

2012 SSP Xtreme Stock Car Specification Rules

*Please note these rules are subject to change.

Changes or Additions for 2012 are in red.

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an SSP Technical Inspector or Official. **Upon entering a car for SSP competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules.** Refusal to submit a car, engine or parts for inspection or measurement upon the request of an SSP Technical Inspector will result in an immediate disqualification and possible suspension by SSP management.

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "**unobserved.**" Regardless of a car passing prior inspections, compliance with all rules must be made at each post-race inspection. **No expressed or implied warranty of safety shall result from the technical inspection or approval.** Any rules or guidelines not covered will be governed at the discretion of the SSP management and the Technical Inspector.

Enforcement of Specification Rules: All SSP-approved weighing, measuring and testing devices used by the SSP Technical Inspector are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument will have no bearing on the enforcement of these rules.

Impounding - SSP officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of Illegal or Unauthorized Components - The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of SSP and will not be returned. **Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver.** This will turn into an indefinite suspension until the said illegal component is turned over to SSP management.

New Enforcement Procedures, Equipment or Methods: Due to the rapidly changing technology of motorsports, SSP officials will continue to develop new procedures, equipment and methods to enforce the rules and guidelines contained within this rulebook or succeeding rules bulletins. These procedures, equipment and methods will be based on common sense, consistency, impartiality and fair play. **These procedures, equipment and methods may be introduced at anytime without prior notice to the participants.**

Driver Requirements: All drivers must be at least fifteen-(15) years of age to compete in this division. Drivers under eighteen (18) years of age must have a signed and notarized Parental Consent form by both parents or legal guardians and said documents must be in the hands of the SSP management before participation of said individual will be permitted.

The Susquehanna Speedway Park is private property. Any person on this property without the permission of the management of the Susquehanna Speedway Park is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

SAFETY EQUIPMENT FOR ALL DRIVERS

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

1. HELMET: SSP requires that a driver must wear an automotive racing type helmet of current standards of SA2000 or SA2005 rating or later any time he/she is on the track for slow laps, practice or racing conditions. Drivers without a helmet meeting the SSP minimum Snell standards may not be permitted on the racetrack in a racecar.

A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other SSP official. A full-face helmet is highly recommended. Eye protection is mandatory when an open face helmet is used.

Helmets with Radio Harnesses: Many drivers compete in other racing series' that permit the use of radios. If a driver should use that helmet to compete in an SSP event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually removing the entire radio harness from the helmet.

2. FIRE SUITS: All drivers must wear an SSP-approved fire retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. It is also recommended that a suit be kept free of grease, oil or other flammable substances. If the suit is two-piece, both the top and bottom must be worn at all times while operating a racecar (NO EXCEPTIONS!).

3. FIRE EXTINGUISHERS: An on-board fire extinguisher is highly recommended for your safety. If used, they must be securely fastened and within reach of the driver. It is also recommended to recharge the extinguisher at least once a year.

4. NECK COLLARS: All drivers under the age of 16 must wear a neck collar anytime he/she is on the track for slow laps, practice or racing conditions. Neck collars are highly recommended for all other drivers.

5. OTHER SUGGESTED SAFETY EQUIPMENT:

Some of these items are **not required**, but they are all **highly recommended**.

- 1) Flame retardant racing gloves, underwear, socks and shoes
- 2) Head sock (balaclava) and knee pads.
- 3) Steering wheel "nose pad" and roll bar padding.
- 4) Arm restraints and helmet restraint on the seat.
- 5) Safety wire on hood and trunk Zeus buttons and other nuts and bolts throughout the car.
- 6) Interior door pads, tunnel pads and other upholstery.

FRAMES, BODY, SUSPENSION, etc. for XTREME STOCK CARS:

1. GENERAL APPEARANCE OF THE CAR: Crash damaged cars must be repaired to the minimum technical standards before returning to competition. Any car returning to the speedway without a hood must have a fan shroud in place or it will be denied to return to competition. A Technical Inspector or SSP official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. SSP management reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a "family entertainment" sport.

2. COMPETING MODELS & WHEELBASE: Any North American or foreign-made production model with a minimum wheelbase of 101.0". Convertibles, pickups, sports cars, jeeps, station wagons, four-wheel drives are not permitted. Turbo or rotary powered cars are not permitted. Both rear wheel and front wheel drive cars are eligible.

a) **Wheelbase:** Must remain OEM stock for that make & model being used with no variance.

b) **Strut-style cars:** May be 101.0" if originally produced as OEM strut-style cars.

