

2012

Super Cup Stock Car Series Rules

General Rules and Regulations

General Rules

1. The following rules are effective January 1, 2012 through December 31, 2012.
2. Any questions or issues regarding the rules should be discussed with the SCSCS office or officials.
3. All SCSCS drivers must purchase an annual license.
4. Each team owner must complete an annual registration form and purchase an annual license. The annual fee for this license is \$100.
5. Crew member license is \$50. Temporary license will be available for \$10 per event. SCSCS license required for pit entry.
6. Car numbers are assigned on an annual first come first served basis. An owner must purchase an assigned car number for each car they plan to compete with in the SCSCS series. The purchase of this number is on an annual basis. The cost of a car number is \$250 per car registered.
7. Entry fees will be required at each series event. Payment of this entry fee is required to participate in competition.
8. Anytime a car is on the track, a spotter is required. The spotter must have dedicated two way communications with the driver.
9. SCSCS reserves the right to eject any owner, driver, or crew member for actions detrimental to the series. In addition, a subsequent fine may be levied against the responsible parties prior to allowing them to compete in the series.
10. **NON-LICENSED PER RACE REGISTRATION. Not available at all events.**
\$250.00 Entry fee per event. \$35.00 per person Non-Member pit passes. No points for the event.
11. All rules and interpretations of rules are subject to SCSCS officials. SCSCS reserves the right to amend, add, delete, or modify any of these rules. The Director of Competition shall have the final say on any legality issues.

Eligible drivers

1. Drivers must purchase an annual driver's license for \$100.
2. Drivers over the age of 16 must have a current and valid driver's license.
3. Minimum driver age subject to approval. Any driver under the age of 16 must perform at a scheduled practice or test prior to competition and receive majority approval of the 5 member governing auxiliary board.
4. SCSCS reserves the right to revoke or withhold a competition driver's license to any individual.

Display of numbers and sponsors

1. All cars must have door numbers and roof numbers that are clearly visible to the stands and scoring tower. No reflective or foil type numbers allowed. The numbers must be a high contrast in color to the color of the car. No duct tape numbers allowed without the consent of an SCSCS official.
2. Driver names required right and left on the roof above the passenger door area.

3. All other competing series decals must be removed from the cars before being allowed to practice, qualify, or race.
4. SCSCS requires that the following areas be reserved for series sponsors and advertisement:
 - a. Top of front Windshield
 - b. Rearward facing portion of spoiler blade
 - c. A post area forward to the headlight portion of the nose.
 - d. B post area from the edge of the roof to the top of the door seal.
5. Headlight and tail light decals are recommended but not mandatory.
6. Crew members and drivers required to dress appropriately with clean and neat clothing. Your image is our image.
7. Car and team sponsors must not include in profanity or obscenity. Must be a legal product to be advertised. SCSCS reserves the right to not allow a particular sponsor to participate in the series.

