

# RIVERSIDE SPEEDWAY

2008

## BUDWEISER SUPER STOCKS DIVISION RULES BOOK

### NEW RULES FOR 2008

EVERY TIRE MUST HAVE CAR NUMBER PAINTED ON IT, IN FOLLOWING LOCATIONS; BOTH SIDEWALLS AND THE INSIDE OF TIRE. THIS IS MANDATORY!!! NO TIRES ARE TO BE LEFT ON SPEEDWAY GROUNDS. ANY TIRE LEFT WILL RESULT IN ALL EARNINGS FROM THAT NIGHT'S ACTIVITIES, ALONG WITH TRACK POINTS ACCUMULATED FOR THE NIGHT WILL BE FORFEITED. YOU WILL ALSO HAVE A \$50 FINE IMPOSED, AND YOU WILL NOT BE ALLOWED TO RETURN TO RACE, OR IN THE PIT AREA UNTIL IT IS PAID.

1. NON-ADJUSTABLE STRUTS ONLY. \$110 MAXIMUM ALLOWABLE PRICE PER STRUT.
2. NO COMPOSITE LEAF SPRINGS ALLOWED.
3. GM CARS MUST RUN AFTERMARKET AXLES ON BOTH SIDES OF REAREND.
4. SUPER STOCK TEAMS MAY TAKE ONE NIGHT OFF PER TEAM DURING THE REGULAR SEASON, AND USE A REPLACEMENT DRIVER FOR ONE NIGHT ONLY. THE REPLACEMENT DRIVER WILL ACCUMULATE POINTS FOR YOUR RACE TEAM ON THAT NIGHT. DRIVER MUST BE A COMPETITOR THAT IS RACING REGULARLY IN A LOWER DIVISION. REGULAR DRIVER MUST FILL OUT FORM AND SUBMIT TO PIT STEWARD OR TRACK MANAGEMENT NO LESS THAN 24 HOURS PRIOR TO SCHEDULED EVENT TO BE ELIGIBLE TO COMPETE. REPLACEMENT DRIVER CAN BE A REPLACEMENT ONLY ONCE DURING THE 2008 RACING SEASON. TO BE AN ELIGIBLE REPLACEMENT DRIVER, REPLACEMENT MUST HAVE COMPETED IN 100% OF EVENTS RUN IN HIS/HER DIVISION IN 2008.

5. **2008 TIRE RULE:**

**ALL TIRES MUST BE PURCHASED AT  
RIVERSIDE SPEEDWAY!**

WE WILL BE USING THE SAME TIRE AS WE DID IN 2007.

**EACH TEAM MAY PURCHASE EIGHT NEW TIRES AT THE START OF THE 2008 RACING SEASON. EACH TEAM MAY GRANDFATHER 3 OLD TIRES OUT OF THEIR PREVIOUS INVENTORY FROM 2007. ALL GRANDFATHERED TIRES MUST BE STAMPED WITH THE RIVERSIDE STAMP. THERE IS A \$15 FEE PER TIRE TO BE STAMPED.**

### **COMPETING MODELS**

1. Any 1970 or newer, rear wheel drive, American made car, with a 101" minimum wheel base is eligible.
2. Complete bumper to bumper steel bodies must be retained, in stock location, using stock body panels, or panels that have stock appearance. Aftermarket steel body panels are allowed. Car MUST have stock roof in the stock position. After market noses may be used, but must match make, model and year of racecar being run.
3. A quality paint job is required on all cars along with high contrast numbers for legibility day or night. Bodies should be kept clear for mandatory Speedway decals and stickers.

### **SAFETY /DESIGN**

1. Roll cage shall be built following the design included in this book. Drivers side door bars shall be plated using minimum 1/8" steel plates.
2. Steel tubing shall be a minimum 1 3/4" OD, with .090 thickness.
3. Four (4) point attachment to sub-structure – see attached sketch for minimum requirements.
4. No pipes may be visible outside of body.
5. Engine compartment and trunk area may be reinforced off roll cage, but must use equal size pipe on both sides.
6. All pipes around driver and steering wheel center must be padded.
7. Uni-body cars may repair sub-structures with metal no heavier than the original thickness for the purpose of mounting cage, but must use equal size and thickness steel on both sides of the car. Unibody cars may connect front and rear clips with metal of no thicker gauge than as original from factory.
8. All doors must be welded shut.
9. All glass must be removed except windshield. Windshield may be replaced with 1/8" Lexan. If Lexan is used, three, 1" inside vertical supports, MUST BE INSTALLED.
10. Quick release, 5 point harnesses and seat belts are required to be fastened to the roll cage, not in gussets. Harnesses and belts can be no older than three years old. If belts do not have date tags, they must be replaced.
11. Stock bumpers must be chained or cabled so that they will not fall off if impacted. No crash guards on front or rear bumpers.

