



**2020 OFFICIAL RULES
& REGULATIONS**

Super Stock Division

**Mohawk International Raceway
313 Frogtown Road
Hogansburg, NY 13655
518-358-9017**

PLEASE NOTE:

**All cars MUST be equipped with a working
RACEceiver-type one-way scanner unit &
working MYLAPS/AMB timing transponder**

1. SUPER STOCK SPECIFICATIONS

The Super Stock division is meant to provide an enjoyable class of auto racing on a recreational level. These rules were created to protect the integrity of “traditional” stock car racing and make possible equal competition, and to encourage builders to use their imagination and skill – and not just money – in their efforts to build a winning racecar.

Because of the many types of automobiles that can be built under these rules, it is impossible for these rules to provide for every situation that might occur. Accordingly, management is given discretion, following the intent of the above goals, to rule on any matter not covered specifically in these guidelines. Mohawk International Raceway reserves the right to make changes in these rules at any time, with or without notice, should changes become necessary to ensure greater safety or more equal competition.

Please understand that the Super Stock division is currently in a rebuilding phase and is going to be considered a “work--in--progress”.

All cars that fit the general scope of the rulebook are welcome to race, but be advised that in the interest of fairness some changes may be made to individual cars based on performance, particularly with cars that dominate competition on a regular basis.

2. GENERAL RULES

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, understood, and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS;** they are intended as a guide for the conduct of the sport and are in no way a guarantee against injury and/or death to a participant, spectator, or official. The interpretation and invoking of the rules published herein shall be determined by the officials at their professional discretion.
2. It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate. The driver is as responsible as the owner, and it shall be the responsibility of both to know which parts are used in the race car that he/she owns and/or may be driving.
3. Any item not covered in these rules must remain stock or be approved in writing by Mohawk International Raceway management. If any item being considered by a competitor is not addressed in these rules, the competitor is required to contact Mohawk International Raceway management for a judgment as to its acceptability.
4. Technical Director and/or Track Manager will have final say on all rules, procedures, regulations, and/or technical authorities.

5. The safety of all drivers is paramount. A driver must display the ability to control his or her car and can keep pace with the field to maintain their regular handicap. All rookie and/or novice drivers will be evaluated on a case--by case--basis. Any driver that cannot keep pace with the field may be assigned a starting position at the rear of the field until he or she can display enough control and speed to compete and maintain a regular handicapped position.
6. Management reserves the right to add weight and/or a carburetor restrictor plate to any car at any time to ensure a level playing field.

3. CHASSIS SPECIFICATIONS

1. 1955 to present American--made hard top sedan or lift--back passenger car. Sunroofs and T--tops must be reinforced and enclosed. No convertibles. No front--wheel drive, 4--wheel drive, or rear engines.
2. Johnson XYG Metric chassis allowed
3. Wheel base maximum 108.1"
4. At start of race the Body, hood, and trunk must be kept in place.
5. Rear frame may be plated if stock configuration is maintained, or replaced with 2" x 3" (only) square tubing from center of rear rearward.
6. Frames may be "X" braced.
7. Stock hood and trunk latches must be removed with pins installed – minimum three in front of hood and two in rear of trunk. Handle on front of hood strongly recommended for fire/safety crew to easily grasp.
8. All bodies must appear stock – steel, aluminum, and fiberglass body parts and plastic nose/tail allowed. Aftermarket body parts allowed. No down force noses allowed. Cars must be neat appearing - all sharp edges and torn panels must be repaired.
9. Replacement dashboard must be in factory stock location or as close to factory stock as possible.
10. All glass, plastic, upholstery, rear seat, lights, and chrome must be removed.
11. All doors must be secured shut (welded, chained, bolted, etc.).
12. Fenders may be reasonably trimmed for tire clearance only. All inner tin from hood, trunk lid and roof deck, and front and rear fenders may be removed.
13. No ram air induction.
14. Door skirts are allowed. A 4" minimum clearance must be maintained. This rule is absolute
15. Rear spoilers are allowed. Must be made of .090" minimum thickness aluminum or lexan with maximum width of 60" wide and 5" high. No side enclosure, no lips or bends in upper portion of spoiler. Spoiler must be flush to vertical surfaces of deck lid, nonadjustable.
16. Bumpers must be securely fastened to chassis to withstand impact. Bumper ends may not be braced.
17. Recommended tow hook front and rear. Minimum 5/16" chain.

