



## 2026 LEGIT SUPER STOCK RULES

Rule changes and/or amendments in red

These rules are in effect as of January 1st, 2026 through December 31st, 2026

### Index:

1. Appearance _____	2
2. Ballast _____	2
3. Battery/Starter _____	2
4. Body Diagram Measurements _____	2
5. Brakes _____	3
6. Car Body _____	3
7. Carburetor _____	4
8. Cooling System _____	4
9. Driver Compartment _____	4
10. Driveshaft _____	5
11. Engines _____	5
12. Engine Option 1 _____	5
13. Engine Option 2 _____	5
14. Exhaust & Mufflers _____	6
15. Frame _____	6
16. Fuel Cell _____	6
17. Fuel System _____	6
18. Gauges/Electronics _____	7
19. Rear End _____	7
20. Rear Suspension _____	7
21. Roll Cage _____	8
22. Shocks _____	8
23. Springs _____	9
24. Steering _____	9
25. Suspension _____	9
26. Tires _____	9
27. Transmission & Clutch _____	10
28. Weight _____	10
29. Wheels _____	10
30. Wheelbase _____	11
Body Diagram _____	12
Camaro Sail Panel Diagram _____	13
New Engine Option 3 _____	14

General Rules of Conduct, Track Technical Inspections, Transponders & RACEceivers, it is the responsibility of each Super Stock competitor to read, understand and abide by Legit Speedway General Track Rules. Legit Super Stock drivers are to represent themselves and Legit Speedway in a professional and courteous manner at all times. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action.

### **1. Appearance**

- a. All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the race car should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. The top numbers should be at least four (4) inches thick and twenty-four (24) inches high. No profanity allowed on cars or trucks. Crate engines indicate crate on the right front window post in 2" legible letters.
- b. Allow Camaro MD3 nose pieces (non-Wedge). Must follow O.E.M body lines.

### **2. Ballast**

- a. No unsprung weight allowed anywhere on the car. No titanium, magnesium, carbon fiber or tungsten products. Weight may not be mounted in cockpit, or outside of body or hood area. Must be securely mounted, "MUST BE" painted white and clearly marked with the car number. Must be attached with at least two (2) .500 (1/2) inch bolts. May not be attached to rear bumper. Any car with ballast that is not painted white, have car number, and securely mounted will be subject to disqualification. **Must be bolted to frame. NO WEIGHT MOUNTED TO REAREND HOUSING- NO TOLERANCE.**

### **3. Battery/Starter**

- a. If battery voltage is checked it can't be higher than 13.9 volts.
- i. Must be securely mounted inside frame rails and covered.
- ii. One (1) 12-volt battery only (no 16-volt batteries).
- iii. Voltage converters are not allowed.
- iv. All battery posts must be securely covered.
- v. No lithium batteries.
- vi. No other types of batteries are allowed in Race car.
- vii. Battery must be in Marine type case if mounted in driver compartment.
- viii. Car must have capability of starting without being pushed or pulled.
- ix. Car is expected to leave initial staging area on demand and unaided.

### **4. Body Diagram Measurements**

- i. 8" Max Continuous Hood drop from Cowl to front of Fender.
- ii. 50" Max Center of Front Hub to Nose.
- iii. 6" front nose piece (with skirting) must remain six (6) inches from the ground
- iv. 70" Max width outside of Door tops measured at Driver's seat.
- v. 70" Max Spoiler width.
- vi. 36" Minimum 48" Max center Rear Hub to rear Bumper.
- vii. 5" Max Fender or Hood bubble.
- viii. 80" Max overall Body width.
- ix. 1" Minimum outward Body curvature. (No flat sides, no dished sides).
- x. 42" Max Deck at rear.
- xi. 48" Max top of Spoiler.

