

2021 Salina Highbanks Speedway Super Stock Rules

SAFETY

1. Receivers are MANDATORY.
2. All holes in firewall must be sealed off from engine compartment and trunk area.
3. Aluminum high back racing seats only. They must be bolted to roll cage, not floor. Driver's head must not protrude outside of roll cage with helmet on.
4. Minimum 1.75" O.D. tubing recommended, Cars already built with 1.5" O.D. tubing, .095 will be grandfathered in. Low carbon or mild steel recommended. Four-post roll cage must be used with front down bars and rear hoop welded to OEM.
5. Minimum of three windshield bars in front of driver.
6. Minimum three door bars, both sides, at least 1.75" O.D. .095-wall thickness parallel to the main frame, Minimum of four uprights tied from frame to top door bar on driver's side, passenger side may be X'd with V bar extending out to door skin. It must be X'd to prevent cage from collapsing.
7. Each car must have tow hooks on front and rear. The track will not be responsible for damaged done while towing.
8. Drive shafts must be painted white with car number on them. You must have a drive shaft safety loop located 10" from rear of tail shaft. It must be made of 2" X 1! 4" flat strap.
9. Must have master power disconnect switch. Must be clearly marked and within easy reach of the driver.
10. Racing fuel cell mandatory with a can. It must be secured in the trunk area.
11. Please refer to General Rules for additional safety information.

ELIGIBILITY and BODY

12. Any American-made full-body rear-wheel-drive passenger car or pick-up. Must be full frame or unibody. Must be 108" wheelbase minimum + or - 1", except for strut cars, which may be 101" wheelbase minimum + or - an inch. No fifth arm or panhard bars allowed.
13. Frame must remain stock from center of front axle to center of rear axle on metric and Camaro cars.
 - a. If running a factory built 110"-112" etc., car, frame may be cut down to 108" minimum.

- b. Frame must match make for make, model for model. No mismatching frames. Camaro on Camaro and Metric on Metric, etc.
 - c. If running a factory built 108" car, Right Rear may be notched for tire clearance.
- 14. Strut body can be put on older-style car frame. Stock for stock.
- 15. Alterations may be made to floor pan and firewall front and rear, after market floor pans and firewalls ok. However, firewall can only be set back a maximum of 4". firewall from transmission tunnel down and floor pan back to 6" from yoke. All cars must weigh 3000 lbs. minimum. All added weight must be painted white with car number and have a minimum of two 1/2" bolts or studs to secure to frame or roll cage.
- 16. May remove inner fender and open trunk area.
- 17. May have aftermarket front nose and rear tailpiece. Aluminum doors are allowed. Aluminum side panels are okay.
- 18. Driver's Seat may be no further back than 22" from the centerline of the rear-end. No Mirrors.
- 19. Boxing of driver compartment allowed. Must have inspection panel. Driver must be able to exit from both sides of car in case of an accident. Measurements must be the same on both sides. Example (107 1/2" – 107 1/2" on both sides)
- 20. 6" rear spoiler okay. Must be mounted to the rearward most part of the deck lid. Hood scoops allowed. No front opening.
- 21. Bumpers and Rub Rails: May make tubing bumper of round or rectangle, must be boxed in on each end. No reinforcement or uprights push bars or extra metal on bumpers. May have rub rails running from rear of front tire to front of rear tire, not to extend into wheel opening. Rail material 1" X 2" rectangle tubing beveled and boxed on both ends.

DRIVE TRAIN

- 22. Transmission—Bert or Brinn, etc., are allowed.
- 23. If frame is notched for tire clearance, rear end must be 60" and centered with a maximum 3" offset on right rear wheel. Rear ends—any approved OEM passenger car or truck-type rear end allowed, Grand National rear ends okay. Rear end may be locked. Full steel spool, steel mini spool, or welded axle only. No aluminum. 1" inspection hole in center section is. Steel axle only. No ratchet rear-ends, no Gold Track.

ENGINE

- 24. Steel heads and blocks only. 750 carb, Mechanical fuel pumps or belt driven pumps. Gas or alcohol.

