

2024 SUPER STOCK RULES



GENERAL RULES

The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

* Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in social media deemed detrimental to Speedway, or sponsors may subject the driver and/or team to sanctions. UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.

* Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.

* Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to penalties.

* Any driver who, in the judgment of track officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.

- **If transponders are used, they will be mounted 14' (168") from the furthest forward point of the front nose. Let us know if you will need to rent a transponder.**

The Super Stock division is open to any make of North American built automobile having a factory listed wheelbase of 108" or more, for the make, model and year being raced. No front wheel drive vehicles, four-wheel drive vehicles, convertibles or station wagons will be allowed. The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book. Any part of the car not specifically covered in these rules must remain stock. Any Peterborough Speedway car that is 105" wheelbase as of September 2019 and has been identified as such will be allowed at Peterborough Speedway, all other cars must be 108" minimum as per above.

SAFETY

will continue to be our number one priority – i.e. belts, fuel cell, on track. We will be working to ensure safety continues to be a non-issue.

FULL face helmet is mandatory as outlined in general rules in all divisions - NO EXCEPTIONS

Safety belts expiry must be within 6 months of tagged expiry date. Example....For the current 2024 season, an expiry date of April 2024 is allowed. Anything prior to this date must be replaced. All belts will be checked to ensure dates are within insurance guidelines.

- 1.1. **Driver Protection:** Drivers are required to wear full coverage; one or two-piece Nomex multi-layered fire suits which are S.F.I 3.2A/1 rated. Fire retardant undergarments are recommended. Fire retardant gloves are mandatory. Driver helmets must be full face and conform to **Snell SA-2015** or higher SA standards and have a certification sticker visible inside the helmet, **Head & Neck restraint is mandatory (i.e. Hans, Necksgen) with an SFI rating 38.1**
- 1.2. **Belts and Harness:** A quick-release 5-point safety harness with a 3" wide lap and a minimum 2" shoulder harness, and 2" width anti-submarine harness in good condition are mandatory. Shoulder harnesses must be mounted and secured at the driver's shoulder height. Belts must be securely fastened to the frame, cross-member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in direct line with the direction of pull. Belts may not be any older than 3 years (manufacturer's date). Belts with new style SFI tags expire at the end of the month indicated on tag. All belts and mounting will be subject to inspection and approval.
- 1.3. **Fire Control:** All entries must at least have a CSA approved 2 ½ lb. fire extinguisher dated for the current year with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened, which accompanies the car at all times.
- 1.4. **Window Net:** An approved nylon ribbon type net must be installed in driver's side window opening. Net sizing must be at least 16" x 18". Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top. Lever-latch releases are highly recommended.
- 1.11. **Steering Wheel:** All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded. Steering shaft must have a minimum of two (2) u-joints phased and installed properly. Collapsible column highly recommended.
- 1.12. **Roll Bar Padding:** All roll bars within driver's area must be covered with approved roll bar padding. No sharp edges, intrusions or bare metal near driver.
- 1.13. **Seat:** An aluminum racing seat must be used, (full containment seat recommended). Aluminum seats must be bolted or secured solid, so that seat will not shift or loosen on impact. A minimum 6 seat bolts, min .3/8 inch or larger will anchor the seat. An approved padded side headrest is mandatory and must be securely mounted. Seat must be completely to the left of the centerline of the car and inside frame.

2. RADIOS:

- 2.1. 2-way radios are allowed. You may be asked for your radio frequency. Receivers may be mandatory at certain tracks.

3. BODY:

- 3.1. Body must be steel or Fiber Glass stock in appearance to the original vehicle. When using a Fiber Glass Body, it must be a template approved body as listed below. No car will be allowed to start a race without a full body. Tires must be inside fenders & scrub rails.
- 3.2. **Body Height:** Minimum height of 48" measured 10" behind top of windshield at centerline of roof (without driver).
- 3.3. **Ground Clearance:** No part of the body can be any lower than 4" with driver out.
- 3.4. **Approved Body Type and Manufacturer.**
 - 5 Star S2 Bodies
 - 5 Star MD3 Street Stock
 - Ultimate Custom Fiberglass
 - AR Bodies, XYG Metric Muscle Cars or the SPORTSMAN BODY
 - New (2020/21) 5 Star North American Sportsman body.
 - 1990's CASCAR Bodies
 - Sheet metal bodies/parts must be stock appearing and use approved components including front and rear bumpers/bumper covers. Minimum of .040" aluminum or 22 gage steel.
 - After 2021, Late Model, Late Model Stock, ABC approved or 5 Star Gen 6 bodies or pieces will NOT be permitted. For the 2021 season they will be permitted from the cowl back, front end will need to be from the approved list above. This will give those that still have them time to switch.

