

Clearwater Stock Car Association

Super Stock

Super Stock Rules

Super Stock cars cannot move back to Street Class in the same racing year once registered in the Super Stock class. Any North American built car or pickup V8 Stock car with a min 105 w.b.. Jig Frames Allowed. No foreign cars, station wagons, or convertibles. There will be no age limit on vehicles. Vehicles to remain full bodied. All combustibles, glass and loose chrome to be removed. Wheel openings may be radiuses. Uni-body cars must have stock floorboards from firewall to center of rear hump. Uni-body cars may join frame rails. Any body (Corp to Corp) may be run on any full frame chassis. Trailing arms may be any length, lengthened or shortened. Frames to be a minimum of 4" from the ground.

EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:

BODIES

- Any stock appearing passenger car bumper. Rear bumper only may be reinforced.
- Front collapsible bumper allowed, not to be reinforced.
- Inner wheel wells may be removed. Interior must be gutted.
- Tunneling allowed on passenger side from center of hump to rocker panel.
- 6" spoiler allowed.
- Stock latching hood and trunk must be removed and replaced with minimum 2" pins front and rear. Must be securely fastened on all four corners. Must be reinforced with large steel washers around pinholes.
- Windshields may be left in. must have safety clips or straps. May replace with windshield safety glass (laminated safety glass) or Tech approved screen. Must fully protect driver. Drivers door net securely fastened on bottom, not flapping. MANDATORY. With release mechanism. Must be passed by Tech.
- Missing panels must be replaced or repaired by next race meet.
- After market bodies allowed.
- Stock steering column may be removed. Minimum 2" collapsible steering column installed.
- Tow chains or hooks MANDATORY on front and back of car.
- Body may be tunneled to install mufflers.
- After market brake system allowed.
- MIRRORS - A single 4" round mirror may be mounted inside the drivers door at door level.

ELECTRICAL SYSTEM

- Stock ignition switch must be disabled and replaced with push/pull switch and be clearly labeled and within drivers reach, to the right of the driver. A battery disconnect switch is MANDATORY and is to be clearly marked.
- It is MANDATORY that absorbent foam rubber be placed in the lid of the battery box as an acid absorbent in the event of a roll over if the battery is mounted inside the cab of the vehicle.

ENGINES

- Engines not to exceed 350, Chevrolet, 351, Ford, 360, Chrysler/AMC, plus .060 overbore.
- All casting numbers must be on block, head, and crank.
- After market cam allowed. Roller cam or Roller rockers allowed.
- Fluid dampers optional.
- No aluminum Blocks.
- Aluminum Heads are allowed.
- Aluminum intakes allowed. Maximum 5" height spacer included (from top of valve cover rail to deck)
- Gear drives or belts allowed.
- After market, coils and module allowed.
- After market oil pans allowed.
- Headers allowed. 180 degree headers are allowed
- Single disc clutch only.
- Porting or polishing **is allowed**. Port matching within 1" of flanges allowed.
- Allowed to run a MSD type ignition, 6A 1 or equivalent, only one.
- #1 spark plug may be set back 1" from the center of upper ball joint.
- Stock Oil cooler allowed.
- Must have one gallon catch can.
- No dry sumps allowed.
- Racing gas allowed.
- No dome pistons, (flattop only, two-valve relief acceptable).
- Transmission cooler lines must be shielded from driver. Stock fan may be removed and replaced with electric fan.
- After market air cleaners allowed. No stub stacking.
- Cowl induction allowed.
- Crank case ventilation system allowed.
- Exhaust system must be extended to a point behind the driver or out from underneath the car. Cannot be turned down onto the track surface.
- **602/604 Crate Engines allowed. Seals not applicable.**

FUEL SYSTEM

- One 4412 -1-2-3-4-5-6-7 and so on. MAX 4BBL 750 cfm, max 1" adapter plate between carb and manifold. Choke plates only can be removed or wired open
- Stock gas tank must be removed.
- Fuel tank may be aluminum or a racing fuel cell. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech.
- Tank must be fitted in trunk 18" in front of rear body between frame rails. Must be securely strapped down. A rear crash bar is MANDATORY, if unable to meet 18" rule.
- A shield (minimum 20-gauge steel) must be fitted between driver and fuel cell.
- No plastic or glass fuel filters or bowls. No electric fuel pumps.
- When replacing the throttle cable, only use factory OEM replacement cables. Any car that had the firewall altered or the engine moved must use a solid mechanical linkage with a safety toe peg.

