

2012 INDIANA SUPER STOCK RULES

Bloomington Speedway ~ Brownstown Speedway ~ Lincoln Park Speedway
Thunder Valley Raceway ~ Twin Cities Raceway Park

MUFFLERS:

All cars must have mufflers. **THE Shoenfeld 8-inch header muffler part # 83535 is the official track muffler. You may run a quieter muffler than the Shoenfeld but you must provide documentation that proves it is quieter. The following mufflers have been approved: Dynatech Split Flow, Shoenfeld 9-inch & longer, and the Vortex Cones.** Mufflers must be mounted close enough to the end of your exhaust to be inspected. Inside of muffler must be visible by flashlight or by reaching in exhaust and touching inside of muffler. If it cannot be inspected you will have to change it. Be sure mufflers are mounted solid (no hose clamps). If your muffler comes off, you will be disqualified for that event. Do not tamper with your mufflers.

CHASSIS:

All cars must be rear wheel drive with a stock front sub frame **108" minimum wheelbase**. Front clip maximum wheel width not to exceed 80" (measured from outside of tire to outside of tire.) Any style of clip may be used with any style of engine. (i.e. GM to Ford, Ford to GM) Competition type 4-point roll cage is required and it must be constructed with tubing at least 1.5" in diameter. At least 3 bars are required in the drivers door also at least 3 horizontal bars are required between driver and the right side door. Three-driver protection bars are required in the windshield in front of the driver. **NO TRUCKS, STATION WAGONS, CONVERTIBLES OR COMPACT CARS ALLOWED. 2900-POUND MINIMUM WEIGHT WITH DRIVER AFTER ALL RACING EVENTS.**

BODY:

Tops, hoods and rear deck lids may be steel, fiberglass or aluminum. After market **STOCK APPEARING STEEL & ALUMINUM BODIES** will be allowed. Body parts may be stock or fabricated from sheet metal & aluminum. No lips on bodies or nosepieces. All side panels must be flush with rest of body throughout bodyline. Side panels cannot be taller than hood or trunk lines. No flanges or lips on roof supports. Rear deck height not to exceed 39" measured from ground. No bars or objects outside the body or bumpers except for boot bar on the front (**MAX BUMPER WIDTH 75"**). 8" maximum spoiler. Spoiler supports no higher than the spoiler. Spoilers may be lexan or aluminum. This will be measured from the trunk deck to tip of material. Side supports may be 15" long measured from the bottom forward. Bumpers may be stock or tubing but they must be rolled or capped on the ends. Nose of car may be no more than 12" wider than body of car. Body is 75" maximum. Nose may be maximum of 87" and extend no further back than the center of front tire. Nose must fit into hoop. No wedge nose allowed on any car. Cars with stock OEM fenders and OEM quarter panels will be allowed to use any stock appearing nose piece.

INTERIOR:

Firewall and floorboard must completely enclose the drivers' compartment. Decking is allowed behind the drivers' seat. Dash must be a minimum of 36" forward of decking behind drivers seat all the way across, and 36" from outside of drivers door to decking on the right side of drivers compartment. Interiors are permitted to drop to the middle of the car a maximum of 3" below the top of the doors and a minimum of 12" below roll cage. If interior is flat it **MUST** maintain a 12" clearance from roll cage for easy exiting from either side of car. No flat roofs. Roofs must be curved, from center line of roof there must be a drop of 1-1/2" to the front and 1-1/2" drop to the rear. Do not enclose underside of roof, it must be open.

SUSPENSION:

Stock steering box must remain in stock location for year and make of the sub frame. No chain steering or center steering allowed. The driver must sit in front of the left rear wheel and to the left of the drive shaft. Steering quickening devices will be allowed. It is **REQUIRED** that the stock rubber coupler on the steering box be replaced with a steel knuckle. Stock lower A-Frames must be used. A-Frames may be lightened. Tube type after market upper A-Frames allowed. Stock spindles center link must be used. Heims are allowed for tie rod ends but steel tubes **MUST BE USED**. Weight jacks are allowed on the front only of leaf spring cars but will be allowed on both front and rear of a coil spring cars and they must not be adjustable from the drivers' compartment. Shocks may be

mounted in any location, one shock per wheel. No rear end location devices. NO COIL OVER SHOCKS OR COIL ELIMINATORS. NO LIFT BARS, NO SLIDER BOXES, NO FIBERGLASS LEAF SPRINGS, NO PULL BARS OR REESE BARS. All cars must have 108" minimum wheelbase. NO COMBINATION CARS - Must be leaf springs or coil springs (no combinations of the two). **All coil springs must be tethered or cabled.**

