



SUPER STOCK RULES



GENERAL

- A. Must have stock frame that extends to at least the center of the rear end.
- B. Unibody frames acceptable. Must be tied together with 1"x2" 3/16" wall square or 1 3/4" 120 wall round tubing (Minimum)
- C. Camaro and nova front stub cars may be tube from the front clip back for leaf spring rear suspension ONLY. Full frame leaf spring conversions are ok.
- D. 104" Wheel base. (Minimum)
- E. Front bumpers must be constructed of 1 3/4" round or 1 1/2" square .095 tubing (Maximum). Must turn and extend rearward behind the nose a minimum of 6" (No welded 90* or sharp edges).
- F. Rear bumpers must be constructed of 2" round or 2" square .095 tubing (Maximum). Must turn and extend forward behind the quarter panel a minimum of 18" (No welded 90* or sharp edges).

EXTERIOR BODY

- A. Visible Numbers required on both sides and roof. 20" Minimum
- B. Steel, Composite or Aluminum body panels will be permitted. Aftermarket stock appearing plastic nose is permitted. (Wedge late model type front nose pieces NOT ALLOWED)
- C. Wagon Style Roof is Okay.
- D. 8" overall Maximum height rear spoiler permitted. (No other spoilers permitted)
- E. 3 spoiler supports Maximum. All spoiler supports will be no more than 23 1/2" overall length, 4" max overall front height, and 8" max overall rear height. (See template for example KDRA site)

SAFETY

- A. Racing seat required.
- B. 5 point nylon quick release harness and safety belt required. Must be in excellent working condition at all times. (Harnesses must be attached to frame)

- C. Approved fire suit mandatory. Fireproof; hood, gloves, socks, shoes and underwear recommended.
- D. Full face helmet is required with lexan shield. (Must be minimum of snell 85 approved)
- E. Driver side window net minimum of 12" X 12" with ¾ webbing is Recommended.
- F. An operational fire extinguisher properly mounted within the driver's reach is mandatory.
- G. Drive shaft loop required. Drive shafts must be painted white.
- H. Cockpit mounted master power kill switch required. (Must be acceptable from drivers window)
- I. Isolators required on all fuel pressure gauges located inside the cockpit. (No fuel permitted inside the drivers compartment)
- J. Battery must be securely fastened and contained away from fuel cell.
- K. Fuel cell must be secure and firmly mounted in the trunk area. Fuel line must run under floor and/or covered in 1 ½ inch tubing.
- L. Must be approved fuel cell.

ENGINE

- A. Any Cubic Inch Allowed
- B. Cast Iron Blocks ONLY. (No Aluminum Blocks)
- C. Cast Iron Heads ONLY. (No Aluminum Heads)
- D. Aluminum or Cast Iron Intakes Allowed
- E. Only 1 Carburetor permitted (2 or 4 Barrel), naturally aspirated. Gas Only. (No Alcohol, Methanol, Nitrous)
- F. MSD ignition boxes allowed. (No Magnetos)
- G. No Turbos
- H. No traction control devices of any kind allowed.

TRANSMISSION

- A. Any transmission is allowed. (Must have working forward and reverse gears)

SUSPENSION

- A. Weight Jacks are allowed.
- B. 1 shock per wheel. (No Adjustable Shocks, Canister Shocks, Aluminum Body Shocks, or Coil Overs) (Schrader Valves Acceptable)
- C. Center of the #1 Spark Plug must be Even with Front Ball Joint.
- D. Control arms can be aftermarket.

E. Rear Control Arms: Uppers – 10” Min / 12” Max Loweres – 18” Min / 21” Max

F. No J Bars, No Pull Bars, No Lift Bars, No Coil Over Shocks, No Brake Floaters No Coil Over Eliminators, No Panhard Bars, No Birdcages.

G. Leaf spring rear suspension is acceptable

H. Coil spring cars will use factory design (Example: Metric cars will use 2 triangulated upper and 2 lower trailing arms)

I. 9” Ford rear ends are permitted. Floated rear ends acceptable. (No Quick Change Rear Ends Allowed)

J. No traction control devices of any kind allowed

K. No Strut Cars

TIRES & WHEELS

A. **8” Tires:** *(some compounds are discontinued by Mfg, but are listed due to some still in use by drivers)*

Front Tires *(Siping allowed on Front due to carry-over from 2016 season)*

Hoosier Tires: Medium, A40S, M-30s, A40, Hard, H40, & M-60
(“D”, Medium 100 & 200 Not Allowed)

American Racer: Medium, Hard, & Extra Hard

Rear Tires *(The Only Siping of Rear Tires Will Be: Hoosier M-60 & American Racer Ex Hard)*

Hoosier Tires: A40S, M-30S, A40, Hard, H40, & M-60

American Racer: Hard, & Extra Hard

**** No Grooving Allowed****

SPECIAL NOTE: *Beginning with 2018 Racing Season, The Following Tire Rule Will Go Into Effect:*

Front & Rear: Hoosier: M-30S & M-60 or American Racer: Hard & Ex Hard
(These will be the ONLY Tires Allowed in 2018)

B. No chemical alterations of tires allowed.

C. 1” lug nuts required

D. Racing wheels and bead lock wheels are permitted.

***** Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the “A”-Main, the drivers money will be held until the tire sample has cleared the lab.***

WEIGHT

A. 3000 lbs MINIMUM weight

MISC

A. Receivers and Transponders are MANDATORY at all events. *(Rentals are available at track)*

RULE BOOK DISCLAIMER

1. *The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They 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, spectator or official.*
2. *The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

WE RESERVE THE RIGHT TO MAKE REVISIONS, IF NEEDED!