



Sauble Speedway Super Stock 2018-2020 Rule Book

DISCLAIMER

This set of rules is designed as a basic guideline. All cars are subject to technical inspections by random selection at the end of each race. Any part of the car not specifically covered in these rules must remain stock.

The Super Stock division is open to any make of North American built automobile having a factory listed wheelbase of 108" or more, for the make, model and year being raced. No front wheel drive vehicles, four wheel drive vehicles, convertibles or station wagons will be allowed. The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book.

BATTERY:

Must be secured with a metal frame and anchored with bolts securely, and separated from the driver by a fire wall or enclosed in a spill proof steel container. Battery must not be mounted beside the fuel cell. 1 - 12 Volt Battery only.

BODY STYLE:

Open to any make or model of North American built 2 or 4 door sedan, having a factory listed wheelbase of 108" or more, for the make, model and year being raced. No convertibles, four wheel drive vehicles, trucks or station wagons.

No front wheel drive cars allowed. Rear wheel drive only. Race cars must be in complete and presentable in appearance at the beginning of each race.

BODY APPEARANCE:

Body must be metal or Fiber Glass stock in appearance to the original vehicle.

When using a Fiber Glass Body it must be a template approved body as listed below

Body height will be a minimum of 51", measured 10" behind top of windshield on roof centerline (without driver).

APPROVED FIBER GLASS BODY TYPE AND MANUFACTURE:

5 Star S2 Bodies

ULTIMATE Fiberglass

AR Bodies.....XYG Metric Muscle Cars or the SPORTSMAN BODY

Any other Fiber Glass Bodies must be approved by Speedway CALL BEFORE YOU BUY.

Tires must be inside fenders & scrub rails.

Bodies may be interchanged between make and model.

GROUND CLEARANCE:

Minimum body height 4".
Minimum frame height 6".

HOOD AND TRUNK LID:

No hood openings allowed.
Inner hood and trunk lid bracing may be removed.
Five hood pins required. Three fronts and two back.
Fiberglass hoods allowed.
Rear spoiler allowed but may not extend beyond rear edge of rear deck panel and must follow the contour of the rear deck lid. Maximum 5" by width of rear deck.
No side pods or bracing of rear spoiler.

ROOF:

Minimum Roof Height 48 Inches at 10 inches back.

This is a change that all tracks are making and is not a mandatory change all cars legal last year are legal for 2019 with no changes.

SCRUB RAILS:

Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, and must be mounted 1" above center of front & rear hub.
Maximum 1" x 2" welded or bolted to roll cage.
No sharp edges.
When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk.
V type Lexan scrub rails allowed.

BUMPERS:

Must be stock. Must be in stock position both front and rear and securely fastened with no sharp edges exposed, no cut offs. Minimum height 15" maximum height 18" to center. Plastic covers may be used must be stock appearing no wedge or late model type front noses. Please ask before you buy.

BRAKES:

All four wheels must be working.
Rotors & calipers may be used from different models.
Dual master cylinders allowed.
No brake lines allowed in the driver compartment.
Brake proportioning valve allowed.
Rear disc brakes allowed.
Stock replacement Howe calipers allowed.
Stock O.E.M. parts only. Two-piece hub/rotor assembly permitted, must be magnetic steel assembly, and must be non-drilled, non-slotted and non-directional vane front or rear.

CARBURETOR:

R4412 Holley Carbs allowed. NO HP CARBS, **Mandatory** adapters Canton 85-065 or Moroso #64964 adjustable.