- xii. 7" Max Spoiler side height.
- xiii. 12" Max Spoiler side length.
- xiv. 40" Minimum width rear panel (no holes or louvers). -Optional

## **5. Brakes**

- a. Must be operating on all four wheels and must lock up all four wheels during inspection. Must have caliper and rotor on all four wheels.
- b. Must be stock / cast / steel type calipers with stock piston diameter. No aluminum calipers.
- c. No electronic brake actuators of any kind are allowed. Must be OEM operative four-wheel drum or disc brake combination. Stock rotors only.
- d. Scalloped rotors are not allowed. Rotors may not be lightened. Floating brakes are not allowed. Brake lines must be outside frame rails and visible.
- e. Brake shut-off and/or pressure sensitive devices are not allowed. One brake bias bar (front to rear only) is permitted. Must maintain minimum OEM dimension for hubs, rotors, and calipers.
- f. Brake pads must be unaltered.

## **6. Car Body**

- a. Any model rear wheel drive American made production car. All cars and bodies must be stock appearing. Bodies must be squared up on the frame (front to rear and side to side). (May use older nostalgic body on 1967 or newer frame.)
- b. Roof must be 54"x54" max with max 5" roof rake. 1" max rails on side, both side must match.
- c. Fenders, doors, and lower rear quarter panels may be aluminum but must maintain original body line contour and remain Stock appearing. Composite body panels will be allowed. No slab side bodies.
- d. Must have minimum 14" window openings on both sides of car.
- e. Cars may use aftermarket nosepiece and tailpiece but must remain stock appearing. No wedge noses. Plastic front nose sides allowed, must not extend past center of front wheel well.
- f. Minimum 1 1/4-inch diameter tube front bumper will be allowed with aftermarket nose but must remain behind nose piece and attach at original position.
- g. No mirrors or reflecting device of any kind. All glass, chrome, trim, moldings, etc. must be removed.
- h. Gutting of inside panels and front inner fenders will be allowed. All doors must be bolted or welded shut. Trunk lid must be secured.
- i. Maximum 6-inch-high spoiler allowed no wider than the body. Spoilers may be braced on both ends and have one center brace no more than 7-inches high and 12- inches long. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is forty-two inches. Spoiler must be mounted under the decking not on top.
- j. Spoiler must be flat. No coverture. Spoiler may be braced in rear. Bracing must be 1 inch below top of spoiler.
- k. One scoop will be allowed on decking or hood for external oil cooler only.
- l. Deck must be flat left to right, front to rear. No concave decking. Rear of deck may slope down to rear of car.

m. 3" Min. Border on sail panels 50" Length Max, must match side to side.

## **7. Carburetor**

- a. A maximum one-inch spacer / adapter plate is permitted under the carburetor. Distance between bottom of carburetor and top of intake manifold cannot exceed one and one-quarter (1.25) inch. Spacer thickness must remain the same front to back and side to side.
- b. No aerosol type carburetors allowed. No remotely adjustable spacer/adapter plate between carburetor and intake manifold. Cars utilizing engine option #1 Standard Engine must use Holley 4412 gauge legal 500 cfm 2-barrel carburetor (1 11/16" throttle bore max. 1 3/8" venturi max). Carb "must" pass all top and bottom "go/no go" gauges (boosters included). XP and HP 500 cfm are allowed.
- c. All air must pass through carburetor venturi to engine. Engine option #2 Sealed crate engines and may use 4-barrel 4150 Series as stated in rules. No spacer allowed between the main body and throttle plate.

## **8. Cooling System**

- a. Aluminum water pumps are permitted. The cooling system may be modified. Sprinkler systems are not allowed. One (1) Radiator and transmission cooler is allowed and must be mounted under the hood and in front of engine- aluminum allowed. Overflow tubes must be directed to the ground, between frame rails. Accumulators and Accusumps must be mounted in the middle of the racecar or behind the driver, but not on door bars. Top flow air cleaner housings are permitted. Cold air boxes and/or air cleaner ductwork is not allowed. Marine-type engine components are not allowed.

