

I-30 Speedway Super Stocks Rules

1. FRAME: Any year model American made full framed car or truck. Camaro, Mustang & Thunderbird unibody cars are also allowed (no torque arm cars allowed). No front wheel drive vehicles. Wheelbase must match the factory spec for that frame (1/2 inch tolerance). Unibody cars must be tied together. No alterations to the frame are allowed other than bracing.

2. ROLL CAGE: All tubing shall be at least 1.5 inch OD tubing of at least .095 wall thickness. The cage shall be an "A" shaped affair with bars running from the upper right corner to the lower left corner and just the opposite on the other side, forming an "X" as viewed from front to rear. There must also be a cross bar on top of "A" and 4 bars down the side & around the top to complete the cage around the driver. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights 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 rocker panel and from rear down post to 5 inches in front of seat. Must be visible for inspection.

3. BODY: Bodies must have a factory production appearance & may be made of sheet metal or aluminum. Any body style is acceptable as long as it is GM to GM, Ford to Ford, Dodge to Dodge. EXAMPLE: 1955 Chevy body on 1980 Cutlass frame is OK. Hoods & trunk lids must be pinned down. Front & rear inner fender wells may be removed. Trunk floor pan may be cut out up to pinon of the rear end. Plastic nosepiece and tailpiece allowed, recommended to match body. No wedge or late model noses allowed. No side skirts. All glass must be removed, all windows in body must remain open. A maximum 7 inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. No raised quarter panels. Fenders and quarter panels may be trimmed for tire clearance. Back of body must be enclosed from fender to fender. Deck height not to exceed 40 inches measured at the rear of the deck. The deck lid must also slope downward as it goes back. Rear spoiler must not exceed 6 inches in height & only 2 end braces are allowed not to exceed 12 inches in length. Spoiler may not be wider than trunk lid. **ENCLOSED INTERIORS ALLOWED PROVIDED YOU CAN CRAWL OUT THE PASSENGER SIDE. BACK PANEL OPENED UP TO LET MUD FLY OUT.**

4. BUMPERS/RUB RAILS: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, welded or bolted to steel bumper mounts. Fabricated tubular bumpers (front and rear) are allowed as long as the front bumpers are covered by a plastic nose. All bumpers must have rounded edges. Main bumper bar must be minimum 1/5 inch O.D. (maximum 2 inch) with 0.083 inch (maximum 0.125 inch) wall thickness. Must run inner rub rail mounted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. **ALL CARS MUST HAVE TOW LOOPS SECURELY FASTENED TO FRONT & REAR BUMPERS. IF NO LOOPS ARE PRESENT, YOUR CAR WILL BE PUSHED TO INFIELD & LEFT FOR THE REMAINDER OF THE NIGHT** (unless bumpers are ripped off in an accident).

5. DRIVERS COMPARTMENT: Minimum of 3 1/4 inch windshield bars in front of driver. All flammable material must be removed (carpet, headliner, plastics, etc...). Gauges may be removed. Aluminum high-back or containment type of seat and must be bolted in. Driver seat may be no further back than rear edge of B-pillar. SFI approved safety harness is mandatory. Neck brace and window net or arm restraints also mandatory. Quick release steering wheel is OK. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON". Driver must be sealed off from track, driveline, engine and fuel

cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Front firewall may be reworked to allow engine clearance. Must be repaired with steel of at least same thickness as OEM. Inside rear quarters panels, below window level, may be cut out. Doors may be gutted. All OEM holes in firewalls and floor must be covered with metal or aluminum. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.

6. FUEL CELL: Racing fuel cells are mandatory. 32 gallon maximum. Fuel cell must be securely fastened in trunk above level of OEM truck floor, behind rear tires, with minimum two solid steel straps around entire cell, 2 inches wide and .125 inch thick. No fuel cells allowed over rear end housing.

7. FRONT SUSPENSION: All mounts must be in stock locations. Steel body racing shocks & springs are allowed. No coil overs. Shocks must mount in stock locations. No heim end components allowed. Adjustable/Cheater weight jacks are allowed. OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), bolt on spindle savers allowed.

8. REAR SUSPENSION: Racing shocks & springs are allowed. No coil overs. Screw type weight jacks are allowed. All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. Aftermarket upper & lower trailing arms are allowed but must be stock length & non-adjustable. Polyurethane or stock rubber bushings allowed. Center of rear lower control arm bolt hole must be 2.25 - 2.50 inches from bottom of housing. No independent rear suspensions. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed. Leaf spring type cars & trucks are allowed to mount coil spring "helpers" on top of the axle tubes (1 per side).

9. REAR END: 9" Ford housing highly recommended. GM rear end must have axle retention. Grand National rear ends are allowed. All rear ends must be locked. No gold tracs or any other form of traction control devices allowed.

10. BRAKES: Must have at least 3 wheel brakes. Aftermarket pedal assemblies allowed as long as brakes are not adjustable. Brake shutoff valve must be in engine compartment, no front to rear shutoff allowed. No brake bias gauges are allowed and brake lines must remain visible.

11. WHEELS/TIRES: 8 inch maximum width steel racing wheels only. Beadlock wheels allowed on right side only. Metal, plastic or foam mud plug/covers are allowed on all wheels. No plastic or aluminum wheels. 5/8 wheels studs mandatory. Hoosier G60-15 IMCA stamped modified pull off or any Hoosier asphalt pull off allowed. NO AMERICAN RACER TIRES ALLOWED AFTER APRIL 25, 2015. Tires must durometer at least 50 at any time. Grooving and siping allowed. No softening or chemically treating tires. Sidewall markings must remain visible.

12. WEIGHT: All cars must weight 3200lbs after race with driver. All extra weight must be bolted to frame outside of the drivers compartment and must be painted white and be clearly marked with car number.