Holley factory stock measurements are as follows:

Metering block must have the following ID# stamped on it. Factory stock #5924 or # 5925. The #10570 will appear on replacement or service metering blocks.
Metering block power valve channel restriction ports (2 holes behind the power valve) maximum .0635"
Metering block idle feed restriction ports (2 holes) maximum: .035"
Metering block main passage to discharge nozzle (2 holes) maximum: .141"
Main body high speed air bleeds (2 holes) maximum: .035"
Main body idle speed air bleeds (2holes) maximum .080"
Butterfly (throttle plate) thickness: .0398" - .0438"
Hole in butterfly: .090" - .096"
Butterfly must have stamped on it ID# 215
Throttle shaft diameter .368" - .369"
Throttle shaft thickness at flat of shaft .152"
Venturi bore diameter 1.373" - 1.377"
Boost venturi inner bore diameter .377" - .383"
Boost venturi outer diameter .610" - .630"
Throttle bore diameter 1.6855" - 1.6865"
The vacuum port at the base of the Carb may plug by taping the hole and replacing it with a threaded plug.

ROLL CAGE AND FRAME:

Must be stock steel frame with no holes drilled for lightening.
Front and rear sub or Unibody frames must be attached with 2 x 3 hollow or box tube with a minimum wall thickness of .095.
A full roll cage constructed out of 1 3/4 x .095 min. round steel tubing is mandatory.
Roll cage must be symmetrical in all directions.
A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar. "X" type bars will be allowed on passenger side. Min 40" length by 17" high.
Left leg protection bar must be installed between the roll cage and the left front frame rail.
Roll cage may have a 6" set back to accommodate the foot box.
Dash bar required, along with an "X" type member across and behind driver.
A "Petty" bar recommended running from center of cage to upper right front halo.
A front engine bay hoop is allowed and may connect directly to main cage.
Bracing running from top of cage towards the rear should extend beyond fuel cell area before attaching to rear frame rails.
Upper roof halo must be minimum 42" wide.
All welds must be electric or mig and will be subject to the approval of tech inspectors.
No offset cages allowed.
All roll bars in driver's compartment must be properly padded.
Lower A-frames must remain in stock location for make and model of chaise.
Upper A-frames may be relocated, any bolt pattern any length.
Driver door bars must be filled with a minimum of 16 gauge steel.
Front cross member may have snout removed and plated for center link clearance.
Structural X-ing will be permitted in the following areas of the chassis.
Main frame rails may have X bracing under the floor in the center section of the car.
Rear clip may have X bracing above or under the fuel cell area.
Downward supports from main cage hoop to rear clip may have X bracing.
Rear frame sections may have 2" x 3" replacement tubing from top of kick-up rearward.
Must retain original appearance.

REAR ARMS:

Upper Arms must be equal length, stock location and welded, may be repositioned but not adjustable up and down.

Lower Arms must be in a fixed position and not adjustable or repositioned

Manufactured Frames allowed Brian Macdonald, DCM or McColl Stamped and serialized built replacement METRIC Chaises only.

3 LINK Optional Rear Suspension (GM STOCK CLIP CARS ORIGINALLY EQUIPED WITH COIL SPRING REAR SUSPENSION)

An approved aftermarket third link is allowed and may be no longer than lower trailing arms.

Lower trailing arms must remain stock or magnetic steel aftermarket of the stock length +/- 0.5" and in stock mounts on frame.

Panhard bars are to be fabricated from magnetic steel front or rear mounted. Rod ends (Heim joints) must be steel. Bar length may be adjustable to maintain the rear axle housing centered in the chassis. Bar attachment to be fabricated from steel and mounted with the pivot point on the rear axle tube no further than the inside of the rear spring and not lower than the bottom of the axle tube. Frame bracket may be braced towards the chassis. Bar attachment to the frame bracket maybe a steel or aluminum slider type. No external adjustments allowed, and any access holes to allow such adjustments must be sealed, solid links allowed only. No rubber pucks or spring type absorbers of any kind.

SUSPENSION AND FRAMES:

All suspension and frame components must be stock if not stated otherwise.

No modification of stock suspension locating points unless otherwise stated.

Springs and steering components may be interchanged.

All control arm rubber bushings may be replaced with urethane or heavy plastic, steel, aluminum, or brass.