## **9. Driver Compartment**

- a. Windshield must be removed and replaced with a gravel screen or minimum of three (3) windshield bars in front of driver.
- b. Gutting of inside panels and front inner fenders will be allowed. No dropped or tunneled interiors.
- c. Must be flat and equal height from top of passenger side to driver side door. The interior on right side of car may be enclosed but must have 12-inch x 12-inch trap door for inspection.
- d. SFI rated racing seat only, must be bolted in using a minimum of (4) 0.4375 (3/8") inch bolts. Seat must remain inside all confines of roll cage. The driver must be sealed off from track, driveline, engine, and fuel cell.
- e. Interior compartment with an Open cockpit (Driver's compartment) a full firewall and floor pan is required. The interior compartment with a closed cockpit (drivers' compartment) will not require a full firewall and floor pan.
- f. Kick and rocker panels may be removed.
- g. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049-inch thickness. Firewall may be flat or straight and may be moved back to the first factory seam in the frame (where C channel is welded to front stub) or twelve (12) inches from back of motor.
- h. 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. Exception is maximum eight-inch-tall driveshaft tunnel.

i. Tunnel must remain similar to OEM tunnel in size. Full rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. All doors must be bolted or welded shut.

j. No driver-adjustable devices are allowed while the car is in competition except brake adjuster. No mirrors. See the CAR BODY section for any additional rules that may apply to section 1.

k. May have rock screen no more than 6" past the steering wheel tapered down to deck.

#### **10. Driveshaft**

a. Minimum 2-inch diameter steel drive shaft. Must be painted white and made of steel. A safety loop is required at the front half of the driveshaft. Alternatively, 2 loops of 1/4-inch by 1-inch solid steel fastened to cross member are allowed. Yokes must be made of steel. No aluminum driveshaft's allowed.

b. Optional Carbon fiber driveshaft is permitted but must be white and minimum three (3) inches in diameter. Aluminum yokes are permitted with carbon fiber driveshaft.

#### **11. Engines**

a. #1 spark plug HOLE must be even or in front of installed upper ball joint. Oil pump must be in stock location and OEM.

b. Can intermingle the engine and chassis manufacturers.

#### **12. Engine Option 1**

a. STANDARD ENGINE

i. Steel blocks only. Must be able to be used in a conventional passenger car without alteration. 23- degree cast iron heads only. Aluminum intake allowed. Headers allowed. No Tri-Y headers. The tip of the number one spark plug must be even or in front of installed upper ball joint. Oil pump must be in stock location and OEM. No dry sump systems. The exhaust system and /or mufflers must be mounted in such a way as to direct spent gases away from the cockpit. If using an engine block that has been lightened, or with external machining of block or heads must add 25lbs in front of motor plate. (Rev Limit Rule may be added during the season or future if needed).

#### **13. Engine Option 2**

a. CRATE ENGINE

i. Crate Engine - GM Performance Parts (GPP) factory-sealed CT400 Chevy small block crate engine (Part No. 88958604 or 88869602. Must be unaltered and sealed from factory at appropriate points (Intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. "Only" GM Performance Crate Motor Specs will be followed during technical inspections. Must use unaltered sealed GM crate engine with additional IMCA Cable-Lok system POWRI, USRA, or LEGIT seals, NO EXCEPTIONS. Upon inspection, any different, altered, or missing GM seal bolts or POWRI, IMCA Cable-Locks, USRA seals, or LEGIT seals are subject to disqualification.

ii. Any altered, damaged, or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track and regional points accumulated up to, and including, the date of the offense, a \$1,000 fine and a one-year suspension

from all events.

iii. May utilize one (1) 4150 Series Holley 4-barrel carburetor.

iv. Use of a spacer between carburetor and intake is optional but must be no more than 1-inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not permitted.

v. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified. Must utilize a maximum 6800 RPM rev limiter. (Rev Limit may be subject to changes if needed) Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to Officials at any time.

#### **14. Exhaust & Mufflers**

a. Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from area of possible fuel spillage. Use of mufflers is recommended. 'Zoomies' and/or 180-degree headers are not allowed. Exhaust pipes must extend to and connect with one (1) collector at least four (4) inches long. Must remain dual exhaust, no crossover or "Y" pipes.

