



2017 Super Stock Rules

This is a stock car class and every part must remain stock unless otherwise specified.

SAFTEY EQUIPMENT

- Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
- Right and left seat head supports required if not using head and neck restraint system.
- Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.
- Minimum 3 inch (2 inch with head restraint system) wide SFI-approved 5 point safety belt assembly required, must be mounted securely to main roll cage.

FRAME

- Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 101 inch wheelbase.
- Frame must match body - GM to GM, Ford to Ford, Chrysler to Chrysler -AND wheelbase to wheelbase.
- Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with 0.095 inch wall thickness.
- Factory seam must remain visible.
- Uni-body cars must have 2x3" .120 wall minimum square tubing welded to and connecting front and rear frame sections with cage welded to tubing.(floor may be channeled to allow tubing to be connected), OR 12 x 12 x 1/8" steel plates on top and beneath floor, bolted each corner through floor with 1/2" bolts, and top plates welded to four main roll cage posts.

ROLL CAGE

- Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended.
- 6-post roll cage required, front down bars and rear hoop must be welded to OEM frame.
- Driver's head must not protrude outside cage with helmet on.
- Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar.
- Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door.
- Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns.
- Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness.
- Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing.
- All bars must be inside body. Foot protection bar required.

DOOR BARS

- All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- Four door bars required, both sides, parallel to ground, and perpendicular to driver.
- Minimum 4 uprights, 2 tied from frame to top door bar on driver side, and minimum three uprights on passenger side.
- Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side.
- Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

BODY

- Must be an approved, unaltered OEM body and centered over wheel wells (front to rear and side to side). Body and engine make must match.
- Sunroofs and T-tops must be enclosed with 18 gauge steel.
- OEM or aftermarket plastic nose and tailpiece allowed (recommended to match body). All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. Overlapping of body panels permitted. Hood may be fiberglass and all other panels must be OEM or replaced with stock appearing min 20 gauge steel panels. Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. Hood and trunk must use positive locking pins to secure them.
- All inner wheel wells may be removed. Trunk floor must be removed over rear end housing, entire trunk floor may be removed.
- All windows must remain open. Maximum seven-inch metal sun visor may be added to top of windshield opening.
- Wheel openings may be trimmed for tire clearance.
- Rocker skirt/flare allowed between tires only, cannot extend outside tires.
- Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.
- May run a maximum height spoiler of 5", may run side supports no higher than the spoiler in the rear and tapering no further forward than 15". Spoiler may be made of lexan or aluminum.
- Must run a total of 4 hood pins across the front of the hood with 2 hood pins securing the rear of the hood, or use of the rear hood hinges.
- Body subject to tech approval.

DRIVER COMPARTMENT

- Minimum of three windshield bars in front of driver.
- Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage.
- Driver must be sealed off from track, driveline, engine and fuel cell.
- Kick and rocker panels may be removed.
- Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049 inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole.
- Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame.
- Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size.
- No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, cannot connect to top of door.
- Rear firewall may be steel and may be located no further forward than rear halo supports.
- All holes in firewalls must be covered with metal.
- No driver-adjustable devices allowed while car is in competition except brake adjuster.
- No mirrors.

FRONT SUSPENSION

- All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type.
- Exceptions are: weight jacks allowed - must be in original centerline of spring tower; Tubular upper control arms allowed and upper A-Arm mounts may be relocated to accommodate alignment adjustments; OEM or OEM replacement ball joints allowed.
- Shock location may be moved.
- Tie rod adjusting sleeve may be replaced with swedge tube. Tie rod ends may be replaced with heim joints.

STEERING

- No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame.
- Exceptions are: bolt on spindle savers allowed, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended).
- Quick release required - steering quickener and steering wheel may be aluminum.

SHOCKS

- Aftermarket steel shocks permitted.
- Only 1 shock per wheel, no gas, re-buildable, re-valvable or air shocks allowed.
- Maximum new retail value of \$75.
- Shocks may be relocated.

