

2010 Super Stock Rules

BODY: Any 1950 or newer American made rear wheel drive passenger car allowed. No front wheel drive. No convertibles, pickups, jeeps, station wagons, or SUVs. Body must remain stock appearing steel with the exception of fiberglass/aluminum hood or trunk lid. If it was OEM when made, after market nose/bumper cover allowed. No altering, shortening, channeling, chopping of body permitted. Spoiler 5" measured from base of spoiler and trunk lid to top of spoiler. Stock firewall and full floorboard required inside of body. Drivers area will be completely sealed from engine and trunk. Doors must be bolted or welded shut, 1/2" bolts used if bolting. Hoods will run at all times unless damaged. All glass must be removed, metal screen of 1/2" mesh or larger must be used and must cover entire windshield area. Siderails on body permitted with 1 1/2" O.D. maximum diameter and must be within 1 1/2" of body panel. **Front and rear tow chains recommended.** Inner front and rear fender wells may be removed, all trunk area floor may be removed, all flammable material must be removed.

FRAME: American made steel frame only. Frame must be ford to ford, GM to GM etc., No aftermarket frames allowed.

WHEELS: Wheels must be steel, racing type recommended. No beadlocks/bleader valves.

TIRES: Asphalt take off slicks, maximum 11" wide, grooving is allowed.

SUSPENSION: OEM steel leaf spring, torsion bar, 5" coil springs allowed. Mounting and location must remain stock on frame. No weight jacks, adjustable spacer is okay, no adjusting holes, spring spacer is okay. No air shocks, torque arms, fifth arms, or aluminum shocks. No independent rear axels, no coil over shocks, or eliminators. Shocks must be mounted in stock location. No rack and pinion steering except stock for make and model. Steering box must remain in stock location, steering quickening okay. Sway bars/pan hard bars allowed, but must be OEM components. All suspension components will remain unaltered and stock. No adjustable lowering blocks. No adjustable shocks.

REAR END: Any stock rear end allowed but must be mounted in stock location and use stock mounting for frame. No truck arms or quick change read ends allowed. Floaters allowed.

DRIVE LINE: **Drive shaft must be painted white.** Two hoops or chains, one at each end for safety must hang under driveline.

ROLL BARS: Must be a six point steel cage type with a minimum tubing of 0.90 wall by 1 3/4" O.D. Cage must be welded to main frame with gussets at all six points. Cage on unibody frames will have six minimum 4"-6" square plates 3/16" thick welded to cage and bolted to floor with four 7/16" or larger bolts. Driver's side door must have at least three door bars and a minimum of two door bars on the other side. Cage must be braced from side to side. **Gussets recommended at all joints.** Roll cage is subject to inspection for construction and workmanship at any time. Padding of roll cage in driver's area is mandatory. Steel plate on driver's door mandatory.

SEAT: Aluminum racing seat only. **Head rest recommended.** Seat must be mounted to roll cage

or main frame with minimum 3/8" bolts, 1/2" are preferred.

BRAKES: OEM brake components only. Brakes must be on all four wheels and able to stop all four wheels. No after market brakes or hubs. Minimum diameter wheel stud, 5/8" mandatory.

TRANSMISSION: Any OEM production transmission with at least two forward and reverse gears working. Automatics are allowed but must have working torque converter. Manual transmissions must use a stock type clutch disc and pressure plate assembly with a minimum 10" clutch disc. No multiple disc or ram type clutches. Approved steel scatter shield/bell housing or blanket mandatory. No aluminum flywheels.

FUEL TANK: Fuel cells mandatory. Minimum 20 gauge steel container. Must be mounted to frame in trunk area and must be protected on all sides and bottom. Subject to inspection. Fuel tank must be completely sealed from driver's compartment. 22 gallon maximum.

FUEL: Pump or racing gas only. No methanol nitrous oxide nitro methan allowed. Any fuel lines in driver's compartment must be fully encased in metal.

ENGINE: Castiron OEM block, head, and intake only. No porting or polishing of heads, intake, or exhaust. No vortex heads. Flat top pistons only. Steel or cast flywheel only. Minimum flywheel weight: 17lbs. 10-10 1/2" minimum clutch. After market crank allowed. Minimum weight: 48lbs. Any flat top piston and rod combination allowed. OEM length rod. No stroked or destroked engines allowed. Maximum Bore 4.065 Stock rocker arms only. No roller or roller tip rocker arms allowed. Hydraulic flat tappet cam and lifters only. No solid lifters. No vortex heads. No roller lifters. No bowtie heads. No high rise intakes. Cast iron intake only. Carb. Rochester 500 cfm allowed. Jet and power valve okay. 1" spacer okay. Holley #4412 500 cfm. Jet and power valve ok. can remove choke horn. 1" spacer okay. Stock distributor only. No MSD or aftermarket boxes. No magnetos. Stock exhaust manifolds only. Center dumps okay. 2 1/2" pipe maximum. Must run mufflers 95db @ 100'. Engine must remain in stock location and be GM to Gm, Ford to Ford, etc.

SEAT BELTS: 3" five point minimum. 3 years old max. Must be quick release racing type. Belt system must be mounted to cage or frame. Subject to inspection. Window net required on driver's side.

SAFETY: **Helmet must be worn on the track at all times.** Helmet must meet snell standards and be in good condition. Driver's suit must be of flame retardant materials and must be worn by driver. Nomex suits are recommended. Leather or racing type gloves mandatory. Leather high top or racing type shoe mandatory. (No tennis type shoes allowed) Neck brace mandatory. One working 2 1/2lb fire extinguisher mandatory. Must be mounted within reach of driver. Battery may be in driver's compartment if securely mounted and covered. Any weight to be painted white with car number on it and bolted with 1/2" bolts, even if welded.

MISCELLANEOUS: No radios or radio communication equipment permitted. **No rear or side mirrors allowed.** These rules are subject to change when deemed necessary to restore equal racing at all times.

YRA reserves the right to add weight to any car that proves dominant.