#### **15. Frame**

a. Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Johnson Chassis X-Y-G tubular metric frame will not be allowed. Must be a minimum of 99-inch wheelbase.

b. No altered or twisted frames. Frame must be stock to center of rear end (Must be stock width, thickness, and location to center of rear end. Straight rear axles only. No independent rear suspension.

c. Must be stock in all aspects and remain unaltered. Spring must remain in stock location. Uni-body cars must tie the rear frame to front frame.

#### **16. Fuel Cell**

a. Must be SFI Rated, commercially manufactured. Boat and/or stock automotive fuel tanks are not allowed.

b. Must be securely fastened inside trunk of race car and mounted by at least 2 1/8-inch solid steel straps which are 2-inches wide around the fuel cell and above the level of stock trunk floor.

c. Must be in a steel container.

d. Must have firewall between driver and fuel cell (see DRIVER COMPARTMENT section).

e. All mounts must be made of steel and attached to a frame or roll cage.

f. Must have check valves. A ball- type, flapper, spring, or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system. Fuel lines passing through the cockpit must be enclosed in metal pipe or metal conduit. Fuel filters are not allowed in the cockpit.

#### **17. Fuel System**

a. Automotive gasoline, racing gasoline or E85 is permitted (no E98). No Methanol fuel allowed. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Oxygenated fuel is not allowed. Upper cylinder lubricants are not allowed. Mechanical OEM type fuel pumps only. Fuel shut-off recommended. Electric fuel pumps are not allowed.

## **18. Gauges/Electronics**

- a. No Alternators. No cell phones, Bluetooth, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls. All competitors must have a RACEceiver in car radio to compete at the track. If you run a dual channel receiver both channels must be the same as track frequency.
- b. No electronic monitoring computer devices capable of storing or transmitting information except memory recall tach.
- c. Aftermarket or OEM Distributors allowed. No adjustable timing control or magnetos allowed.
- d. One MSD 6AL PN#6425, or MSD 6CT PN#6427 box allowed.
- e. Aftermarket ignition module and coil allowed. Track may confiscate and exchange MSD box at any time.
- f. Magnetos and/or crank-triggered ignitions are not allowed. No more than one (1) coil may be used.
- g. Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on." Ignition box must be out of reach of driver.
- h. No electronic traction control devices. Digital Tach is allowed.

## **19. Rear End**

- a. Rear end must be locked. An 8-inch or 9-inch Ford may be used on all car makes. Floater rear ends are allowed. No traction control devices. No ratchet rear ends or torque dividing differentials. No cambered rear ends allowed.
  - i. May have heavy axel tubes. **NO WEIGHT MOUNTED TO REAREND HOUSING. NO TOLERANCE.**
  - ii. May have lightened third members and gears.
- b. Optional – Quick Change rear end.
  - i. Must have steel axle tubes.
  - ii. No heavy axle tubes.
  - iii. Bolts on brackets must keep O.E.M. dimensions.
  - iv. Bolt on control arm bracket top must have a minimum of one (1) tack weld.
  - v. Quick change gears cannot be lightened. Minimum one (1) inch spur gear.
  - vi. Must run ten (10) inch ring gear.
- c. Cambered rearends are not allowed (one-piece drive flange only).
- d. Traction devices are not allowed (includes Gold Track, True Track, or similar type components)
- e. Rear springs may not be past the center line of the rear-end axle housing. May go forward or back of housing. Leading or trailing edge of spring no further then housing. Spring tethers are permitted. No tipping of springs inward or outward.

## **20. Rear Suspension**

- a. Suspension must remain in stock position on chassis. Stock length aftermarket trailing arms with stock bushings required, No mono-balls. **K6178, K5161, No Altering.**
- b. All trailing arms and bushings must be in working order. The trailing arm bracket must be in stock location on chassis and trailing arm mounting bolt and hole must be of same size

and remain eccentric in motion. Farthest trailing arm bracket mount holes on rear end must be 3.5" Max or less from rear end tubes to center of bolts, **may run less drop and doesn't have to match.**

c. Rear weight jack bolts allowed; **Lower Spring perch must be solid, ½ inch tolerance on rear spring location left to right.** No torque absorbing devices and no double shocks.

d. Torque arms are allowed only on cars that came out with them and must remain stock dimension and stock mounting.

e. Maximum rear spring height is 16" and must be mounted directly on original type spring perch or weight jack. Up to 1" rear spring spacers allowed. Leaf Spring cars will be allowed to relocate to the front spring mounting location but must remain stock spring length, stock total wheelbase and no more than 1" difference in left to right wheelbase. Leaf spring cars may use adjustable rear shackles or sliders.

f. A tether chain is permitted on front and rear suspension. Chain must be mounted from lower A-frame to frame or cage on front end and on top of axle tube to frame or cage on rear end. Chains must be mounted vertical and solid and must remain loose at ride height.

