



Kyle & Carol Wirts – Promoters

Contact us: 573-796-4694 or on **Facebook at Double-X Speedway**

Located on Hwy. 50

2 Miles West of California MO

2021

Super Stock Rules

The spirit and intent of these rules is to keep down the cost of racing.
Cars can be inspected and teched at any time upon entering the pit area.

1. **BODY:** 1960 or newer USA manufactured full body passenger cars only. NO convertibles, station wagons, trucks, or front wheel drive cars. All side windows must be removed. All glass and chrome must be removed including headlights and taillights. All cars must remain stock appearing. All doors must be welded or chained shut. The fenders may be trimmed for tire clearance only. Interior door frames may be removed. Passenger car rear bumpers must be securely fastened to the frame. Rear tube bumpers are allowed. A fabricated front bumper of pipe with plastic nose will be allowed to enhance the cars appearance. No sharp edges on any bumper will be allowed. After market stock appearing bodies allowed. No rear view mirrors. Hood and trunk lid must be securely chained shut or the use of hood pins are allowed. It is optional to use stock hinges on the hood. Trunk pan will be allowed to be cut out. Must be a firewall between engine and driver with all holes covered. Must have floorboard in drivers' area and a metal firewall separating the driver from the fuel tank and trunk area. Spoilers allowed maximum height 6".
2. **TIRES:** Hoosier M-30, Hoosier 278-15 500 compound. A40-26.5 or 27.5, Hoosier IMCA stamped G60, McCreary American Racer (kk-704), or asphalt take-offs. Street tires are allowed. Maximum size street tire: 255x70x15; 275x60x15. Smaller tires allowed. No truck, mud, or snow tires allowed.
3. **WHEELS:** 8 inch or 10 inch steel wheel only. Must have one inch lug nuts on right side. Stock and rally type wheels must be reinforced. Bead locks are optional and will be allowed on all four wheels. Wheel width will be checked.
4. **BRAKES:** Brakes on at least 3 wheels must work. Brakes will be checked. Proportioning valve will allowed. Any non-adjustable master cylinder allowed.

5. **ROLL CAGE:** Must be at least 1½ " x .095 steel tubing, constructing a 6-point cage, welded and gusseted to the frame. Roll bars must extend the width of the frame with door bars on drivers side with a minimum of three bars on outside rails. Inside of door skins must be connected to main cage. Passenger doors must have a minimum of two bars which extend no further toward the center of the car than the right frame rail. Frame loop must be added in front of the radiator in center of car. Absolutely NO square tubing or galvanized pipe allowed. Roll bar padding recommended in driver's compartment. All roll cages must have two support bars go through the rear firewall or seat shelf to the rear frame.
6. **FRAMES:** Full frame cars. No modifications. Unibody cars must connect front to rear. 1 ½ " x .095 tubing minimum must be used so roll cage can be built on tubing connecting front to rear. Must match make and model of car (i.e. Monte Carlo body must go on a Monte Carlo frame, Chevelle body must go on a Chevelle frame...). Minimum wheel base is 101", plus or minus 1" tolerance. If subframe is substituted with a like subframe, subframe must retain original dimensions, measurements, engine location, etc., as original frame. Wheelbase must remain as original wheelbase of original frame. NOTE: Subframe is defined as firewall forward on full bodied cars and front floorboard forward on unibody cars. Rear frames on cars can be refabricated using square tubing no larger than 2"x3" starting at the back of the upper shock plate. NOTE: Stock location of rear suspension must be maintained.
7. **TRANSMISSION:** Bert, Brinn, Falcon, and Mitchell machine bullet allowed. O.E.M. with 1 forward and 1 reverse gear allowed. No buttons or direct drives. NOTE: Dual or triple disc clutch allowed. Cars must move forward and backward on its own power from a complete stop with engine running.
8. **FUEL & CARBURETOR:** Gasoline only. 2 or 4 barrel allowed. Cast iron or aluminum intake allowed.
9. **GAS TANKS:** Racing fuel cell in metal container in mandatory. Fuel cell must be mounted inside trunk as far forward as possible and must be securely mounted. Fuel cell shall not be larger than a 25 gallon capacity.
10. **REAR ENDS:** They may be locked. No aluminum aftermarket parts allowed. 9" Ford rear ends or floaters are optional, and are highly recommended. When using 9" Ford rear end, it must be installed with original rear control arms and rear end brackets that are on the model of car that you are racing.
11. **DRIVE SHAFTS:** Must be equipped with one 360° safety sling around the front of the drive shaft in case of breakage. Sling must be made of steel at least 2" wide and ¼" thick. All drive shafts must be painted white and have the car number legibly painted on it. No aluminum drive shafts.
12. **WEIGHTS:** If weights are used, they must be painted white with your racing number on them. The weights must be securely fastened to the inside of the trunk or frame. No sand, gravel, or fluid allowed to be used as weights.