The following options are available for all OEM Strut-style cars:

- 1) Must keep the struts on the car if it was originally delivered from the factory that way as OEM. The strut may be drilled out and a steel-bodied, non-adjustable shock may be added, remaining perpendicular to the strut. No "coil over" shocks are permitted unless as delivered as OEM stock. Must maintain the stock OEM wheelbase with no stretching or shortening permitted.

OR

- 2) The front subframe may be replaced with any passenger car subframe from the same make (i.e. Ford for Ford and Chevrolet for Chevrolet). Truck or 4x4 subframes are not permitted. Must use a frame of 8.0" in circumference (2.0" x 2.0" box tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1.5" o.d. If this option is used, then the wheelbase must be a minimum of 103.0" wheelbase. This may be done by adding a section to the floorpan. The body must be altered to fit the frame in a similar manner. The engine must remain in the original location.

3. WEIGHT SHIFTING DEVICES: No devices (either mechanical, hydraulic, electric) for shifting weight is permitted.

4. BALLAST: All added ballast must be painted white with the car number marked on each piece. The weight must be visible to the technical inspector upon inspection (i.e. nothing permitted in the frame rails).

Mounting Ballast: The blocks must be securely mounted to the frame using a minimum of two-(2) 0.5" or larger bolts. Ballast may not be placed anywhere within the driver's compartment, on the firewall, in the fuel cell, etc. The mounting of the ballast is subject to the final approval of the technical inspector. No ballast is permitted above the deck level.

5. FRAME: The following measurements are minimums. Only those areas indicated will be subject to technical inspections. The top of the roll cage must be constructed high enough to cover the driver's helmeted head. No aluminum and/or soft metals are permitted.

a) Must be a minimum of a four-post roll cage (6-point is recommended). Two bars may pass through the front and rear firewalls. The two rear bars must be tied into the frame and not the bumper.

b) Front and rear hoop are recommended and must be welded to the OEM stock frame, not the floor or body.

c) The roll cage and door bars must be constructed of round steel of minimum 1.5" diameter tubing (minimum 0.095" wall thickness). A minimum of three-(3) horizontal door bars are required on both sides.

- d) A driveshaft hoop and front hoops are recommended.
 - e) All butt welds, joints and connections may have gusset plates for reinforcement.
 - f) A fuel cell protection bar is mandatory.
 - g) Any bracing that does not conform to these construction rules is subject to final approval by the Technical Inspector.
 - h) **Radiator Support Bars:** Only one horizontal loop bar is permitted in front of the radiator and one support bar may be installed between the two front frame rails. This bar may also be installed in front of the radiator. Vertical bars may be installed between the two horizontal bars for the sole purpose of protecting the radiator. **This bar may be tied into the main rollcage.**
 - i) **Unibody Cars:** Must use a frame of 8" in circumference (2" x 2" box tubing) to tie front and rear frame rails together. Roll cage must be attached to the box tubing frame. Minimum tubing size is 1 1/2" o.d.
 - j) **Engine Location & Mounts:** The engine must remain within the stock location and configurations as currently delivered by OEM. Chains are permitted from the engine to the frame in case of engine mount failure. Any solid motor mounts are permitted. Front or rear engine mounting plates are not permitted.
 - k) **Metal Fatigue:** It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are strictly prohibited from any SSP events.
 - l) **Repairing Frames: The Technical Inspector reserves the right to disallow a repaired car from a competition that does not appear to be properly repaired.** Once a frame is repaired from its original form, SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repaired frame.
- 6. BODY:** The body must remain factory OEM stock with stock firewalls, floorboards and body panels. The body, firewall mounts and body mounts must be OEM stock in stock location on frame. Aftermarket and handmade body panels are permitted but must be steel and have all OEM factory body lines, curves and shapes. Flat side or flat panels are not permitted.
- a) All cars must have a complete body in the proper configuration for the make, model and year, including fenders, bumpers, roof, nosepiece, hoods and trunks. Front inner wells may be removed. The rubber grommets may be removed from the body mounts.
 - b) All OEM factory trunk and hood latches must be removed and replaced with straps, pins, or clips. Track personnel must have easy access to open the hood and trunk quickly.
 - c) Chopping, channeling or modifying is not permitted including the roof post.
 - d) **Exterior:** All headlights, taillights and emblems must be removed. Doors must be welded or bolted shut. All sheet metal used must be 22 gauge or thicker.
 - e) **Interior:** All flammable (plastic or fabric) material must be removed. Dash assembly is optional. The rear firewall area must be covered with sheet metal when removing the rear seat. Sheet metal work is not permitted in the driver's area from the dash to the rear of the seat. The interior sheet metal may not be boxed around the driver's seat.
 - f) **Firewall:** The OEM stock metal front firewall is mandatory between the driver's compartment and the engine. A metal rear firewall is mandatory between the driver's compartment and rear end/fuel cell compartment. Holes in the front and rear firewalls must be completely covered with sheet metal. The trunk must be sealed completely from the driver's compartment.
 - g) **Inner Supports:** All body parts that may have the inner supports removed however, it must be braced to be rigid if the inner support panel is removed. The rear window side panels, dash board and the inner roof panels may be removed completely for roll cage installation only.
 - h) **Bumpers:** Both front and rear must remain stock OEM unless as noted below. Stock bumper brackets may be welded. No sharp edges are permitted on the body or bumpers. Chains or cable to secure the bumpers are also highly recommended. Non-visible reinforcing pipe can be used behind bumper, but it must be securely fastened to the frame.
 - 1) **Front Bumper** – An aftermarket front bumper may not extend more than three inches from the outside of frame rails or the ends must be rounded/radiused and directed towards the rear of the car
 - 2) **Rear Bumper** – An aftermarket rear bumper may not extend more than three inches from the outside of frame rails or the ends must be rounded/radiused and directed towards the front of the car

