



## 2012 COMPETITION RULES SUPER STOCK DIVISION

### INTRODUCTION

*All parts with identification numbers removed or covered will be considered illegal. It is ultimately the obligation of each participant to insure that his or her conduct and equipment comply with all applicable NASCAR and/or The New Stockton 99 Speedway rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.*

*Track Officials interpretation shall supersede any and all other interpretations. When there is no specific rule to govern the occasion, the official's ruling shall be final. In order to assure fair competition, any official may require a competitor to change or modify equipment, or may require a competitor to compete in the next higher division. All equipment is subject to the approval of track officials. The rules as set forth on the following pages are intended to be as cost effective as possible. No equipment will be considered as having been approved by reason of having passed through inspection. Any equipment which does not conform to the specifications or tolerances contained in The New Stockton 99 Speedway rulebook will not be eligible for approval during the 2012 season. All cars may be weight factored at anytime to equalize the competition.*

### Eligibility:

You must be 14 years old. All drivers, owners and mechanics must be registered members of NASCAR and in good standing. The NASCAR Charger license is the appropriate license for the Super Stock Division.

### Competing Vehicles:

1. Open to all pre-1996 American made steel bodied passenger cars with a stock 105" minimum wheelbase.
2. No jeeps, trucks, convertibles, vans or station wagons.
3. No four-wheel drive vehicles.

### Roll Cage: (see illustration last page)

1. Full roll cages designed for the safety of the driver in case of a rollover or side impact.
2. Uni-body cars must have minimum 6"x6" by ¼" plate on top and bottom of floor with a minimum of four ½" bolts.
3. Round steel tubing 1¾" by 0.095" minimum shall be used for the roll cage (no galvanized or black pipe).
4. The driver's head must have 2" clearance from the bottom of the halo.
5. The driver's side cage must included 4 door bars; 24 by 36 by 1/8" thick plate (steel or aluminum) bolted or welded to outside of door bars is mandatory.
6. The passenger side must have a minimum of 4 bars with an x for reinforcement.

7. All cars must have a front engine hoop and rear fuel cell hoop.

#### **Bodies:**

1. Remove all glass from doors. Cover any holes that are in the firewall. Weld all doors shut. Remove all other glass and outside chrome trim including door handles, turn lights, tail lights, etc.
2. Windshields must be Lexan or safety screen only. Two metal straps minimum 1/8" thick by 1" wide shall secure windshield mounted in such a manner inside as to prevent entry of a tire into drivers compartment.
3. Sheet metal may be cut away in the engine compartment and trunk area in a safe manner. Doors may be gutted. Firewall and interior floor pan must be stock and in original location, and will remain up to the rear axles; except right floor pan may be raised to driveshaft tunnel height for muffler clearance. A steel firewall, minimum 22 ga. Steel between driver's compartment and fuel cell mandatory. Modification of floor pan right side only for header clearance only, not to exceed height of drive shaft tunnel. Modifications of the front firewall, at the discretion of track officials, may result in a minimum additional weight requirement of 100 lbs. Placement of the additional weight must be located in front of the firewall.
4. A maximum of two mirrors of any kind allowed.
5. Aftermarket bodies' steel, aluminum or fiberglass allowed. NO carbon fiber. Roofs may be fiberglass or steel, but must be kept in stock dimension and location using original "A" post mountings for location.
6. **AFTER MARKET SIDE PANELS MUST REMAIN STOCK DIMENSIONS AND CURVES. Replacement panels from performance bodies are allowed. Aftermarket nose/tailpieces May be used. Different models may be interchanged.**
7. Spoilers: Rear spoilers no taller than 6". Side deflectors maximum 18" long. Must taper from 6" to 0". No sharp edges or protruding parts.
8. Tubular bumpers may be used. Put a 1/4" cable or chain around the bumper so if it gets knocked loose it won't fall on the racetrack.
9. External "rub rails" are allowed.

#### **Chassis:**

1. Wheel base must match, make and model of car used plus or minus 1" will be allowed.
2. Ride Height will be at a minimum of 4" of clearance with driver in car at lowest point.
3. Frames must be OEM from factory. Including wheel base and mounting points with exceptions as covered by rules.
4. All suspension components must remain in the original factory locations with exceptions as covered by rules.
5. After market springs maybe used.
6. Weight jacks or spring adjusters are allowed. Rear spring pockets may be modified to lower car.
7. Front spindles, rotors, single piston calipers and lower control arms must be OEM, but may be interchanged, GM to GM, Ford to Ford, etc.
8. Sway bar must be mounted in OEM location but may be adjustable, OEM bars only.
9. Heim ends allowed on outer tie-rod ends only.
10. After market upper control arms and mounts allowed. No heim ends allowed.
11. Screw end ball joints allowed.
12. Steering must be stock and OEM location.
13. Steering column must be collapsible with a minimum of 3" of travel.
14. Rear disc brakes are permitted. Must be OEM, single piston calipers, after market brackets and rotors are allowed. No aluminum calipers or rotors allowed.