Rubber biscuits are not allowed.

## **21. Roll Cage**

a. Main cage must consist of continuous hoops, minimum 1.50-inch O.D. tubing, with a minimum wall thickness of 0.095-inch, low carbon or mild steel recommended.

b. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.

c. Front down bars must be tied together.

d. The driver's head must not protrude outside cage with helmet on.

e. The roll cage must be cross braced. Installation and workmanship must be acceptable to officials. Roll bar connections must be properly welded and gusseted. It is recommended that roll bars within the driver's reach be padded. Fire retardant padding material is highly recommended.

f. A minimum of one cross bar in the top halo of roll cage is required. Minimum of three bars in driver's door. Steel door plate with eighteen (18) gauge or forty-nine one-thousandths (.049) inch minimum thickness metal must be securely welded to the driver side door bars.

g. The plate must extend from the top door bar to the bottom door bar and must extend from the back of the seat to 6-inches in front of the seat. Must be visible for inspection.

h. Front and rear hoops are allowed. May have two bars for protection in front of radiator. Those two bars must be located behind the front bumper and within the confines of the body and may be no wider than stock frame horns. Front horns may be tied together.

Aluminum and/or other soft metals are not allowed.

## **22. Shocks**

a. One steel non-adjustable unaltered shock per wheel. No bump stops (internal or external). No air, remote reservoir, bulb type, or Schrader valve shocks allowed. All shocks must move in both directions at least 1 inch from its installed position and measured at ride height.

b. Shock cannot preload the spring.



- c. Front shocks must be mounted on rigid, non-adjustable mounts with one shock mounting hole. All shocks must completely collapse into shock body at any time. Front stock mount shocks: Stock mount shocks may be spaced or relocated from OEM location a maximum of 1" top or bottom, or total of 2" overall to prevent bottoming out of shock.
- d. Front outboard shocks: Outboard mounted front shocks must be mounted rigid. Non-adjustable welded mounts with 1 bolt hole per mount. Rear Shocks: Rear shocks may use adjusters or be on adjustable mounts.

8

### **23. Springs**

- a. One steel, non-progressive spring per wheel only. No helix springs. Maximum rear spring height is 16". One spring rubber allowed per spring.

### **24. Steering**

- a. Steering box must be OEM or Sweet style and remain within original bolt pattern for type of frame used. May be modified to suit the driver but must remain on the left side of cockpit (no center steering). Removable steering wheel and steering quickener allowed. Plastic couplings are not allowed. OEM rack and pinion steering allowed if car was originally equipped. No aftermarket rack and pinion units. Steering components must be steel and stock in length and dimension. May use Adjustable Idler arm and center link. Heim joints and swedge tubes are allowed as replacements for outer tie rod ends. Inner tie rod ends must be OEM style with OEM style cast center links only.

### **25. Suspension:** GM must run GM suspensions, Ford on Ford, etc.

- a. Front Suspension
  - i. The upper control arm may be replaced with tubular, all steel control arm. The upper control arm cross shaft may be aluminum. No other aluminum allowed. Upper control arm mounts may be relocated. Maximum allowed 6-inch opening in frame for shock clearance.
  - ii. Front lower control arms must be un-altered, OEM or OEM style non tubular, non-adjustable, or approved aftermarket direct replacement for frame being used on stock mounts and in stock location. One piece steel, rubber, polyurethane, or nylon control arm bushings only. Inner steel sleeve in bushing must be present. Offset or bearing type bushings not allowed. Mono-ball or heim style bushings not allowed.
  - iii. Ball Joints may have different length studs but must be of OEM or OEM style replacement and non-adjustable or offset. Bolt in, screw in, press in ok. May be welded for safety but must not be relocated. Ball Joint must remain in OEM location of lower control arm. OEM spindles allowed. Speedway 3-piece spindle allowed with OEM style arm. No other aftermarket spindles allowed.
  - iv. Weight jacks allowed in the original centerline of spring tower. If running sway bar must run OEM sway bar in OEM location. No suspension stops of any kind. No suspension travel limiting devices (chains, straps, etc.).