i) **Nosepiece:** Aftermarket plastic nose and tail covers may be used but must match car (GM on GM, Ford on Ford etc). It is highly recommended that OEM stock bumpers should be mounted behind the covers. If the nose or tail cover is removed during the race and there is no approved-bumper behind the cover, the car will not be permitted to continue in the race.

k) **Rub Rails:** Permitted between the wheelbase only. A maximum 1.75" max round tube or 3.00" x 0.25" max flat steel welded to body. It may be no lower than the center of the hubs and no higher than the top of the tire. Must be tight against the body with no sharp ends. Must be a single rail design and be attached flush with the body contours. At a distance of 18.0" from the rear wheel well, the rub rail may extend out from body to the outer edge of rear tire. Subject to the Technical Inspector inspection and approval.

l) **Grills:** The original grill may be removed but expanded metal or screen may be installed.

m) **Spoiler:** Only OEM spoilers as originally equipped on that make and model car is permitted. Aftermarket spoilers are not permitted.

n) **Mounting of Components:** All body components must be firmly attached to every car competing in any race. Any car may be black flagged or denied entry to start qualification or a race if any of the aforementioned items are not attached at the start of an event unless the Technical Inspector gives prior approval.

o) **Repairing of Components:** Body components may be repaired and must be approved by the Technical Inspector prior to returning to the speedway for competition. ***The Technical Inspector reserves the right to disallow a repaired car from competition that does not appear to be properly repaired.*** Once a body is repaired from its original form, SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repair.

7. BODY STYLES: The following body styles may be adapted to currently approved chassis, must remain in manufacturer's line.

a) **Ford** - 1988–1997 2-door T-bird or Cougar.

b) **General Motors** – All 2 door models: Cutlass Supreme 1988-1994; Buick Regal 1991-1994; Grand Prix 1988-2004; Lumina 1990-1994; Monte Carlo 1995-2004; The listed GM sheet metal may be used on existing 1978-1988 GM G-body chassis.

c) **Approved aftermarket body panels** permitted as follows: An aftermarket body may only be used on the same chassis as the stock body and must be steel. Currently, the only acceptable bodies are the Five Star Monte Carlo Street Stock body, which may be used on all General Motors G-body chassis from 1978 thru 1988. Cars must have rear body panel. The replacement body must be stock appearing.

8. WINDSHIELDS/WINDOW OPENINGS: All cars must have an approved protection in front of the driver in the windshield opening with a minimum of three-(3) vertical bars (no less than 3/16" in diameter). A screen for protection is also highly recommended. All glass must be removed.

Window Nets: Full size window nets are mandatory at all times in the left side window unless approved arm restraints are used by the driver. The seat belt buckle method of mounting is recommended. Window nets must release from the top and be attached to the roll bars only. The side window areas must remain open at all times other than window nets. "Sprint car style window nets" are not approved in place of a full size window net.