Coil Spring Cars: Rear suspension must have stock length trailing arms. Trailing arms MUST use stock bushings but may be made from tubing (a solid one-piece length of tubing) for strength. Coil springs must be inline with the front or rear of the axle tube and level with or above the top plane of the axle tube. Upper trailing arm mounts on rear end housing cannot be adjustable (No multiple hole mounts). Coil springs must be mounted 90 degrees to the ground, inside or outside of the frame rails within one inch and must resemble stock appearing springs. See Coil Spring Drawing.

TIRES & WHEELS:

No aluminum or mag wheels allowed. No stock wheels allowed on the right side of the car (racing or white spoke wheels recommended). Maximum wheel width 8". Bead locks are allowed. 1" lug nuts are required. Tires – only the Hoosier E-Mod A-40, D-40 or H-40 compounds will be permitted. Grooving is strictly prohibited on all tires. Only the A-40 and H-40 may have slight siping. No grinding on sidewalls. Recapping is not permitted.

ENGINE AND DRIVE TRAIN:

If engine is set back, number one spark plug must be in line with or in front of the centerline of the upper ball joint. NO ALUMINUM BLOCKS OR HEADS. Carburetors no more than 4 barrels. No fuel injection, turbo chargers, superchargers, nitrous oxide, belt drive fuel pumps, electric fuel pumps, dry sump systems (accu-sumps are okay). Gas or Alcohol fueled only. Aluminum intakes and headers are allowed. Headers must not pass through the drivers' compartment. Bert, Brinn or Stock transmissions only. NO QUICK CHANGE TRANSMISSIONS. Automatics may be modified to run without torque converter. Mini clutches are allowed. NO COUPLERS. Car must be self starting and able to move forward and backwards with the engine running. NO ALUMINUM DRIVE SHAFTS! No quick-change rear ends. 9" floater rear-ends okay, but no birdcages. You must run weld-on spring perches. Rear end may be locked with a spool or the spider gears may be welded.

MISCELLANEOUS:

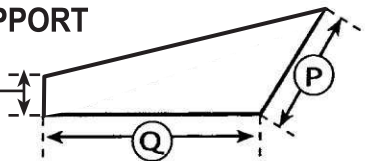
Rear disc brakes will be allowed. Brake calipers must be stock. NO AFTERMARKET, DUAL PISTON OR ALUMINUM CALIPERS ALLOWED. Racing brake pedals and hydraulic clutch pedal will be allowed. Tow chains are required on the front and back of the car and must be capable of lifting the weight of the car. Drive shaft hoops are required within 12" of the front of the drive shaft. Drive shaft must be painted white and kept white all year. All batteries, if in the drivers' compartment, must be completely enclosed in a marine type box with lid and mounted securely. All weights must be mounted securely to the frame or roll cage with two 1/2" bolts. All weights must be painted white and have your car number on them, if they don't; your car will be weighed without them MINIMUM WEIGHT 2900 LBS. No radios, computers, transmitting or listening devices. No traction control devices of any kind. All cars must be clearly and neatly lettered with numbers at least 24" high on both sides and top of the car. Your car number must STANDOUT from the other lettering on your car. If you know there is someone with the same number as yours, you may want to add a letter or you may be asked to add an X at the track. THIS IS VERY IMPORTANT TO SEE THAT YOU ARE SCORED

SAFETY:

Driver side nets are highly recommended. Competition seat, 5-point safety harness (not more than 3 years old per manufacturing dates on belts) approved helmet and complete fire suit is required any time your car is on the track. Gloves are recommended but are not mandatory. Fire extinguisher is required in each cars pit area. Fuel cells are required and must be securely mounted with 2" by 1/8" steel strapping. No fuel filters inside the car. Fuel lines that pass through the car must be in steel tubing. Firewall is required between the driver and fuel cell. Seats must be mounted to the roll cage of the car. If you have a fiberglass seat, it must be mounted with bolts at least 3/8" dia. and washers at least 1.5" wide (aluminum seats are recommended). Should harness and lap belts must be securely mounted to the roll cage with 3/8" min. diameter bolts.