Tubular upper control arms permitted.

Mono-ball type bushings will not be allowed.

Springs may be stock or after market with a minimum size of 4" outside diameter.

Top front and rear spring mounts may be manufactured but in stock location.

Front and rear load bolts are permitted.

One piece aftermarket sway bars allowed and may be mounted as a slapper bar

Adjustable center link permitted Allstar 56330, 56331, Howe 23396, 23397, 23399, 23380, 233973.

Spindle may be drilled to accommodate large bolt tie rod end.

Sleeve type tie rod heim end is optional.

Leaf spring cars may add 2" & reinforce rear shackle

Sliders permitted

Leaf spring load bolts permitted

Leaf racing springs permitted.

Front spindles GM #2 or full Chevy, no stock metric. Spindle hole may be reamed to accommodate a larger ball joint.

Spindles may be replaced with heavier duty stock solid pin spindles all dimensions must be same side to side.

WHEEL BASE:

Wheelbase must be a minimum of 108" within 1" side to side.

Max Width to be 77 ½" to be measured at the bulge of the tire at spindle height.

DRIVE LINE:

Must have steel 360 degree retaining loops 1/4" x 2", positioned at the front and rear of the drive shaft within 6" of each U-joint. No chains. Only steel drive shafts permitted. No aluminum drive shafts etc. Drive shafts must be painted white or fluorescent. No accessories may be driven off or attached to drive line.

ENGINE MOUNTS:

Solid engine and transmission mounts are permitted.

ENGINE LOCATION AND HEIGHT:

Engine height will be a minimum of 13" measured from ground to center of crankshaft.

Engine Location: # one Spark plug of engine must be in line or ahead of upper ball joint and center in the frame

Cross member may be altered to achieve this.

ENGINE:

Maximum compression ratio of 9.0 to 1 as calculated by the track Whistler or a physical measurement, to the discretion of the tech official. V8 engines only. Stock - No interchanging of engine between makes. Must be Ford in Ford, GM in GM, Chrysler in Chrysler. Etc.

Maximum cubic inch allowed.

GM - 350 C.I.D.

Ford - 351 C.I.D.

Chrysler or AMC - 360 C.I.D.

Maximum over bore of 0.060" allowed. No aluminum block, rods or water pumps. (Ford and Chrysler water pumps exempt) engines must use factory specs for bore, stroke and rod length of engines used. (i.e.: 350 Chevy - 3.48" stroke x 4" bore x 5.7" rod length. No aluminum or fluid dampers, only standard O.E.M.) Steel elastomer type harmonic balancers permitted. Stock cast cranks only. Must retain O.E.M. original numbers. No stroker kits, no knife edging or chamfering.

PISTONS:

No dome pistons. 2 or 4 eyebrows cast or forged piston allowed.

RODS:

No lightweight rods will be permitted. Aftermarket OE replacement rods allowed, as long as they are the same weight and design as stock. No reworking permitted. No form of traction control devices will be allowed. Any devices will be confiscated. No dry sump systems allowed.

Reworked oil pans allowed. Econo racing pan allowed. An inspection hole is mandatory. No evacuation systems allowed.

CAMSHAFT:

Hydraulic flat tappet cam allowed only. No roller, solid lifter or mushroom cam allowed. Off set cam shaft key allowed. Must run stock size lifter bore for engine being run, no sleeving. No belt drive systems permitted. Stock rocker arms only. No roller rockers. Hydraulic lifters must be operational.

CYLINDER HEADS:

Must be stock O.E.M. or World Product cylinder head part # 43600-1, 43610-1, casting part # 1-052 is allowed for GM, Ford World Products # 053030, Dart Iron Eagle 165cc, cast iron straight plug only. Other stock replacement cast iron, non-vortec straight plug heads may be considered for approval if submitted in writing no less than 4 weeks prior to competition.

No porting, polishing and or relieving under the valves.

No angle milling.

No special lightened valves.