4. ROLL CAGE

1. Four--point cage required with door protection bars. Must be securely welded to frame. Roll cages will be inspected. See construction diagram at the back of this rulebook.
2. Roll cage must be made of 1--3/4" diameter x .095" minimum wall round steel tubing. No square tubing or galvanized pipe allowed.
3. Horizontal bar required behind driver's seat to prevent seat from collapsing backward. Support for headrest and/or seatback extending up to support back of head is mandatory.
4. Minimum roll cage clearance 3" from driver's head.
5. A single front hoop within confines of body and no wider than stock frame rails may be attached to the main roll cage. It is to be parallel to the frame and have a maximum of four (4) uprights.
6. Fuel tank protection bar is mandatory, mounted frame rail to frame rail, no higher than the fuel cell and inside the trunk area. Bottom of fuel cell must be no lower than 14" from the ground. Fuel protection bar must go straight down. (see diagram)

5. SAFETY

1. All cars must have an aluminum racing seat (full containment seat recommended, no fiberglass allowed) that must be fastened to roll cage, NOT bolted to the floorboard. Seat must be bolted in a minimum of six (6) spots to the roll cage using no less than 3/8" Grade 5 bolts.
2. Approved quick--release racing seat belts required. Belts must be in good condition, and not more than three (3) years old. Stock passenger seat belts not permitted. Seat belts must be properly bolted (not welded) to roll cage (see diagram). No cam lock seat belts allowed.
3. Approved driver window net mandatory – one inch (1") webbing minimum. Must be mounted on 3/8" steel rod, top and bottom. Must be attached at top front and bottom front by quick--release or seat belt--type latching device. Net must be taut when latched. 2020 going to latch not OEM seatbelt and mounted at bottom of pipe. (see diagram)
4. Splash guard required behind driver's head and shoulders – Lexan recommended.
5. Fully charged fire extinguisher with working gauge highly recommended.
6. Safety cut--off switch required on crossbar on driver's right side, within reach of driver and accessible to safety crew from both left and right side windows.
7. Battery must be securely mounted and totally encased to prevent terminals from shorting out. Battery may be mounted under the hood or behind the driver's seat. Battery cables must be clearly labeled "positive +" and "negative –"
8. Fuel cell mandatory, mounted in trunk, 22--gallon maximum. Fuel cell MUST be mounted in the center of the chassis and must be enclosed with steel enclosure.
9. No plastic or glass fuel filters allowed
10. Driveshaft must be steel only and painted white. No aluminum drive shafts allowed.

11. Two 360° driveshaft loops are required. Must be constructed of at least 1/4" x 2" steel.

6. ENGINE

1. The only crate engine approved for use in the Super Stock division at Mohawk International Raceway is the General Motors "602" crate engine (Part # 88958602) and (part # 19258602) 2nd generation with approved seals.
2. The following are approved engine builders for 2020:

RPM Racing Engines

331 Carpenter Hill Road
Georgia, VT 05748
Phone: (802) 524-7406

DMO Motors

83 Bridge Street
Plattsburgh, NY 12901
Phone: (518) 563-2749

3. Only engines that have been logged into service and inspected by the approved engine builders will be eligible for competition. All engine work MUST be performed by the approved engine builders listed.
4. REGISTRATION: All teams are required to complete and submit an official Engine Registration form prior to competition. It is the responsibility of the driver and/or car owner to report any subsequent engine changes prior to competition. It is also the responsibility of the driver and/or car owner to report any engines or seals not already approved prior to competing.
5. PENALTIES: Violation of these rules will result in the following penalties:
 - a. Failure to report an engine or engine part change prior to competition –
Minimum penalty:
 - b. Tampering with "spec" engine, fuel, or seals
Minimum penalties:
Disqualification from event; \$1,000 fine; driver and/or car owner will lose all points accumulated in current season; driver and/or car owner will be suspended for one calendar or until fine is paid, whichever comes last.
 - c. Upon second offense, driver and/or car owner will be suspended for minimum of one calendar year and fined \$2,000. Multi--time violators may be suspended indefinitely.

Disqualification from event; \$500 fine; driver suspended from competition until fine is paid.

6. All teams must be prepared at any time to remove engines to be inspected and/or Dynamometer checked at an independent site. Refusal to do so will result in disqualification.

7. OEM factory stock valve springs – GM replacement Part # 19154761.
8. Any parts not listed in these rules must be factory stock.
9. Cars with crate engines not sealed by approved builder must add 100 lbs. There will be a three (3) event MAXIMUM grandfather clause for these engines before they must be resealed by an approved builder.

OPTION #2 – “HOME BUILT” ENGINE

- a. Maximum cubic inch limit is 360 for all cars. Engine must remain stock for vehicle. (Exception: Chevrolet 350 CID engine may replace any other Chevrolet V8.)
- b. No removal or alterations to casting numbers allowed on any engine part.
- c. All engines are allowed .040” overbore for clean-up and/or wear.

D. CRANKSHAFT

1. No lightening holes, O.D., trimming, or any other lightening features. Oil holes may be chamfered.
2. Main bearing diameter 2.448.
3. Crankshaft must be stock for engine.
4. Connecting rod journal diameter 2.100.
5. Minimum weight 48 lbs.
6. All throws and counter weights must not be narrowed or knife-edged. No center cutting on counter weights. No holes through crank pins.
7. Machined steel crank pulley allowed. No aluminum.

E. PISTONS

1. Flat-top pistons allowed. Domed pistons NOT allowed.
2. Cast pistons must be Full Skirt, matching four eyebrows and three rings in stock location.
3. Chevrolet must use stock OEM cast or cast replacement pistons.

F. RODS

1. Stock OEM connecting rods must be used. No modifications allowed.
2. Aftermarket rod bolts allowed. Must be 5.7 length.

G. CYLINDER HEADS

1. Stock OEM iron heads allowed.
2. Double humped heads allowed.
3. No guide plates allowed.
4. No Vortec, Bow Tie, Dart, Brody, etc., allowed.
5. No aluminum heads allowed.
6. No angle plug heads allowed.
7. No angle milling allowed. No more than 3 cc’s can be flat machined or ground from gasket surface of cylinder heads. Factory cc specs will be used as guidelines.
8. Valve stem diameter to .343” +/- .005”. Intake valve head diameter not to exceed 1.940”. Exhaust valve diameter not to exceed 1.500”.
9. Screw-in studs allowed. No poly locks.

H. CAMSHAFT

1. Hydraulic cams and lifters only. No roller cams or lifters.
2. Camshaft lift may be measured at the valve rocker arm. Maximum valve lift will be as follows:

Engine	Intake	Exhaust
Buick	.402	.418
Chevrolet	.390	.410
Chrysler	.429	.444
Ford Cleveland	.461	.463
Ford Windsor	.427	.465
Oldsmobile	.450	.450
Pontiac	.400	.410

I. ROCKER ARMS

1. Stock rockers and ratio (1.5) must be maintained. Long slot rockers allowed.
2. Chevrolet rockers must have triangular insignia.
3. No guide plates.

J. INTAKE MANIFOLD

1. Stock cast iron two-barrel intake manifold for year, make, and model. No aluminum.
2. Maximum thickness of gaskets and spacer (if used) must not exceed a total of $\frac{1}{4}$ ", which will be measured from the base of the carburetor to the top of the intake manifold.