Race Procedures

1. All cars are required to go through technical inspection on the day of the event and prior to practice. Any items found not in compliance with the rules are required to be fixed prior to qualifying.
2. Drivers Meeting / General:
 - a. The driver, crew chief, and spotter are required to attend a mandatory "driver" meeting on the day of the event. Failure to be present at the meeting will result in a \$100 fine.
 - b. Any rules or announcements made at the "drivers" meeting super cede the rules and guidelines printed here.
 - c. All cars will qualify for the start of the race. Drivers will draw for qualifying order while at the meeting.
 - d. All race procedures for that event will be discussed at the meeting.
3. Qualifying:
 - a. The cars may or may not be required to go through tech inspection a second time prior to qualifying. If so, they must pass tech in order to qualify. If a car fails morning tech, it is mandatory that the car pass tech prior to qualifying.
 - b. All cars will be given one or two laps of qualifying. We will strive for two laps if possible. If a car does not pass technical inspection, they will be reduced to a one lap qualifier or be required to start at the rear if we are only taking one lap of qualifying.
 - c. All cars will qualify in race ready conditions.
 - d. SCSCS officials have the final say in allowing work to be done on a car following qualifying.
 - e. The field will be ranked from the fastest to the slowest qualifier. If two cars run identical times, the car that ran the time first will receive the higher qualifying position.
 - f. After qualifying, the top six qualifiers will report to tech to draw for their starting positions 1-6.
 - g. If qualifying is not available or is rained out, the field will start by points with the current point's leader being listed as the pole winner. The top 6 starters will then randomly draw for starting positions 1-6. **No Points will be awarded.**
 - h. Unless otherwise posted, the normal starting field will be 28 cars on time and two provisional starting spots.
 - i. Competitors will be eligible for one of two provisionals for each event. The provisional starting positions will be granted to the remaining two cars not qualified for the event on time that are highest in the current point's standings. If all eligible cars have qualified for the race, the provisional will be awarded to the fastest remaining cars.
 - j. A Promoter's provisional is available at the discretion of the Director of Competition. A competitor cannot receive more than one Promoter's provisional during the year.
 - k. If a car is not able to make a qualifying attempt, but is entered and present at the race, that car will receive last place points based on the number of cars starting the race. In the event that all 31 spots are occupied by qualified cars, the non-qualifier will receive 40 points.

l. SCSCS reserves the right to add cars to the starting field at each event.

4. Race Procedures:

a. Drivers will start the race according to the qualifying procedure above.

b. If a driver is not present at the autograph session or for driver introduction, they will start at the rear of the field.

c. No changes of drivers allowed without advanced consent of SCSCS.

d. A qualified car may be driven in any event by an eligible SCSCS driver. However, if a driver change is made during the event, the driver starting the event will receive all points and posted awards. The driver qualifying the car must start the race.

e. Cars will start the race in a double file format.

f. If there is a caution before the first lap is completed, the cars involved in the caution will relinquish their position and restart at the rear of the field. **The race will line up by starting position without the cars involved in the caution in a double file format.**

g. All races will be 100 laps unless told otherwise.

h. The flagman will start the race, NOT the competitors.

i. If a caution flag is displayed, all cars must slow down to a safe and cautious speed immediately. The cars will proceed in a single file format behind the pace car in the position they were running on the track at the last completed green flag lap. Lap cars will hold their position in the field until the one to go signal.

j. The restart position of each car will revert back to the last completed green flag lap.

k. Caution laps will not count. Only green flag laps will count.

l. If there is a discrepancy between competitors regarding a position, they are to cautiously proceed side by side under caution until notified by the flagman or race control of their position.

m. All cars involved in the caution regardless of fault will relinquish their position and go to the tail of the field.

n. In the event that a car spins another car and causes a caution, the car that was spun will go to the rear of the field. If the car causing the spin was deemed intentional and with malice, that car will start at the rear of the field, not the rear of the lead lap cars. All other cars involved that are on the lead lap will line up at the tail end of the lead lap cars, or tail of the field if they are one or more laps down.

o. If cars choose to pit during a caution they will relinquish their current position and return to the field at the rear. If they are on the lead lap, they will be allowed to advance to the last car on the lead lap. If they are 1 or more laps down, they will go to the rear of the field.

p. The field will be given the one to go sign and will go back to green flag racing on the next lap. When the one to go sign is displayed, all lap cars will pull to the inside and allow the lead lap cars to advance. The lap cars will line up behind the lead lap cars in the position they were running on the track, not by their position in the race. Lap cars have the option of starting at the tail end of the field on a restart if they desire. If they let one car by, they must let all cars by.

q. All subsequent restarts will take place at the designated restart area of the track and will be controlled by the current race leader. The leader may not start the race until they are in the designated restart area. If the leader passes through the restart area and does not start, the flagman will restart the race. Penalty for jumping the start will be a black flag and a stop and go penalty.

r. No cars are allowed to pass to the left before crossing the start finish line. Failure to comply will result in a stop and go penalty.

