

2025 INDIANA SUPER STOCK RULES

CHASSIS:

All cars must be rear wheel drive with a stock front sub frame (front clip) 108" minimum wheelbase. Front clip maximum wheel width not to exceed 80" (measured from outside of tire to outside of tire.) Any style of clip may be used with any style of engine (i.e. GM to Ford, Ford to GM). Competition type 4-point roll cage is required, and it must be constructed with tubing at least 1.5" in diameter. At least 3 bars are required in the drivers door also at least 3 horizontal bars are required between driver and the right side door. Three driver protection bars are required in the windshield area in front of the driver. No trucks, station wagons, convertibles or compact cars allowed. The minimum weight is 2900 pounds with driver after all racing events. All weights must be painted white with car number on it. No weight on front or rear bumpers. No weights above decking.

BODY: (See Body Drawing)

Body parts must be fabricated aluminum or preformed composite panels. No lips over ½ inch on bodies, roof or nose pieces. All side panels must be flush with rest of body throughout body line. Side panels cannot be taller than hood or trunk lines. Flat roofs are allowed. Roof must be straight at the rear and the front with 1" maximum lip on the sides for strength. Do not enclose underside of roof. Rear deck height not to exceed 39" measured from ground. No bars or objects outside the body or bumpers. 8" maximum spoiler. Spoiler supports no higher than 9" at the back and 4" at the front. This will be measured from the trunk deck to tip of material. Side supports may be 18" long measured from the bottom forward. Bumpers must be fabricated round tube, rolled on the ends and finish inside the body. Nose of car may be no more than 12" wider than body of car. Body is 75" maximum. Nose may be maximum of 87" and extend no further back than the center of front tire.

INTERIOR:

Firewall and floorboard must completely enclose the drivers compartment. Interiors are permitted to drop to the middle of the car a maximum of 3" below the top of the doors and a minimum of 12" below roll cage. If interior is flat, it must maintain a 12" clearance from roll cage for easy exiting from either side of car.

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SUSPENSION:

Steering box and idler arm must remain in stock location for year and make of the sub frame. The driver must sit in front of the left rear wheel and to the left of the drive shaft. Steering quickening devices will be allowed. It is required that the stock rubber coupler on the steering box be replaced with a steel knuckle. Stock lower A-Frames must be used. A-Frames may be lightened. Tube type aftermarket and modular style upper A-frames are allowed. Stock spindles, idler arm and center link (unaltered) must be used. No adjustable idler arms allowed. No adjustable center links allowed. Three piece spindles with stock length arms are allowed. Heims are allowed for tie rod ends but steel tubes must be used. Weight jacks are allowed on the front only of leaf spring cars but will be allowed on both front and rear of a coil spring cars and they must not be adjustable from the drivers compartment. Shocks may be mounted in any location, one shock per wheel. No rear end location devices. No coil over shocks or coil eliminators. No canister shocks. No lift bars. No fiberglass leaf springs. No pull bars or reese bars. Limit chains may not use belleville washers. Any limit chain must allow the shock to travel within 1/2" of full extension (9" shock for reference). All cars must have 108" minimum wheelbase. No combination cars. Must be leaf springs or coil springs (no combinations of the two). All coil springs must be tethered or cabled.

Coil Spring Cars: (See Drawing) Rear suspension must have stock length (non adjustable) trailing arms. Trailing arms must use stock OEM or stock replacement type rubber or urethane bushings. No bearing type bushings allowed. Trailing arms may be made from tubing (a solid one-piece length of tubing) for strength. Coil springs must be in line with the front or rear of the axle tube and level with or above the top plane of the axle tube. Upper trailing arm mounts on rear end housing cannot be adjustable (No multiple-hole mounts). Lower control arm front mount cannot be adjustable. (No multiple-hole mounts) Coil springs must be mounted 90 degrees to the ground. Coil springs must be mounted within 1" of the inside or outside of the frame. Coil springs must resemble stock appearing springs. Springs must be tethered.

TIRES & WHEELS:

No aluminum or mag wheels allowed. No stock wheels allowed (racing or white spoke wheels recommended). Maximum wheel width 8". Bead locks are allowed. 1" lug nuts are required. Tires – only the Hoosier EMod A40, D40, H40, M30S or M60 compounds tires will be permitted. No grinding on sidewalls. Recapping is not permitted. Grooving and siping are allowed.