SPOILER SUPPORT

2 IN MAX HEIGHT
IN FRONT



2012

INDIANA SUPERSTOCK BODY RULES

REAR ROOF SUPPORT

17 IN. MAX
(R)

AT LEAST 1 IN. GAP BETWEEN
BACK OF ROOF SUPPORT AND
FRONT OF SPOILER SUPPORT

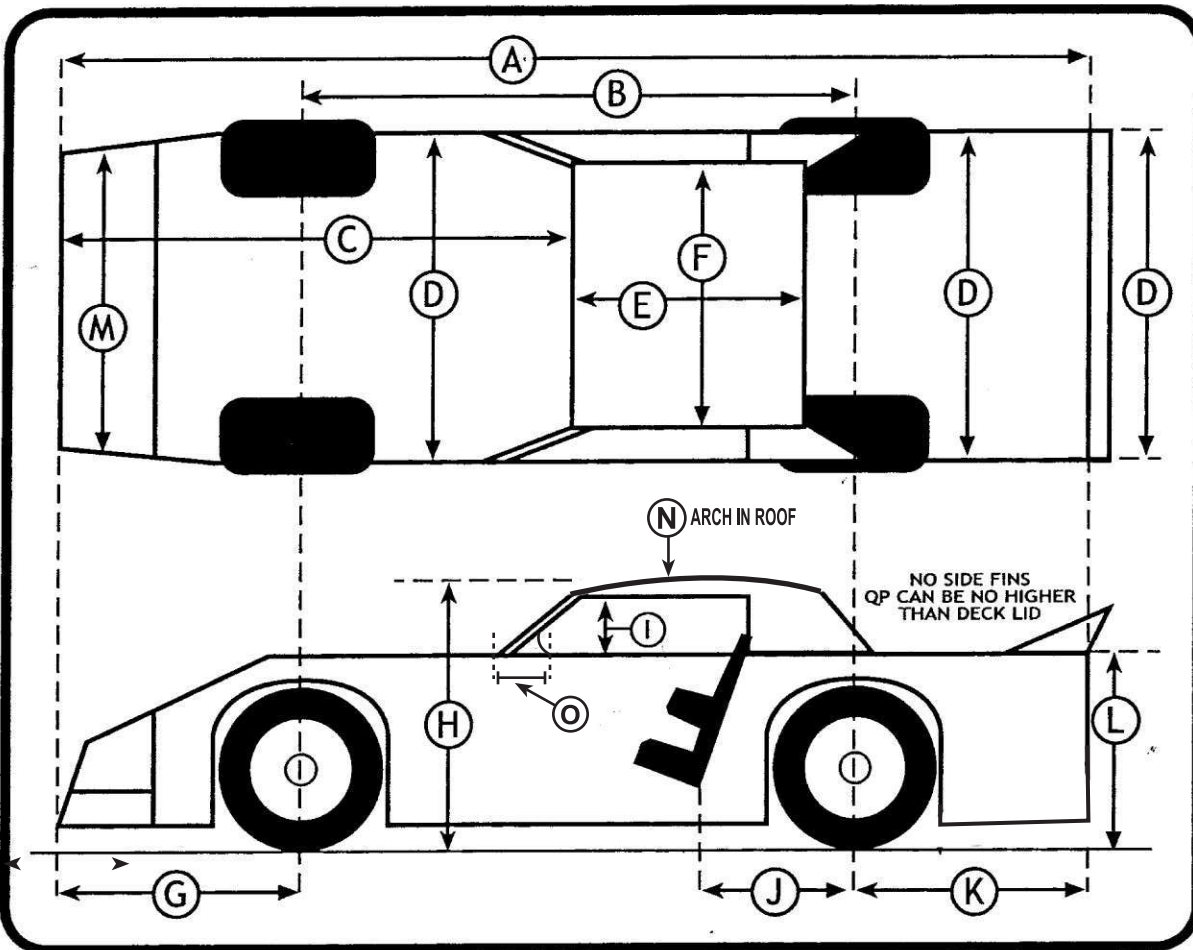
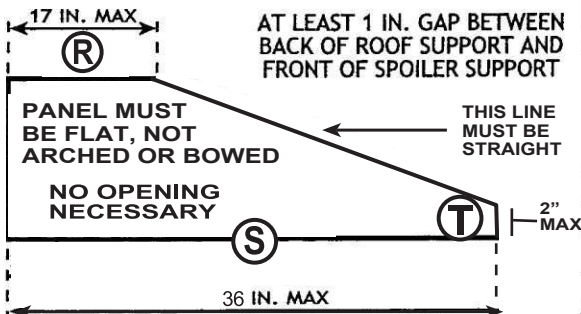
PANEL MUST
BE FLAT, NOT
ARCHED OR BOWED

THIS LINE
MUST BE
STRAIGHT

NO OPENING
NECESSARY

36 IN. MAX
(S)

2" MAX
(T)



MIN. MAX.