15. Lowering blocks will be allowed.
16. Aftermarket shackles and slider boxes allowed.
17. Rear coil spring (4 link) style cars may change top link mount to 3 link. Top link must be non-cushioning and a maximum of 30" in length center to center of heims.
18. Adjustable trailing arms, 30" maximum. Spring loaded or cushioning components are not allowed. Adjustable trailing arms must be steel minimum 1" outside diameter .095" wall. Steel heim joints only.
19. Adjustable panhard bar allowed.
20. Aftermarket brake pedal assemblies and master cylinders are allowed. Brake bias and inline proportioning valves allowed. May be mounted in driver's compartment.
21. One shock absorber per wheel is allowed in any location.
22. Only steel twin tube shocks allowed. Maximum shock price \$100 nationally advertised retail (no ebay, etc.). No mono-tube shocks will be allowed.
23. Shocks that are in questioned must have official's approval before they will be allowed on any car.
24. **CLAIM RULE:** A \$100.00 claim per shock can be made to buy another competitors shock. No shocks can be claimed prior to the main event.
25. Lead weights must be in block form and bolted in a safe manner per officials approval. Added weight must also be painted white and clearly marked with car number. No block will be less than 5 lbs. Violations of this rule will result in penalties at the sole discretion of the Chief Steward.
26. At the discretion of the officials, added weight may be required and must be supplied by owner or driver of the vehicle.

#### **Weight:**

1. Crate motors, 3000 lbs with driver. Maximum left side weight of 56%
2. Non crate, or open motors, 3200 lbs with driver. Maximum left side weight of 56%

#### **Tires and Rims:**

1. All competing cars will not exceed 78" track width. This will be measured from the bulge of the outside of tires.
2. A ½" wheel spacer will be allowed. No rim will be greater than 15"x8". Rims must be steel. You must have ½" or larger wheel studs. Five studs per wheel is required.
3. Tire will be Goodyear treaded tire.

#### **Drive Train:**

##### **Transmissions:**

1. All production automatics allowed. May use coupler.
2. Transmission cooler cannot be located in driver's compartment.
3. Standard transmissions must be OEM such as Munci or Saginaw shall have factory steel fly wheel, clutch assembly 7.5" or larger.
4. Must have full blow proof bell housing.
5. Hydraulic throw-out bearings and slave cylinders permitted.

##### **Drive Shaft:**

1. The drive shaft must be steel and painted white.
2. Must have two safety hoops made of at least ¼" x 2" steel strap 6" from front and rear of u-joints.

### **Rear Ends:**

1. Rear ends maybe interchanged between manufacturers.
2. Locker type or torque sensing are allowed.
3. Brackets on rear end housing may be moved for mounting purposes only.
4. Brackets must be mounted to maintain stock configuration.
5. Floater rear-end housing allowed.

### **Engines:**

#### **Non Crate/Spec Motor:**

1. Engine can be set back. Must be no further back than the center of number 1 and 3 spark plug to the center of the weight jack bolt at the frame or the shock bolt when using stock shock mount. Any engine set back further from this point up to ½” will have 100 lbs added to right side in front of firewall. Any engines set back further than ½” will be penalized 50 lbs. per ½” to be placed in front of the firewall.
2. Must have a gauge legal Holley 4412.
3. May remove choke plate.
4. Maximum cubic inch is 360, maximum compression 10 to 1, flat top piston only.
5. No roller cams, all crankshafts shall not be less than 50 pounds in weight, and connecting rods will not exceed 6” in length.
6. No angle plug heads, all cast iron OEM style heads will be allowed.
7. No marine intakes allowed.
8. The only aluminum intake allowed is Edelbrock performer (no RPM performer or air gap). No porting, grinding or polishing of any kind allowed.
9. No “Stroker” engines allowed.
10. After market roller tip rockers will be allowed.
11. After market rocker studs and push rod guide plates will be allowed.
12. A maximum 1” carburetor spacer of any make of material is allowed.
13. No anti-freeze or coolants allowed.

