divisions)

New

- The only chassis and/or frame adjustable devices including but not limited to (shock absorbers, brake, seat, weight adjusters) that may be within the driver's reach will be one (1) top wing adjuster for the top wing slider mechanism and one (1) in-car shock adjuster (410 Only). The top wing slider must be one dimensional and allow for forward and rearward movement only. The in-car shock adjuster device will need to be completely removed from the car for any WoO event.
- 358 Sprint Cars: 2026 is the FINAL SEASON that the 16 sq. ft. top wing will be allowed for 358 Sprint competition. Effective in 2027, all 358 Sprint Cars must use a legal 25 sq. ft. top wing.

****All other general rule changes will be released with finalized rule book. Teams must still follow all sanctioning body rules when running a sanctioned event.****