s. A Blue flag with a line indicates that slower cars are being overtaken by the leaders. If this flag is displayed to you, you are allowed to race the leaders as normal until you are a lap down. After you are a lap down, you must adhere to the flag and move to the bottom of the track and allow the leaders to pass. Failure to abide by this flag will result in a black flag for a stop and go penalty.

t. The black flag means go to the pits immediately and report to an official. Once the penalty or mechanical issue is fixed you are eligible to return to competition.

u. If a red flag is displayed, all competitors will stop on the race track as designated by SCSCS officials.

v. SCSCS races will not end under caution. The race is not over until the leader receives the checkered flag.

w. If a caution is displayed within the last three laps of a race, the field will restart single file with three laps to go. The laps will be Green, Green, White, and then Checkered. This format will continue until the race finishes under a green flag scenario.

- x. The race is over when the leader takes the checkered flag. All other cars will finish the race in the same lap.
- y. The top three finishers will be directed to the designated area or starting line for interviews. They will remain with SCSCS officials for further inspection until released by SCSCS officials.
- z. Crew members may not go out on the racing surface during competition, caution, or a red flag condition. If so, they will be disqualified from the event and may face additional fines from the series.
- aa. If an event is delayed due to weather, accident, or other uncontrollable events and is not able to resume. The race will be considered official if 50% or more of the race is complete. If so, the finishing order will be based on the last completed green flag lap.
- bb. Should an event be canceled for reasons beyond our control after check in. The following will apply to the days events.**
- cc. All teams signed in at the race will receive start money and eighty-four (84) show up points.**
- dd. Should a race be started and stopped before halfway and not restarted,drivers will be awarded points for the position they were running in on the last completed green flag lap plus start money.**
- ee. Any driver who does not obey the flags or SCSCS officials will be disqualified from the event.
- ff. Any driver intentionally causing an accident or yellow flag condition is subject to lap penalties, disqualification, and/or fines depending on the severity of the situation.
- 5. Pit Stops:
 - a. The series will not have required pit stops.
 - b. If a car needs to pit during the race, they are allowed. Pit road will be designated at each event.
 - c. Cars must adhere to a safe pit road speed while on pit road. This speed is not to exceed the pace car speed.
 - d. No tire changes allowed unless a tire is flat as a result of competition. If a tire is changed, the tire that was changed will be subject to inspection by a SCSCS official. Any additional tires used during the race, must be a used tire.
 - e. Cars that do pit will return to the race as soon as their work is completed. If this is under a green flag situation, they are required to yield to the other competitors and re-enter the racing surface in a cautious and yielding way. If the pit stop is under caution, they will return to the track behind the last car running on the track. If they are on the lead lap, they will restart as the last car on the lead lap. They are not allowed to blend into traffic. They may not advance the pace car at any time without consent of SCSCS officials. Caution laps will not count and cars cannot be lapped in the pits except under a green flag situation.
 - f. No fueling of the cars allowed during competition.
 - g. If a crew member is under a car, it MUST be on jack stands at all times. Failure to comply with this rule will result in immediate disqualification.

Penalties

1. Any member who performs an act or participates in an act that is detrimental to SCSCS or auto racing. \$1000 fine and possible suspension or indefinite suspension.
2. Any car found with traction control: minimum \$2500 fine and possible suspension or indefinite suspension.
3. Any member who signs the registration sheet that they have a license or poses as someone else will be suspended for one race and face a \$250 fine.
4. Any person who threatens to or harms an SCSCS official. Minimum fine of \$1500 possible suspension or indefinite suspension.
5. Any person signed in the event caught consuming or under the influence of alcohol or drugs will be suspended for the event and fined \$400.
6. Any person participating in a fight at the track or on track premises will face a fine of \$1000 and possible suspension or indefinite suspension.
7. Any person who commits an assault with a weapon at the track or on the track premises will face a fine of \$1000 and possible suspension or indefinite suspension.

