

USA Raceway

2011 Super Stock Rules and Regulations

Section I: General Requirements.

A. All cars must be 1970 or newer, originally produced American made passenger cars with a minimum wheelbase of 101". Stock floor pans are suggested for safety reasons. If removed, you must replace with a minimum of .125 aluminum or greater. If there is a cockpit in place, the entire area must be completely sealed and consist of a minimum of .125 aluminum.

B. Stock, aftermarket steel, and aluminum bodies are allowed. Maximum body width allowed is 75". 6" max rake from the lowest point of the front door to the highest point of the rear quarter panel (not including spoiler).

C. Rear spoilers are allowed with a max of 5" total height. 45 degree max. You may use no more than 6 1/2" of material to achieve this. Support blades and sides may be no taller than 6 1/2". 14" max long, no further than 1" behind spoiler.

D. Front and rear bumpers are required. Tubular bumpers are allowed, but must be covered in the front with a plastic or OEM nosepiece. OEM bumpers must be strapped to the frame. Minimum strap size is 1"x 1/8" flat stock.

E. A complete roof is required with window posts. Roof must be bolted in the front to the roll cage.

F. Interior decking is allowed. Any areas that are covered must be constructed so that access is available for inspection.

G. All interior carpeting, plastic, upholstery, headliner, chrome, trim, glass, antennas, and mirrors must be removed.

H. Easily accessible one foot tow chains must be mounted to the front and rear bumpers.

I. Rub rails (optional) must be mounted flush against the body. Maximum material size is 1" x 2" rectangular tubing.

J. Frames and bodies may be interchanged. If the wheelbase of the frame does not match the wheelbase of the body, the frame can be shortened or lengthened to match the wheelbase. Minimum of 101".

K. All doors must be riveted, welded, or zeus tabbed closed.

L. All cars must have a firewall constructed of 22 gauge steel (minimum). Aftermarket or stock is ok. It must be within 4" from the bell housing surface of the engine block. Firewall must be flush with the bottom side of the hood and within 8" of the sides of the body. Firewall must be welded to completely seal to the floor pan.

M. Cockpit Cars: Firewall consisting of 22 gauge minimum steel must completely cover the front area of the cockpit. It must be within 4" from the bell housing surface of the engine block. Firewall must be flush with the bottom side of the hood. Firewall must be welded or riveted to completely seal to the floor pan.

N. All cars must have a six point roll cage with a minimum of four door bars on the drivers side and three on the passenger side. Cage must be a minimum of 1 1/2" tubing. Minimum thickness is .095. If the roll cage is bolted to the floor, a 6" x 6" x 1/4" steel plate must be bolted to the top and bottom of the floor pan to weld to.

O. Front and rear loops are required, but must remain inside of the body.

P. Minimum weight at any time is 3,000 lbs with driver. Any engine over 410 cubic inches must be 3,200 lbs with driver.

Q. All ballast weight must be attached to the car inside the body. All ballast must be painted white with the car number on it. All pieces must be mounted with two 1/2" bolts each.

Section II- Engine/ Transmission/ Drive Shaft

A. Engine blocks must be cast iron. Aftermarket blocks OK. Standard deck height only.

B. 23 degree iron head only. Aftermarket OK. Porting is allowed. No roller cams or mushroom lifters allowed.

C. MSD type ignition is allowed. No magnetos or trigger style ignition systems. No electronic traction control devices are allowed.

D. The centerline of the lead spark plug must be even or in front of the centerline of the driver side upper ball joint. (NO TOLERANCE)

E. Automatic or manual shift OEM transmissions only. Torque converters are not required on automatic transmissions that have a control valve. No buttons, dog clutches, or quick change devices allowed. All cars must have forward and reverse gears. Steel scatter shields are required on all cars equipped with manual transmissions.

F. Drive shaft must be painted white and have a 360 degree loop around it, approximately 6" behind the front universal joint. Minimum loop material is 1" x 1/4" steel flat stock with minimum two 3/8" bolts with large flat washers. No chains.

G. Exhaust must exit to the rear or the side of the car, parallel to the ground. Exhaust must exit within 12" of the ground. No 180 degree headers allowed. Mufflers are mandatory. 95db max.

H. No electric fuel pumps. Steering and fuel pump must remain in front of the motor.

Section III- Cooling/ Fuel/ Battery

A. Radiator must be in front of the engine compartment. Aftermarket is OK. Transmission coolers must be mounted in a manner that is safe.

B. A racing fuel cell is mandatory and must be securely mounted in the trunk area within a safely constructed mount. A fuel cell may not hang below the bottom of the rear end center section. Fuel tank area must be completely sealed off from the driver's compartment with sheet metal. If it's an open trunk area, a steel fuel cell container is mandatory. It must also have a minimum of 1 ½" loop that hangs down lower than the fuel and protect it from behind. Minimum fuel cell height at all times is 6" above the ground.