12. There will be NO lowering of stock roof height, and roof must remain in stock location for make, year and model.

## **INTERIOR**

1. Complete bumper to bumper steel uni-body must be retained. Stock, steel, unaltered floor pan, firewalls, trunk and trunk floor must be retained.
2. Full roll cage required as shown in diagram. Both front door panels may be gutted. Passenger side inner door panels do not have to be re-welded in. Roll cage **MUST** be padded for extra safety.
3. All other “un-cut” inner steel body panels must be retained in stock position, except inner panel from drivers’ door, and front fender wells/liners.
4. Inner hoods and trunks must be retained in stock position and condition. Gutting of the hood and trunk **IS** allowed. No gutting of frames around hatchback window.
5. All flammable materials must be removed from drivers’ compartment.
6. Front and Rear firewalls must have holes patched with 20-gauge steel. In the case of hatchbacks, where there is no rear seat back shelf, a firewall must be created equal to the height of the original rear seat, and extend to rear deck lid area.

## **ENGINES**

1. Like engines of different years may be used if **ALL** measurements are alike, and bolt-on equipment fits that engine.
2. Engines must be Strictly Stock for your make and model of car in it’s original mounts. Maximum engine size for all models will be 360 C.I.D.. Stock bore +.030 - .040 maximum oversize. Maximum compression ratio will be 8.2. (A tolerance of .3 will be maximum allowed. Absolutely nothing over 8.5 compression ratio will be allowed, as determined by Speedway Whistler Machine.
3. Holley R4412 is now the **LEGAL CARBURETOR**. **IT MUST pass GO-NO-GO Gauge**. A Holley R4412, 500cfm requires a maximum 1” thick adapter plate and two standard gaskets. No modifications other than to remove stock choke plate.
4. Intake and exhaust manifolds must be of stock cast iron or steel. No aluminum.
5. Pistons must be dished stock type or OEM replacement flat top pistons with four valve relief only.
6. Stock type air breather with filter is mandatory.
7. Camshafts with more than a .420” lift as measured at the valve will be considered out of stock. Stock lifters and valve springs required. Maximum valve spring wire diameter will be .180 for GM cars, and .192 for Mopars.

8. A working alternator, battery and starter are required.
9. All cars must have a Rotary Type Master Safety Cutoff switch to drivers' right side. Switch must be within reach of driver when strapped into the seat, plus accessible to safety crews from both left and right sides. Switch must be painted red.
10. Double roller timing chains are optional.
11. Heads – Stock only – with maximum .010” cleanup permitted. 350 Chevrolet – 74cc minimum, 305 Chevy – 58cc minimum. Check with technical inspectors if in doubt. NO 2.02” intake valves allowed.
12. Cooling systems: A radiator overflow catch can must be used. Positively NO ANTIFREEZE / ENGINE COOLANT or other glycol based liquids allowed. Water and ONLY RED IS approved water – wetters! NOT GREEN! Any driver found using such liquids may be subject to a fine of up to \$300.00.
13. Aftermarket radiator mounts may be used, as long as radiator remains in stock position.
14. Exhaust pipe shall have a maximum (2) inch outside diameter maintained and extending from manifold to outlet end. Exhaust end must extend beyond drivers' compartment, exit in dual, and point down towards track.
15. Extended Capacity oil pans are allowed, but with no baffles, screens or windage trays (other than what is on oem stock) designed to keep the crankshaft out of oil. Only baffles allowed are to direct oil to the pickup tube.

## **TRANSMISSIONS**

1. Only three (3) speed standard or three or four speed automatic transmissions may be used in any car. NO power-glide. Must use stock torque converters.
2. There must be an approved scatter-shield, fabricated of steel at least ¼” thick, and 6” in width, and must cover the top and sides of bell housing.
3. Drive shafts must be OEM, steel only, and painted white. Two drive shaft loops to fully enclose drive shafts are mandatory. Loops can be no less than 1” wide, and 1/8” thick, and must be placed around drive shaft front and rear, attached to the floor or the cross member.
4. Stock clutch and flywheel assembly only. One clutch, one pressure plate only allowed. No lightening of pressure plate. No aluminum pressure plates allowed, all steel assembly. Must have inspection hole (2” maximum) drilled in bottom of bell housing unit for inspection viewing. Flywheel must weigh a minimum of 20 pounds.