9. SEATS: Only SSP-approved factory-manufactured metal racing seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Lumbar supports and head & shoulder supports on the seat are highly recommended.

a) **Mounting of the Seat:** Driver's seat may be no farther back than 56 inches measured from where the floor pan meets the firewall from OEM factory to the back of the seat cushion area. The seat may be moved within the driver's compartment (remaining within the same general area as the general design) without moving or changing existing bars in the frame. The seat must be mounted directly to the frame. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in encased tubing). The use of wood as supports or mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. SSP management and the Technical Inspector assume no liability for any injuries that may occur as a result of the mounting of a seat, regardless of the approval given to compete with that seat and its location.

b) **Safety Harness:** All cars must have an SSP-approved type of five-(5) point racing harness (minimum 3" wide) that is equipped with a quick release buckle unless otherwise designated. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. SSP endorses the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only

one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your five-point safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

10. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire but intentional weight saving modifications (such as drilling or hollowing) is not permitted. Aluminum, titanium or other exotic metal bolts are illegal.

11. HEIM JOINTS: Only steel or aluminum heim joints are permitted.

12. SPINDLES: Must be stock OEM style spindles with stock dimensions and materials only. Aftermarket spindles are not permitted.

13. STEERING COMPONENTS: The entire steering system must remain stock OEM "type", within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make and model of car. **Removable steering wheels and collapsible steering shafts are permitted to take the place of stock "OEM" type.** Steering quickeners are permitted.

14. SUSPENSION: All suspension must be OEM stock components for that make and model of vehicle except for rules noted elsewhere. Stabilizer links may be threaded rod. All bushings may be rubber, polyurethane, solid or spherical bearing type.

a) **Springs:** Front or rear springs may be altered or exchanged as long as they are OEM or OEM type for that make of vehicle. Aftermarket racing type springs are permitted. Adjustable or fixed length spring spacers are permitted.

b) **Shocks:** Heavy-duty stock location mounted aftermarket steel shocks allowed. External canister gas shocks are not permitted.

15. DRIVELINE/TRANSMISSION: The entire driveline and transmission system must remain stock OEM, within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make and model of car. Automatic or manual transmission is permitted if it was delivered with that make and model of car. Reverse gear must be working. Automatics must use a working stock appearing torque converter.

a) **Driveshaft:** The driveshaft must be one piece in design. The U-joints and driveshaft must be steel or aluminum only and within the stock OEM dimensions. The driveshaft must be painted white. Carbon fiber or any other type of exotic lightweight metal driveshafts, flanges and u-joints are not permitted.

b) **Driveshaft Retainers:** Must have at least one-(1) 360 degree driveshaft hoop (minimum 0.25" thick and 2.0" wide). The design of the driveshaft retainer will be the sole discretion and responsibility of the driver and the tech inspector may prohibit a car from competing in which he/she feels the driveshaft is not properly retained.

16. REAR ENDS: Stock OEM rear ends, axles and gear for that make of car. Rear ends may be locked by welding the spider gears or with a mini spool. Posi-traction as an OEM factory option is permitted. Any gear ratio is permitted. Aftermarket solid steel axles are permitted (gun drilled axles are not permitted).

a) **Upper Rear Control Arms:** Aftermarket upper rear control arms are permitted but must be stock-OEM length and non-adjustable. All four-(4) upper and lower control arms must be connected at all times. Both upper rear control arms must be bolted to the frame and rear end on the stock OEM mounts. When using an 8.5" ring gear rear end in any of the metric chassis cars (i.e. Malibu, Grand Prix, Monte Carlo, etc.) the upper control arm on the rear may be shortened a maximum of 1.0" and the hole may be redrilled. **All four upper and lower rear control arms must be connected at all times EXCEPT as listed below in rule 16c.**

b) **Camaro Cars Only:** The third link must remain mounted in the stock OEM location on the rearend. The minimum length of the third link must be 28.0" and must remain parallel with the driveshaft at all times. The third link must remain under the floor pan with the front mount remaining within the driveshaft tunnel.

c) **Coil Spring Cars Only** – May run a three-link suspension only by removing one of the rear upper control arms.

