

# 2016 Super Stock Rules

## SAFETY

1. All holes in firewall must be sealed off from engine compartment and trunk area. Aluminum high-back seats only. They must be bolted to roll cage, not floor. Driver's head must not protrude outside of roll cage with helmet on.
2. Must have either a 16 or 18 gauge thick steel plate welded beneath the driver's seat that is large enough to prevent injury to the driver.
3. Minimum 1.75' O.D. TUBING RECOMMENDED, Cars already built with 1.50 O.D. tubing, .095 will be grand-fathered in. Low carbon or mild steel recommended. Four-post roll cage must be used with front down bars and rear hoop welded to OEM frame.
4. Minimum of four windshield bars in front of driver.
5. Minimum three door bars, both sides, at least 1.75" O.D. .095-wall thickness parallel to the main frame, Minimum of four uprights tied from frame to top door bar on driver's side. Passenger side may be X'd with V-bar extending out to door skin. Must be X'd to prevent cage from collapsing. 16 gauge steel driver's door plate is required.
6. Each car must have tow hooks on front and rear. The track will not be responsible for damage done while towing.
7. Drive shafts must be painted white with car number on them.. Must have driver shaft safety loop located 10" from rear of transmission tail shaft. Must be made of 2" X ¼" flat strap.
8. Must have master power disconnect switch. Must be clearly marked and within easy reach of the driver.
9. Racing fuel cell mandatory with a can. Must be secured in the trunk area. See General Rules for mounting information.
10. No factory type shoulder belts or straps can be used. Racing belts are required on shoulders and seat and are not to be more than one (1) year old.
11. Snell 90, SA 95 or better helmet recommended.
12. Window nets, neck braces & fire suits are mandatory. Arm restraints are OK, but you must still use a driver's side window net.
13. Fire proof gloves and shoes are required.
14. **MUST HAVE WORKING FIRE EXTINGUISHER MOUNTED SECURELY. NO WIRE TIES.**
15. Raceivers are **MANDATORY**. You will be penalized and/or DQ'd if not in use.

## **ELIGIBILITY AND BODY**

1. Any American-made full-body rear wheel drive passenger car or pick-up. Must be full frame or uni-body. Must be 108" wheelbase minimum +/-1". No fifth arm or pan hard bars allowed.
2. No offset.
3. Weight 3000 lbs. after the race with driver. If running Engine Option #2 (4 bbl), weight is 3200 after race with driver with 50 lbs of the weight in front of the firewall.
4. Uni-body cars must tie front frame to the rear frame. Single tube only.
5. Frame must remain stock from center of front axle to center of rear axle on metric and Camaro cars.
6. All car suspension must match frame make for make, model for model. No mismatching frames or suspension parts. Camaro on Camaro and Metric on Metric, etc.
7. No cutting or shortening of frame will be tolerated, period!
8. All cars must have steel or aluminum (see below) firewall, and steel or aluminum (see below) floor pan to rear of driver's seat, and extend from driver's stock frame rail to passenger stock frame rail. Firewall may be clearanced for headers, and have full drive shaft tunnel. Right side floor pan must be same level as drivers side floor pan. Firewall may be cut for distributor clearance, but must still be closed off from engine compartment.
9. You may make a steel floor pan and firewall. 20 gauge minimum steel with drive shaft tunnel, fully welded and enclosed. You may make firewall and floor pan out of thick heavy gauge aluminum, .080" minimum thickness, and meet the same criteria as steel firewall and floor pans. No tunneling floor pans like late models or modifieds.
10. Firewall maybe set back a maximum of 4".
11. Body must be centered on chassis and be stock appearing.
12. May remove inner fenders and open trunk area.
13. No sloping of roof or modification to body parts. May have aftermarket front nose and rear tailpiece. No dirt late model style. Sheet metal doors are allowed. Aluminum doors are allowed. Aluminum side panels are OK, but must be stock appearing for that model. No slab bodies.
14. Driver's seat may be no further than rear edge of B-pillar. No mirrors.
15. Boxing of driver compartment allowed. Must have 8" X 8" inspection panel. Driver must be able to exit from both sides of car in case of an accident.
16. 6" rear spoiler OK. Must be mounted to the rearward most part of the deck lid. Hood scoops allowed with no front opening.
17. May make bumper of round or rectangle tubing, but must be boxed in on each end.