## SUSPENSION

1. NO maximum camber.
2. Suspension parts must remain **ABSOLUTELY STOCK** for make, model and year of your car. No spacers allowed to alter stock suspension. OEM replacement parts allowed.
3. Minimum ride height at lowest point whether reinforced, metal over or lead, shall be six (6) inches, **NO EXCEPTION**, measured with driver in the car.
4. NO maximum camber. Strut tower may be slotted for camber.

Suspension parts must remain ABSOLUTELY STOCK for make, model and year of your car. Spring rubbers WILL BE ALLOWED, between coils only. Only OEM replacement parts allowed. NO control arm modifications allowed except for shock clearance.

Front spacers must be equal within 1/16" from side to side.

Any spring combination allowed, front or rear. Spring rubbers also allowed. **NO COMPOSITE LEAF SPRINGS ALLOWED!**

5. Sway bars must be mounted with totally stock components, except adjustable outer links, OK. Stock sway bars allowed. Must be stock size for make, model and year.
6. Front – end camber and caster adjustments are optional within stock allowances. All other wheels must remain with stock limitations. Cambered or bent rear ends not allowed.
7. Non-adjustable, welded steel shocks only with stock mounts. \$70.00 maximum allowable price per shock. NO air shocks. One steel shock per wheel allowed in the original mounting location. **NON-ADJUSTABLE STRUTS ONLY. \$110 MAXIMUM ALLOWABLE PRICE PER STRUT.**
8. Stock or stock replacement offset A-frames shafts are required. Upper and Lower A-frames must be same size on both sides, and must not be altered in any way.

## WEIGHT

1. Minimum weight with driver will be 3200 pounds.
2. Maximum left side weight rule – 54%
3. Added weight: Lead bars must be 5 pound minimum, painted white and bolted securely to the frame rails, and may not be concealed. All weight (bolt-on) must be located ahead of centerline of rear axle and above or on inside of factory frame rails. No weight may be hung beyond the width of the original factory frame rails. Lead bars must have car number either painted on or stamped in for easy identification.

## TIRES/WHEELS

### 1. TRACK TIRES ARE MANDATORY!

## 2008 TIRE RULE:

### ALL TIRES MUST BE PURCHASED AT RIVERSIDE SPEEDWAY!

#### WE WILL BE USING THE SAME AMERICAN RACER TIRE WE DID IN 2007.

EACH TEAM MAY PURCHASE EIGHT NEW TIRES AT THE START OF THE 2008 RACING SEASON. EACH TEAM MAY GRANDFATHER 3 OLD TIRES OUT OF THEIR PREVIOUS INVENTORY FROM 2007. ALL GRANDFATHERED TIRES MUST BE STAMPED WITH THE RIVERSIDE STAMP. THERE IS A \$15 FEE PER TIRE TO BE STAMPED. MAXIMUM OF ONE NEW TIRE EVERY OTHER WEEK MAY BE PURCHASED STARTING ON WEEK THREE.

3. **4" offset wheels as well as 3 ½ inch offset wheels ARE ALLOWED with the following stipulations:**
  - A. **If you use a 4" offset wheel, you must use 4" offset wheels on all four corners of the car. NO EXEMPTIONS!**
  - B. **If you use a 4' offset wheel, you are required to have a ½" STEEL spacer behind each wheel! NO EXEMPTIONS!**
  - C. **Metric chassis cars may run 8" wheels with a 3" offset. If this option is chosen, you will be assessed a 50lb. weight penalty.**

**\*\*\*CLARIFICATION CAMARO NEW & OLD STYLE MUST RUN ON 7" WHEEL ONLY!**

4. Four wheel brakes are required, and shall be in working order at all times.
5. One inch (1") lug nuts must be used on all wheels. Larger wheel studs are optional. No lead weights allowed on wheels.

Super Stock Tire is going to be an American Racer P225 / 70 d 15 H OR SH

## REAR-ENDS

1. Rear-ends must be stock for make, model and year of your car. No cambered or bent rear-ends allowed. No posi-traction, limited slip, locked rear-ends are now allowed. 3.50 is the lowest gear ratio allowed. NO 410's.
2. Frames must remain stock except rear frame rails. Horizontal rails (see diagram) may be replaced behind the wheel kick ups, but must retain stock design, and must be made of 2" x 4" rectangular tubing, .120 thick. Rust holes may be repaired using minimum 18 gauge steel as original from factory.
3. Rear-ends may be locked. May be welded or use a spool. After market axles are MANDATORY on both sides of rear-end.

