



SUPER STOCKS RULES Updated 2022

- A single 3-inch spot mirror allowed inside drivers window only*

Competing models, years, appearance

Open to any North American built car from 1965-2010.

1. Spoilers allowed with a maximum 6" height.
2. No cold air boxes permitted.
3. Stock appearing aftermarket bodies allowed (i.e. ABC, LMSC, and ARP Muscle Car). Bodies must look like stock bodies. No wedge or dirt late model style bodies. No down force noses.
4. Steel, aluminum, fiberglass, and composite bodies allow.
5. Rear bumper cover required. No holes or cutting for air flow.
6. Frame must remain stock from front to rear. Frame behind suspension may be replaced with 2X3 inch box tubing. Johnson Chassis metric frame, clip, & components allowed.
7. Johnson frames & Johnson clips MUST meet the lower points of the Johnson template.
8. Windshield must be replaced with Lexan. Must be a full windshield.
9. Doors must be securely fastened front and back.
10. Body molding, including door handles, must be removed.
11. Driver must sit in stock position. Seats, make sure the can see over the dash board properly.
12. Front firewall must be 20 gauge steel.
13. All unibody cars must have a minimum two inch by three inch sub-frame must be no less the .120 wall thickness.
14. Side bars allowed with no sharp edges. One bar only. Cars with bars that can "hook" will be asked to fix them. Side bars must by flush (tight) with the body. Door side bars or the door if not using a door side bar, must be a minimum mounted out to the end of the tire thread (recommended to the outside of the tire bulge).

15. Drive shaft hoop mandatory, two hoops recommended.
16. All bodies, no roof or rear window spoilers, no passenger or driver windows, no window deflectors. Quarter windows and rear window allowed. No vent windows (A-Pillar).
17. No hole in hood for air cleaners.
18. No traction control devices. No electronic control devices.
19. Engine and frame must match type of manufacturer. Example: Chevrolet engine in a GM frame, or Ford engine in a Ford or Mercury frame, or Dodge engine in a Mopar frame. NO cross breeding.

Aftermarket Bodies:

1. Aftermarket bodies allowed: ABC, LMSC, AR Street Stock/Sportsman, AR Muscle Car, S2 Sportsman, other bodies may be allowed with NYSS written approval. Subject to all the same bodies rules except the following.
2. Aftermarket bodies can not be lower than their published spec measurements. If higher, the body needs to be in proportion of its heights.
3. Aftermarket bodies have a minimum ground clearance of 5" (nose & rockers).
4. Aftermarket bodies can not subtract material from their body panels.
5. Aftermarket bodies can add to the rocker panels and nose to get a 5" ground clearance if the body is mounted higher.
6. Aftermarket bodies cannot have additions to rear lower quarter panels.
7. ABC Gen 6 body is not allowed. ABC Gen 6 nose is not allowed. ABC Gen 6 type bodies are not allowed. ABC Gen 6 type noses are not allowed.
8. Performance Bodies 2019 Street Stock Camaro, Mustang, and Camry (2) piece plastic nose & tail are allowed.

TIRES: Hoosier 10-70 racing tires only, Tires will be purchased at Chemung Speedrome. You must start the feature on the same Tires run in the heat race.

Engines:

Maximum engine displacement as follows:

GENERAL MOTORS 350 CU. INCHES

FORD 351 CU. INCHES

MOPAR 360 CU. INCHES

MAXIMUM OF .060 OVER BORE

1. Engine location. For all frames, maximum engine set back #1 spark plug hole in line with the lower ball joint center line.
2. Intake manifolds allowed: Edelbrock Chevrolet 2101, 7101; Chevrolet Vortec 2116, 7116; Ford 351c 2750/7183, Ford 351w 2181/7181, Ford #M9424 C358; Chrysler 2176 or any dual plane non-air gap intake manifold with approval from NYSS (picture and part# submitted for approval). No port work, no blending, no coatings.
3. All engines must use flat top pistons or dish pistons.
4. Stock OEM production block only. No racing blocks. Dart part #3116111 SHP is allowed.
5. Sportsman rods 5.7 length or 6.0 inch.
6. Forged crank shaft legal. Minimum crankshaft weight is 48 lbs. (pounds). Counterweights may not be altered in any way. No pendulum & no undercut counterweights. No gun-drilled cranks. Normal balancing only. Crank shafts must be stock stroke for the block. Rod and main bearings must be stock size (will allow up to .050 for cleanup).
7. Cylinder heads must be OEM productions or World Products S/R #42660 or #42670. Chevrolet OEM #10239906 & 12558062 Vortec Heads allowed. No boss Ford or Chrysler Hemi or Pontiac ram air heads allowed. Chevrolet Bowtie & Vortec Bowtie heads not allowed. 2.02 maximum intake valve and 1.6 maximum exhaust valves allowed. Cylinder heads cannot have any port work done. No titanium parts allowed anywhere on the engine. No crossbreeding of manufacturers parts allowed. Cast iron heads only. Dart replacement head allowed #100243370 only.
8. Any hydraulic or solid camshaft permitted. 1.5 and/or 1.6 roller rockers allowed. No roller lifters. Stud girdles allowed.
9. Only stock type or HEI ignition permitted. Rev limiters allowed: MSD Soft Touch Rev Control 8728, MSD Circle Track RPM Control 8727CT, and MDS ignition module w/rev limited 83647.
10. Car must have working self-starter.
11. No battery within driver's compartment. Battery must be 12 volts.
12. Maximum compression ratio 10.0:1. To be checked with NYSS approved whistler.
13. Pre-tech engines @ ambient temperature will be 10.0:1 no tolerance. Post-race engines will have an allowance to 10.2:1 for heat NOT any higher. Any reading that flickers to the next highest number will be viewed as being the higher numbers.