ENGINE AND DRIVE TRAIN:

If engine is set back, number one spark plug must be in line with or in front of the centerline of the upper ball joint. No aluminum blocks or heads allowed. Carburetors, no more than 4 barrels. No fuel injection, turbo chargers, super chargers, nitrous oxide, electric fuel pumps or dry sump systems. (accusumps are okay) Belt driven fuel pumps will be allowed. Gas, E-85, E-98 or Alcohol fuel only. Aluminum intakes and headers are allowed. Headers must not pass through the drivers compartment. Bert, Brinn or Stock transmissions only.

Automatics may be modified to run without torque converter. Mini clutches are allowed. No couplers. Car must be self-starting and able to move forward and backwards with the engine running. No aluminum drive shafts. No quick-change rear ends. 9" floater rear-ends okay, but no birdcages. You must run weld-on spring perches. Rear end may be locked with a spool, or the spider gears may be welded. Limited slip units are allowed.

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MISCELLANEOUS:

Rear disc brakes will be allowed. No aftermarket, dual piston or aluminum brake calipers are allowed. Racing brake pedals and hydraulic clutch pedal will be allowed. Drive shaft hoops are required within 12" of the front of the drive shaft. Drive shaft must be painted white and kept white all year. All weights must be mounted securely to the frame or roll cage with two 1/2" bolts. All weights must be painted white with car number on it. No weight on front or rear bumpers. No weights above decking.

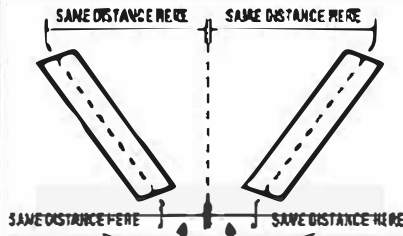
Raceivers are mandatory. No other radios, computers, transmitting or listening devices allowed. No traction control devices of any kind. All cars must be clearly and neatly lettered with numbers at least 20" high on both sides and top of the car. Your car number must stand out from the other lettering on your car.

SAFETY:

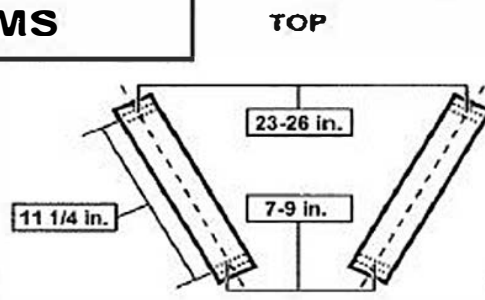
Driver side nets are highly recommended. Competition aluminum seat, 5-point safety harness (not more than 3 years old per manufacturing dates on belts), approved (SNELL 2015 or newer) helmet, racing gloves and complete fire suit are all mandatory and required any time your car is on the track. Fire extinguisher is required in each cars pit area. Fuel cells are required and must be securely mounted with 2" by 1/8" steel strapping. No fuel filters inside the car. Fuel lines that pass through the interior must be in steel tubing. Firewall is required between the driver and fuel cell. Seat must be mounted to the roll cage of the car. Safety harness and lap belts must be securely mounted to the roll cage with 3/8" min. diameter bolts.