REAR ENDS

- Quick Change Rear end allowed.
- **No bird cages**

ROLL CAGE

- ****Roll cage will be inspected and approved by tech****
- Bars must be securely welded to frame.
- MINIMUM 1½" (.095) i.d. schedule 40 .125 wall or equivalent strength seamless pipe.
- All bars within reach of the driver must be padded with minimum ½" thick foam.
- Front hoop not to extend past frame rails or grill of car and must remain behind front bumper. Triangulation allowed. Not to be used as "bumper" or to reinforce the bumper.
- No galvanized pipe or drill steel.
- Four point roll cage MANDATORY. Four bars minimum on left side must extend into door. Three bars minimum on passenger side of drivers compartment.
- Spacer bars MANDATORY ON DRIVERS SIDE. 1/8" plate – 4 gussets MANDATORY in top of cage.
- "Kit" cages allowed
- Rub Rails must be above center of hub and below the top of the rim on left side. Ends must be turned in. Right side must be angled from front spindle to top of back rim. (see picture in back of rule book) Tires must not extend more than 1" past the body or rub rails must be added in front and behind rear tires. Tires cannot be more than 1" past rub rails.

SEATS AND SEAT BELTS - SEE SAFETY RULES ALL CLASSES

SUSPENSION

- Ballast must be behind front spindles, ahead of rear axel, no lower than frame.
- Weight jacking allowed. Minimum 2900 pounds with driver.
- Overload shocks are allowed. Pick-up points may be altered for shocks only. Racing shocks and/or coil overs allowed.
- Springs may be altered. Front and rear sway bar mounting may be altered.
- After market hubs allowed.
- Steel hub allowed.
- Pan hard bars are allowed and may be adjustable.
- Torque arms may be added.
- Rear sliders for leaf springs allowed.
- After market upper A-arms allowed, Upper A-arm and mounts may be altered.
- Adjustable proportioning valves allowed.
- 3 Link Suspension allowed
- Rack and pinion steering allowed, and steering quickeners allowed.

TIRE AND WHEELS

- Maximum 10" wheels. No winter treads (no snow flake). Siping and grooving allowed. Racing tires allowed.
- After market steel wheels on all (4) four corners. NO ALUMINUM WHEELS.
- Minimum ½" wheel stud. Larger stud than minimum requirement is allowed. Length may be increased.
- Wide 5 wheels are allowed

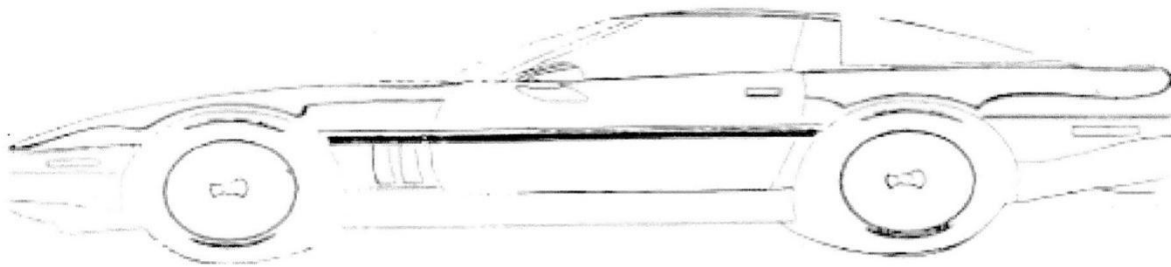
TRANSMISSIONS

- Any 2, 3, 4, or 5 speed OEM transmission. No direct drives.
- No special transmissions allowed.
- Automatics must have functional torque converter or clutch.
- Oil coolers for transmissions allowed.
- Drive shaft sling within 1/3 back from yoke and not more than 2" from bottom of the drive shaft. All drive shafts must be painted white.

- Standards must be covered with scatter shields. Bell housing and scatter shields not attached to engine must be attached to cage.
- No mini-disc clutches or aluminum flywheels.

If you are unsure, talk to your class rep!

Last Edit: Dec 1, 2023



DRIVERS SIDE VIEW OF RUB RAIL
LEFT SIDE