- All bodies must be mounted according to manufacturer specs. Bodies must not be mounted in such a manner to gain an aero advantage. No portion of the lower body line of the body such as rocker panels can have a lip that is facing outward.
- 3.5. **Hood, Trunk & Spoiler:** No forward-facing hood openings allowed. Cowl induction is permitted. Inner hood and trunk lid bracing may be removed. Five hood pins required - three fronts and two back on hood and a minimum of 4 on trunk. Rear spoiler allowed and must follow the contour of the rear deck lid. Maximum 5" high and a maximum width of 60" centered on the rear deck lid. No bends or lips or enclosures of any sort allowed on upper portion of spoiler and cannot be adjustable. A maximum of 4 non-adjustable braces allowed on spoiler.
 - 3.6. **Scrub Rails:** Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening and must be mounted 1" above center of front & rear hub. Maximum 1"x 2" welded or bolted to roll cage with no sharp edges. When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk. V type Lexan scrub rails allowed.
 - 3.7. **Bumpers:** Must be stock. Must be in stock position both front and rear and securely fastened with no sharp edges exposed, no cut offs. Minimum height 15" maximum height 18" to center. Plastic covers may be used must be stock appearing no wedge or late model type front noses.
 - 3.8. **Windshield:** Lexan windshield must be a minimum of 1/8" thick, rear Lexan windshield optional. All body panels and windows must be mounted and properly braced on the chassis to prevent deflection under racing conditions. Minimum of 2 center braces securely mounted. The top 5" of the windshield must remain open for purpose of a division/track sponsor if needed.
 - 3.9. **Side Windows:** Rear quarter windows allowed. Vent windows allowed and the maximum size is 12" measured straight back from the point where the A pillar meets the door and can only have 1 inch of straight-line deflection. If officials deem this restricts access to driver compartment you will be asked to alter size.
 - 3.10. **Paint & Lettering:** Numbers on both doors (minimum 18") and roof (minimum 24"). Numbers must contrast with body color. Number on front and rear of car. Anything offensive will be removed.
 - 3.11. **Air Deflectors:** No types of under-body air deflectors are allowed. Air may not be blown or forced onto the tire or bead. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). No air deflectors (other than vent windows) allowed in the side windows.
 - 3.12. **Mirrors:** Rear view mirror permitted inside 17"x3" max. and one 3" convex side mounted mirror allowed.
 - 3.13. **Numbers** must be on the roof, readable from the right side of the car and both doors, at least 18" high and 3" wide. All numbers must be dark on a light background, or light on a dark background. A number must be placed on the front of the car somewhere visible to officials.
 - 3.12. Race cars must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by track officials.
 - 3.13. NO panning permitted.

4. CHASSIS, ROLL CAGE & SUSPENSION:

- 4.1. **Chassis:** All frame components must be stock if not stated otherwise with no lightening. Stock frame and sub-frame. Non-Uni-Body chassis can reinforce rotted side rails with 2" x 3".095" thick tubing inside the rail in order for a better/safer mounting point for the roll cage, you must utilize the vertical (outside of rail) and the bottom of rail (L shape). Uni-body cars must install frame connectors (min. 2" x 3" .095" thick) or uni-body cars can be joined from the lowest part of the front clip to the rear of the car with a fabricated minimum 2 X 3 steel tube with a minimum thickness of .095. It MUST conform to an original chassis. All mounting points must be located in the original locations. Front and rear leaf spring mounts must be located in the original locations. Full frame cars can replace rear frame rails from rear kick up rearward with minimum 2 x 3 x .095 steel. Springs and shock mounts must be in stock location. Frames can be notched for fuel pump or shock clearance. Chassis must be symmetrical, no offsets. Manufactured replacement Metric frames allowed only if built and OSA stamped and serialized by McColl, DCM or Brian MacDonald, no exceptions
- 4.2. **Frame Height:** Minimum frame height is 6" (with driver out).
- 4.3. **Roll Cage:** A full roll cage constructed out of 1 3/4 x .095 min. round steel tubing is mandatory and no square, angle iron or channel can be used anywhere including cage support. Roll cage must be

symmetrical in all directions. Leg protection bar must be installed. A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar and ant-intrusion plates must be welded on the outside of bars (min. 16 gauge). 3 door bars or "X" type bars with a top cross bar will be allowed on passenger side. Dash bar required, along with an "X" type member across and behind driver and a "Petty Bar" is recommended. Both front and rear hoops are required, hoops are not to be outside the inside of the tires. All welds must be electric or MiG and will be subject to the approval of tech inspectors.