GM Crate Engine Rules:

1. GM Crate engine 88958602 allowed. Untouched 650.
2. Holley 4412 only. No chip rule, can change valve springs, can use 1.5 or 1.6 roller rockers, race fuel allowed.
3. Crate engines are subject to same rules & inspections as the open engines.
4. Engines to be sealed. Sealed motor allowed to run an untouched 650 4 barrel. Unsealed must run 2 barrel (HP44R).

Carburetor:

1. One stock unaltered two-barrel carburetor. Holley 500 Carburetor #4412 only. No HP carbs.
2. Stock 4412 fuel bowls only. No HP or aftermarket.
3. No billet, no aftermarket, no HP metering blocks.
4. Only one solid carburetor spacer made of aluminum or phonetic plastic of a maximum height of one inch permitted. Only one .075 maximum gasket per side. NO wedge shaped mounting surfaces, both top and bottom surfaces must be parallel. Space must have 2 holes maximum six 1.750 straight bore and match the base of carburetor. No air flow modifications. No alterations allowed to carburetor spacer. No beveling, tapering, grooving or flaring of port holes. Spacer may not be stepped or undercut. Or unaltered Mr. Gasket Adapter kit #1933 is allowed.
5. Air filter housing may be offset for clearance of the distributor only. No tubes, funnels or any other device which may control the flow of air is permitted inside the air filter housing or between the air filter housing and the carburetor. Max of (1) 14" x 4" air filter.

Exhaust System:

1. Street headers & standard crossover headers only Maximum collector size 3". No merge collectors.
2. Exhaust system may use H pipe or x pipe.
3. Exhaust pipes must extend under car and exit behind driver.
4. Mufflers are mandatory. Maximum allowable noise decibel to be 95db. Maximum muffler inlet and outlet size is 3.5" (adapter from 3.0" to 3.5" is allowed).
5. Adjustable exhaust headers, try-y type, collector type, 180 degrees, merge type, pyramid type, exhaust headers will NOT be permitted.

Transmission:

1. Only stock OE production manual transmissions are allowed. Three/Four speed standard transmissions are permitted. Aluminum or steel case only.
2. Only stock OE productions two or three speed automatics transmissions allowed.

3. No direct drive set ups. No drop out clusters. No trick parts.
4. Internal parts must be OE stock parts or stock replacement parts.
5. Steel or aluminum bell housings permitted.
6. Removal or gears permitted (Automatic or manual).
7. Clutch must be single disc (10.5 inch GM, 10 inch Ford) diameter min. Stock type flywheel. Clutch, pressure plate and flywheel 30lb min. No high performance ultra light clutch.

Rear Axle & Rear Suspension:

1. GM 10 bolt 7.5-inch, GM 10 bolt 8.5 inch and Ford 9-inch rear ends allowed. Full floater rear ends allowed, locked rear ends only. No ratchets, gold track, Gleason's or Detroit Lockers allowed. Steel spools only.
2. No Gear Rule.
3. All rear ends must be at least spring or four link suspension. Adjustments rear upper & lower control arms allows. Rear arms stock length +/- 1.00", NO truck arm style arms.
4. No track bars or Panhard bars. No connecting bars to the frame other than the four control arms.
5. Aftermarket acles allowed.
6. Steel drive shafts only.
7. Steel, rubber or mono bail bushings allowed. Heim ends allowed in place or rear control arm bushings. Rear lower frame mount must remain stock. Rear lower housing mount must remain stock width. Hiems must be centered in mounts. Rear upper control arm mounts may be moved and fabricated as long as you meet rule 3 as written above.
8. REAR FRAMES MUST GO OVER AXLE. No Underslung frames allowed.