### **26. Tires**

- a. Must Use Hoosier 10-inch asphalt take offs (10.0 / 27.0-15)
- b. Tires must match wheel width.
- c. Tires must durometer minimum 58 cold.

- d. Softening is not allowed. No solvents of any kind are allowed. Altering tires with any components or chemicals, which alter the manufacturer's baseline-settings of the tire, is not allowed.
- e. Grooving and/or sipping is permitted. All sidewall markings must always remain visible.
- f. Buffing or removing compound designations is not allowed.

## **27. Transmission & Clutch**

- a. Approved aftermarket transmissions are Bert, Brinn, Falcon, RaceGator, and Mitchell Machine Bullet Tranny with internal or external clutch allowed with both engine options.
- b. NO BALL SPLINE TYPE ALLOWED.
- c. OEM three-speed, four-speed and automatic production-types are permitted without 25 lb. weight addition. Automatic transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump.
- d. "In and out" boxes are not allowed. Must all be clutch-operated or an OEM automatic with a coupler. May use a hand or clutch pedal operated ball valve for neutral. Clutch must be inside of bell housing for OEM production- type transmissions.
- e. Internal clutches are not allowed except for approved aftermarket transmissions. One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver.
- f. Aluminum flywheel is permitted. Must have full-sized SFI approved explosion proof, aluminum, or steel bell housing. Aluminum must be SFI approved (Note: GM bell housing is not SFI approved). Flywheel must bolt to crankshaft. Clutch must bolt to flywheel and clutch must be workable.
- g. Mini clutch is allowed.
- h. Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel and must be constructed of at least one-quarter (0.25) inch steel.
- i. Alternatively, automatic and/or aftermarket transmissions may utilize an SFI-certified aftermarket guard. Flex plates must be SFI certified. With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

## **28. Weight**

- a. The minimum overall weight for Engine Option 1 (standard engine) will be three thousand (3,000) pounds.
- b. The minimum overall weight for Engine Option 2 (crate engine) will be two thousand eight hundred (2,800) pounds.

## **29. Wheels**

- a. A steel bead lock may be used on front and rear on both sides of car and must be mounted on the outside of the wheel only so long as it does not add to the overall width of the wheel. No Inner bead locks allowed.
- b. Must be fifteen (15) inches in diameter and 10 (ten) inches in width. Must use a certified racing wheel. A steel bead lock may be used on the right rear wheel. Mud plugs and wheel covers are allowed on any wheel. Wheel covers must be securely fastened. Must have steel 1" lug nuts & 5/8" studs on all 4 wheels. Spacer or adaptor may not exceed 2-inches total

per wheel. Three tabs of no more than 2-inches long each may be welded onto the wheel for mounting of mud cap. Bleeder valves are not allowed. No Wide-5's.