18. No reinforcement or up rights, push bars or extra metal on bumpers.
19. May have rub rails running from rear of front tire to front of rear tire, not to extend into wheel openings. Rail material must be 1"X 2" rectangle tubing beveled and boxed on both ends.

## **DRIVE TRAIN**

1. Stock OEM transmission, 3 or 4 speed with clutch and flywheel between engine and transmission. Must have forward and reverse gears and be able to start and move forward and reverse on its own. Bert/Brinn are OK. Mini-clutches allowed. If running automatic, running hub OK.
2. Any approved OEM passenger car or truck-type rear end allowed, Grand National rear ends OK. Rear ends may be locked. Full steel spool, steel mini spool, or welded axle only. No aluminum. 1" inspection hole in center section is recommended. Steel axle only. No ratchet rear-ends, no Gold Track.

## **ENGINE**

### **OPTION #1:**

1. Aftermarket blocks and factory performance blocks are allowed.
2. No aluminum blocks or heads.
3. Set back is center of #1 spark plug hole, even with ball joint maximum. For 1982-to-1992 Camaros, Firebirds, Trans-Ams (strut cars), engine set-back must be no more than 14" from center of steering gear box slack adjustment bolt to center of first header bolt on driver's side. No modification to header or head. No engine offset. Engine height is 12" minimum from center of crank to ground. + or - 1".
4. Cast iron heads only, straight or angle-plug OK.
5. Aluminum or cast iron intakes.
6. Roller cams and roller rockers are OK.
7. 2-barrel carburetors only. 500 CFM with 1 and 11/16" throttle bore maximum.
8. Maximum 3 1/2" adapter and/or spacer, including gaskets, measured from intake flange to carburetor base plate. No Predator-style carburetors. Track official has final say on throttle bore spacing.
9. Mechanical fuel pumps only. Must be gas only, no alcohol.
10. Battery must be in marine-type case securely mounted to metal frame behind seat or in metal battery tray mounted securely to frame in trunk area.
11. Starter must bolt in stock location.
12. Stock type ignition or HEI-type distributors or MSD boxes, no mag distributors.

## **OPTION #2:**

1. 4 bbl carb is ok. Gas ONLY – No alcohol. 750 cfm maximum. \$500 claim following normal claim procedure on carb.
2. 360 cubic inch limit. Will be puffed.
3. No aluminum heads or blocks. Cast iron ONLY. Straight or angle plugs are OK.
4. Roller cams and roller rockers are OK.
5. Car, with driver, must weigh 3200 lbs. after race, of which 50 lbs. MUST be in front of firewall.
6. Stock type ignition, HEI distributor or MSD box. No mag distributor.
7. Set back is center of #1 spark plug hole, even with ball joint maximum. For 1982-to-1992 Camaros, Firebirds, Trans-Ams (strut cars), engine set-back must be no more than 14” from center of steering gear box slack adjustment bolt to center of first header bolt on driver’s side. No modification to header or head. No engine offset. Engine height is 12” minimum from center of crank to ground. + or – 1”.