#### **Crate/Spec Motor:**

1. Engine can be set back. Must be no further back than the center of number 1 and 3 spark plug to the center of the weight jack bolt at the frame or the shock bolt when using stock shock mounts. Any engine set back further from this point up to ½” will have 100 lbs added to right side in front of firewall. Any engines set back further than ½” will be penalized 50 lbs. per ½” to be placed in front of the firewall.
2. 602 GM engine (part# 88958602 GMR 350/350 circle track engine) is a 350 CID. This motor is sealed from factory at various points to prevent tampering. This package must be run as from GM with HEI distributor.
3. Spec engines will be allowed two carburetors in this class Holley 4777c or 4777s. These are 650 cfm or 80508s 750 cfm.
4. Tampering with Spec engines shall result in loss of, but not limited to, accumulated points, prize monies, and suspension at the sole discretion of the chief steward.
5. A maximum 1” carburetor spacer of any make of material is allowed.
6. Yellow book or Stockton 99 engine builder approved seals only, failure to have these seals will result in your motor to be a spec. motor (see engine rules) i.e. wire and lead seals not approved.

### **Ignition:**

1. Factory production or after market HEI shall be permitted.
2. Billet or cast aluminum optional.

3. Must have stock appearing module and internal components.
4. An aftermarket MSD 6AL ignition allowed. No "programmable" ignitions allowed.

#### **Air Cleaners:**

1. Only round dry type air filter element permitted.
2. K & N filters are allowed.
3. Maximum size to be used is 14"x4".
4. No air boxes allowed. A front debris deflector is allowed up to ½ the circumference of the housing; maximum distance from element 1".
5. Top & bottom of housing must be metal & the same size as element.
6. Bottom housing must mount directly to carburetor.

#### **Exhaust:**

1. Cast iron, factory OEM exhaust manifolds shall be allowed.
2. Cast iron after-market center-dump manifolds allowed.
3. No grinding, porting or modifying allowed.
4. Headers allowed. Maximum \$250.00 nationally advertised retail price (no ebay, etc).
5. Mufflers and exhaust must be used on all racecars that enter the racing surface. Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. Mufflers are required with an 85 or less D.B.A reading at 100 feet. Mufflers must be dump down, not out of door, and secured properly to the racecar on the right side only. Cars that do not meet the D.B.A reading will be sent home. A spec muffler from Flow Master was tested at 85-86 DBA's. (This is strongly recommended) Part # 54033-12 muffler, #350-400 y-pipe, #MB400 90\* PIPE. The New Stockton 99 Speedway reserves the right to lower the decibel requirement at any time.
6. Must not use wire or plumber's tape to secure muffler.

#### **Battery:**

1. Battery must be moved into the passenger compartment behind driver's seat.
2. The battery must be firmly secured to the floor and covered with an inner tube.
3. No plastic battery boxes are allowed.
4. Only one automotive battery per car.
5. A master on/off switch must be located in driver cockpit and clearly labeled and within safe reach of officials.

#### **Fuel:**

1. Gasoline only, no additives allowed.
2. Racing gasoline permitted.
3. No Nitrous-Oxide of any kind.

#### **Safety:**

1. Only Stockton 99 approved full face helmets will be allowed SA-2000, or better.
2. No "M" type helmets.
3. Driver fire suites are mandatory and must be kept clean and in good repair.
4. Long hair cannot be exposed (visible outside of helmet).
5. Racing gloves and shoes are mandatory.
6. HANS OR HUTCHENS are mandatory.
7. A quick release seat belt and shoulder harness no less than 3" wide is mandatory as well as an anti-submarine (crotch) belt.

8. The belts must be attached to the cage with ½” grade eight bolts and a 1/8” (or larger) safety cable installed as a backup.
9. Belts will need to be in a three year window of date that it was manufactured.
10. The officials will inspect seatbelts and you will not race if they are not fastened securely.
11. Racing seats are mandatory, no fiber glass or plastic seats will be allowed.
12. Seats must be mounted with no less than 4 3/8” grade 8 bolts. A seat mounting loop is required. It must be attached to the roll cage. Minimum 1” outside diameter, .095” wall.
13. Steering column may be replaced with steering shaft and HEIMS and a 3” collapsible section is mandatory.
14. A quick release metal coupling on steering wheel is mandatory.
15. Radio communications are required.
16. Windows nets must be securely fastened and have a tight fit with the quick release facing the driver. (No fine mesh window nets allowed)
17. All crew members and guests are required to have matching team shirts. Knee length or longer shorts, no short shorts. **No open toed shoes allowed.**
18. Transponders must be mounted a minimum 10” behind the rear axle housing.

### Fire Extinguisher:

1. A minimum of a one pound fire extinguisher is required in all cars.
2. Fire extinguisher must be mounted securely and have a quick release latch within a drivers reach.
3. All cars must have an approved operational fire extinguisher system mounted within reach of the driver. On-board fire system is mandatory.
4. Fire extinguisher system must be mounted in an approved mounting rack.
5. Fire extinguishers: An on board fire system with two nozzles, one in engine and one in fuel cell compartment is **highly recommended**. If fire system is in the driver’s compartment, it must be a HALON approved system with a 10 pound bottle.

