

Super Stock Rules

Amendments or clarifications in red.

Type: Any full size American Made car or truck from 1967 or newer. (May use older nostalgic body on 1967 or newer frame.) No S-10 or Mini Trucks.

Frame: No altered or twisted frames. Minimum 99" wheel base. Wheel base must remain stock according to year model and no more than 1" difference from side to side. Frame must be stock to center of rear end (**Must be stock width, thickness, and location to center of rear end. Not narrowed, shaved, twisted, or relocated**). **Straight rear axles only. No independent rear suspension.** Uni-bodies must be tied together.

Cage: Cage must be constructed of minimum 1 ½" x .095 roll bar tubing. Cage must be welded solid to steel frame, no bolting to floor pans. Must be of A & X brace construction, gusseted, with 4 door bars driver side and 1/8" door plate. Pass side min. 2 door bars. Min. 3 1/4" window bars in front of driver welded to cage or securely mounted. Bar may be added to protect radiator & fuel cell.

Body: All cars must be stock appearing with all glass, chrome, and trim removed. Roof, A&B post must be stock appearing & stock dimensions. (May be of aluminum or fiberglass construction.) No square bodies or flat side bodies. No chopped tops. Must have minimum 14" window openings on both sides of car. All cars maximum deck height from ground to rear of trunk lid 40". Maximum spoiler 4" of material (No bends or lips). Maximum 44" from ground to top of spoiler. No point of interior higher than 44" anywhere on deck panels. All trunks must slope downward to rear of car. (Water must run off rear of car.) Spoiler side panels max. 5" x 10" long to top of spoiler with 1 center brace. Hoods must be OEM style, may be fiberglass or aluminum. Plastic on front fenders must not extrude more than 2" outside tires. Rear of car must be enclosed from frame rail to frame rail and deck to bumper with panel. **Panel must be minimum width of 40"**. Taillight area may be left open. Right side interior may be enclosed but must have 12" x 12" trap inspection door. Must have rear firewall between drivers compartment and fuel cell area required. Doors must be welded shut. Driver's seat mounted in front of rear door post.

Truck Body: No crew cabs, no step sides. Two wheel rear drive only. American made GM, Ford, or Dodge pickups. S-10 and Dakota bodies ok. Frame must remain stock & same as all other Super Stock Chassis rules. Cab must have full floorboards. Bed may be covered with flat sheeting. All other Super Stock Rules apply.

Measurements:

A. Wheelbase 112" min. B. Center of front hub to rear of cab 76" max. C. Rear of cab to rear of tail gate 72" – 77 ½" max. D. Frame/sheet metal height 4 ½" min. E. Roof height – NO tolerance 57" min.

F. Top of tailgate to ground 46" max. G. Top of tail gate to bottom of bumper 30" max. H. Spoiler height – NO lips 4" max. I. Spoiler width – NO laterals 70" max. J. Front air dam ground clearance 4 ½" min.

Station Wagon Body: Full size wagons only. Floor pan complete to rear yoke. No spoiler allowed. Interior deck max 40". B-post side panels must be open and resemble OEM windows stock dimension & appearance. Roof must stop 6" short of rear deck. 108" wheel base minimum. No dishing or ramping of interior deck. All other Super Stock Rules apply.

Appearance: Must be numbered with 24" legible numbers both sides and top. All contingency sponsor decals must be installed to receive points. No profanity on car. Crate engines must indicate crate on right front window post 2" legible letters.

Safety: Window net required (with or without arm restraints). Neck brace or restraint required. Full drivers SFI approved fire suit, safety gloves, & shoes required. Approved helmet (Snell SA2005, SA2010, or SA2015). Min. 3 lb. fire extinguisher required (properly mounted in drivers reach). Raciever required at all times. No car allowed on track without all of above.

Seat & Belts: Metal racing seats only. Five point safety belts, sub-belt and shoulder harness required. Racing seat belts must be safety approved and less than 3 years old. Seats & seat belts must be bolted to frame or roll cage.