8. Any car owner or driver who allows a car to be driven in competition with a non-licensed SCSCS driver will face a fine of \$2000 and possible suspension or indefinite suspension.
9. Any member who refuses post race inspection or tear down will face a fine of \$1000, loss of purse money, and disqualification from the event.
10. Any member refusing to surrender confiscated illegal parts will face a fine of \$500, loss of purse money, and disqualification from the event.
11. Any member found tampering with or using illegal fuel will be fined \$500 and possible suspension or indefinite suspension.
12. Any use of unauthorized tires will face a fine of \$250 per tire and disqualification from the event.
13. Any car found starting the race on unauthorized tires will face a fine of \$1000 and disqualification from the event.
14. Any car found with a drain plug or rear end plug not wire tied will be fined \$100 and required to fix the item before the race.

Race Procedure Penalties

1. "To Rear of the field"
 - a. Wrecking another competitor or causing a caution and the accident is deemed intentional.
2. "Stop and Go"
 - a. Failure to line up correctly for a restart.
 - b. Passing on the inside before Start/Finish on restart.
 - c. Jumping the restart.
3. "Lap/Laps Penalty"
 - a. Unauthorized passing of the pace car.
 - b. Causing an intentional yellow flag by stopping on the race track.
 - c. Failure to obey flags.
4. "Black Flag / DQ / Other"
 - a. Working on the car on the racing surface.
 - b. Ignoring the black flag for 3 laps.
 - c. Rough or reckless driving.
 - d. Equipment problems.
 - e. Failure to obey the move over flag.

SCSCS Points and Awards

2010 Points per Race

1 st	160	17 th	80
2 nd	140	18 th	78
3 rd	135	19 th	76
4 th	130	20 th	74
5 th	125	21 st	73
6 th	120	22 nd	72
7 th	116	23 rd	71
8 th	112	24 th	70
9 th	108	25 th	69
10 th	104	26 th	68
11 th	100	27 th	67
12 th	96	28 th	66
13 th	92	29 th	65
14 th	88	30 th	64

15th 84
16th 82

31st 63
32nd 62

Bonus Points Program

Lap Leader – Five bonus points awarded to each driver who leads at least one lap.

Most Laps Lead – Five bonus points awarded to the driver that leads the most laps.

Halfway Leader – Five bonus points awarded to the driver that leads at the halfway point of the race.

Pole Award – Five bonus points awarded to top qualifier at each event. In the event that qualifying is canceled, **No points will be awarded.**

Hard Charger Award – Five bonus points awarded to the driver advancing the most positions from their qualifying position to their finishing position. Any car that does not attempt to qualify or is sent to the rear is not eligible for this award. This award is not eligible for any car making an invert/draw position through qualifying or starting position.

End of the Year Awards

SCSCS plans to offer an end of the year point's purse based on the season ending point's standings. The end of the year awards program and specific amounts will be announced prior to the **March 1, 2012.**

Rookie of the Year Program – This is an honorary award. The auxiliary board will vote on the person to receive this award. The Rookie of the Year recipient may not be the Champion.

Technical rules and regulations

Eligible Vehicles

Chevrolet:	1999-2006 Monte Carlo.
Ford:	1999-2005 Taurus.
	2006 Fusion
Pontiac	1999-2006 Gran Prix.
Dodge	1999-2004 Intrepid.
	Charger

Any other manufacturer models not listed above must be approved by the Director of Competition.

Body

1. All cars must have complete bodies, hoods, fenders, and bumpers in working order. Body panels must be made of steel or be an approved fiberglass panel as produced by

Performance Fiberglass. Front and rear bumpers must be used as produced by Performance Fiberglass Products. No substitute material allowed on any of the body unless approved by the Director of Competition. The Director of Competition has final say as to whether a body or portion of a body is legal or illegal.

- a. All cars are required to use SCSCS approved front and rear bumper covers. These covers are the same covers as previously used in USAR competition. The bumpers must maintain a SCSCS logo on the inside of the nose to be deemed legal. These parts must be used as produced. The bumpers are available for purchase from: Start to Finish Racing, PO Box 336, Skyland, NC 28776. Phone: 828-687-3589.
- b. Cars are allowed to use the composite top originally produced by Carolina Kit Cars. They may also use a factory steel roof. The fiberglass roofs are not allowed to be cut or modified.