17. BRAKES: The entire brake system must remain stock OEM "type", within the stock dimensions, steel thickness, location and configurations as currently delivered OEM for that make, model and year of car unless specified below.

a) **Brake Rotors:** Aftermarket steel rotors are permitted on the rear. Front rotors must be stock OEM style.

b) **Brake Calipers:** OEM only brake caliper is permitted. Aftermarket brake pads are permitted.

c) **Brake Lines:** Steel, aluminum, rubber or steel-braided brake lines are permitted. Plastic is not permitted.

d) **Brake Master Cylinder:** Aftermarket brake master cylinders are permitted.

e) **Brake Bias or Proportioning Valves:** Brake bias or proportioning valves are not permitted within the cockpit or reach of the driver.

f) **Rear Disc Brakes:** Will be permitted as follows: Stock steel calipers must remain in manufacturer' line (no aftermarket racing calipers). The caliper mount must be permanently fixed to the axle housing. Steel rotor only and may be aftermarket. An aftermarket aluminum hat is permitted.

18. WHEELS: Any type of automotive steel wheel that has a maximum 8.0" width is permitted (see tire rule also). Racing-type steel wheels are permitted. Aluminum, magnesium or other material is not permitted. The diameter and offset may vary. Reinforcing of wheels is permitted with plating, washers or double nuts. Heavy-duty wheel studs and lug nuts are highly recommended. Beadlocks are permitted on any wheel.

a) **Wheel Covers** - Metal or plastic wheel covers are not permitted. Foam mud plugs permitted.

19. TIRES: Any DOT-approved steel belted radial tire for street use only may be used (either 60 or 70 series tires are permitted). Bias ply tires are not permitted. No low profile tires, slicks, recaps, snow tires or studded winter radials are permitted. The composition and character of the tire may not be altered from original.

20. FUEL CELL: Any approved metal fuel tanks must be used and remain securely mounted in the rear compartment of the car or in the trunk. The fuel cell may not be any lower than the rear end housing.

a) **Fuel Tank Straps:** The fuel cell must be strapped down with at least four-(4) 1.0" wide steel straps or two-(2) 2.0" wide steel straps on the top of the fuel cell and four-(4) 1.5" wide steel straps or two-(2) 2.0" wide steel straps underneath the fuel cell. The straps must a minimum 1/8" in thickness.

b) **Fuel Cap:** Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly onto the cell.

c) **Fuel Pump:** Electric fuel pumps are not permitted unless OEM stock for that make or model of car. Electric fuel pumps must shut off with the ignition.

21. MIRRORS: Mirrors are not permitted.

22. RADIOS: One-way or two-way communication radios are not permitted with the exception of the mandatory track Receiver radio on the track designated frequency only (**Frequency 0000**).

23. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will be suspended for a minimum of one-(1) year.

24. CAR NUMBERS: The car should have numbers of contrasting car color from the body that are a minimum height of 18.0" and width of 4.0" on both doors and a minimum height of 24.0" and width of 6.0" on the roof. Metallic or foil numbers are not recommended and highly discouraged. Scorers will not accept the responsibility for incorrect scoring of cars in which numbers are not clear or easily read from the Control Tower.

25. MANDATORY SERIES SPONSOR DECALS and PATCHES: Mandatory series sponsor decals (to be announced) must be prominently displayed in the approved locations at all SSP events. Driver's not displaying the proper decals will not be eligible for certain awards, prizes, etc including those offered at year-end.

26. CONTINGENCY SPONSOR DECALS: Contingency sponsor decals are optional, however contingency decals are mandatory and /or use of the product to be eligible for posted awards sponsored by the contingency sponsor.

ENGINE SPECIFICATIONS for XTREME STOCK CARS:

1. **ENGINES PERMITTED:** Engines limited to 365.0 cubic inches and must be in the chassis originally catalogues by manufacturer. All factory identification numbers and/or part numbers must remain on crank and heads. The combination of the rods, block and crankshaft used must be in the same combination that factory originally manufactured (i.e. Chevrolet components only with Chevrolet components and Ford components only with Ford components).

All factory identification numbers and/or part numbers must remain on crank and heads and be visible.

The use of titanium for rods, rod caps, crankshafts or headers is strictly prohibited. It is highly recommended to use a #12AN fitting or one inch plug in the oil pan for inspection purposes. If there is not one, the oil pan must be removed for inspection.

Needle bearing camshafts, crankshafts and rod bearings are not permitted.