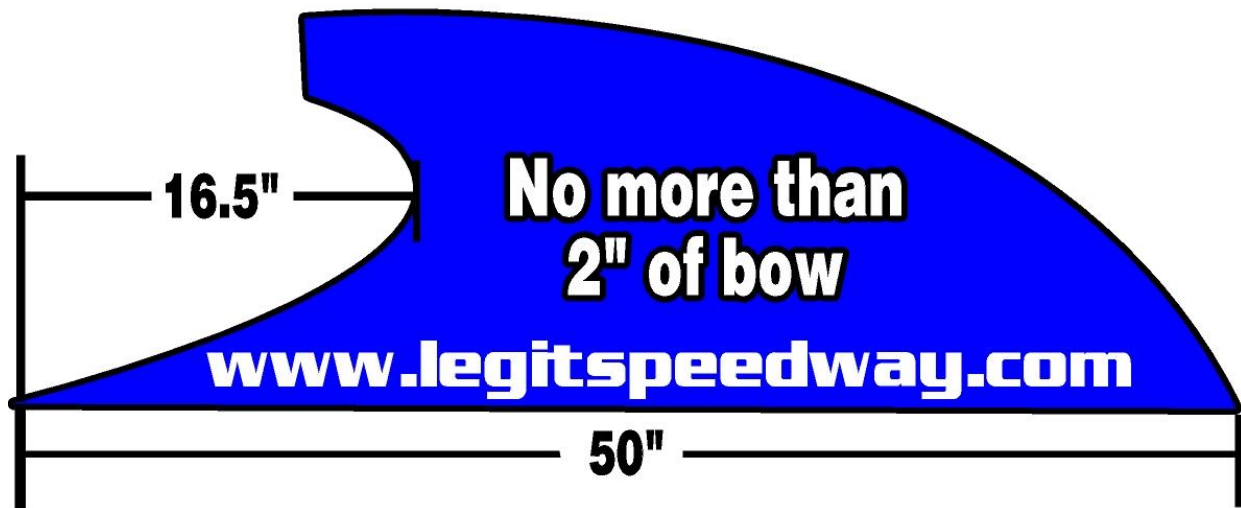
c. No solid or heavy wheels, standard weight sticker wheels only. No metal wheel spacer aluminum only. Spacer can be no bigger than a drive flange 6.5 inches in diameter. No Tolerance.

### **30. Wheelbase**

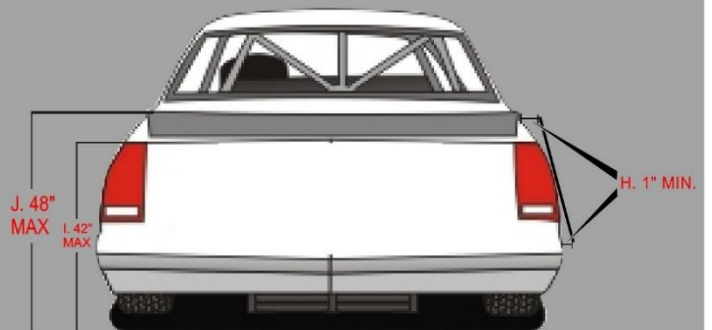
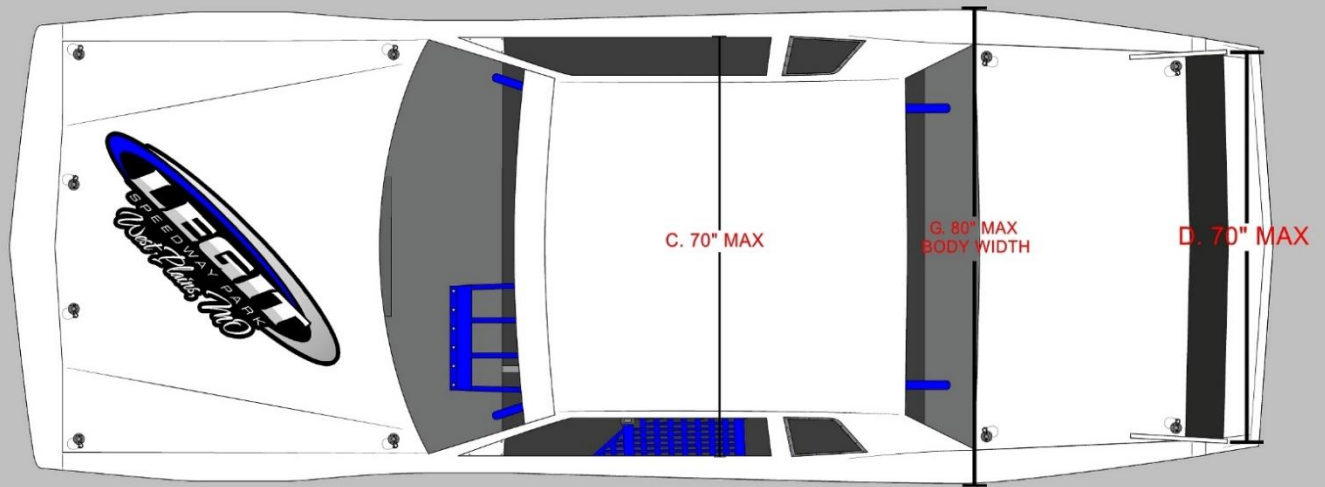
a. The wheelbase must remain stock according to year model and no more than 1" difference from side to side. No cars with OEM wheelbase less than 99" allowed.

