

2008 Super Stock Rules and Specifications

**IF THESE RULES DO NOT SAY THAT YOU CAN DO IT,
THEN YOU CAN NOT**

1. CARS must be rear wheel drive, front engine,

2. AMERICAN made cars 1970 and up. Minimum wheel base 100 inches, specifications shown in the N.A.D.A. Official Used Car guide for wheel base, length, width of any other technical question for dimensions.

3. FRONT and rear firewall MUST be completely closed off from trunk area and engine compartment.

4. **BODY:** All glass and flammable material will be removed. Plastic trim, chrome and door handles are to be removed.

No moving bodies back (must be in stock location).

Hand fabricated body panels ok. Must be stock appearing. We will be watching this closely.

Cars must retain steel roof posts front and rear.

Steel or aluminum body parts ok but must remain totally stock appearing.

Must retain stock firewall and floor pan.

Firewall may be altered for engine set back and header clearance only.

No holes in hood allowed.

Fenders may be trimmed for tire clearance.

Front fender wells may be removed.

Inner panels may be trimmed for roll cage bars.

Rear wheel wells and trunk floor may be cut out but must have complete fire wall between driver and rear of car. Must be in stock location.

Doors will be bolted or welded shut.

Windshield bars in front of driver vertical at least 5 and must be at least 3/8" thick and securely mounted.

Rubber noses okay, you may bow pipe to form nose.

Super stocks only can run 2 down bars from front nose hoop to front bumper.

Spoilers no taller than 6", and cannot have large sides.

Nerf bars cannot extend into any wheel opening.

Nerf Bars can be constructed of 1x2 inch rectangular tubing or Maximum 1.5 inch round tubing, must be capped and smoothed.

Nerf Bars can be mounted no further then 1 inch from outside of door skin.

5. OPTIONAL-STOCK BUMPERS. Bumpers must be maximum 1 ½ inch OD by .120 thickness tubing bumpers only and must be capped and smooth - MANDATORY. Other bumpers MUST be CCS approved.

Bumper will not exceed further than middle of tire.

Can consist of 1 top loop, 1 bottom loop no taller than 8" and no wider than frame horns.

Ends of main bumper can roll back and tie into frame but not be passed center of tire.

6. CHASSIS/SUSPENSION: Suspension parts are to remain stock for make and model. No alterations of stock components allowed.

FRAMES and bodies cannot be shortened.

Notching frame for engine placement ok.

Rear frame may be cut and replaced with max 2x4 inch rectangular tubing.

Stock or racing style springs only in stock location. No composit material.

Heim End Shocks ok front and rear but must be in stock location.

Frame and upper control arm my be cut so shock can be mounted to nose bar above frame.

After market upper A arms okay tubular style only -- Stock Mounts Only -- Heims OK.

Quick steers OK.

Sway bars to remain in stock location, cannot be adjustable.

One shock per wheel only.

No Coil overs or load levelers.

You may use adjustable spacers in front or rear providing they cannot be adjusted without pulling them out. Mounted on top of spring only.

No weight jacks.

7. REAR ENDS: No ratcheting type or Detroit Locker style rear ends.

Legal differentials: Welded, Mini spools and full spools only.

No chains from rear end to frame and no cambered rear ends.

Nine inch Ford and Grand National rear ends ok but must have all stock brackets, length, width and location for the make of car and must use stock OEM bushings.

After market 9" Ford metric brackets OK. (Example: Day Motor Sports Stock # BR6000.)

No leaf spring sliders.

You can weld washers on outside of brackets if necessary but you cannot move holes.

There will be no limit on pinion angle -- but must not be adjustable.

GM's running stock rear ends and grand nationals must run stock lower trailing arms.

NO OFFSET LOWER CONTROL ARM BUSHING

You can build upper trailing arms shorter or longer but they cannot be adjustable.

Late model camaro may build non adjustable bracket on cross member for front of torque arm.

No pan hard bars unless car came out with them. (Example: Late model camaro.)

8. DRIVE SHAFT: Stock configuration and painted white. Must have loop with in 10" from rear of trans.. Made of 2" x 1/4" flat bar or 3/8" chain mounted securely.

9. BRAKES -- MUST be in working order on all four wheels.

4 wheel disc set-ups OK.

After market Pedals ok.

Brake adjuster in car ok.

Dual master cylinder OK

10. ENGINES: NO 400 blocks - 366 C.I. Maximum.

NO altering block ID numbers. Block numbers must be legible.

Must be same as manufacturer of body. Example: GM in GM American made V8's only.

Engine offsets and set-backs: Engine location must be minimum 91 inches from the center of the rear end to the back of the block. This is based on 108 inch wheel base. Long wheel base cars will add to length. You can not offset motor, it must be in center line.

Wet sump oiling system only.

Rods stock OEM rods or after market I beam rods stock appearing only. Sportsman rod ok but must have 5.7 stamped on rod .

All rods must be stock length. (Example: Chevy 5.7)

Powder rods ok.

Beamed and polished rods ok.

Stock main caps only.

Flat or dish top pistons only.

Flat tappet cam only.

No Roller or mushroom cams.

No Gear Drives.

Must have 1 inch inspection hole in pan for easy access.

Crank shaft must be OEM and stock stroke (unaltered).

No stroker combinations.

Notice -- these two after market cranks can be used but must have #'s and be unaltered. Scat #9-350-3480-5700 and Eagle ESP# 10360348 -- these are stock replacements

Aluminum Pulleys OK.

No windage trays allowed.

Lifter valley pan ok.

Aluminum water pump ok.

Any dual plane aluminum intake unaltered with the exception - **NO AIR GAPS, NO BRODIX, NO TORQUE PLUS OR TORQUE MASTER INTAKES.** No torque links.