- 4.4. **Front Suspension:** All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. Mounts for upper control arms can be changed to any location or height. Stock lower or stock replacement control arms only. One (left or right) lower control arm can be lengthened or shortened up to 1" to achieve desired camber, measurement will be from center of lower ball joint to centerline of inner mounting points and must have no more than a 1" variance from stock length (longer or shorter). No interchanging of manufacturer lower control arms. Any tubular non-adjustable upper control arms allowed. Upper and lower control arm rubber bushings may be replaced with urethane or heavy plastic, steel, aluminum, or brass. Mono-ball type bushings will not be allowed. Front load bolts are permitted and front shocks can be relocated. Any ball joints allowed, except mono ball joints. Larger stock spindles allowed (same side to side) with minor modification but must be 1973 or newer, NO Corvette spindles allowed, Peterborough cars that have Thinkpath or Howe spindles #344GN prior to the end of the 2019 season will be grandfathered. Spindle holes can be enlarged to fit larger ball joint. Any steel center link allowed including adjustable. Any steel idler and pitman arm allowed, and adjustable idler permitted. Steel or aluminum rods with steel rod ends minimum 5/8" thread allowed to replace stock tie rods.
- 4.5. **Sway Bar:** OEM or one-piece aftermarket sway bars allowed and may be mounted as a slapper bar. The maximum diameter sway bar size is 1 3/8".
- 4.6. **Springs:** Stock type springs, 4" minimum diameter. Non-Pig-tail springs permitted.
- 4.7. **Rear Suspension:** All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. Aftermarket bushings allowed, no offset bushings, no mono ball bushings. Load bolts allowed and rear sliders within 2" of stock location are permitted on leaf spring cars. Racing leaf springs permitted and must be replacement for stock type leaf springs. for year and make of front clip being used. Stock type coil springs, 4" minimum diameter.
- 4.8. **4 link Rear Suspension** - Adjustable rear upper arms +/- 1". Rear lower control arms must be stock or can be manufactured (1 x 2 or 2 x 2) steel tubing or adjustable steel rods with minimum 5/8" steel heims and can be no longer than stock length. Adjustment allowed by redrilling holes on rear end bracket, front mounting must remain in stock location. ***Leaf spring cars will use leaf springs and 3 link or 4 link suspensions only allowed on original GM Stock Clip cars equipped with coil spring suspension.***
- 4.9. **3 link rear suspension with pan hard bar** - Rear lower control arms must be stock or can be manufactured (1 x 2 or 2 x 2) steel tubing or adjustable steel rods with minimum 5/8" steel heims and can be no longer than stock length. Adjustment allowed by redrilling holes on rear end bracket, front mounting must remain in stock location. Upper arm cannot be longer than lower arms and must be solid steel upper arm with heim joints no absorbers and mounted in stock mount on frame. Pan hard bars are to be fabricated from magnetic steel front or rear mounted. Rod ends (Heim joints) must be steel. Bar length may be adjustable to maintain the rear axle housing centered in the chassis. Bar attachment to be fabricated from steel and mounted with the pivot point on the rear axle tube no further than the inside of the rear spring and not lower than the bottom of the axle tube. Frame bracket may be braced towards the chassis. Bar attachment to the frame bracket maybe a steel or aluminum slider type. No external adjustments allowed, and any access holes to allow such adjustments must be sealed, solid links allowed only. No rubber pucks or spring type absorbers of any kind. ***Leaf spring cars will use leaf springs and 3 link or 4 link suspensions only allowed on original GM Stock Clip cars equipped with coil spring suspension.***
- 4.10. **Wheelbase & Track Width:** Wheelbase must be a minimum of 108" +/- 1" from side to side. Maximum track width to be 77 1/2" to be measured at the bulge of the tire at spindle height.
- 4.11. **Rear End:** No cambered rears. Welded locked, steel spools or aluminum non scalloped allowed. No posi trac or locker type rears. No lightweight components – No scalloped gear sets. "REM" Polished gear sets permitted. Integral type rear end with horseshoe clips holding the axles in may be tack welded to prevent fall out. C clip eliminator kit may be used on rear axle assembly. If using an integral rear, you must use a hardened steel aftermarket racing axle. A 9" in. floater rear end complete with disc brakes will be allowed.