## **SUSPENSION AND TIRES, ETC.**

1. Front springs must be in stock mounts and locations.
2. All front suspension components must be steel and unaltered, approved OEM parts.
3. Must be in stock location and match frame. Metric on metric, Camaro on Camaro, etc. (Cannot mismatch front suspension.) All A-frame mounts and bolt holes on frame must be in stock location. Weight jacks are OK. Upper tubular control arms are OK, must be in stock location. Aftermarket bushings OK.
4. If not running weight jacks, front shocks must be in stock location.
5. Rear springs may use buckets in frame as long as they are in the stock location.
6. Rear shocks may use Heim ends as long as they are in the stock location.
7. All rear suspension components must be steel, unaltered OEM type parts in stock location and must match frame. All control arm mounts and bolt holes on frame must be in stock location. No independent rear suspension. No pan hard bars.
8. Racing springs are allowed. Racing shocks allowed. Lower trailing arms may not be mounted lower than 3 ½” below housing to center of bolt as opposed to 2” on Metric or Strut car Camaro’s. Top trailing arms must be + or – 14 degrees. NO TOLERANCE. Lower trailing arms must be stock length, side to side.
9. Strut type car must retain strut suspension. May run braces to side of strut tower and may place plate on top of strut tower and run brace from plate to cage.

- a) A-Frame mounts may be re-located or replaced with aftermarket brackets.
  - b) Stock fifth arm on '82 and up Camaro and Firebirds must be non-adjustable and mounted solid, level with no flax plates or any other device to let mount flex.
  - c) Front arm may run through a rubber bushing with rod sticking straight forward through busing. No heim-ends on arm allowed. Non-adjustable pan hard bar must remain stock and in stock holes and in stock location. Lift arm must remain stock in the stock location.
  - d) 1993 and later Camaros, Firebirds, Trans-Ams with coil over type front suspensions may use racing coil over with the adjustment threads ground off. Shims will be allowed between the coil spring and mount for adjustment but no functional coil-overs.
10. NO sectioning, channeling or shopping allowed on frame, floor pan or body except where rules allows. (BODY MUST MATCH FRAME) Upper tubular A-Arms OK. Lower A-Arms must match frame and be in stock location.
11. Rear of car must be enclosed from frame rail to frame rail minimum, with either metal or plastic. Can run aftermarket tailpiece.
12. All four brakes must work. No aluminum calipers.
13. 10" maximum steel wheel only, offsets OK.
14. Hoosier asphalt take-offs only, grooving allowed, no recaps, bead lock OK on right rear, tires must durometer 50 by tracks gauge.

## **CLAIMS**

1. To be eligible to claim, driver must have raced the previous two point races at the track where the claim is being made and must have finished on the lead lap the night of the claim.
2. Claim must be made within 5 minutes of end of feature. Top three cars may be claimed.
3. Claim on heads and intake is \$500.00 and swap. Items included with claim are heads and intake manifold. Not included with claim are stud girdles, rocker arms, and valve covers. If the engine of the car being claimed is deemed illegal, then the claimer will have the chance to back out of claim. If the car making the claim is illegal also, the claim will be dismissed. Track may claim at any time. If claim is made by the track, the heads and intake will be auctioned off after they are pulled. Auction will be at pay window.
4. Shocks can be claimed, \$50.00 per shock, must buy all four shocks (\$200). Claim must be made within five minutes after that A-feature race. Claim excludes struts.

5. If a driver refuses any claim, he/she will be suspended for two races from TSS. Driver will lose all points and money for that night and must pay \$500.00 to track before he/she races again.

## **TECH**

1. Any driver that win three races within one racing season will go through an extensive technical inspection, which could include, but is not limited to, bumper-to-bumper inspection. (In layman's terms, if you are cheating we will find out.)
2. Track reserves the right to change or amend any rule at any time.
3. No creative interpretation of rules. Call the track's TECH before you do anything to your cars that might be questionable so that it does not result in a disqualification.

**ALL RULES (OR INTERPRETATION THEREOF) WILL BE DETERMINED BY TRACK OFFICIALS. ALL TRACK OFFICIALS WILL HAVE THE RIGHT TO CHECK YOUR CAR AT ANYTIME, FOR ANY REASON. ALL TRACK OFFICIALS' DECISIONS ARE FINAL.**

**IF IT DOESN'T SAY YOU CAN – THEN YOU CAN'T!!!**