No titanium valves, no angle plug heads, no heads with casting #292, no Chevy Bow Tie Heads.

No vortex heads. Ford may use a Pontiac stamped steel rocker as a substitute.

The maximum valve sizes as measured across the face of the valve are as follows. Stock Valve stem diameter for head being used. Valve stem diameter to be 0.343” and the valve stem may be 0.025” less in the port. A machined go-no-go gauge will be used to inspect valve stem diameter.

Cylinder Head Chart ----- Intake Exhaust

GM 1.941.50 Ford

(Cleveland) 2.041.65 Ford

(Windsor) 1.941.60

Chrysler 2.021.60

Lock nuts, valves springs and rocker studs may be changed for safety purposes. Valves springs must fit into stock cylinder head spring seat (no barrel springs). Screw in studs and guide plates allowed. Larger valve springs may be used, spring seat may be machined to fit larger springs.

Stock rocker arms and ratio only, maximum of 1.5 for Chevy and 1.6 for Ford.

INTAKE MANIFOLD:

Must be stock cast iron two (2) barrel intake, or an Edelbrock Performer Series Second generations only - part # Chevy 2101, Chrysler #2176, Ford #2750, or W#2181. No Alterations allowed. No older manifolds permitted.

ENGINE TEAR DOWN:

The track has the right at any time to tear down an engine. Failure to cooperate with the official request will result in the loss of all money and points earned during race meet and 2 week suspension applied.

Crate Motor Program Rules Sauble Speedway reserves the right to inspect a crate engine at any time regardless of seals.

Sealed Crate Part # 88958602, 19258602

Engine must be sealed by factory, approved builder or race track.

Only modifications allowed are:

Double Roller Timing Chain.

6-3/4 steel non fluid balancer.

7” – 7 quart steel oil pan allowed – no upper kicks outs.

All crate engines must meet original specifications as per G.M. Performance (9.0 -1 compression)

CRATE MOTOR ENGINE CLAIM

BASE claim.....\$5000.00

Removal of engine by owner mandatory.....\$ 200.00

With double roller timing chain ADD\$ 400.00

With small balancer ADD.....\$ 200.00
With 7" Oil Pan (optional) ADD.....\$ 500.00

The individual putting in the claim must be a registered DRIVER or OWNER in the Super Stock Division that competes at Sauble Speedway on a regular basis.

MOTOR WILL BE AS IT COMES FROM GM

Motor will be pulled the night of the claim by the Owner of the motor and the crew under the supervision of the Track Officials. The individual putting a claim to the said motor must produce a Certified Cheque or Cash to the Tech Supervisor, prior to the start of the Feature Race of Class of Car the competes in.

Note: The Crate Motor being claimed must be used on the next racing points night.

EXHAUST:

Exhaust must exit under and behind driver outside body sheet metal no more then 17" ahead of rear tire or under car in front of rear axle. Maximum diameter of exhaust pipe to be 3" OD.

No collector boxes. No "X" pipes no 2 in to 1.

H pipes permitted.

Mufflers are required, single muffler will be permitted with 2 pipes in and 2 pipes out only.

Pipes must be dual exhaust front to back and firmly mounted and cut flush to the body.

Spec headers are allowed, 1-5/8" primary tube and 3" collector with no step permitted.

Cross over # Chevy 135CM, 135HCM, 145CM, Dodge #445 & Ford 335.

FIRE WALLS AND INTERIOR:

Front fire wall may be fabricated using a minimum of 22 gauge steel in stock location. With all holes covered with sheet metal either welded or riveted. No metal screws allowed.

Steel tin kits are allowed. Steel must be welded or riveted. No screws allowed. All flammable material must be removed. No loose objects allowed in race car. Rear fire wall may be

fabricated in stock location, minimum 22 gauge steel. Right side floor may raise a maximum of 13" only - measured from the top of the frame rail. Crush Panels may be aluminum (crush panel is any filler panel outside the "A" pillar to rear braces).