You must maintain stock mounting locations. Rear end must be centered in chassis. Steel or aluminum hubs allowed and gun drilled axles are permitted. No coating or lightening of any parts that are not mentioned.

- 4.12. **Brakes:** Dual racing master cylinders or stock or racing single master cylinder. Four-wheel hydraulic brakes in good working condition. Brake proportioning valve allowed. OEM type single piston calipers, Howe single piston steel calipers allowed. Two-piece steel hub and straight fin rotor allowed. No curved or angle fin rotors. No drilled or grooved rotors. Cooling ducts allowed, no electric blowers. Cooling fin plates allowed. Minimum of .810 thickness rotors on rear.
- 4.13. **Shocks:** Aftermarket steel bodied, non-adjustable racing shocks such as Pro TA Series, QA1 or Afco 10 or 12 Series. No high-pressure gas shocks and NO BUMP STOPS of any type/anywhere allowed. Shocks can be relocated. One shock per wheel

5. FIREWALLS & INTERIOR:

- 5.1. All upholstery materials, trim and padding must be removed. No plastic gauge lines. No sheet metal screws, pop rivets or welded only. Roll bar padding mandatory.
The floor, front and rear firewalls must be 22-gage magnetic (steel) sheet metal with all holes covered. Tunnel and floor may be raised no more than 13" on right side to accommodate exhaust and transmission Dash, rear deck, and filler panels can be made from a minimum of .040" aluminum.

6. FUEL CELL & SYSTEM:

- 6.1. Racing fuel cell in steel box mandatory must be mounted between the rear frame rails and bolted securely no lower than the center of the rear axle housing. Fuel cell must be separated from the driver's compartment by an all-steel firewall. There can be no openings in the firewall and any holes must be filled in with metal. The fuel cell must be firmly secured with steel straps to the floor of the trunk. Minimum of two straps front and back, one side to side (straps must be steel and a minimum of 1"x 1/8" flat strap or equivalent). A fuel cell protection bar is mandatory. Minimum 1 3/4 inch O.D. 0.095 inches thick. Steel cased fuel filters only. Cell ground strap and fuel cap attaching device are mandatory. No car will be permitted to run if any sign of fuel leakage is found. The mounting of the fuel tank is at the discretion of the tech inspector.

Minimum 0.125-inch (1/8") thick magnetic steel or 0.250-inch (1/4") thick aluminum intrusion plates must be mounted on the rear of the fuel cell. Intrusion plates must protect the entire rear and front of the fuel cell.

- 6.2. **Fuel & Fuel System:** Stock-appearing mechanical pump only. Absolutely no electric fuel pumps. No plastic or glass fuel filters allowed. Fuel line can run through interior if in a conduit pipe must be labelled "Fuel Line Do Not Cut". Petroleum based pump fuels only. The gasoline shall not be blended with alcohols, ether or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. No NOS systems. Pump or track fuel only.

An in-Line fuel Safety Check Valve must be installed such as OBERG FILTERS #SV-0828 FUEL SAFETY CHECK VALVE or SRI Inline fuel safety valve #FPF-FSV mounted close to the fuel cell

7. RADIATOR:

- 7.1. Must be or resemble O.E.M. must be in stock location and include a one-litre metal overflow can mounted ahead of engine fire wall, the overflow tube must exit the body at the base of the windshield. No antifreeze allowed in cooling systems. Pressure release caps are recommended. Aluminum radiators may be used.
- 7.2. Electric fans optional with wiring exposed for inspection. Aluminum pulleys allowed.

8. DRIVE LINE:

- 8.1. Drive shaft and universals MUST be stock steel standard production type. Drive shaft must be painted white.
- 8.2. Steel, 360-degree retainer loops, 1/4-inch-thick x 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U- joint.
- 8.3. No light weight material allowed. Minimum outside diameter of driveshaft can't be less than 2".

