

Wayne county speedway super stock rules January 7 2020

Body • Any American manufactured, steel bodied, production passenger car or small truck (S10, Ranger, Dakota). No full size trucks. No subcompacts, i.e.: Pinto, Vega, etc. are allowed.

- Aftermarket bodies' steel or aluminum is permitted. No exotic bends rolls or tucks will be permitted.

All cars must have a minimum of 1 ½ inches and a maximum of 2 inches of roll at the top of the fenders, doors, and quarter panels. No sharp edges will be permitted. Body roll must go from sides over interior, not interior over sides. Bodies can't be pop riveted on side of interior.

- Body should be visually recognizable as to make and model. Attempt should be made to make body visually recognizable as to make and model.

- Aftermarket nosepieces are allowed; however, these nosepieces must be of a stock appearing design and can only be up to **1 inch** wider than front wheels when they are straight. Dirt late model noses, elephant ears, or plastic/ composite front fenders are allowed but must meet the width rule of only 1 inch wider than the tires.

- All doors must be bolted or welded shut. All exterior chrome, moldings, etc. must be removed. Interior of car must be completely stripped of upholstery, plastic, glass and chrome. No mirrors allowed. Leading edge of nose may not be more than **46 inches** from the front edge of the cross member..

- **Body skirts are permitted minimum ground clearance 5 inches on the front and rear. This will be strictly enforced this year.**

- Front inner fender wells and core support may be removed. Rear wheel tubs and trunk area may be removed.

- Floorboards can be steel or **aluminum (.080)**. Driver should not be sitting any further back than the B pillar or back of truck cab.

- Drivers compartment can be made out of steel or **aluminum (.080)**. All holes must be plugged and or patched.

- Boxing of interior allowed, but firewalls must be maintained under boxing panels. Must allow adequate room for driver to exit through passenger side.

- Rub rails, no bigger than one inch by two inches (1" x 2") may be attached to the body between wheel openings. These must be mounted flush with the body. One per side.

- Rear spoiler may not exceed seven inches (7") of material above deck. Spoiler may be no wider than the body of the car. Up to 3 Side supports permitted but maximum material, 12" long by 7" high with a maximum of 4 inch leading edge of support. May also have 1/2 inch of material bent at 90 degrees on top edge of supports. Sail Panels left and right must extend to the edge of the body. The top of the left sail panel min 15 inches and a max 17 inches. Bottom of the left sail panel in length min 43 inches max 45 inches. The top of the right sail panel min 15 inches and max 17 inches. Bottom of the right sail panel min 43 inches and max 45 inches may be maximum of 45 inches long, Left and Right sail panel must both be open or closed. If you chose to open the min width of material on the top, bottom and sides is 2 inches and a max of 3 inches. Sail panels can't be bowed more than 3 inches at the front or back of the panel on both sides. Maximum 4 inches between sail and rear spoiler supports.
- Rear of car body or tailgate can be open between rear deck and bumper. All firewall and rear (tailgate) panels must be fixed non-moving.
- Body must be neatly painted. Numbers must be at least eighteen inches (18") high and three inches (3") thick on roof and sides.
- Car must have front and rear bumpers of adequate strength. No sharp edges.
- All cars must be equipped with front and rear tow hooks. These shall be strong enough to support the weight of the car and be easily accessible by track personal and wrecker crews.
- **All bodies must remain level from front to rear but the front fenders can curve down to the front nose at 2/3rds the front tire on both sides.**
- Max width across rear of car at any point is 72 inches unless it is a complete factory body unaltered and its original spec is wider than that.
- **Minimum roof height is 14" from tops of doors. Roof cannot be sloped front to back or side to side more than 1". Max deck height is 40 inch**

Frame & Roll Cage;

- Full and uni-body frames allowed.
- Uni-body frames must have, front and rear frame, tied together on both sides using a 2"x 3" x .095" rectangular tubing minimum. Must have the stock front clip. **Rear frame section must remain stock from the center of rear axle forward if using a coil spring suspension.**
- No widening of front clip (stock axle widths).
- Understandably good frames are getting harder to find. A 2"x 3" x .095" rectangular tubing frame attached to a stock front clip with a leaf spring or truck arm rear suspension, can be approved by track officials. • Minimum wheelbase is 108 inches. Minus up to 1 inch total (example: Left 107 right 108, left 107.5 right 107.5, left 107.25 right 107.75) **NEW FOR 2019 WE WILL ALLOW CARS WITH WHEEL BASES DOWN TO 104 INCHES MIN . IF YOU RUN A CAR WITH A SHORTER WHEEL BASE THAN 108 INCH YOU**

MUST HAVE A MIN WEIGHT OF 3200 LBS AFTER THE RACE. SEE SUSPENSION SECTION FOR UPPER AND LOWER BAR LENGTH.