7. CARBURETOR

1. Two--barrel carburetors only.
2. No Demon carburetors allowed. No Holley Ultra HP carburetors allowed.
3. Holley 4412: Ventura size 1-- $\frac{3}{8}$ " and a maximum throttle bore of 1-- $\frac{11}{16}$ ".
No polishing anywhere that air flows. Choke horn cannot be removed. Ventura area must not be altered in any way. Stock butterflies only. Idle holes may be drilled out to $\frac{1}{16}$ ". Throttle shaft must remain stock and may not be thinned in any way. A maximum 1-- $\frac{1}{8}$ " spacer height including gaskets between carburetor and intake. Must have two return springs on throttle.
4. No holes in hood. No ram air induction. Must be able to remove hood and air cleaner separately.
5. Five Star cold air boxes allowed, must be in stock configuration from factory. No additional air deflectors, cowls, sheet metal, hoses, tubes, inductors, or other add--ons allowed.
6. BRP377 Spacer only.

8. FUEL

1. Fuel rules to be announced prior to 2020 racing season.

9. EXHAUST

1. Muffler and exhaust systems are required. All cars must register under 95 decibels. Schoenfeld Muffler #112535 is recommended as it meets the decibel requirement.
2. No center dump type manifolds. Must remain dual exhaust, no crossover or "Y" pipes allowed.
3. Maximum exhaust pipe diameter is 3".
4. Primary pipes must maintain a 1--5/8" diameter from flange to collector. Crossover headers (not 180° headers) are allowed with primary pipes that maintain a 1--5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8".
5. Tri--Y, 180° headers, step headers, stainless steel, coated, ceramic and/or otherwise, and/or merge collectors not permitted. No powder coated or exotic type headers, except for regular paint.
6. No exhaust pieces may be welded. All pieces must be removable and able to be inspected.

10. IGNITION

1. Stock HEI ignition coil only. No dual point ignition. Must remain stock as purchased from GM.
2. GM factory distributor only. Only modification allowed is removal of vacuum adjustment.
3. The distributor advance curve and/or all parts must remain stock as manufactured.
4. All cars will run MSD Circle Track Soft Touch HEI Rev Limiter part# 8727CT and will be set at 6000 rpm's

11. COOLING SYSTEM

1. Any stock passenger car type radiator. Aluminum radiator allowed but must be stock passenger car type.
2. Overflow tubes must be directed to the lower right corner of windshield or wind screen.
3. Conventional and electric fans are allowed.

12. TRANSMISSION

1. AUTOMATIC TRANSMISSION ALLOWED
2. Transmission cross member not required, however rubber or solid mount for transmission is required.
3. AUTOMATIC:
 - a. Stock three--speed, must remain OEM stock – Turbo 350 and C4 only. No Turbo 400, C6, 727, or any other model.
 - b. No Power glides. No two--speed, four--speed, or special racing automatics.
 - c. Stock 12" torque converter only.

4. 3 SPD. Standard allowed. Must be stock type transmission
 - a. No Aluminum Transmissions
 - b. No Aluminum Flywheels
 - c. Must be O.E.M. disc-type clutch. No couplings or multi-disc clutches allowed.
 - d. No Aluminum Pressure plate. Must have approved scatter shield
 - e. 15lbs.minimum Flywheel weight
 - f. No lightweight transmissions and all gears must work.