FIRE CONTROL:

Cars must have a 2 ½ lb. minimum fire extinguisher with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened.

Fire extinguisher must be new or serviced and inspected each year and dated no later than January 1st of the current year.

FUEL:

Petroleum based unleaded fuels only. The gasoline shall not be blended with alcohols, ether or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. No lead additives or NOS systems.

FUEL PUMP:

Stock Mechanical pump only. No electric pumps.

FUEL CELL:

Cell Fuel cell is mandatory. Must be in steel box made of a minimum of 22-gauge steel. Fuel cell must be mounted between the frame rails (no notching of the rails allowed) and the bottom must be mounted no lower than the bottom of the rear axle tube. Fuel cell must be secured with steel straps made of 1" x 1/8", not less than two lengthwise and two cross wise, full 360 degree. Fuel cell must have left side and rear hoop protection bars, minimum 1 3/4" x .095 tubing. Fuel cell must have a one-way check valve in vent line. No vented gas caps permitted. Gas cap must have an appropriate attaching line to prevent its loss. Cell must be vented out the rear tail section of the car. A ground strap from the frame to the cell is mandatory.

IGNITION & CHARGING SYSTEM:

OEM 12-volt stock ignition.

Must consist of stock or stock replacement parts only.

No aftermarket high performance ignition systems or printed circuit type modules.

Charging system is optional.

Clearly marked KILL SWITCH mandatory in main battery line or use of Ford solenoid is permitted.

Clearly marked KILL SWITCH to the ignition on each side of the dash is mandatory.

MIRRORS:

One interior mirror max 17" x 3" one drivers side mounted max 3" convex mirror permitted.

No electronic viewing devices.

PAINTING AND LETTERING:

All cars must be neatly painted. Numbers assigned by the track must be painted on both doors and roof in minimum 24" high by 3" wide. (Read from left to right side) of a color offering distinct contrast to car color. No foil numbers. No trick numbers. 4" numbers on head lamp and tail lamp assemblies mandatory. Block type numbers 6" high, white in color, must be displayed on the upper right-hand side of windshield.

RADIATOR:

Must be or resemble O.E.M. must be in stock location and include a one gallon metal overflow can mounted ahead of engine fire wall. No antifreeze allowed in cooling systems. Pressure release caps are recommended. Aluminum radiators may be used.

REAR ENDS:

Welded locked rear ends permitted Steel Spools are allowed.

No posi allowed.

Rear end housings may be interchanged year to year. (e.g. 8 1/2" rear end may be used to replace a 7 1/2" rear end).

A Ford 9" differential may be used.

Hardened steel rear axle or racing steel axle MANDATORY.

Optional floater rear end.

Stock location 4 link mount.

No cambered rear ends.

FIRE SUIT:

Driver's fire suit SFI3.2A/1 is mandatory. Recommended SFI3.2A/5.

Driver and suit must maintain clean looking appearance.

Fireproof gloves are **mandatory**.

Fire proof neck collar, balaclava, underwear, socks, and shoes are recommended.

No nylon shoes allowed.

HELMET:

A Snell 2010 SA or newer approved racing safety helmet must be worn. (Mandatory)

SEAT:

An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor.

When mounting seat use minimum 3/8" bolts with large washers to hold racing seat to seat framework.

Minimum of two bolts on the seat back and two bolts on the seat bottom.

Seat must be positioned completely to the left of the centerline of the car.

An approved head restraint is MANDATORY.(Example – HANS DEVICE)

Hans Mandatory for 16 years of age or younger

Hans will be mandatory in 2019 for all competitors.

Headrest side plates recommended.

BELTS AND HARNESS:

All cars must be equipped with a quick release type, 5 point harness with a minimum 3" lap belt and shoulder harness of 3", properly affixed to the roll cage or chassis with grade 8 bolts, no less than .375" (3/8") in diameter.