9. TRANSMISSION:

- 9.1. Any manual, unaltered OEM transmission, 3 or 4 speed steel transmission allowed. All gears must be operational, including reverse. No aftermarket transmissions.
- 9.2. Transmission must be stock with no internal lightening of parts, no altering of shift patterns and or ratios, and original brass synchro's must be installed. Any shifter allowed.
- 9.3. Automatic transmissions allowed. No racing transmissions or aftermarket valve bodies allowed. Powerglide transmissions allowed. Torque converter must be stock and a minimum of 11" in diameter for 8-cylinder engines. Aftermarket shifter and shift kit permitted. See car weight in weight rule. Transmission coolers are allowed but can't be mounted in the driver's compartment.

10. CLUTCH & FLYWHEEL:

- 10.1. Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock steel type clutch disc and pressure plate, minimum 10" diameter. Stock type solid clutch disc permitted, pressure plates with holes and scallops not permitted. If hydraulic clutch is utilized only one slave cylinder is allowed.
- 10.2. Nodular or steel flywheels. Flywheels may not weigh less than 14 lbs. Clutch, flywheel and pressure plate assembly may not weigh less than 30 lbs. total. No turned, drilled, aluminum or special speed equipment flywheels allowed.
- 10.3. Must have an NHRA steel bell housing, Sema SFI 6.1 flywheel shield or scatter shield of ¼" magnetic steel. Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor. At your own option, bell housing should have an inspection plate for easy inspection of clutch. If there is no inspection plate on the bell housing, you may be required to remove the transmission for clutch inspection.

11. EXHAUST:

- 11.1. Mufflers are mandatory and be able to remove for inspection. Decibel reading of 98 or less. Howe 2 into 1 muffler is permitted with a maximum of 18" long tail pipe with a maximum O.D of 5".
- 11.2. Exhaust pipes must exit behind driver ahead of the rear wheels or out the right side past the center of the door. Exhaust pipes must be securely mounted under floor pans and have no sharp edges or protrude outside of the bodyline.
- 11.3. Maximum 3" O.D. pipe size before muffler and maximum 3" O.D. after muffler.
- 11.4. Headers with a maximum 1 5/8" tubes to 3" collector allowed. No stepped headers, no merge collectors allowed. No Tri-Y headers & no 180-degree crossover headers. Balance tube (H or X) between exhaust pipes is optional max 3"

12. WHEELS & TIRES:

- 12.1. 15" steel racing wheels on all four corners mandatory. Maximum rim width bead to bead - 8".
- 12.2. Minimum of 5/8" studs required. Wheel stud threads must protrude through wheel nuts.
- 12.3. Wheel spacers up to 1 inch in thickness may be used.
- 12.4. Tire Rule - American Racer AR 870 (tire procedure will be specific for each track)
- 12.5. TIRE SOAKING is NOT permitted. Tire softener, conditioner, or any other substance to treat tires is not permitted. The use of solvents to enhance tire performance is completely prohibited.

13. IGNITION & CHARGING SYSTEM:

- 13.1. Any tampering, alterations, or violations with respect to the ignition box and related components will result in the severe penalties.
- 13.2. All cars must have MSD soft touch rev control part #8728 or 8727CT installed on right- hand side of dash, out of driver's reach within 6" of right-hand A-post bar. An operational rpm chip must be installed for all engines or the 8727CT must be set to maximum RPM allowed. All MSD and ignition wiring to remain open and clearly visible for inspection.

Flamboro Speedway – Sealed Crate - 6400 rpm, Built – 6400 except Vortec & Dart heads - 6300 rpm
Peterborough Speedway – Sealed Crate - 6400 rpm, Built - 6400 except Vortec head - 6300 rpm
Sunset Speedway – Sealed Crate - 6400 rpm, Built - 6400 except Vortec or Dart heads – 6300 rpm.
Delaware Speedway – Sealed Crate – 6000 rpm, Built - 6000 except Vortec & Dart heads – 5900 RPM

*****(This is subject to change)**

- 13.3. OEM 12-volt stock ignition. Ignition must consist of stock or stock replacement parts only. No aftermarket high performance ignition systems or printed circuit type modules.
- 13.4. If an alternator is used, it must be engine driven, and mounted on the front of the engine.
- 13.5. Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.
- 13.6. 12-volt battery only.