13. BATTERY/STARTER: One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. 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.

14. ENGINE: Engine must be stock production factory blocks only. Roller cam blocks are allowed and must run mechanical fuel pump. No bowtie or aluminum blocks. Casting numbers must be readable by tech official. No 400 blocks. Engine set back to the #1 plug even with upper ball joint. Flat top or dished pistons only. Maximum cubic inch displacement to include clearance and wear is 370 for GM, Ford & Mopar. Electric cooling fan is ok.

15. REV LIMITER/DISTRIBUTOR: All cars must use an unaltered MSD 8727CT rev control with it set at **6800rpm's**. Box must be mounted on passenger side and easily accessible by track officials. IT IS UP TO TRACK OFFICIAL TO DETERMINE IF IT IS EASILY ACCESSIBLE. All wiring must be exposed, zip ties are OK, no wiring looms. Wires must be easily traceable. There will be zero tolerance in regards to the wiring of these modules. At tracks discretion, your box may be confiscated for testing, at which time you will be issued a replacement. Also, at tracks discretion, the top 5 may be required to swap boxes. Any cheating of these boxes will result in a 1 year ban from I-30 Speedway. Factory stock or aftermarket HEI style distributors. No remote coils on GM cars. No onboard electronic devices capable of storing information allowed. No aftermarket electronic amplifying devices allowed. No traction control devices of any kind. Tachometers only.

16. INTAKE: Unaltered cast iron intake or cast iron marine intake or approved unaltered aftermarket dual plane aluminum intakes allowed. If it is not one of these numbers, intakes must be approved prior to racing at I-30 Speedway. No porting or gasket matching or acid dipping allowed. No Brzezinski intakes or heads allowed. Plenum webbing cannot be removed on any intakes. No grinding intakes. Intakes may NOT be reworked under the carb area.

THE FOLLOWING INTAKES ARE ALLOWED: WEIAND: GM: 8016, 8024, 8121, 8126, 8150, 8151 FORD: 8020, 8023, 8124 MOPAR: 8007, 8022 EDELBROCK: GM 2101, 2104, 2116, 2701, 2716

FORD: 2121, 2181, 3721 MOPAR: 2176 HOLLEY: GM 300-28, 300-48

17. CARBURETOR: 4412 Holley 2 barrel or Barry Grant/Demon 2 barrel allowed. 500 CFM. Bottom throttle plate hole 1 11/16". Carb spacer no taller than 1 1/2 allowed. Pump, racing or aviation gas only. NO nitrous oxide allowed.

18. HEADS: Cylinder heads must be stock OEM (Vortec OK) or Stock Replacement (see list below). No Bowtie performance heads. Casting numbers or engraved markings must be readable by tech official. 2.02 -1.60 valves are the largest size allowed in OEM heads. No titanium components allowed. S/R heads may not be altered in any way and must remain as produced, seat angles & valve sizes cannot be changed. Aftermarket valve springs are OK not to exceed 1.50 inch OD, no "beehive" type springs. OEM or roller rockers allowed. Screw in studs OK not to exceed 7/16". Polylocks are OK. Stud girdles OK. No porting, polishing or removal of any casting in valve pocket area. No aluminum or angle plug heads.

ONLY THE FOLLOWING S/R HEADS ARE ALLOWED: GM: Engine Quest: CH350C, CH350i Renegade: 21959B, 21968B World Product: Casting #'s 043600, 043610 Summit: 151124, 152123 FORD: Renegade: 21960 CHRYSLER: Engine Quest: CH318B

19. CAMSHAFT: No roller cams or lifters allowed. Hydraulic or solid lift cams only.

20. HEADERS: Headers are legal. Must have mufflers securely fastened.

21. TRANSMISSION: Automatic transmissions must be stock or TCI transmissions. Must have working torque converter, no direct drive with "dummy" converters. Standard transmissions must be 3 or 4 speed OEM. OEM style clutch & pressure plates. No triple disc or "mini" clutches. Aftermarket steel flywheels are OK. Direct drives & lightening of transmissions allowed. No Bert, Brinn or Falcon transmission allowed. Must have 360 degree explosion proof bell housing. Driver must be able to put car in gear from park/neutral and move forward and reverse at time of inspection. Must have driveshaft loop. Driveshaft must be painted white and must be steel.

22. CLAIM/TEARDOWN: \$550 cash and swap. \$50 goes to wrecker for pulling engines. Driver claiming must have raced in the Super Stock class the previous 2 feature events. Claimed items include: Block, rotating assembly, camshaft, heads, balancer & timing cover. \$100 claim & swap on any shock. Must swap location for location when claiming. Claiming process & criteria is the same as engine claims. No driver may claim more than 4 shocks during the race season. Anyone wishing to make a claim must have finished the feature on the lead lap on the night of the claim. Only top 4 cars may be claimed. To claim, you must go to the infield and hand the cash to the officials within the 5 minute protest period. If you leave the track, the claim is void. If you refuse to swap, or refuse the teardown, you lose all money won that night and all accumulated points plus a 4 week suspension. Second refusal, same applies plus a calendar year suspension. Track owner may claim ANY engine as long as claim is made within 5 minute protest period. No driver may claim more than 1 engine during the season. Claimed engine will be marked and must be run upon return to I-30 Speedway. If "marked" engine is not run upon first visit back to I-30 Speedway, you will not be able to run until "marked" engine is placed in car. There is a \$125 teardown rule on each: pistons, cams, lifters, rockers, porting of heads and intake, flywheels/clutch, driveline. Driver only may protest. \$25 of the money goes into the driver's point fund.

THE MOST IMPORTANT RULE...IF IT DOESN'T SAY YOU CAN...YOU CAN'T!