C. Gasoline only may be used. No alcohol or pressurized fuel systems.

D. Maximum carburetor is 1 four barrel.

E. Battery must be securely mounted. If located in driver's compartment, it must be in a marine container.

Section IV- Rear End/ Suspension/ Tires/ Wheels

A. Any passenger car or light truck rear ends (excluding c-clip style) can be used in any car, and must be mounted on the stock suspension mounts in the stock position for the make and model of the chassis. No traction control rear ends of any type allowed. This includes gold tracs and lockers. No quick change rear ends. Rear suspension must match the make and model of the front clip.

B. Stock style steel springs only. No composite or mono leaf springs allowed. Leaf spring must be within 2" width difference from front to back. Leaf spring cars must have front non-adjustable mounts in stock location. Multiple holes welded in will not be allowed. Rear mounts may have weight jacks or sliders, not both.

C. Rear coil spring suspension cars must have stock lower trailing arms. Front arms must be mounted in stock location in stock mount. Multiple holes welded in will not be allowed. Must have all four trailing arms on the car at all times. No coil over type springs allowed. Upper coil spring mounts must be within 1" of stock location.

D. Weight jacks are allowed. Racing or aftermarket steel springs are allowed. Racing or aftermarket steel shocks are allowed and can be remounted. No schrader valves, adjustable, aluminum, or canister style shocks allowed. No coil over shocks, or coil over eliminators, or mono leaf springs are not allowed.

E. A single wrap up shock is allowed for a leaf spring car only. No other devices are allowed. Pan hard bars are not allowed.

F. Minimum four wheel brakes required with one or two master cylinders. Right front shut off is allowed. Brake bias allowed. Single piston calipers only.

G. Only OEM style steering allowed. GM to GM, Ford to Ford, Chrysler to Chrysler. Outer swedge tubes and heims are allowed. Steering parts may be changed or reinforced, but must keep configuration of stock for make and model of chassis. No rack and pinion steering allowed. Steering quickeners are allowed.

H. OEM lower A frame in stock location is required. GM to GM, Ford to Ford, Chrysler to Chrysler. Aftermarket non adjustable front upper control arms are allowed.

I. Wheels must be steel, with a maximum width of 8". Beadlock wheels are allowed on the right rear only. No wide fives or aluminum wheels allowed.

J. Tires must either be Hoosier H500, Hoosier IMCA 500, Hoosier 500 or DOT radial no larger than 275/60/15. All season tires are allowed. No off road tires. Tread wear rating minimum of 440. All tire identification must be on sidewall. Tire siping is permitted. Tires may be de-glazed on tread pattern only. No deep grinding or grooving allowed. No tire softeners or chemicals of any kind on the inside or outside of the tire are permitted nor tolerated. USA Raceway reserves the right to impound any tire from any competitor for further testing.

K. Wheel studs must be a minimum of 1/2".

Section V- Safety

A. Cars cannot be started without a person seated in the car.

B. All cars must have an aluminum racing seat. Seat must be bolted to the roll cage. No fiberglass seats allowed. An approved 5 point harness is required. Seat belts must be less than 3 years old according to date stamp. All seat belts must be mounted in an approved manner with 7/16" bolts and have a single point release mechanism. All installations subject to tech approval.

C. All drivers must have wear full safety equipment every time they go out on track. SFI approved fire suit, SFI approved gloves, SA2000 or newer full face helmet, and SFI approved shoes.

D. A factory manufactured nylon mesh window net must be installed in the driver's side window opening. Arm restraints may be used to replace window net.

E. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. No other communication devices allowed.

SECTION VI – Protest Rules

A. If track officials request random tear down of engine, racer will remove valve covers, intake, and heads for inspection at the time of request. If engine is determined LEGAL racer will be supplied with stock gaskets to reassemble engine. If engine is ILLEGAL racer will lose all monies and all points for that night.

B. A protest fee of \$125.00 dollars will be collected by track officials before a protest is official. If racer is ILLEGAL see rule "A", funds will be deposited in point's fund. Protest must be filed within 15 minutes of the posted finish of that division's main event.

C. ENGINE CAN BE TORN DOWN AT ANYTIME. You will remove valve covers, intake manifold, exhaust manifold and heads; you will keep tools to perform this task.

D. Failure to comply will result in but not limited to disqualification, loss of monies, points for the night, loss of points accumulated to that point. If you are found legal, the track will provide gaskets to reassemble.

E. If these rules do not clearly say you can, assume that you cannot.

F. In the instance of a multiple day event certain exceptions may be made or delayed, including but not limited to, certain protests, routine engine tear down and/or part exchange procedures.

2011 Points Matrix

A Feature Points		
1. 100	9. 74	17. 58
2. 95	10. 72	18. 56
3. 91	11. 70	19. 55
4. 87	12. 68	20. 54
5. 84	13. 66	21. 53
6. 81	14. 64	22. 52
7. 78	15. 62	23. 51
8. 76	16. 60	24. 50

- 45 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- Drivers must be a member no later than May 1st, 2011 and have competed in at least 75% of events to qualify for point fund money.

2/7/2011