Front Suspension & Steering:

1. Stock type stamped steel or Johnson Chassis Lower control arms.
2. No rack & pinion steering.
3. Racing springs may be used. Jacking bolts allowed. No coil over springs. No coil over eliminators. No bump stops.
4. A minimum of 5 inch frame ground clearance measured at the frame rail behind the front wheel and in front of the rear wheel.
5. Tubular front upper control arms permitted. No helms.
6. Fabricated or stock upper control arm mounts.
7. Spindles- GM on GM. Ford on Ford only. No racing spindles, no drop spindles, (ie: Impala spindles on a metric chassis is OK). Also allowed is Speedways GM metric 3-piece spindle part #910-34501 (short steering arm not allowed).

8. No wide five hubs and or spindles/
9. Helm ends allowed for inner and outer tie rods only.
10. Minimum wheel base is 108 inch for all cars. Wheel base will be determined by center line of the rear axle housing to the center line of the front lower ball joint (grease fitting) at ride height. There will be ½" allowance for leading of the rear ends. NO tolerance beyond this rule.

Shocks: to help control the cost that can be spent on shocks with the new technology that is coming available we are initiating the following shock parameters. These rules are to keep cost down so no one gains an unfair advantage over the competition:

1. Must be a mass-produced steel body shock. Not to exceed 150.00__
2. Shock must run stock box standard pistons. No adjustable-rate piston you can fine tune. No modifying of piston. Standard linear. Digressive, or COB. This means no additional bleeds or checks are allowed. No cross breeding of brand parts.
3. No external Schrader valves are allowed. Hyper nut is allowed to repair or re valve shock.
4. Maximum rebound and/or compression shock valving allowed is a (12). Split valves are allowed.
5. Shocks may be impounded after the race and sent out for testing. If the shock is found illegal, the shock will be forfeited, and racer will be disqualified.
6. No bumps stops, no packer shims, no bump springs, no bump rubbers and no internal modification of shock to limit travel.
7. List of shocks that are deemed legal in stock configuration. If you choose something other than the listed please check with NYSS series for approval.

Camaro type cars:

1. Camaro's are allowed, leaf spring cars. NOT a 3 link and/or Panhard bar rear suspensions.
2. Regular front springs, a-arms, standard stock spindles and leaf spring.
3. Camaro's still have to follow the other chassis rule.

Brakes:

1. After market OEM style calipers allowed (aluminum or cast iron). No late model, no modified style calipers allowed. Brakes are mandatory on all four wheels and must be in 100% working order. Dual master cylinders & disk brakes on the front and/or rear.

Wheels and Tires:

1. Steel wheels must be used and have a maximum width of eight inches. Racing wheels only. One inch difference allowed. Example 2 inch on lefts and 1 inch on rights is OK. ½ inch spacer is allowed on rights if the offsets on the car are all the same.
2. All wheels must be fifteen inches.
3. Maximum width measured at outside of tire at spindle height: 80 inches. No 0" offset wheels.
4. No soaking or treating tires must meet durometer specs cold and hot.

Fuel & Fuel Cell:

1. All cars must have a fuel cell, 22 gallons maximum must be in enclosed steel container. Fuel cell must be no lower than the centerline of the rear axle housing with the car at ride height.
2. Fuel rule: Sunoco 110 standard race fuel only or 91 octain non ethanol pump gas only.
3. Fuel shut off clearly marked in reach of driver.

Weight:

1. Weight of all cars: 56% max left side, 3150 lbs minimum with driver in seat, before and after the race with no allowance for fuel or fluids.

Safety/General:

1. For races that include prerace inspections, cars must be in the inspection line during posted times. Failure to be on time will prohibit car from racing in that event.
2. Racecar construction and driver safety equipment. Participating drivers must comply with all safety regulations of any and all participating tracks. All drivers are responsible for reading and complying with all safety regulations. Any track safety crew has the right to inspect and require a modification to comply with all safety codes.
3. All cars must have a working fire extinguisher and fuel shut off in easy reach of the driver.
4. Radiator must have an overflow can. One gallon minimum.
5. Oil coolers and transmission coolers are allowed.
6. All roll bars, side bars or other protrusions that drivers may come into contact with must be properly padded. Roll bar padding must be approved by officials.
7. Full containment seats are highly recommended.
8. No air boxes of any kind.

9. Throttle-mechanical linkage only with double return spring.

Tech:

1. Tech refusal is an automatic disqualification and suspension. Driver and car will be suspended until illegal parts are removed from the car and inspected by Chemung Tech. Also the car will be inspected prior to racing again. Illegal parts will be forfeited to Chemung Speedrome. Failure to turn over the illegal part will lead to a fine and/or suspension. Drivers that get disqualified are subject to a fine, point penalty, and or suspension depending on severity.
2. Protest rules: the protest must be discussed and submitted to the Chemung Speedrome race director 15 minutes prior to the feature starting. Must be written of what you specifically want checked. Protestor has to finish in the top 10 in order to protest. If twin features, car will be taken apart after the last feature.
3. Anything not covered in these rules will be considered illegal if not exempted by Chemung officials. These rules were written to be inclusive but not costly. If you have concerns, please contact a Chemung official.