SPRINGS

- Springs must be stock type and mounted in original location and can be adjustable. ie: load bolts, etc.
- Shimming, cutting, or aftermarket racing springs allowed.
- Minimum of 5" ID

REAR SUSPENSION

- Weight adjusters allowed.
- All components and mounts must be steel, unaltered OEM, in OEM location, and match frame.
- No independent rear suspension.
- OEM rubber or nylon control arm bushings only, no offset or bearing type.
- Exceptions are: coil springs may be moved –front to back, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring, but spring must remain vertical left to right; shocks may be moved; lower axle brackets may be fabricated but must be similar to stock with a maximum of 5 holes for adjustment. Upper control arm rear axle mount can be fabricated and may be adjustable if using a 3 link style rear suspension.
- Lower spring perch must be welded to axle tube.
- Upper control arm mounts on rear end must be level with each other.
- Panhard bar is optional and must be a straight bar with a minimum length of 25".
- No sway bars.
- Upper link may be fabricated utilizing 3/4" threaded steel components, only stock type rubber bushings or biscuit will be allowed no spring loaded pull bars or multiple rubber biscuit style bars allowed. One rubber biscuit maximum and must be mounted at either end of upper link.
- Upper control arm may be relocated. Maximum upper link length cannot exceed the length of the lower control arms.
- All rear suspension systems must be stock and in stock location unless otherwise specified.

REAR END

- Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed.
- Safety hubs (floater) allowed.
- All components must be steel, exceptions are: lowering blocks, axle and U-joint caps, and drive flange may be aluminum.
- Full steel spool, steel mini spool or welded rear end only. No gold tracs, etc.
- Solid steel axles only, no gun drilled axles allowed.
- No quick change devices.
- One piece drive flange only.
- No torque-dividing differentials.
- No scalloped or lightweight ring gears.

BUMPERS

- - No sharp edges allowed on bumpers, rub rails or bolts.
- - Bumpers not covered by plastic nose or tailpiece must be capped to fender with steel, welded or bolted.
- - No bars past outside edge of body other than rub rails.
- - Aftermarket: Fabricated tubular bumpers allowed.

TIRES/WHEELS

- Must use Hoosier Race tire, G60-15.
- Maximum wheel width is 8". Steel wheels only.
- No chemical softening, conditioning, or grooving of tires.
- Tires may be ground or siped within confines of tread (not past factory straight line). No re-caps.
- Aluminum, composite or steel spacers only.
- May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only.
- Foam type or plastic outer mud cover allowed on right side wheels. Inner mud cover allowed on left rear only.
- No bleeder valves. Steel lug nuts only.

BRAKES

- Fully operational brakes on all four wheels, may be disk or drum brakes.
- OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only.
- Bolt pattern may be changed.
- Larger studs allowed.
- Vented rotors only, no scalloped or ceramic coated rotors.
- No floating brakes.
- No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed.
- Brake lines must be visible. Aftermarket pedal assembly allowed.

EXHAUST

- Round tube headers or cast manifolds allowed.
- All primary header tubes must enter directly into one collector at same point at end of header.
- Must remain dual exhaust, no crossover or "Y" pipes.
- No exhaust through body panels or fenders.
- No exhaust sensors.
- No over the top of engine headers allowed.

FUEL SYSTEM

- Stock gas tank must be removed and replaced with an SFI approved fuel cell recommended to hold 8 gallons minimum, 22 gallons maximum.
- Fuel cell must be enclosed in a 22 gauge steel container. Container must be securely mounted behind the driver in the trunk area.
- Must have all steel braided fuel lines or lines sealed in pipe or conduit, running under the floorboard. Fuel systems must be well protected from rupture and must have a check valve in the vent or vent hose & vented to outside of car.
- Fuel cell shall be supported by three straps a minimum of 1" square tubing and secured by at least two straps lengthwise and two crosswise-all bolted to the frame.
- 10" minimum ground clearance from cell to ground.
- Fuel cell guard mandatory.

CARBURETOR:

- Unaltered Holley 4412 500 cfm two barrel (Choke horn and choke assembly may be removed).
- May replace jets, squirters, accelerator pump cam, accelerator pump, and power valves. All other parts must remain unaltered.
- All float bowls must face forward. Carburetor adapter/spacer allowed, maximum height from intake plenum floor to carburetor mounting surface is 5”.

FUEL

- Pump Gasoline only.
- No performance enhancing or scented additives.
- Fuel must pass both dielectric meter and chemical tests.

WEIGHT

- Minimum weight limit of 3,200 lbs (3,300 lbs for cars running the crate motor option with anything other than an unaltered Holley 4412 carburetor), before the race with driver in car. No tolerance.
- No weights and/or loose objects in driver compartment or outside body and must not be visible.
- Weights must be securely mounted to frame or roll cage and painted white with car number on it.
- Must be attached with at least two 1/2 inch bolts.
- No titanium, magnesium or carbon fiber products.
- No gun-drilled, tubular, hollow bolts or studs.
- Steel fasteners only.