2. All cars must conform to their appropriate template and measurements to compete at minimum weight.

- a. Quarter Panel heights measured at the spoiler mounting point can be between 33" and 35".
- b. Front bumpers must be installed in such a position that the front tip of the hood must remain at the following minimum heights:

2000-2002 Monte Carlo	20 3/4"
2000-2002 Taurus	25"
2000-2002 Gran Prix	24 1/2"
2000-20002 Intrepid	25 1/4"
2003-2006 all models	24"

On all model vehicles, the bumper cover lower valence area may not exceed 1 1/2" forward of the bumper.

- c. Frame and weight boxes must maintain a minimum of 4.75" ground clearance.
- d. Rocker panels must remain 4" above ground at all times. They may be notched for exhaust and jack peg clearance.

3. The entire interior must be constructed of 22 gauge steel. Drive shaft tunnel may be a maximum of 17" wide at the front firewall and 10" wide at the driver's seat area. All Dashboards must be straight across except, if notched out for the ignition boxes. The floors may either be 22 gauge steel or stock floor pans.

4. The rear of the hood must seal to the cowl. A 20" wide by 3" deep hole may be cut in the center of the rear cowl area and in front of the windshield. No additional boxing or ducting of air allowed. The cowl area may be braced but the bracing may not aid in the flow of air.

5. Front and rear windshields allowed. Minimum two vertical braces required both front and rear. Both windows must be braced so that they do not move or vibrate while in competition.

6. Steel or flat fiberglass hoods allowed. No hood scoops. The hoods must be braces so that they do not flex. Hood hinges and minimum four hood pins required. Hoods must be self-supporting. Competitors may run other manufacturer hoods so long as they are cut to fit and appealing to the eye.

7. For body styles where the spoiler mounts to the rear bumper cover the deck lids may be handmade out or either aluminum or steel and must be braced so that they do not flex. If a competitor is running an earlier model body that requires a trunk lid and spoiler mounted to the trunk lid, they are required to run a stock trunk lid for that model car. The interior of the trunk lid can be modified or lightened. However, the trunk lid may not flex under competition.

8. Aluminum rear spoiler required. Minimum .125 thick. Maximum size is 6 1/2" tall by 57" long. Minimum angle is 45 degrees. Spoiler must be mounted within 1 inch of center line of the car. Must have a 1/2" slot cut in the middle of the spoiler for the template to fit.

9. One a-post window allowed per side. Maximum size is 7" tall by 11" long.

10. The body must be mounted so that the minimum distance to the center of the rear axle from the center of the roof at the windshield is 59 inches. The 2001 and 2002 Monte Carlo is 60 inches minimum.
11. Bumpers must be strong enough to push the vehicle
12. Rear view mirror is optional. Side view mirrors are optional but must not extend beyond the A-post portion of the roll cage.

Engine

Engine must comply with SCSCS rules and/or be a former or current Pro-Cup engine. Manufacturer crossover allowed.

Any other Engine combination must be approved prior to competition.

1. Engine must be mounted on non-adjustable motor mounts.
2. The engine must be centered within +/-1/2" in the frame rails and maintain a minimum ground height of 10" as measured at the center of the crankshaft at the front of the motor.
3. The center of the front spark plug hole on the forward facing head may not be behind the center of the jack screw on the same side of the car.

Air Cleaner/ Air Filter

1. Air filter must be 3-4 inches in height and 14 inches in diameter. All air to the carburetor must pass through this filter. All openings to the element must be rear facing.
2. The top and bottom housing of the breather must be solid. The breather can be shielded in the front half. No more than 50% of the housing can be shielded. The maximum overall diameter of the housing is 16 inches.
3. The height of the breather housing is up to the competitor as long as it does not alter the hood or cowl in relation to the body template.