Front Suspension: GM to GM, Ford to Ford, etc. stock suspension. Steel tubular nonadjustable upper A-Arms ok. Upper mounts may be moved. Lower A-Arms must be stock unaltered and in stock location. NO weight jack bolts. (Weight jack cars may remove jack bolt & plate, bolt in flat plate & reinstall shock in board of spring to be legal.) Stock mount front shocks. NO gas reservoir shocks. Shocks must be all steel. NO Schrader valve or adjustable shocks. No inerter shocks. Adjustable front spring spacers or buckets allowed. If running sway bar must run OEM sway bar in OEM location. No bump stops or suspension limiting devices internal or external. NO chains or cables. No aluminum parts. No Helix springs.

Rear Suspension: Rear-ends may be locked. Suspension must remain in stock position. May use Ford in Chevy, etc. Stock length aftermarket trailing arms with stock bushings are allowed. Trailing arm bracket must be in stock location on chassis. Trailing arm brackets on rear end must be 4" or less from rear end housing to center of bolts, no adjustment holes, must be mounted same on both sides. Extra holes in brackets must be welded or have bolts with nuts welded on them. No rear weight jack bolts, rigid adjustable buckets ok. (No swivels.) No torque absorbing devices and no double shocks. Torque arms allowed only on cars that came out with them and must remain stock dimension and stock mounting.

Steering: Removable steering wheel allowed. Steering quickner allowed. Steering box must be stock type and in stock location. OEM rack & pinion allowed if car was originally equipped. No aftermarket rack and pinions. Steering components must be steel & stock length and dimension. Cast OEM style center links only. Speedway 3 piece spindles ok. Stock OE spindles ok. No other aftermarket spindles allowed.

Wheels: Steel 10" max. Racing wheels. Large steel 1" lug nuts & 5/8" studs on all 4 wheels. Right rear bead lock optional. No mud plugs or wheel covers.

Tires: Asphalt take off Hoosier or Goodyear tires must durometer 50 cold/47 hot min. anything less will be disqualification. Grooving & siping ok.

Tire Testing: No softening or conditioning. Track Tire Testing policy in general rules applies.

Brakes: No aluminum calipers, steel non-lightened rotors only. No scalloped rotors.

Rear-ends: May be 8" or 9" Ford on all makes cars. Floaters allowed. No aluminum hubs. May be locked. Suspension in stock position.

Transmission: Stock type transmissions only. No Bert, Brinn, Falcon, or aftermarket transmissions. Direct drive automatics ok. 3 or 4 speed manual transmissions must have working clutch. Clutch must be on crank shaft.

Drive Shafts: Must be painted white and have hoop around front end of shaft.

Floor Pans & Firewall: Must be stock OEM style frame to frame and back to rear-end yoke. (Flat steel fabricated floor pans and firewall ok must add 100 lbs. to min. weight.) Firewalls may be moved back.

Engine:

Option 1: Engine must be all steel no aluminum heads or blocks allowed. Any mass produced aluminum intake allowed, any camshaft allowed, & any cubic inch allowed. 23 degree Chevy, 18 degree Dodge, & 20 degree Ford head valve angles only. GM LS Engines legal with stock steel head casting number 12561873 only. **Engine Setback:** no. 1 plug tip must be no further back than ball joint center.

Option 2: GM performance parts (GPP) factory sealed Chevy Small block crate engine (part no. 88958604) must be unaltered and sealed from factory or approved builder at appropriate points (intake, head, timing chain cover, and oil pan) with approved GPP break-off bolts. Any altered damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track and national points accumulated up to and including the date of the offense and a \$1,000.00 fine. Track reserves right to remove engine and have dyno tested at any time. If legal track pays dyno cost if illegal racer pays cost. **Engine setback:** no. 1 plug tip must be no further back than ball joint center.

Weight: All lead must be securely mounted with 2- ½" bolts and painted white with car number visible. Heavier the 25 lbs. pieces may require more securing. **No un-sprung weight or in motion weight.** All cars engine option 1 must weight 3100 lbs. after race with driver. All cars engine option 2 must weight 2900 lbs. after race with driver. Cars with flat steel fabricated floor pans or firewalls must add 100 lbs.

Fuel: Manual fuel pumps only. No electric pumps. Racing gas only. No oxygenated fuels. (Crate engines may use E85.)

Carburetors: Holley 4412 gauge legal 500 CFM 2 barrel (1 11/16" throttle bore max. 1 3/8" ventura max.) **All engine intake air must pass through ventura of carb. No bypass of air or air intake from any other location.** Crate engines may run 4 barrels. No Aerosol.

Headers ok, any battery fire distributor, any cast steel or aluminum intakes.