2. **ENGINE BLOCK:** The engine block must be an OEM standard production block. No aftermarket or aluminum blocks. Only two-(2) valves per spark plug are permitted. Turbine-driven, big blocks, turbos, blowers, superchargers or offset engines are not

permitted. Computer operated or controlled parts are not permitted. Main bearing cap must be iron or steel. The lifter bore must remain stock.

3. INTAKE MANIFOLD: High performance or aluminum intakes are not permitted *unless noted elsewhere within these rules.* Marine-type intakes are not permitted. *Only the following Edelbrock Small Block Chevy intake manifolds (aluminum) are permitted with the use of a stock Holley 4412 carburetor (meeting the carb rules):* Performer Series **ED2101** (for use with Chevy Cast Iron Cylinder heads); **ED2104** (for use with 1987-95 Chevy Cast Iron Cylinders heads); **ED2116** (for use with Chevy Vortec or 1996-up Chevy Cylinder heads); **ED2121** (for use with 1966-1972 Ford Cylinder heads 289/302); **ED2181** (for use with 1971-1982 Ford Cylinder heads 351W); **ED2171** (for use with 1971-1982 Ford Cylinder Cleveland heads); **ED2665** (for use with 1971-1982 Ford Cleveland Cylinder heads); **ED2750** (for use with 1971-1982 Ford Cleveland Cylinder heads); **ED2176** (for use with Chrysler Cylinder heads); **ED2711** (for use with 1966-1988 Oldsmobile Cylinder heads); or **ED2156** (for use with 1965-1979 Pontiac Cylinder heads). ***No other aluminum intakes are permitted.*** Porting or polishing of any intake manifold is prohibited (must remain unaltered and untouched).

4. CYLINDER HEADS: No high performance heads are permitted. Heads must include OEM stock casting marks. No porting, polishing or grinding is permitted except for port matching. Rocker arm studs may be pinned. Screw -in studs are permitted. Stock rocker arms only are permitted. Roller rockers are permitted. ***Aluminum cylinder heads have never been permitted and are not permitted in the Xtreme Stock Car class.***

a) All heads must have a minimum 60cc as originally delivered as OEM from the factory. The “cc” measurement of the intake runner of head must remain stock with the exception of matching port.

b) Matching ports in the intake port of head is permitted. The depth maximum for matching ports is 0.75”. The valve seat area may be cleaned up using a maximum 80 degree grinding stone.

c) Unless otherwise stated, any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal and penalized. O-ringing the head gasket seal area is not permitted.

d) **Combustion Chamber:** The combustion chamber may not be altered in anyway.

e) Ported cylinder heads are illegal as only port matching will be permitted.

5. VALVES: Only steel or stainless OEM stock valve or aftermarket OEM production replacement valves are permitted. Any spring, any retainer permitted. Only stock valve guide angle is permitted. Relocating valve guides is not permitted.

6. CRANKSHAFT: The crankshaft must be an OEM factory production or OEM stock dimension aftermarket cast iron or steel crankshaft. No swapping of crankshafts between manufacturers. The Ford SVO crankshaft number M6303-H351 is permitted. The MOPAR high performance crankshaft with part number P1420312 is permitted.

a) Polishing of any kind is not permitted. One throw on the crank must have no balancing holes in it. The minimum weight of the crankshaft must be 46.0 lbs.

b) **Stroke:** The stroke must remain OEM stock as currently delivered by OEM with the exception that it may turned a maximum of 0.040” under for the replacement of bearings. Offset grinding of the crankshafts is not permitted.

c) **Harmonic Balancer:** Aftermarket OEM stock “type” harmonic balancers are permitted.

7. RODS: An OEM production or aftermarket rod with OEM specifications from an engine used is permitted. The modification of rod length is prohibited. Rods may not be polished. No addition or removal of metal other than normal balancing is permitted. Titanium or other materials other than steel for rods are not permitted. Ford permitted to use 6.0” length rod with SVO crank.

8. PISTONS & RINGS: Only flat top pistons are permitted with all three piston rings in place. Zero deck piston may not extend above the block. The ring lances and lowers part (skirt) of the piston may not be altered from the original in any way. Gas-porting the piston is not permitted. Floating wrist pins are permitted. Valve reliefs may be cut into the pistons.

9. CAMSHAFTS: Any hydraulic flat tappet camshaft is permitted. No roller, solid lift, mushroom or “slapper-type” cams. Double overhead cams are not permitted. **The vacuum pressure may not be less than 14.00 inches at 1000 RPM before or after the race (no tolerance).** No adjustments will be permitted during inspection. The official reading will be taken from the track gauge only.