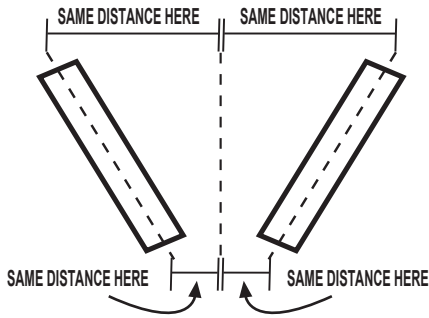
	MIN.	MAX.
A OVERALL LENGTH	191"	202"
B WHEEL BASE	108"	
C NOSE TO FRONT OF ROOF	91"	110"
D OVERALL BODY WIDTH(FRONT TO REAR)	66"	75"
E ROOF LENGTH	51"	55"
F ROOF WIDTH	46"	52"
G NOSE TO CENTER OF FRONT AXLE	43"	47"
H TOTAL ROOF HEIGHT	47"	53"
I WINDOW OPENING (FRONT TO BACK BOTH SIDES)	12"	
J BOTTOM OF SEAT TO CENTER OF REAR AXLE	25"	

MIN. MAX.

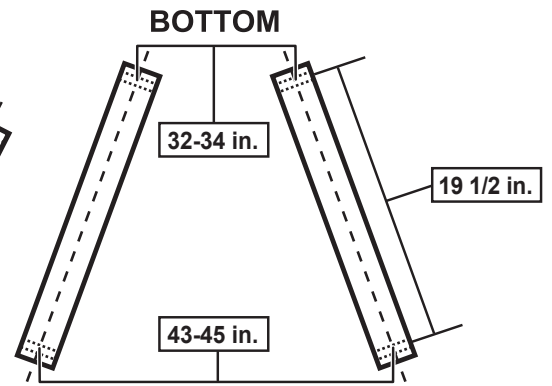
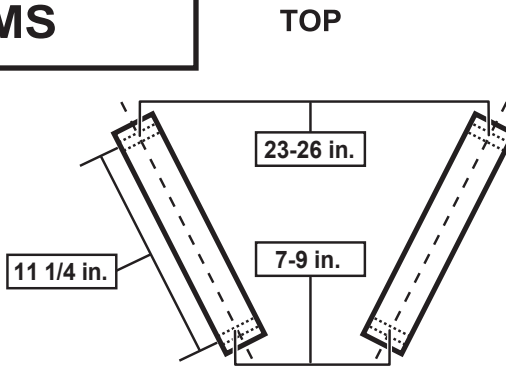
	MIN.	MAX.
K CENTER OF REAR AXLE TO END OF QUARTER PANEL	43"	47"
L GROUND TO DECK LID		39"
M FRONT NOSE (OVERALL WIDTH)		87"
N FROM CENTERLINE OF ROOF MUST DROP 1 1/2" TO FRONT AND 1 1/2" TO REAR		
O WIDTH OF FRONT ROOF SUPPORT WHERE IT CONTACTS DECK		16"
P REAR SPOILER HEIGHT		8"
Q REAR SPOILER SUPPORT LENGTH		15"
R TOP OF REAR ROOF SUPPORT WIDTH		17"
S BOTTOM OF REAR ROOF SUPPORT WIDTH		36"
T BACK EDGE OF REAR ROOF SUPPORT		2"