### Fuel Cell:

1. A 22 gauge can racing fuel cell is mandatory.
2. The fuel cell must be no more than 22 gallons and mounted no lower than 10” from the ground.
3. You must have a 1” x 1” x 0.095” cage mounted to frame.
4. A rollover check valve or coiled tubing must be mounted to the gas tank air vent at its highest point.
5. Fuel line in cockpit area must be in the following material;
  - a. Stainless steel braided racing hose,
  - b. High flow aluminum fuel lines,
  - c. Fiber braid reinforced synthetic rubber liner,
6. Fuel shut off valve mandatory within side of driver cockpit. Oberg valve is allowed.
7. Ground strap on fuel tank required.

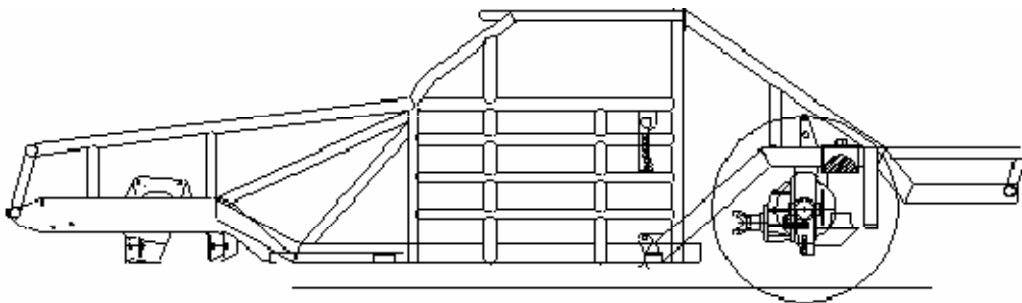
### Identification:

1. To insure the proper scoring, contrasting block numbers with a minimum one and one-quarter inch borders are required.
2. Numbers must be painted on both doors (minimum 16-in.) and top (facing right side/ 24-in.) and must measure five-inches wide. If letters are used, they must measure at least six-inches high. If circles are used, they must measure a minimum of one and one-quarter inches wide (circle thickness) and must circle completely around the number, not through it.
3. Cars must also have a six-inch high number on the left tail-light area and right front headlight area.

## GENERAL RULES:

1. Drivers are responsible for tire removal. Tires and/or fluids must be removed from the speedway by the competitors. Purse/Payout may be delayed until disposal issues are resolved.
2. Competitors will come to the scale/pre-grid area in order. Positions will be posted at the pit shack and it is the sole responsibility of the driver and or driver's crew to know the proper order for pre-grid. If a competitor is not found to be in his/her correct order, that competitor can be sent to the back of the starting order at the discretion of the chief steward.
3. If a competitor has a mechanical failure and cannot comply with rule #2 of the General Rules section, competitor must notify the official at the pit shack immediately.
4. When entering tech lane, no lifting, no jacks, no adjusting allowed. Failure to do so could result in losing qualifying or starting position at the discretion of track officials.
5. Cars failing to meet height or weight requirements will be sent to the back of main event, heat races, and/or trophy dashes, all to the discretion of track officials.

Diagram:



## POST RACE INSPECTION:

All post race inspection is at the discretion of the official(s) and may include impoundment of the car for further inspection at the discretion of the official(s). Refusal to leave the car in impoundment will result in a disqualification and forfeiture of all points, monetary awards, and trophies. Additionally, there will be no refunds for the evening.

## POST RACE PROTEST PROCEDURE:

Any car, or driver, may be protested by a car owner or driver in your class on that evening's event. Protest must be specific in nature of part(s) to be checked with a maximum of 3 visual per protest. Protest shall accompany a written protest, \$750.00 cash only, and a 2012 NASCAR License. Fee may be higher subject to severity of issue(s). To be determined by the Chief Steward, at the sole discretion of the Chief Steward. Any entire engine subject to protest will accompany \$2500.00 cash only, and a 2012 NASCAR License. Car will be impounded by the track chief steward and brought before the approved engine builder (to be determined solely by the Chief Steward) within 72 hours with an outcome to be made public prior to the next scheduled race. Engine claim requirements are as follows: (a) a driver finishing the main event, on the lead lap, (b) be in the top ten in points, (c) be deemed a legal protest and must be made in writing within 5 minutes of the checkered flag of the prospective division that the protest is a direct result of.

***The New Stockton 99 Speedway reserves the right to change these rules at anytime, without notice. These rules are subject to revision and/or amendment as needed in addition to the interpretation of officials.***