Carburetor

1. The Holley Model 4150, Part number R4776, 600 CFM, 4 barrel carburetor is permitted. The choke horn may be machined off and the choke shaft may be removed. Any resulting holes must be sealed. The breather gasket ring must remain. NO material may be removed from or added to the carburetor main body casting. Adjustable air bleeds may be installed. Screws on butterflies may be cut flush with shaft, heads must remain standard. Base plate must remain standard.
2. The Holley Model 4150, part number 80540, 600 CFM, 4 barrel is permitted. This carburetor must be used as produced. No material may be added or removed from the carburetor. No additional changes allowed.
3. Maximum one gasket allowed between the carburetor and intake manifold. Maximum thickness is 0.075".
4. Boosters must be safety wired to the overflow tubes to prevent them from falling into the throttle bodies.

Intake Manifold

1. The following intake manifolds may be used. They must be used as produced.
GM:
 - a. Victor Jr. #2975. 1" spacer plate allowed between the intake and carburetor.
 - b. Holley #300-110, casting 701R137. No spacer allowed.
 - c. Victor Jr. #2999. No spacer allowed.**Ford:**

- a. Edelbrock Victor Jr. 351-W #2980 or 2981.
- b. (SVO Sportsman) SVO M9424-V351, WVO M9424-C358, or Victor Jr. 351-W #2981 allowed.

Dodge:

- a. Edelbrock Victor Jr. 351-W #2915. May use a 1 inch spacer plate with this intake.
 1. The above intakes may not be painted, coated, polished, or modified in any way from original production.

Cylinder Heads

1. **Aluminum Cylinder Heads:** The BRODIX "SPEC" head is approved for use in the SCSCS series.
 - a. The approved part numbers are:
 - i. GM: SP CH
 - ii. Ford: SP FO
 - iii. Chrysler: SP MO
 - b. The heads may be milled as necessary to achieve 11.5:1 maximum compression. Angle milling is allowed. Combustion chamber may be polished no further than the valve seats.
 - c. GM heads must maintain a minimum valve angle of 21 degrees. Ford heads must maintain a minimum angle of 18 degrees. Chrysler heads a minimum of 16 degrees.
 - d. The maximum valve seat size is 1.560".
 - e. Push rod holes may be elongated as necessary to provide sufficient clearance.
 - f. Maximum three angle valve job permitted.

These cylinder heads must carry the original serial numbers. The valve guides must remain as originally installed.

Intake valve seat inside diameter must be 1.845". Outside diameter must not be larger than 2.151". Seat thickness must not exceed 0.323". Seat top edge must maintain original height as produced.

Exhaust valve seat inside diameter must be 1.385". Outside diameter must not be larger than 1.670". Seat thickness must not exceed 0.385". Seat top edge must maintain original height as produced.

Valves must be identical in appearance and construction as OEM valves. Minimum stem diameter is 11/32. Stem may be undercut. Solid or hollow steel valves allowed. No titanium valves or springs allowed. Titanium keepers and retainers allowed.

Maximum valve size measured across the face of the valve is 2.020" for the intake, and 1.625" for the exhaust.

No other modifications allowed to these SPEC heads. All damaged heads must be sent to BRODIX for repair.

2. **Steel Cylinder Heads:**

- a. GM: casting 14011034, 12480034, or World Products casting I-037, part number 1125B or 1115B.
- b. Ford: Any cast iron Windsor head, M6049M351, M6049M352, or the World Products casting I-051, part number 5302.
- c. Chrysler: Cast iron W-2 heads.

These cylinder heads may not be port matched, no flow work, grinding, polishing, or angle milling allowed. Head studs may not be modified. Three angle valve job allowed.

OEM style hollow or solid steel valves allowed. Maximum stem diameter is 11/32. May be back cut to 5/16. No titanium valves or valve springs allowed. Titanium keepers and retainers allowed.

Maximum valve size across the head of the valve is 2.020" for the intake and 1.625" for the exhaust.

Maximum compression ratio is 11.5:1.