2012 INDIANA SUPER STOCK COIL SPRING REAR SUSPENSION RULES

TRAILING ARMS

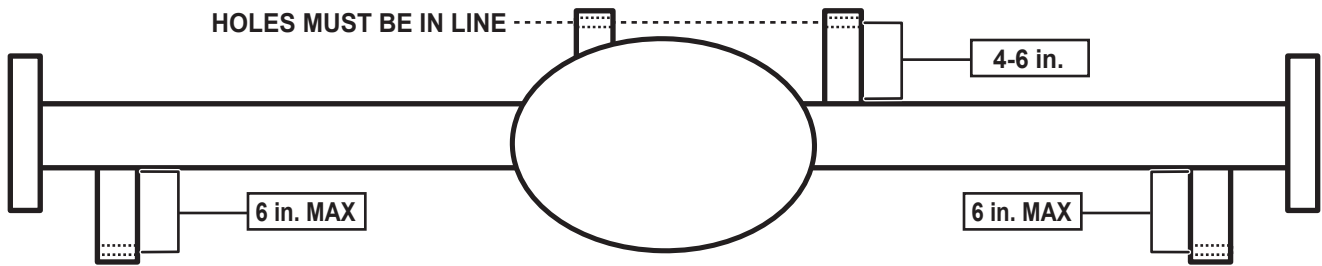


TOP AND BOTTOM TRAILING ARMS MUST BE MOUNTED SYMMETRICALLY AND MOUNTING POINTS MUST BE EQUAL DISTANCE FROM CENTER LINE.



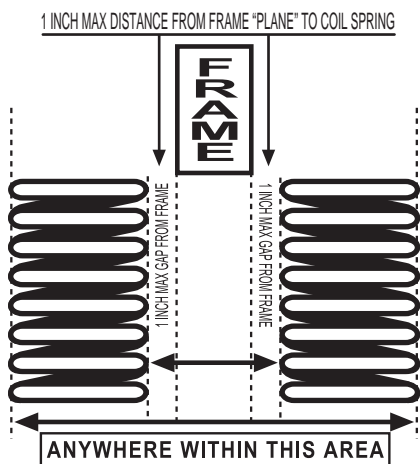
TRAILING ARM LENGTH WILL BE MEASURED FROM HOLE TO HOLE - ARMS MAY BE MADE OUT OF SQUARE TUBING
NO HEIM JOINTS - TRAILING ARMS MUST BE ONE PIECE AND MUST BE RIGID WITH NO SLIP JOINTS

TRAILING ARM TO REAR END MOUNTING



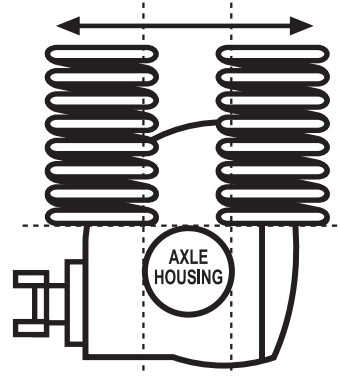
ALL TRAILING ARM BRACKETS MUST BE RIGID, MOUNTED SOLID AND MAY NOT FLOAT IN ANY WAY

COIL SPRING LOCATION



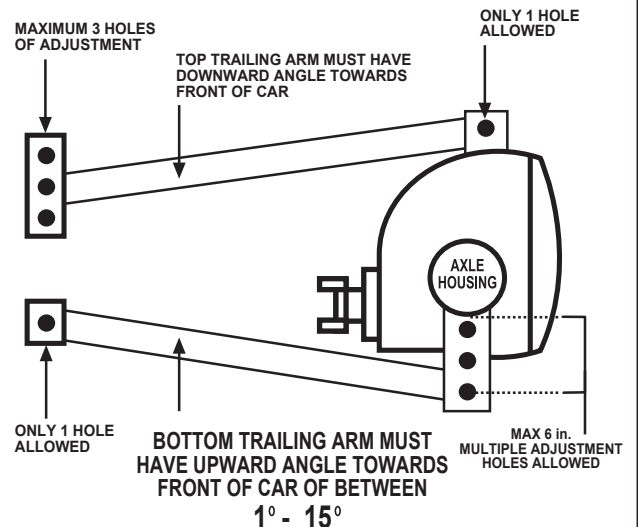
COIL SPRING MUST BE LOCATED EXACTLY ADJACENT TO OR UNDERNEATH FRAME RAIL. MAXIMUM 1 INCH SPACE FROM FRAMERAIL WILL BE ALLOWED.

SPRINGS MUST BE MOUNTED ABOVE AND WITHIN THE PLANE OF THE AXLE TUBE HOUSING



COIL SPRING MUST BE MOUNTED TO THE AXLE TUBE HOUSING

TRAILING ARM TO CHASSIS MOUNTING



BOTTOM TRAILING ARM MUST HAVE UPWARD ANGLE TOWARDS FRONT OF CAR OF BETWEEN 1° - 15°

MAX 6 in. MULTIPLE ADJUSTMENT HOLES ALLOWED