25. Engine Set back—Number one spark plug must be even with ball joint. No engine offset. Engine height 12" from center of crank to ground + or - 1".
26. Battery and starters must be in marine-type case securely mounted to metal frame behind seat or in metal battery tray securely to frame in trunk area. Starter must bolt in stock location on driver's side.

SUSPENSION and TIRES, etc.

28. Front springs must be in stock mounts and location.
29. Front suspension—All Lower A arms must be steel approved OEM type parts and match frame. Metric to Metric, Chevelle to Chevelle , etc. No offset bushings allowed. Upper A-frame mounts may be replaced with aftermarket brackets but must remain in stock location. Weight jacks are allowed, upper tubular control arms are okay, Heim Rod Ends allowed on outer Tie Rods. Inner tie rods must remain stock. Drag link must remain stock.
30. Front shocks can be relocated. Steel-bodied racing shocks allowed. Frame and upper control arm may be cut so shock can be mounted to bar above frame.
31. Rear springs may use buckets in frame as long as they are in the stock location
32. Rear shocks must be same height on top and bottom. Bottom mount must be same height.
33. Rear suspension—all components must be steel, unaltered OEM type parts in stock location and must match frame. All arm mounts and bolt holes on frame must be in stock location. No independent rear suspension. No offset bushings allowed.
34. Racing shocks allowed in stock location. No Schrader valve shocks.
35. Lower trailing arms may not be mounted lower than 4 1/2" below housing to top of bolt. Lower trailing arms must be equal height and stock length. Top trailing arms must be stock length. and must be 2.25" to 2.75" from the top of housing. No Heim – ends.
36. Strut-type car must retain strut suspension. May run braces to side of strut tower and may place plate on top of strut and run brace from plate to cage.
 - a. Stock fifth arm on '82 and up Camaro and Firebirds must be non-adjustable and mounted solid, level with no flax plates any other device to let mount flex.
 - b. Front arm may run through a rubber bushing with rod sticking straight forward through bushing. No heimends on arm. Non-adjustable pan hard bar must remain stock and in stock holes and in stock location.
 - c. 1993 and later Camaros, Firebirds, Trans-Ams with coil over type front suspensions may use racing coil over with the threads ground off. Shims

will be allowed between the coil spring and mount for adjustment but no functional-overs.

- d. Engine set-back must be 14" from center of steering gear box slack adjustment bolt to center of first header bolt on driver's side. For 1982-to-1992 Camaros, Firebirds, Trans-Ams (strut cars), engine set-back must be from center of steering gear box slack adjustment bolt to center of first header bolt on driver's side.
- 37. No pan hard bars.
 - 38. All four brakes must work. No aluminum calipers.
 - 39. Wheels: 10" maximum steel wheel only, offsets ok.
 - 40. Hoosier asphalt take offs, or 8" modified American Racer takeoffs. Grooving allowed, No recaps. Bead locks are ok. Tires must durometer 50 or harder at the conclusion of the race. Track has the option to claim any tire for \$25.00 after the feature.

PROTEST RULE

- 41. Protest fee is \$150 per item protested.
 - a. Driver protesting must finish on lead lap to protest car.
 - b. Protest must be in writing, with what is being protested, money in hand and turned in prior to A-feature race taking the to head tech official.
 - c. Driver making protest must be present while item is being protested. Crew members of protesting party are not allowed the tech area.
 - d. If protested driver is found legal \$100 of the money goes to the protested car, \$50 to Salina Highbanks Speedway. If the car is illegal, the driver loses points and money earned for that night. The protester gets the \$100 back. \$50 to Salina Highbanks Speedway.
- 42. Three Wins—any driver that wins three races within one racing season will go through an extensive technical inspection, could include but is not limited to bumper-to bumper inspection. (In layman's terms, if you are cheating we will find).
- 43. Track reserves the right to change or amend any rule at any time.
- 44. No creative interpretation of rules. Drivers, if it does NOT say it, that doesn't mean you can do it. Email The Salina Speedway at salinahibanks@stelco.com before you do anything to your cars that might be questionable. Email will provide a documentation trail for specific questions and answers.