

SUPER STOCK RULES

Engine

- A) Any cubic inch allowed
- B) Cast Iron block and cylinder heads only
- C) Aluminum or Cast Iron intakes allowed
- D) MSD Ignition allowed (NO MAGNETO'S)
- E) One 2 Barrel or One 4 Barrel carburetor
- F) Gas only
- G) No Turbo's
- H) NO TRACTION CONTROL
- I) Any Transmission Allowed

Suspension

- A) 104" wheelbase MINIMUM
- B) Coil spring rear suspension cars must have full frame to center of the rear end
- 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) Rear control arms to be: UPPER to be no more than 1" above or below stock length
LOWER to be no more than 1" above or below stock length
- E) 1 shock per corner, total of 4 on car. Schrader Valve shocks are ok.
- F) No canister shocks. No aluminum body shocks
- G) No coil over shocks.
- H) No coil over eliminators, Brake Floaters, J bars, Panhard Bars, Lift Bars, Birdcages.
- I) Upper ball joint to be even with #1 spark plug.
- J) No quick-change rear ends.
- K) No strut cars

BODY

- A) Aluminum, Steel, and Composite Bodies are ok.
- B) Aftermarket nose pieces are ok. No wedge style late model noses
- C) 8" rear spoiler height max.
- D) Wagon roofs ok.
- E) Spoiler supports to be no more than 23 1/2 " long with no more than 3.

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 3/4 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 driver's window)
- I) Isolators required on all fuel pressure gauges located inside the cockpit. (No fuel permitted inside the driver's 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.
- M) All other safety rules will be governed by the hosting track.

GENERAL

- A) 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).
- B) 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).

TIRES

Front Tires: *American Racer*: Hard and Extra Hard ONLY

Hoosier: M30 and M60 ONLY

Rear Tires: *American Racer*: Extra Hard

Hoosier: M60

NO GROOVING OR SIPING

Tires will be subject to testing at any given time by track officials as well as KDRA officials

WEIGHT

All lead must be white in color and marked with car number.

- A) 3000lbs MINIMUM weight.

MISC

- A) Raceivers are MANDATORY at all events when applicable.

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!