All Transmissions must have reverse

13. REAR END

1. Stock type rears allowed. GM limited slip, welded rears allowed No Detroit lockers.
2. No truck rear ends allowed. Trailing arms must be one piece non-adjustable steel.
3. Aftermarket axels required in 7.5 GM
4. 9" ford rear-end allowed
5. Mini- Spool Allowed
6. Maximum tread width 68.5"

14. SUSPENSION

1. Must be OEM suspension with all stock type ball joints and suspension components. Basic reinforcing (double nuts, washers, etc.) is allowed. No other modifications allowed unless noted.
2. Tread width must remain stock for GM metric chassis.
3. Minimum frame height of 6" with driver in seat.
4. A maximum 1--1/4" front anti--roll (sway) bar is allowed with stock mounts. Use of threaded rod to connect sway bar to A--arms is permitted. Rear sway bars allowed.
5. All springs must be stock appearing and mounted in stock factory position. Springs may be cut. Aftermarket front and rear springs allowed.
6. Any aftermarket tubular upper A--arms are approved for use. Must be one--piece steel nonadjustable. Cross shaft must be steel only. Stock type ball joint only.
7. No spring spacers, lumber, or chains allowed to alter stock suspension.
8. Shocks may be stock type or welded bearing. All shocks must be steel, non-rebuildable and non-adjustable. One shock per wheel. Price limit is \$80.00 LIST PRICE per shock.
9. All steering components must remain stock. Stock drag links allowed.
10. Safety hub required on right front wheel (heavy duty Impala style) and encouraged for left front as well. Right front hub must be solid steel only.
11. Spindles must be stock Metric Monte Carlo. No drop spindles. No Impala spindles.
12. No steel bushings allowed
13. Adjustable spring spacers or jacking bolts allowed

14. NO MONO BALLS ALLOWED

15. BRAKES

1. Brakes on all four wheels must work always. Brakes will be checked.
2. Rear disc brakes allowed in “traditional” Super Stock cars.
3. Brake adjusters allowed
4. All calipers must be steel.
5. Brake cooling ducts are allowed.
6. Minimum thickness .810(all Rotors)

16. TIRES & WHEELS

1. Cooper Cobra tire will be mandatory.
2. Racing wheels only. Must be 15” x 7” only and must weigh minimum 21 lbs. Wheels allowed with a 3--1/2” maximum offset only, and all four wheels must be same offset. (See Diagram)
3. One inch (1”) lug nut mandatory on all studs. No exceptions.
4. Chemical treating of tires will not be allowed. No shaving of any tires allowed. A durometer rule will be in effect regarding minimum tire hardness. Durometer numbers will be determined and announced to competitors prior to first event.
5. Tire clean--up with scraper blades allowed. No form of any liquid allowed to clean tires.
6. Questionable tires, or tires not meeting above criteria as determined by officials, may be confiscated by officials and could result in disqualification and/or other penalties.
7. Highly recommended bead locks on the right side
8. No grooving of tires

17. WINDOWS

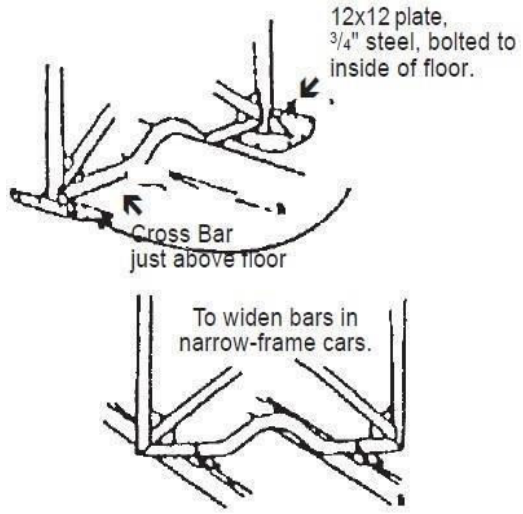
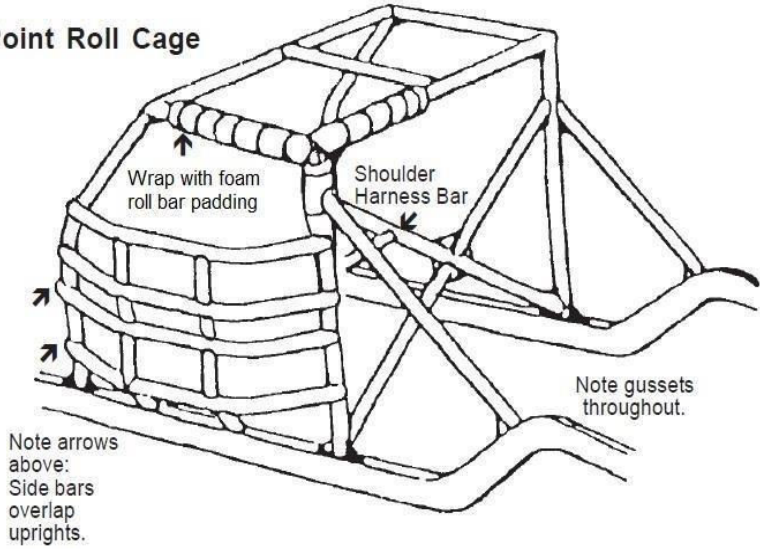
1. 1” (max) heavy gauge screen must cover the windshield area and must be reinforced. (No Chicken wire) two vertical bars connecting top of roll cage to dash is required.
2. 7” drop (visor) at top of windshield Max.
3. No Plexi-glass allowed.