INDIANA SUPER STOCK COIL SPRING REAR SUSPENSION RULES

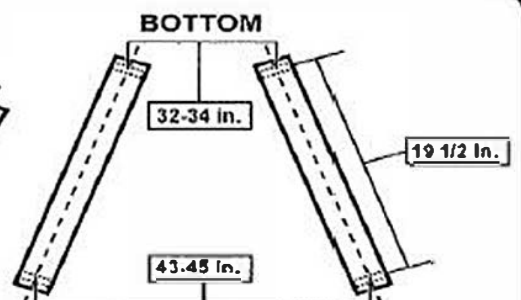
TRAILING ARMS



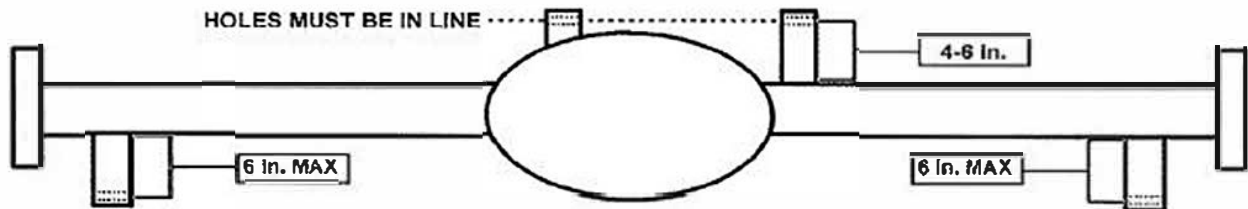
TOP AND BOTTOM TRAILING ARMS MUST BE MOUNTED SYMMETRICALLY AND MOUNTING POINTS MUST BE EQUAL DISTANCE FROM CENTER LINE.



TRAILING ARM LENGTH WILL BE MEASURED FROM HOLE TO HOLE - ARMS MAY BE MADE OUT OF SQUARE TUBING NO KEIM JOINTS - TRAILING ARMS MUST BE ONE PIECE AND MUST BE RIGID WITH NO SLIP JOINTS

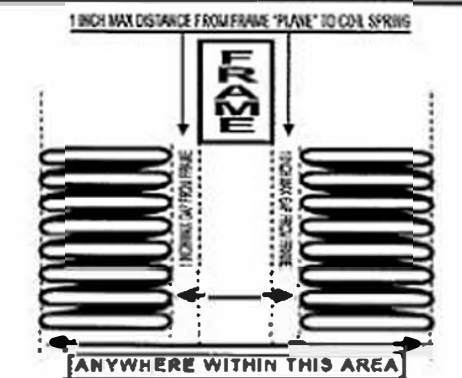


TRAILING ARM TO REAR END MOUNTING

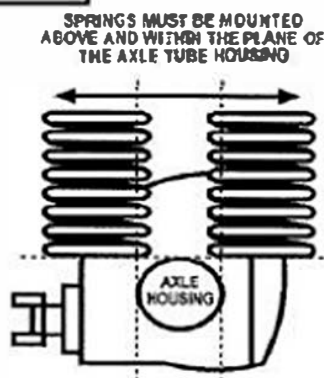


ALL TRAILING ARM BRACKETS MUST BE RIGID, MOUNTED SOLID AND MAY NOT FLOAT IN ANY WAY

COIL SPRING LOCATION

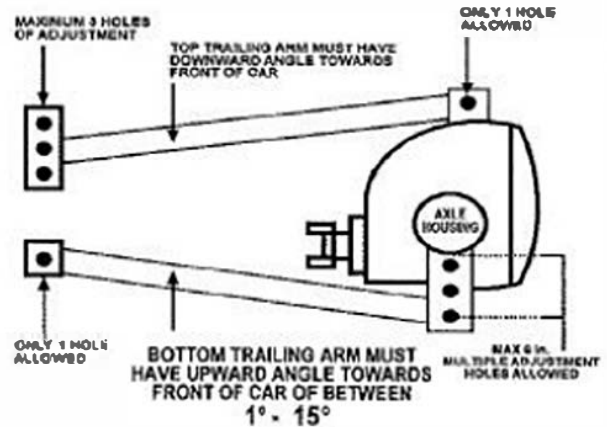


COIL SPRING MUST BE LOCATED EXACTLY ADJACENT TO OR UNDERNEATH FRAME RAIL. MAXIMUM 1 INCH SPACE FROM FRAMERAIL WILL BE ALLOWED.