14. CARBURETOR:

- 14.1. One Holley 500 CFM Two Barrel R4412 (No HP's). Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changed utilizing straight type only. NO other modifications may be made and all parts are to remain stock. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to "go, no go" gauge test. No screens allowed in and or under the carburetor. No altering of the intake manifold with respect to the fuel atomization is allowed.
- 14.2. Two throttle returns springs mandatory.
- 14.3. Cold air boxes allowed. No `ram air` type systems allowed. Solid top air cleaners only.
- 14.4. A 1" carburetor adapter/spacer can be used with the use of a maximum of two 1/8" thick gaskets.

15. ENGINE HEIGHT & LOCATION:

- 15.1. Engine height will be a minimum of 13" measured from ground to center of crankshaft.
- 15.2. Engine Location: # one Spark plug of engine must be in line or ahead of upper ball joint and center in the frame & cross member may be altered to achieve this.
- 15.3. Solid engine and transmission mounts are permitted.

16. G.M CRATE ENGINES:

- 16.1. Sealed Crate part 88958602 & 19258602.
- 16.2. **Engine must be sealed by an approved engine builder that your home track allows, please have documentation with you.**
- 16.3. Only modifications allowed are:
 - Double Roller Timing Chain.
 - 6-3/4 steel non-fluid balancer.
 - 7 inch, 7-quart steel oil pan allowed – no upper kicks outs.
- 16.4. All crate engines must meet original specifications as per G.M. Performance (9.1 -1 compression ratio)
- 16.5. Technical Inspectors reserve the right to inspect a crate engine at any time regardless of seals.
- 16.6 Any **new from the factory** crate engine that has factory seals and has also been sealed by an approved engine sealing location **before** you take delivery will receive an additional weight break, see weight rules. This is arranged through a speedway and done following the outlined procedure **ONLY**. The only permitted change is a 7 inch, 7-quart steel oil pan allowed – no upper kicks outs & a 6 ¾" steel non fluid balancer.

17. BUILT ENGINES:

Block Assembly

- 17.1. No interchange of engine between makes (i.e., must be a Ford engine in Ford, Chev in Chev and Dodge in Dodge etc.). No stroked or de-stroked engines allowed. Factory specs for bore, stroke and rod length.
No modifications to engine block unless specified.
- 17.2. **Block** can be zero decked.
- 17.3. **Compression ratio** for built engines will not exceed 9:5:1, if using GM Vortec heads, it can't exceed 9:3.1. This will be calculated by the track Whistler or a physical measurement, to the discretion of the tech official. V8 engines only.
- 17.4. Maximum original cubic inch allowed. GM - 350 C.I.D, Ford - 351 C.I.D, Chrysler or AMC - 360 C.I.D.
- 17.5. Maximum over bore of 0.040" allowed. No aluminum blocks or rods.
- 17.6. **Crankshaft** must be stock OEM steel or cast-iron only, production numbers must be visible. NO lightening, knife edging or polishing allowed. Balancing is allowed.

- 17.7. **Harmonic balancer** stock iron elastomer-type only. No aftermarket, fluid or aluminum. Must maintain stock dimensions and weight.
- 17.8. **Connecting Rods.** OEM stock rods for engine being used or aftermarket replacement rods as long as they are no lighter in weight or a different design. Stock-type I-Beam rods only of stock length and weight for manufacturer: General Motors 5.7 inches, Ford 5.956 inches, Chrysler 6.125 inches. Must be magnetic steel, iron or powdered metal. No titanium, aluminum, stainless or exotics.
- 17.9. **Pistons.** OEM cast or forged pistons with 2 or 4 eyebrows allowed, no dome piston's, no high-performance pistons allowed. You must use piston with equal weight of original.

18 - Camshaft

- 18.1. Hydraulic flat tappet cam only. No roller, solid lifter or mushroom cams allowed.
- 18.2. Vortec head engines must use crate camshaft part #24502476 only.
- 18.3. Must run stock size lifter bore for the engine being run, no sleeving.
- 18.4. Must use stock-type timing chain and gears. No belt drives.
- 18.5. Must use manufacturer's firing order.
- 18.6. Stock rocker arms only. No Roller Rockers.
- 18.7. Hydraulic lifters must be operational.