- Roll cage must consist of continuous hoops not less than 1.5 inches outside diameter; and must have a wall thickness of at least .095 inches. Low carbon, mild steel tubing is recommended. No brazing or soldering allowed. Must be welded.
- Must be frame mounted a minimum of four (4) places. Roll cage must be securely supported and braced. • Driver's head must not protrude above cage with helmet on and strapped in drivers' seat.
- **3 bars minimum in front of driver mandatory, screen optional.**
- Driver door bars must be as parallel with the ground as possible and located perpendicular to the driver as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be no less than .095 thicknesses. Must have three (3) bars at least 1 ½" in diameter in driver's door and must have at least two (2) bars in passenger door.
- The door bars must be welded to the front and rear of the roll cage members and plated with steel (minimum 1/8") or aluminum (minimum ¼").
- Bracing in front of radiator permitted, but must remain behind the front bumper. • All parts of the roll cage assembly must be kept inside the outer skin of the body. All bolt on weight will use grade 8 - 1/2 inch bolts. Must use two bolts min per piece of lead. NO ALL THREAD

Suspension: Four link or truck arm coil spring or leaf spring rear suspension - Any coil springs on the car must be a minimum of 5 inches in diameter

- Four link: Factory links or radius rods in factory location. Radius rods may not be more than 1 inch O.D and heim joints are permitted. GM Metric measurements - Upper 11.25; lower 19.63. Lower links must be mounted to rear end at **4.25 inches +/- 0 below the center line of the axle.** FULL BODY CARS 11.25 upper and 22 3/8 Lower. **With Driver in car Lower Control arms can be no more than 10 degrees that's on both Metric and full body Cars!** Truck arm; factory 63' - 72' GM truck or Nascar approved stamped steel and welded I beam construction 51.5 inches long mounted in a stock configuration. Approved by track officials, No tubular designs approved.

REAR ENDS REQUIRE A CHAIN TO LIMIT DROP OF THE REAR DIFF TO A MAX OF 4.5 INCHES.. THE CHAIN MUST BE MOUNTED TO OUTSIDE OF THE LEFT REAR FRAME RAIL ABOVE THE REAR END HOUSING ONLY. (IT IS NOT PERMITTED TO BE MOUNTED ANY WHERE ELSE) WE WILL MEASURE IN A STRAIGHT LINE FROM TOP OF REAR DIFF TO A POINT ON YOUR FRAME added 2020

- Leaf springs must be multi leafs, no mono leafs. Slider blocks are permitted

Panhard bars are permitted. No more than 1 3/8 inch O.D. and must be parallel to rear end - No adjustments allowed

- No torque arms and/or lift bars are permitted.

- Weight jacks are allowed on all four springs
- Tubular Upper A arms are permitted, They can also be adjustable.
- Lower A arm can be aftermarket but must be bolted to stock mounts. Ball joint may be replaced with larger size.
- May replace stock rubber bushings with steel aftermarket bushings and/or heims.
- Stock passenger car spindles only. No fabricated spindles.
- **NO 20 INCH SPRINGS ALLOWED**
- One shock per wheel only. The shock does not have to remain in stock location. Springs and/or shocks are not allowed anywhere on the car other than at each wheel. No coil over shocks and springs allowed. No strut type suspensions. Large or small steel bodied oil or gas shocks only. **No Schrader valves, no adjustable, or Canisters.**

Steering;

- In cockpit steering may be modified to driver's taste, but must remain on left side of car.
- Steering box must remain within original bolt pattern for type of frame used.
- Tie rod ends may be ball joint style or heims.
- No rack and pinion steering allowed.
- Steering quickener permitted.

Brakes ;

- All cars will have brakes in operating condition on all four wheels.
- Cast iron or aluminum single piston brake calipers only (THEY MUST BE STOCK TYPE) Brake rotors may be slotted or drilled with ¼ inch holes. No titanium

Rear Ends

- Any OEM passenger car type, or truck type rear ends may be used. "Floaters" are permitted. Ford nine-inch rear ends are allowed to be used in all brands of cars.
- No quick-change devices allowed.
- "Posi-track" rear ends are allowed.
- "Locking "rear ends are allowed.