18. WEIGHT

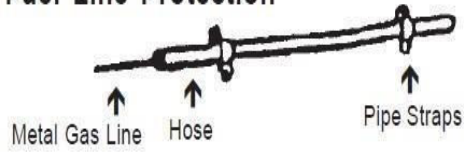
1. Management reserves the right to change weight rules for any car at any time in the interest of competition and parity.
2. Minimum total weight 3,200 pounds with driver in seat.
3. All cars with non-sealed engines must add 100 lbs.
4. All added ballast must be made of lead – no other materials permitted.
5. Ballast must be painted white with car number highly visible on ballast in black.

- Ballast must be 5 lbs. Minimum, bolted securely to frame rails and in plain view. No ballast may be hung beyond width of original factory frame rails, or below frame. No ballast may be mounted inside the cockpit.
- Maximum rear weight not to exceed 48%.

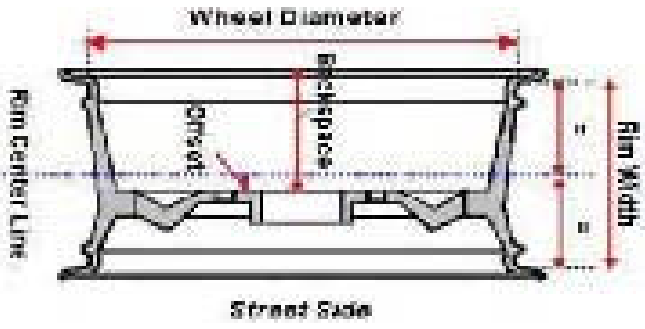
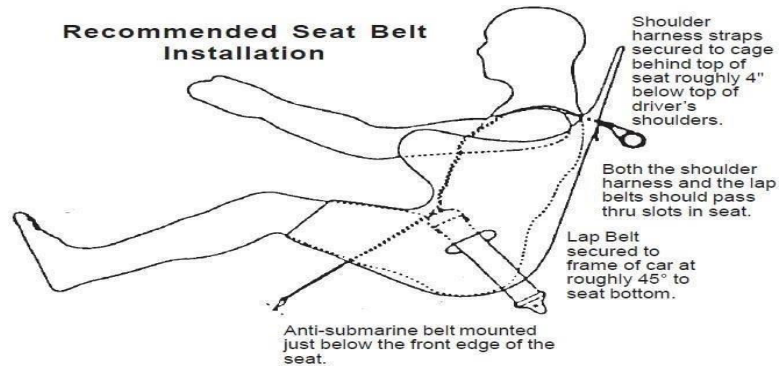
4-Point Roll Cage



Fuel Line Protection



Recommended Seat Belt Installation



Backspace is measured with the Wheel facedown

All above subject to change