19 - Cylinder Heads

- 19.1. **GM:** Stock OEM cast iron heads including Vortec 64cc (dish piston required for Vortec), World Products # 043600, Dart Iron Eagle # 10021070 (No double bump or 292 castings)
FORD: Stock OEM cast iron heads, World Products # 053030, Dart Iron Eagle # 13300080 58cc or 13310080 62cc. Dish piston must be used.
OTHER: Stock OEM
- 19.2. Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed.
- 19.3. No porting, polishing and or relieving under the valves. No angle milling. No special lightened valves. No titanium valves, no angle plug heads.
- 19.4. The maximum valve sizes as measured across the face of the valve are as follows. Stock Valve stem diameter for head being used. A machined go-no-go gauge will be used to inspect valve stem diameter. No turning of valve stems permitted. Undercut or light weight valves are not permitted.

Cylinder Head Valve Size (guide)

Intake / Exhaust			
GM	1.94	1.60	
Ford (Windsor)	1.94	1.60	
Ford (Cleveland)	2.04	1.65	
Chrysler	1.94 ...	1.60	

- 19.5. Lock nuts, valves springs and rocker studs may be changed for safety purposes. Screw in studs and guide plates allowed. Stock rocker arms and ratio only, maximum of 1.5 for Chevy and 1.6 for Ford.

20 - Intake Manifold

- 20.1. Must be stock cast iron two (2) barrel intake, or an Edelbrock Performer Series Second generation only. Chevy #2101 or GM #12366573 or Edelbrock # 7116 if using Vortec heads.
 Chrysler #2176
 Ford Cleveland #2750
 Ford Windsor #2181.
- 20.2. No port matching or painting the intake. No Alterations allowed. No older manifolds permitted.

21 - Oil Pan

- 21.1 Aftermarket racing-type kick out oil pan permitted. The oil pan must be wet-sump type. All bolt holes and bolt hole flanges must be visible. Minimum 1 1/2" inspection plug required.

22. WEIGHT:

- 22.1. All weight will be painted white and clearly marked with the car number.
- 22.2. When adding ballast, it must be in blocks of no less than 5 pounds, bolted securely, painted white, be numbered and mounted no lower than flush with bottom of frame rail.

22.3. Weight Packages:

Engine Package	Total Weight
Built Engine	3150 LBS
Built Engine – with Dart Heads	3175LBS
Built Engine - Vortec Heads (see Vortec guidelines Section 19)	3200 LBS
Ford Engine - Built	3175 LBS
Ford Engine – Built – With Dart Heads	3200 LBS
Crate Engine – Gm factory specs	3025 LBS
Crate Engine – Original GM seals & Track/APC sealed (See Rule 16.6.)	3000 lbs

22.10. Automatic transmission is allowed a 40 lb. weight break. (Rule 9.3)

22.11. Maximum left side weight - 55.0% & maximum rear weight - 50.0%

Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating. In that case the Tech Director will determine if a penalty is in order. Cars found non-compliant post-race could be subject to penalties up to and including disqualification. Any violation relating to sealed engine tampering, altering tire compound/tire softening or traction control (electronic and/or hydraulic) will result in a one calendar year suspension for both driver & car owner.

Tech inspection centers on the pre-race formal check; however, the car is subject to inspection at any time from the start to finish of a race meet. Although the pre-race check often focuses on a specific theme at each meet to ensure all items get checked in the course of a season, there is no restriction on what is checked on a given car, nor is it required that the same item be checked on every car. The same is true of post-race inspections.

NOTE: Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. Any partnering Race Track or Series reserves the right to impound non-complying components with no compensation to the owner(s).

Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

PARTNERING TRACKS OR SERIES RESERVES THE RIGHT TO IMPOUND ANY CAR OR COMPONENT FOR FURTHER INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY END IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.

ALL DECISIONS BY PIT STEWARDS OR THE CHIEF TECHNICAL INSPECTOR WILL BE FINAL.

ALL RULES SUBJECT TO INTERPRETATION BY OFFICIALS.

NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST

For questions contact your Technical Director

NOTE:

It is the goal and intent with all participating race track's to not make any changes to the Super Stock rules as written. We have worked hard to achieve common rules for this division at all the participating tracks and for that reason we will only change a rule for safety, competition parity or any unforeseen circumstances. Any adjustments or questions will be reviewed and agreed upon by all participating race track officials.