Wheel & Spacers;

- **Eight inch (8") steel wheels only.**
- Reinforcement of the right front wheel is required, or a racing wheel may be used.
- Bead Lock wheels are permitted.
- No wide five wheels. One-inch (1") lug nuts are mandatory. Larger studs may be installed.
- Up to 1 inch wheel spacers. One per wheel. TIRE RULE American Racer 26.5, 27.5 JSR Med or Hard, Must be purchased from Lias Tire or Wayne County Speedway. Call Tye at 740-391-9990 Special non-point open races will allow any 8 inch tire with 50 or higher durometer.
- **NO AIR BLEEDERS ON ANY WHEEL IN THE SUPER STOCK DIVISION**

Transmission;

- No "in and out" boxes. With motor running and car in still position, driver must be able to engage the car and move forward, then stop and engage the car and move backwards. **NO DOG CLUTCHES OR QUICK CHANGE TRANSMISSIONS!**
- Transmission must have at least one forward gear and one reverse gear, plus a neutral position, and must be able to be shifted by the driver.
- Triple disc clutch allowed.
- Power glide transmission allowed with coupler.
- Racing transmissions will be permitted (Bert, Brinn, Falcon, etc).

Drive Shaft ;

- Drive shaft must be steel and must be painted white. Drive shaft loop is required and must be constructed of at least (1/4" x 2") steel; tubular hoops must be made of a minimum of one inch (1") diameter tubing and must be mounted no more than eight (8") inches back from the front of the drive shaft

Engine;

- Any American manufactured cast iron block and heads. Aftermarket allowed. Engine and body make does not have to match. No cubic inch rule. **Cast iron 23 degree heads only. NO RAISED RUNNER HEADS ALLOWED!!**

- An aluminum intake manifold is optional.
- Engine offset must be kept within two inches (2") of the centerline of the front cross member.
- #1 Plug no further back than center of upper ball joint.
- No "dry-sump" systems allowed.
- Engine cooling system may be modified.
- Headers are permitted, No "grass burner" headers will be allowed. Headers may not point to ground.
- All vehicles must have the capability of starting without being pushed or pulled.
- No magnetos.

Mufflers are mandatory. Must be welded to the end of the header. No inserts allowed

Legal 602 & 604 sealed Crate motors will be given 600 lb. reductions on minimum weight requirement

Aspiration;

- Four barrel carburetor allowed. No CFM rule.
- Engine must be normally aspirated; no type of fuel injection allowed.
- No electrical or belt driven fuel pumps. **Mechanical only.**
- Fuel should be pump or racing gasoline (including Ethanol blends such as E15 or E85).
- No Nitrous Oxide or additives of any kind (except ethanol).

Safety Equipment ;

- Helmets are required and must meet Snell sa95 standards.
- All competitors must wear fire suits of a flame-retardant nature. Two-piece suits are allowed. **Fire resistant gloves and shoes are mandatory**
- Onboard fire suppression system is highly recommended.
- Metal (aluminum) racing seat is required. No fiberglass seats.
- Competition type seat belts are required. Belts must be at least three inches (3") wide. Lap belts, shoulder belts and anti-submarine straps are required. No factory type seat belts permitted. Buckles required on shoulder and seat belts.

- Belts must be anchored securely to frame/roll cage. Seat belts should be in good shape (no tears or fraying)
- Racing fuel cells are required and must be mounted by at least two (2) steel straps, two inches (2") wide by one-eighth inch (1/8") thick, around the cell. Fuel cells must be enclosed in a steel container and mounted behind rear axle. No part of fuel cell should be lower than the bottom part of the rear ends center section. Bladders are recommended.
- A kill switch is required. Switch must be located within easy reach of the driver and must be able to be reached when standing outside of the car. Switch should be labeled ON/OFF easily visible from drivers side window.
- Batteries must be securely mounted. Batteries if mounted inside the driver's compartment must be mounted in a steel or aluminum .080 thickness box with a 2 bolt hold down.
- Loose objects and/or weights may not be used in driver's compartment or outside the body or hood area
- No two way radios. **Race ceivers only (mandatory).**
- Transponders mandatory on all cars. Transponders will be mounted rear of motor, firewall, or midplate area.

Weight Limit;

- **Minimum weight after race with driver 3000 lbs. Race track scales are the official weighing device. 604 and 602 sealed crate motors minimum weight after race with driver 2400lbs. All cars that run a wheel base less than 108 inches but not shorter than 104 inches , engine size doesn't matter crate or open 3200lbs.**
- **Race track officials reserve the right to change or alter these rules. The official's decisions are final.**