No taller than 1 inch spacer under car.

11. **HEAD RULE** -- OEM cast iron heads or SR & vortex heads allowed.
NO PRACTION VORTEC HEADS 2.02" INTAKE & 1.60" EXHAUST VALVES MAX.

The World Product's Head #'s are 42660 or 426670 or 43600 or 43610 are the only aftermarket heads allowed.

All other after market heads are illegal, Including Bow Tie heads. 23 deg. Heads only. Refer to website (World Castings.com)
No aluminum blocks or heads.

No angle plug heads.

Ford engines only can run angle plug heads.

Valve spring size optional.

Screw in studs and guide plates are legal.

Roller rockers OK,

Stud girdles ok.

No porting or polishing allowed.

No gasket matching,

Milling of head is ok, only on gasket surfaces.,

No bowl blending under valve.

No shaft rockers

No titanium valves.

NO angle plugs allowed.

No porting or polishing of heads & intakes.

NO match porting of intake to heads.

NO aluminum heads.

12. **HEADERS:** Are allowed. Mufflers mandatory -- must not exceed 95 db's measured from press box. If car is found without mufflers after "A" feature you will be disqualified. No excuses.

13. **CARBURETORS:** Any vacuum secondary, stock style 600-750cfm

No Dual line double pumpers.

The following carburetors are legal: Holley List #1850-600 CFM, List # 3310-750CFM and Edelbrock 600-750 CFM.

Factory carburetors are also legal.

All carburetors must remain unaltered.

No matching allowed.

Removal of Choke horn OK.

14. **IGNITION:** Stock HEI only. After market coils and modules ok but must fit in cap.

Single point stock distributor are ok.

No production performance parts. Example (Ford Motorsports)

NO MSD BOXES HOOKED UP OR NOT HOOKED UP.

No rev limiters outside of the distributor cap.

No voltage enhancing black boxes.

15. **RADIATORS:** Single stock style radiator allowed.

Mounted in basic stock location.

Must fit under unaltered Hood.

Aluminum radiators ok.

Metal or plastic fan blades are legal.

Drivers we will be checking these on regular basis. Keep them safe.

16. **CLUTCHES/FLYWHEEL:** must be stock.

No alterations to flywheel or clutches.

Must be functional from dead stop.

No light weight flywheels or clutches.

Corvette flywheels ok. No aluminum!

Steel bell housing mandatory.

Must have 2" inspection hole for easy access.

You can run cast steel bell housing -- no aluminums.

No mini clutches or direct drives.

Automatics must have a stock style torque converter that holds at least 3 quarts of fluid and must be at least 10 inches in diameter.

Able to put in gear and hold with foot brake and engine stay running stock stall 800 to 1000 rpm only.

17. **TIRES:** Track tire required on all four wheels. Asphalt take offs 10" only. Tire must durometer 45 or harder after main event. No cool down period.

18. **WHEELS:** steel only 15" diameter. Maximum 10" wide wheel.

Heavy duty 1" lug nuts suggest.

Bead locks ok on right front and right rear only.

19. **FUEL TANK SYSTEM:** Mandatory fuel cell with **can**.

Must have roll over valve.

Max 22 gal recommended mounted in trunk area.

Must be securely mounted to frame or roll cage.

Fuel cell above trunk floor. Trunk floor must be open for spillage/safety.

Fuel delivery system must be stock.

No electric or belt drive fuel pumps.

Pump gasoline or racing gas acceptable. **No additives of any kind.**

No bottom fuel pick ups -- no vented caps.

20. **ROLLCAGES:** Must be minimum 6 point with "x" in rear loop.

All cage and braces are to remain inside body.

Cage and braces are to be of 1 1/2" O.D. Tubing minimum .095" wall thickness.

Drivers door will have minimum of 3 horizontal bars and through vertical bars per door bar.

All cars must have drivers side door plates covering from top to bottom and from door post to 5" in front of seat -- minimum of 18 gauge or .049 inch thickness.

Door plate may be plated by putting metal between each opening in door bars if welded solid.

Passenger door to be the same horizontal bar will run from side to side under dash between cage uprights for strength.

Single engine hoop allowed.

Cage will extend from front of driver compartment to no more 4" behind trailing edge of doors.

All bars around head must be wrapped with foam.

21. **SEAT?SEAT BELTS:** Must have high back aluminum racing seat.

Seat must be mounted securely and is subject to inspection.

Must have 5 point racing seat belts.

Seat belts can not have a date later than 2004.

Belts dated 2004 or newer and are showing wear, tear, or fraying must be replaced.

Subject to safety inspection at any time.

22. NUMBERS: Must have numbers on both doors and top facing passenger side at least 20" tall and 4" wide. No free lance spray painting. Driver must attempt to straighten and touch up paint before each race program.

23. UNIFORM: Covered in safely (no holes) & helmet section in front.

Must have neck brace, racing shoes and racing gloves.

24. BATTERY: Single stock automotive type allowed.

Must be securely mounted and covered so to prevent acid spill in event of rollover. 12 volt system only.

25. INSPECTION: All cars are subject to inspection from bumper to bumper by SS Tech person or CCS official's at any time.

All gray areas of the rules will be discussed between the SS tech person and Jim Carpenter.

Pill system: Winner of the A-Feature will draw pill.

Pill #1: Carburetors

Pill #2: Intake

Pill #3: Clutch, Bell Housing and Torque converter

Pill #4: Front suspension

Pill #5: Engine placement

Pill #6: Rear End

Pill #7: Cylinder scope

Pill #8: Free ride (No Tech.)

All cars in top 5 will be checked for durometer rule!

Protesting will be done before the A-Feature. See General Rules