13. **BATTERY:** Only one automotive type or marine type battery allowed. Battery may be relocated to driver's compartment. Battery must fit in an enclosed leak proof battery box or case that is securely fastened to the floor or frame. Battery, case, and mounting must pass safety inspection.
14. **SAFETY EQUIPMENT:** Four or five point 3" competition belt and harness required. Mounting of seatbelts must be secure and will be closely inspected. Seat belts shall not exceed three years of age from the manufacturer's date. Aluminum racing seat is mandatory. All cars must have an approved window net attached to the driver's door window and it must be up at all times that the car is on the track. Drivers must be able to reach quick release. Car must be equipped with a dry type fire extinguisher, no smaller than 2 pounds and must be mounted with a quick release within easy reach of the driver with belts fastened. Halon type highly recommended. A minimum of 4 safety bars. All drivers must wear SCHA or SNELL approved helmet. All drivers must wear a fire retardant driving suit, one or two piece. If two piece driving suit, both pieces must be worn at all times the race car is on the track. Any violation of safety equipment rules may result in fines and/or automatic suspension.
15. **SUSPENSION:** Steering box, factory only. Steering links may be reinforced. Quick steering allowed. All suspension parts must mount to original stock location. Racing shocks and springs allowed. No Schrader Valve type shocks allowed. No aluminum, adjustable, or coil over shocks. No rear sway bars. NOTE: If car originally came out with a rear sway bar, it must be taken off. Front sway bar allowed but must be mounted in stock location. All shock locations must remain stock. Weight jacks allowed. Front upper tubular 'A'-arms may be used, nonadjustable only.
16. **ENGINE:** Engines must meet the following specs: HEI and MSD ignition allowed – may use MSD 6A or 6AL boxes only. Any steel heads allowed. No aluminum heads. Headers are allowed. Aluminum roller rocker arms allowed. Engine set-back allowed. Tip of #1 spark plug must be even or in front of upper ball joint. NOTE: GM Factory Crate 604 with aluminum heads allowed.
17. **COIL SPRING:** Cars must run coil spring. Leaf spring cars must run leaf springs.
18. **PROTEST CLAIM:** Any DRIVER in feature race finishing on the lead lap will have the right to protest engine competing in the same feature event who is also on the lead lap. The driver making the protest must post \$500 cash with the tech inspector, track official, or promoter within 5 minutes of finish of feature race to make the protest legal. If engine in protest is found to be legal, the driver making the protest will lose the \$500. If protest engine is proven to be illegal, the \$500 will be returned to the driver posting the protest. If a driver/owner refused inspection or is found to be illegal, the car and/or driver will lose all points, money, and trophies won that night and the driver and/or car may be suspended for 2 race nights. The car belonging to the driver making the protest MUST be inside pit area or tech area at the time of making the protest. This means DO NOT stop on the track to file a protest, it will not be honored.
19. **ALL NEW CARS** will be teched prior to being allowed to race. It will be at the discretion of tech inspector, director of competition, and/or promoter on new cars coming after opening night as to whether division rules are met and if the car will be allowed to compete. Inspections

will be done to insure safety and to determine if car is legal for competition based on the division's car rules.

20. **THE TOP FOUR** finishers in the feature event must immediately report to the tech area after the race or they may be disqualified and lose all money, points, and trophies for that night. If in doubt, play it safe and cautiously drive to the tech area and ask!

21. **WEIGHT:** 3000 pounds with the driver, after race. No concrete in frames.

All drivers must - be registered, read and sign all waivers, pay participation fee, and declare make, model, and year of car before competing.

Decisions of the director of competition, tech inspector, and/or promoter are final and binding without exception!

Disclaimer:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participation in these events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in NO WAY a guarantee against injury or death to a participant, spectator, or official.

The race director and/or promoter shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of track officials and or promoter. Their decision is final!

PARTICIPATE AT YOUR OWN RISK!

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