Cam Bearings: Must remain as “stock” Babbitt type. Roller bearings are not permitted.

10. OIL SYSTEM: Wet sump system only permitted. Dry sump systems are not permitted.

11. CARBURETORS: Only an OEM stock carburetor or OEM replacement may be used other than a stock Holley 4412. No dual line double pumpers permitted. A stock Holley 4412 (500cfm) may be used only with no alterations or modifications regardless of the rules addressed below for other carburetors. Only the choke plate on the Holley 4412 may be removed with all screw holes permanently sealed.

- a) The choke butterflies may be removed but all screw holes must be permanently sealed. The choke horn may be removed.
- b) The idle holes may be drilled and the butterfly screw ends may be cut even with the shaft.
- c) Carburetor jets may be changed.
- d) Fuel injection is permitted for specific year, make and model if OEM stock.
- e) Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.
- f) **Carburetor Adapter:** Only a one or two-piece aluminum or phenolic carburetor adapter (maximum 1.0" in height) may be installed between the intake manifold and carburetor. A one-piece gasket may be installed between the carburetor and adapter and between the intake manifold and adapter.

12. CLUTCH: If manual transmission is used, it must have an operational OEM stock style all-steel clutch and operational starter. Stock configuration clutch must have a full scatter shield of at least 1/4 inch thick steel or an approved bell housing. A 2.0" x 3.0" inch inspection hole located 3.0" from the transmission mounting surface is mandatory for clutch inspection.

- a) **Clutch Master Cylinder:** Aftermarket clutch master cylinders are permitted.
- b) **Clutch Lines:** Rubber, steel or steel-braided clutch lines are permitted.

13. FLYWHEELS: Stock steel flywheels and flexplates only are permitted. No lightening is permitted. **The flywheel must weigh a minimum of 23.0 lbs. (no exceptions).**

14. RADIATOR: Any aftermarket aluminum or copper radiator is permitted. An electric fan with a shroud is permitted. The radiator must remain in the engine compartment.

15. IGNITION SYSTEM: All components of the ignition system must be OEM stock style. An aftermarket module is permitted. A Ford solenoid is permitted.

- a) **Ignition Switch:** The ignition switch must be within easy reach of the driver and clearly marked.
- b) **Spark Plugs and Wiring:** Any aftermarket type wiring may be used. The electrode of the spark plug must extend into the combustion chamber.

16. BATTERY: The battery must be securely mounted in either the engine compartment or in the driver's or trunk compartment completely enclosed in a battery box. A battery shut-off switch is recommended and should be easily visible from outside the car and marked "on/off". Any battery must be used and securely mounted between the frame rails.

17. EXHAUST SYSTEM: OEM stock exhaust or chassis type headers only permitted with collector designed to exit under the car is permitted. Exhaust must extend beyond the firewall. Exhaust may not exit through the side of the car. Frame notching is not permitted! Header wrapping (tape) and ceramic coatings are permitted. "Up and over"/crossover, over-the-rail, Tri-Y or 180 degree headers are not permitted.

18. OIL ADDITIVES: Any competitor caught using any of the following combustion enhancing additives in the engine oil will be banned from all SSP events for a minimum of 60 days from the date of the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, or nitropropane.

19. FUEL: Gasoline only is permitted. All fuel must be of the same specifications, specific gravity, color, smell of gasoline only according to Federal Standards of Purity, Grade A or AA. No additives of any kind permitted. The track reserves the right to take specific samples of fuel at any time for testing purposes. Any additives/mixing detected in fuel may result in a disqualification, fine, suspension, loss of purse and loss of points or any combination thereof.

- a) **Laboratory Testing:** SSP has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the Technical Inspector. Laboratory results will be the final determining factor of whether illegal performance additives are present in the particular fuel sample.
- b) **The specific elements which will be searched for include:** alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates,

dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

c) **Penalty for Fuel Rule Violations:** Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60-day suspension from the date of the infraction. Suspensions will be determined based on the chemical composition of the additive in question.

20. GAUGES: Only onboard gauges that record the following information are permitted - water temperature, lap timer, RPM, oil pressure, oil temperature and fuel pressure. Direct reading oil temperature, fuel pressure and oil pressure gauges must use steel braided lines, not plastic or rubber. Onboard telemetry systems are not permitted.

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