Wheelbase is measured from center of front hub to center of rear hub on each side with wheels as straight as possible. Either the left or the right-side wheelbase must be at least stock wheelbase for make and model of car (when measuring, one side must meet wheelbase and other side must be within one inch plus / minus).

# **Camaro SS Sail Panel**



# SUPER STOCK BODY DIMENSIONS



### 31. Engine Option 3

360 Engine Must be stock appearing. Absolutely no changes are allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.). Titanium is not allowed. Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic-inch or larger engines are not allowed. Stroke must match block. Approved aftermarket blocks are permitted. Approved aftermarket blocks include DART #31161111 or Brodix #BRS400035842 or GM #12480047 or World Products #084010.

Only stock appearing crankshafts are permitted. Lightweight cranks are not allowed. Undercut, bull-nosed, gun drilled and/or knife edge crankshafts are not allowed. Lightweight, aluminum and/or fluid dampeners are not allowed. Only flat-top or dished pistons are permitted. Aluminum or light weight is not allowed.

A minimum one (1) inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a one (1) inch plug, oil pan may have to be removed at time of inspection. Absolutely no stroking allowed.

Only stock, unaltered two- or four-barrel low-rise cast-iron intake manifolds or approved aluminum intakes are permitted. Approved aluminum intakes are GM – Edelbrock (#2101 or #2701) or Weiand (#7547 or #7547-1); Ford – Edelbrock (#2121, #2171 or #2665) or Weiand (#7515, #8023 or #7516); Chrysler – Edelbrock (#2176) or Weiand (#7545 or #8022). Porting, polishing, powder coating and/or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed.

Cast iron stock production or unaltered aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Aftermarket head numbers are GM – EQ (Part #CC167ES2 or #CH350I), Dart (Part #10024267 or #10024360) or World Products (Part #043600 or #042670); Ford – World Products (Part #53030; Chrysler – EQ (Part #CH318B) or RHS/Indy (Part #20300 or #20301). Chryslers may utilize OEM steel or aluminum shaft rockers but may not exceed one hundred twenty (120) pounds of valve spring seat pressure and must maintain OEM valve spring dimensions. Heads may be flat milled to reach the 10.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust. VORTEC heads are not allowed. Beehive valve springs are not allowed.

Roller cams with solid roller lifters are not allowed. Roller cams with hydraulic roller lifters are allowed. Hydraulic roller cams must not exceed a .525-inch lift measured at the valve and/or .350-inch lift measured at the camshaft. Hydraulic roller cams must follow a valve spring rule of a seat pressure not exceeding 130 pounds and open pressure may not exceed three hundred fifty (350) pounds—NO TOLERANCE. Rev kits are not allowed. Roller rocker arms are permitted. Must be a maximum 10.5:1 compression.

May be a maximum of 360 cubic inches (368 c.i. for Dodge).

GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock-appearing I-beam non polished rod. Standard size rod journals and wrist pins only (Chevrolet rods 2.100/.927).

Mushroom lifters are not allowed (stock diameter only). Must match make and model.

Hydraulic lifters must collapse one-tenth (0.1) inch minimum. 13.10.14 Cap screw rods are permitted. Stud girdles are not allowed.

May utilize one (1) Holley 4150 Series four-barrel carburetor. Carburetor must pass all NO/GO gages. Must utilize a maximum 7400 RPM rev-limiter. Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time.