

2022 Verde Valley Raceway Super Stock Class Rules

THIS IS A CLAIM CLASS

In an effort to keep this class competitive and rein in the spending, this class has instituted a claim rule. All rules regarding engine claim are at the bottom of the engine rules.

- Single cylinder ohv Predator 212cc max, Hemi or Non Hemi. Stock mounting holes and accessory holes cast into block and side cover must remain intact.
- WEIGHT LIMIT Kart and driver minimum 365 pounds any driver and kart weighing over 400 pounds is allowed a carburetor with the inner bore to be no larger than .650". Top 5 karts and drivers to be weighed after completion of the A Main and after each heat race during any show advertising a winner's purse of \$250 or more.
- Stock Cylinder Head. Porting and/or polishing or altering is not acceptable. Any head gasket acceptable. Any modifications to the cylinder head will result in disqualification.
- Stock Unaltered Crankshaft - No Aftermarket
- Stock Unaltered Camshaft with Compression Release Still Intact, .225 max intake lift and .230 max exhaust lift - No Aftermarket Cam.
- Stock Rockers Only. No rollers or roller tipped rockers. Valve Lift will be Measured on BOTH Valve Side and Push Rod Side of Rocker. No adjustable ratio rockers.
- Any Lifters and Pushrods acceptable
- Any Single Coil Valve Springs - NO DUAL COILS
- Stock length Connecting Rod - Aftermarket allowed and restricted to maximum length of 3.308. No grinding or altering of parts allowed. If manufacturer part numbers are removed or altered, parts will be disqualified.
- Any Stock or Aftermarket Piston, Stock Bore Only
- Any Cast or Billet Flywheel Weighing more than 3.5 lbs allowed. No grinding or altering of parts allowed. If manufacturer part numbers are removed or altered, parts will be disqualified.
- Stock Ignition Coil Only, Any Spark Plug Allowed
- Any Valves That Are Stock Size For That Engine
- Any Retainers And Keepers
- Any .615 Bore Stock Style Carburetor Checked With Go/No Go Gauge, any driver and kart weighing over 400 pounds is allowed a carburetor with the inner bore to be no larger than .650". All gaskets and insulators between carburetor and cylinder head must be intact and unaltered. Intentionally altered parts will be disqualified.
- Replacement of factory tank with top plate and fuel pump acceptable. Stock Tank OK.
- NO intake manifolds allowed. Pulse fuel pump actuated only from valve cover or crankcase.
- Any Valve Cover Allowed
- Any Exhaust Pipe Allowed WITH Muffler installed. NO open pipes.
- Any Race Or Pump Gasoline Only, NO Methanol, No Nitro additives in Fuel or Oil.
- Any Air Filter And Adapter
- No Starter Boxes, Pull Start Must Be Operational

ENGINE CLAIM & ENGINE PROTEST RULES

Claim

- Any race participant still running on the lead lap at the end of the A Main can claim the engine of anyone finishing in the top 3. If the winner laps the field, only drivers one lap down can be eligible to stake a claim or protest.
- Claimee must present valid claim with claim fee in post race tech area within 10 minutes of A Main finish.

- Claim Fee is \$300 OR \$150 and Engine Swap. ANY swap claim must be at the approval and discretion of the original engine owner. IF a swap claim is refused, the \$300 cash claim must be honored. Person initiating the claim is at the mercy of the person being claimed.

- Original Owners of Engines Will Keep Carburetor, Throttle Linkage, Breather, Top Plate, Fuel Pump, Exhaust, Motor Mount, Chain Guard and Clutch

- Claim Refusal will result in disqualification and surrender of that event's points and prizes.

- Each driver will only be allowed to claim any individual driver no more than 3 times during a season.

- In the event of two separate drivers claiming the same engine, an inverse finishing order of that event's A-Main will decide claim priority.

Protest

- If any participant feels that another participant is suspect, they can lodge a protest with race officials in the tech area after the finish of the A Main.

- Protest fee is \$25 and must be presented to race official at time of protest.

- Protested engine will have the valve cover and engine side cover removed to inspect for any rule violation.

- IF no rule violation is found, owner of protested engine will receive the \$25 fee to replace gaskets damaged from engine disassembly.

- IF rule violations are found, driver using that engine at that event will be disqualified and surrender any points and prizes for the event. \$25 fee will go into season point fund.

- Engine owner will be responsible for engine reassembly after inspection.

- Special events are identified as a higher winner's purse and may be held during the season and at the end of the season. Qualifying for any special events will work the same as regular qualifying with the exception that ONLY drivers participating in 50% or more of schedule at that point in the season will maintain earned starting position. "Cherry Pickers" or drivers participating in less than 50% of schedule will qualify to race as normal, but they will start in the back of the A-main.

- Promoters reserve the right to modify these rules at any time and any modifications to these rules will be posted on the Verde Valley Karting Facebook page. If there is not sufficient time to notify participants, any rule modification will become effective no sooner than 3 weeks(21 days) from the date initially posted. If an event is scheduled within that 3 weeks(21 days) that rule will not be in effect for that event.

***Any track promoters that operate under these rules that want to come to Verde Valley Raceway to compete, even in money races, will be given an exemption to the "Cherry Picker" rule. This is for promoters only. Any regular participants at outside tracks that operate under these rules and wish to come to compete MUST participate in 50% of their home track schedule and will be subject to claim and protest rules.