BATTERY/STARTER

- One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered.
- If mounted in driver’s compartment must be securely fastened in such fashion that it will remain mounted in case of an accident. If mounted inside driver’s compartment any “wet” cell batteries must be in enclosed container.
- Battery must be in Marine type case if mounted in driver compartment.
- Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.
- Kill switch required within easy reach of driver and must be clearly marked ‘OFF’ and ‘ON’.

GAUGES/ELECTRONICS

- No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach).
- No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.
- No external spark amplifier boxes allowed (unless OEM).
- All components must be out of reach of driver, but accessible for inspection.
- No magnetos or crank triggers.
- OEM type alternator with internal regulator allowed.
- No electronic traction control devices.

TRANSMISSION/DRIVESHAFT

- No lightening of internal parts.

Manual

- Must have all original gears in working condition and must be able to demonstrate during tech.
- Must be mounted in stock location.
- All standard transmissions must have a stock type flywheel, minimum 10" clutch plate and disc, no aluminum allowed.
- Balancing is permitted.
- Only standard magnetic steel production design flywheels permitted. Steel safety bell housing required.

Automatic

- Must have all original gears in working condition and must be able to demonstrate during tech.
- Must use a minimum 10" OEM type fluid filled torque converter and flexplate.
- May not be made to be push started, must have Park, Neutral, Reverse, and forward gear sequence.
- Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. (i.e. Speedway pt# 910-48327)

Drive Shaft

- Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white and labeled with your car number. Two 360-degree driveshaft safety loops required.

ENGINE COMPARTMENT

- Minimum engine height will be 12" measured from the front or rear center of the crankshaft to the ground.
- No engine offset or set back allowed.
- Must run stock type belt driven mechanical water pump mounted in stock location.
- All engine mounts must be in stock location only and may be replaced with any type of mount. Rear mounts may be added.
- Engine mount holes cannot be removed or altered on block.
- No midplates allowed.
- Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground. No antifreeze allowed.

ENGINE COMPARTMENT

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Open Motor

- Any American make engine allowed. Maximum 365 cid.
- Steel OEM production heads, block and oil pan only. OEM passenger vehicle production block only. NoGM Bowtie, Ford SVO or Chrysler W blocks or other parts what so ever.
- OEM stroke combinations only.
- If using aftermarket crank shaft or connecting rods they must be OEM stroke and weight.
- Flat top or dished pistons allowed.
- Flat tappet cam only. Maximum of .500 valve lift.
- Castings and fittings cannot be changed, no machine work on outside of engine.
- OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).
- 'Wet' sump oiling system only.
- No lightweight harmonic balancer, SFI approved racing balancer recommended.

Intake

- Any cast iron or aluminum intake allowed however the distance from the plenum floor to carburetor mounting surface cannot exceed 5".
- No porting, polishing or milling allowed on any intake.
- Cooling lines allowed.
- No plastic intakes allowed.
- No exotic or high end intakes allowed (subject to tech approval).
- A Victor Jr. or Performer intake are examples of the intent of this rule.

Cylinder Heads

- Steel heads only. Must be unaltered approved OEM and original. May use Stock Replacement World Products part number 043600.
- OEM diameter valves only.
- No porting, polishing or unapproved alterations allowed to ANY cylinder head. Angle milling is NOT allowed.
- Guide plates, screw-in shouldered studs and polylocks allowed.
- No stud girdles.
- Any stud mount aluminum or steel rocker arms allowed. Any ratio but keeping in mind the maximum valve lift of .500.

Crate Engine

- Must use unaltered sealed GM #88958602 or #19258602 crate engine.
- When not using the Holley unaltered 4412 carburetor must weigh 3,300 lbs, if a Holley 4412 is used may weigh 3,200.
- Upon inspection, any different, altered or missing GM seal bolts will result in disqualification.
- \$250 fine for any crate engine not using required spacer, distributor, pushrods, valve springs or rocker arms.

Any vehicle that does not fit into this category and meets the safety rules may be moved to another class or exhibition

Rules at Wild Bill's Raceway are subject to change without notification.

A 1 week grace period will be given.