## FUEL CELLS

1. Original gas tanks must be removed.
2. Maximum 16 gallon fuel cells allowed.
3. Fuel cells must be enclosed in a 20 gauge steel container. A minimum of (4) four 1.5" x 1/8" steel flat stock straps are required to secure the fuel cell container.
4. Vent lines must have check valves (PCV) or roll over valves installed.
5. Trunk may be cut to fit fuel cell only. Minimum height of fuel cell is 11" from the bottom of the fuel cell to the ground. Fuel cell must be centered between frame rails. 1" square tubing stock steel holding frame is mandatory. Minimum 1/8" thick, 1" wide steel straps are mandatory. Minimum two straps going each direction. Minimum 1 3/4" protector bar in back of fuel cell is mandatory. All holes around fuel cell cutout area must be patched with minimum 18 gauge steel.

## MIRRORS

1 stock mirror may be mounted in the middle of the windshield. (1) 5" round mirror must be mounted on drivers' side door post. Mirrors may be taken away by race director if deemed necessary.

## SAFETY EQUIPMENT

1. All cars must have Quick release, 5-point seat belt and harness assembly, bolted to roll cage. Seat belt and harness assembly should be inspected regularly and **NOT BE OLDER THAN YEAR YEARS. NO DATE TAG/ NO GOOD!!** It is the responsibility of the driver, NOT Riverside Speedway to insure that his/her seat belt restraint system, head restraint and all components are approved, have current dating (within three years), correctly installed, maintained and properly used.
2. Aluminum racing type seat is mandatory. (see diagram for installation instructions.)
3. An approved drivers' window screen is mandatory. Required seat belt type latch. Must be attached at top and bottom front by a single seat belt locking device, and 3/8" steel rod, top and bottom.
4. Battery may be moved from under the hood to the area behind the drivers' seat/compartment normally referred to as the rear seat area. Battery must be in a safe vented container, and cross strapped with a minimum of 1 1/2" x 1/8" steel flat stock. Battery must not be in trunk area.
5. A 2 1/2 pound or larger fire extinguisher with working gauge is mandatory, and must be mounted within the reach of the driver while strapped in his/her seat. Extinguisher must be held in securely, but maintain a quick release design, and be reachable from both sides of the car.
6. A full fire retardant suit is MANDATORY. No tears or oil soaked uniforms allowed. The following items are highly recommended to aid in your Safety: goggles, head

restraining device, fire retardant socks and shoes, undergarments and GLOVES. Racing helmets must be DOT or SNELL approved.

7. All cars must have a lift chain or cable attached to both sides of frame or cage at front (under hood), and rear (under deck lid) to act as lift attachment for wrecker crew. If you don't have one...you might just be pushed to the infield and left.

### **DRIVER ELIGIBILITY**

1. Drivers must be over 14 years of age (see general rule #4), and purchase a Super Stock drivers license. Mechanics may purchase a mechanics license. Only licensed members will be admitted to the pits at reduced rates. Only licensed drivers are eligible for purse, points and point fund monies.
2. A driver who competes in five or less Super Stock events in a given year, retains eligibility for future Rookie of the Year status. Competitors wishing to run for the Rookie of the Year, must file with the Speedway Office prior to the start of the race season.

### **REPLACEMENT DRIVER POLICY**

**SUPER STOCK TEAMS MAY TAKE ONE NIGHT OFF PER TEAM DURING THE REGULAR SEASON, AND USE A REPLACEMENT DRIVER FOR ONE NIGHT ONLY. THE REPLACEMENT DRIVER WILL ACCUMULATE POINTS FOR YOUR RACE TEAM ON THAT NIGHT. DRIVER MUST BE A COMPETITOR THAT IS RACING REGULARLY IN A LOWER DIVISION. REGULAR DRIVER MUST FILL OUT FORM AND SUBMIT TO PIT STEWARD OR TRACK MANAGEMENT NO LESS THAN 24 HOURS PRIOR TO SCHEDULED EVENT TO BE ELIGIBLE TO COMPETE. REPLACEMENT DRIVER CAN BE A REPLACEMENT ONLY ONCE DURING THE 2008 RACING SEASON. TO BE AN ELIGIBLE REPLACEMENT DRIVER, REPLACEMENT MUST HAVE COMPETED IN 100% OF EVENTS RUN IN HIS/HER RESPECTIVE DIVISION IN 2008.**