COIL SPRING MUST BE MOUNTED TO THE AXLE TUBE HOUSING

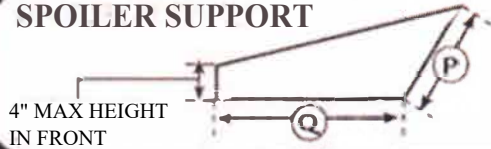
TRAILING ARM TO CHASSIS MOUNTING



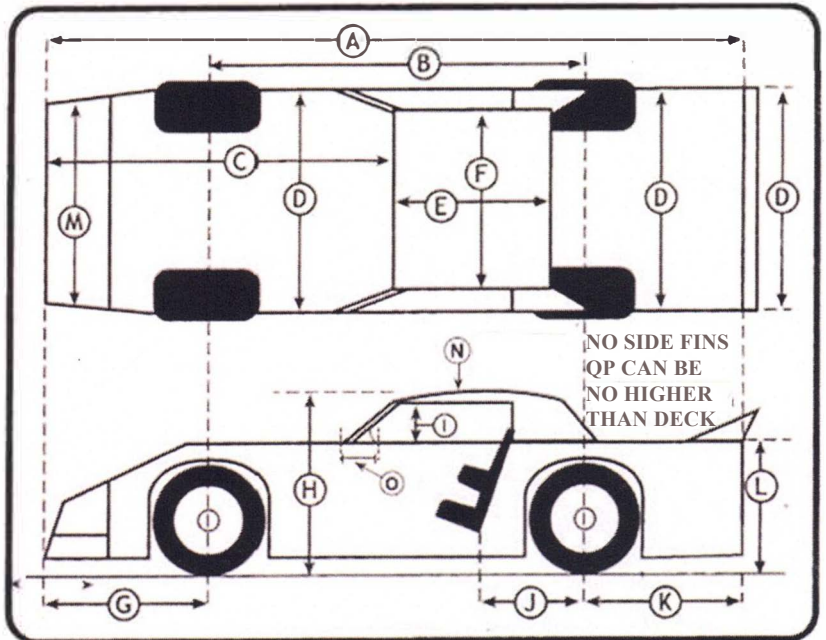
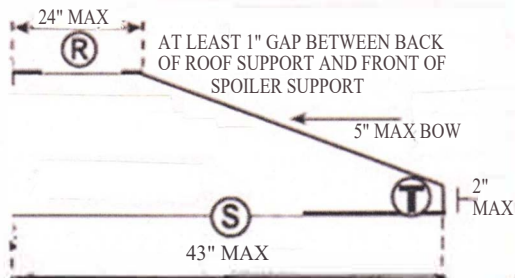
Effective trailing arm angle measured at ride height, from center of front bolt to center of rear bolt.

2025 INDIANA SUPER STOCK BODY RULES

SPOILER SUPPORT



REAR ROOF SUPPORT



		MIN.	MAX.
A	OVERALL LENGTH	191"	209"
B	WHEEL BASE	108"	
C	NOSE TO FRONT OF ROOF	91"	114"
D	OVERALL BODY WIDTH (FRONT TO REAR)	66"	75"
E	ROOF LENGTH	44"	55"
F	ROOF WIDTH	46"	52"
G	NOSE TO CENTER OF LEFT FRONT WHEEL	43"	56"
H	TOTAL ROOF HEIGHT	47"	53"
I	WINDOW OPENING (FRONT TO BACK BOTH SIDES)	12"	
J	BOTTOM OF SEAT TO CENTER OF REAR AXLE	20"	

		MIN.	MAX.
K	CENTER OF REAR AXLE TO END OF QUARTER PANEL	43"	50"
L	GROUND TO DECK LID		39"
M	FRONT NOSE (OVERALL WIDTH)		87"
N	REAR TO FRONT DROP		4"
O	WIDTH OF FRONT ROOF SUPPORT WHERE IT CONTACTS DECK		12"
P	REAR SPOILER HEIGHT		8"
Q	REAR SPOILER SUPPORT LENGTH		18"
R	WIDTH AT THE TOP OF REAR ROOF SUPPORT		24"
S	WIDTH AT THE BOTTOM OF REAR ROOF SUPPORT		43"
T	BACK EDGE OF REAR ROOF SUPPORT		2"

A maximum of 3 spoiler supports are allowed. Spoiler supports must all be the same length and a maximum of 9" tall. Rear Roof Supports must be the same length on both sides. It is OK to have one rear Roof Support open and one closed. Rear Roof Supports must not extend past the rear end of the roof. (Must start to angle down at the rear end of the roof) Roof must be straight at the front and back (90 degrees to the sides of the car) Roof may be flat or curved. No lip allowed on the rear of roof.