Head restraint strongly recommended.

Seat belts must be clearly dated and be no more than 3 years old.

ALL SAFETY EQUIPMENT MUST BE WORN ANYTIME DRIVER IS IN THE RACE CAR.

WINDSHIELD AND WINDOWS:

All windows must be removed except full front windshield. Windshield may be safety glass, Lexan or Marguard, minimum 1/8" material. 4 safety tabs mandatory. Driver's window net mandatory, must have top release, minimum 3/8" rod. Center windshield bar required (1 3/4 roll bar) from the top of windshield roll bar to dash or floor mount securely, in the center of windshield opening. No decal's on rear windows.

SHOCKS:

After-market steel-housed racing shocks will be allowed. Koni, Pro & QA1.

NO BUMP STOPS of any kind ALLOWED internal or external.

TIRES & WHEELS:

All entries are required to use: American Racer AR 870 tire only. They must be purchased from Sauble Speedway, and registered at the time of purchase. No doping, softening, greasing, soaping etc. permitted. A 5-week suspension if violated.

Tire allocation is based upon 9 tire tickets to start the season including 1 cut down.

5 more tickets will be handed out over the season with agreed schedule between track and drivers.

Cars starting season after opening night will receive less than 9 tire tickets and will have to start their first night at the rear of the field. This number will be agreed between drivers and track and will depend on how many races have already been completed in the season.

Cars missing nights jurying season will lose tire tickets again pending number of nights missed.

This will be enforced by the track to control tire counts as best as possible.

Cars must take the green flag in the feature to be eligible for a tire.

Only registered/allocated tires are permitted to be used for any points race (heats, feature)

In case of rainout if a tire is purchased and the feature does not run, the tire bought is your new tire for the next race.

Tire management and strategy is up to each individual team.

Registering tires with Sauble Speedway Technical Staff is the responsibility of each team.

If a car is caught competing in a points event with one or more non-registered tires, that car will be subject to loss of points and monies earned for that race.

If during an inspection of the bar code, none of the numbers are legible, that tire will be deemed as "non-registered" flat or race damaged tires must be reported on the event in which the damage occurred.

Maximum rim width bead to bead - 8".

Steel racing wheels on all four wheels mandatory.

Minimum of 5/8" studs required.

Wheel spacers maximum one per wheel.

TRANSMISSIONS

AUTOMATIC:

No racing automatics allowed.

No aftermarket valve bodies or manual valve bodies allowed.

Torque converter must be stock & 11" in diameter.

Aftermarket shifter & shift kits permitted.

All cars must have working reverse gear.

Transmission coolers are permitted but cannot be mounted in drivers' compartment.

Power glide transmissions allowed.

STANDARD TRANSMISSION, FLYWHEEL AND CLUTCH ASSY.:

Any manual stock OEM Steel 3 or 4 speed transmission permitted. All gears must be in working order.

Stock type steel single disc clutch and flywheel units must not be drilled or machined.

Stock type clutch and pressure plate, minimum 10" diameter.

Aftermarket clutch pedal allowed.

No puck type & aluminum discs.

Nodular or steel flywheels.

Minimum flywheel weight of 14 lbs.

Must have a NHRA steel bell housing.

Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor.

No scatter shield inside the car permitted.

At your own option, bell housing should have an inspection plate for easy inspection of clutch.

If there is no inspection plate on the bell housing, you may be required to remove the transmission for clutch inspection.

Mandatory 1/2" hole in bell housing for turning flywheel when whistling engine.

WEIGHT:

55% left and 50% rear.

No topping up with fuel after the feature.

When adding ballast it must be in blocks of no less than 5 pounds, bolted securely, painted white, be numbered and have min. 6" ground clearance.
Built Motor minimum 3075lbs. with driver
Crate Motor minimum total weight 3,050 lbs. with driver.
Standard Transmission - No Penalty.

TWO WAY RADIOS:

Permitted

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