### **LETTERING AND NUMBERS**

1. All numbers are assigned when driver applies for the annual competitor's license.
2. Non-Metallic numbers will be at least 18" high and 3" wide, NEATLY lettered. It is recommended that all numbers be as large as possible to facilitate scoring. It is recommended that numbers are not slanted or so close together so as to touch and appear as one number. Numbers must be in contrast to car body color. There will be numbers on each side of the car.
3. There will be a 30" number on the roof, lettered to be readable from the scorers tower. There will be a minimum 4" number on the top left passenger side of the windshield. There will also be a minimum 4" letter on the right front headlight cover, and right rear taillight cover to aid in lineups. The head scorer may request that unclear, unreadable numbers be replace, and you have one week to comply. Failure to comply will result in not being scored.

4. The words Super Stock must appear on each front fender, directly over the wheel in 4" block letters, readable from the grandstands.
5. The entire front fenders and vertical sides of nose panel must be free for Riverside Speedway participating contingency award companies decals. Decals are mandatory to display!

## **SUPER STOCK PURSE**

<b>1<sup>ST</sup></b>	<b>- \$225</b>
<b>2<sup>ND</sup></b>	<b>- \$150</b>
<b>3<sup>RD</sup></b>	<b>- \$110</b>
<b>4<sup>TH</sup></b>	<b>- \$100</b>
<b>5<sup>TH</sup></b>	<b>- \$75</b>
<b>6<sup>TH</sup></b>	<b>- \$60</b>
<b>7<sup>TH</sup></b>	<b>- \$55</b>
<b>8<sup>TH</sup></b>	<b>- \$50</b>
<b>9<sup>TH</sup></b>	<b>- \$45</b>
<b>10<sup>TH</sup></b>	<b>- \$40</b>
<b>11-24<sup>TH</sup></b>	<b>- \$30</b>

## **MISCELLANEOUS**

1. Loss of wheel or tire requires you to exit the race course immediately.
2. SCANNERS REQUIRED!! You must have only Riverside Speedway frequency locked in. If inspection shows anything other than the Speedways primary frequency (frequency to be announced), you will be found out of stock.
3. Scanners **MUST BE MOUNTED BEHIND THE DRIVERS SEAT!** Drivers are responsible for maintaining scanners. Tests will be administered and if scanner is found not working, the driver will be sent to the rear.
4. No two-way radios of any type allowed.
5. If these rules don't specifically say what you can do, you can't do it!!! Always contact technical inspectors when rules or parts are in question!

## **ALL RULES SUBJECT TO CHANGE BY THE TECH TEAM**

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN, AND BECOME FAMILIAR WITH THE CURRENT GENERAL RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

ANY ITEM NOT COVERED IN THE RIVERSIDE SPEEDWAY RULES SECTION MUST BE STOCK OR APPROVED IN WRITING BY THE DIRECTOR OF COMPETITION OR TECHNICAL OFFICIAL. IF ANY ITEM BEING CONSIDERED FOR USE IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES, COMPETITORS ARE REQUIRED TO CONTACT RIVERSIDE SPEEDWAY FOR A JUDGMENT AS TO ACCEPTABILITY.

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. BY PARTICIPATING IN THESE EVENTS, ALL PARTICIPANTS ARE DEEMED TO HAVE OBTAINED, READ AND UNDERSTOOD A COPY OF THE CURRENT RULES, AND COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 OR DEATH TO A PARTICIPANT, SPECTATOR OR AN OFFICIAL.

**ALL RULES CLARIFICATION LETTERS FROM PREVIOUS SEASONS ARE VOID, AND CAN NOT BE USED IN 2008.**

It is highly recommended that you carefully read your rulebook, and know what it contains. YOU ARE RESPONSIBLE FOR KNOWING THE RULES! If you have any questions, write them down and send them with a self addressed stamped envelope, for written answers to: Dick Therrien, P.O. Box 187, Lyndon, VT 05849.

**FOR TECHNICAL INFORMATION CONTACT:**

**Mickey Miller**  
**E-mail: Exidesportsman@aol.com**  
**OR**  
**BUTCH MITCHELL**  
**802-626-9743**

**THESE ARE THE ONLY PEOPLE THAT WILL ANSWER TECHNICAL QUESTIONS IN 2008**

**You should retain all written and signed answers to questions in your rulebook for future reference.**

**RULE CLARIFICATIONS OR CHANGES WILL BE POSTED IN THE PIT AREA AND SENT TO ALL REGISTERED AND LICENSED COMPETITORS.**