Cylinder Block

1. Steel blocks only. No aluminum blocks allowed. Internal polishing is allowed. Minimum deck height is 9.0".
2. Maximum engine displacement is 364.0 CID. Maximum overbore is 0.065".

Crankshaft

1. Steel or cast iron production design crankshafts allowed. May not be lightened, or modified. May be balanced. Stroke must be between 3.46 and 3.52". No knife edging allowed. Minimum crankshaft weight with the timing chain sprocket is 50 lbs.
2. Only steel, elastomer type harmonic balancers allowed.
3. Tungsten may be added to the crankshaft to achieve minimum weight.

Pistons/Rods

1. Aluminum three ring pistons only. All rings must be in place.
2. Solid mild steel rods only. No other material allowed.
3. Minimum/Maximum rod lengths:
 - a. GM 5.70-6.250"
 - b. Ford 5.954-6.250"
 - c. Chrysler 6.00-6.250"

Rocker Arms / Lifters / Camshaft

1. Steel camshaft only. May be gear or belt driven.
2. Steel lifters only. Hydraulic or solid lifters allowed. Roller lifters allowed. Rev Kit allowed.
3. Maximum valve lift is .625" measured at the valve. Valve lift is measured at zero lash.
4. Only straight barrel lifters allowed. GM and Ford maximum diameter is .875" and Chrysler is .904".
5. Aluminum or Steel rockers allowed. Shaft or independent mounting allowed. GM and Ford may have independent single stud type rockers. Manufacturer crossover allowed. Any other Engine combination must be approved prior to competition.

Exhaust

1. Choice of exhaust manifold is optional.
2. Exhaust pipe maximum diameter is 3 1/2". Must extend beyond the driver an exit out either the right or left side of the car or both. Must exit in front of the rear wheels.
3. Valve cover heat shields allowed.
4. Mufflers required. Must be used as produced. All exhaust must flow through the mufflers. Available mufflers are:
 - a. Flowmaster: PN 235604-11
 - b. Borla: PN 40945 or 40536
 - c. Spin Tech: USAR 2
 - d. Hess: PN 5252 or 5251.
5. Any other inline muffler must be approved by an SCSCS official.

Flywheel / Clutch / Bell housing

1. Steel flywheel required with standard ring gear. Minimum ring gear diameter is 12 7/8".
2. Steel clutch disc required. Minimum clutch diameter is 7.25".
3. Steel, aluminum, or Magnesium bell housing allowed.
4. Drive shaft tunnel must be covered with an approved ballistic type blanket.

Transmission / Drive shaft

1. Transmission must be a 4 speed production transmission with all gears working. No automatics. Single lever shifters only. Fire boot required over shifter opening. Tex T10 and Saginaw transmissions allowed. NO T101, SR1, or JERICO type transmissions allowed.
2. One piece steel drive shaft required. Minimum diameter permitted is 3". Two 1/4" x 2" steel drive shaft loops required.

Rear Ends

1. Quick Change or 9" ford style rear ends allowed.
2. Only Detroit locker ratchet style differentials allowed.
3. Steel tubes only.
4. Solid steel axles only.
5. Cambered drive flanges allowed.
6. Maximum camber is 2.8 degrees on both the right and left sides of the rear end. Camber is measured at ride height with racing air pressures in all for tires.

Cooling System

1. Radiator must be mounted in standard location. Radiators with inner-coolers allowed.
2. Radiator catch can is required. Must be mounted in front of the front firewall.
3. OEM style water pumps only.
4. Mechanical or electric fan is optional.
5. Fan shroud may not extend past 1" behind the fan blades.
6. NO antifreeze.
7. No panning the underside of the vehicle. Radiator duct work may not extend beyond the sides of the radiator to the grill opening on the nose.
8. All air entering the duct work must pass through the radiator.

Oil System

1. Either wet or dry sump oiling system allowed. If using a dry sump, the tank must be isolated from the driver's compartment. Segmented oil pans not permitted.
2. Maximum of four pickups inside the oil pan.
3. A 1" plug or 2"x2" covered hole must be installed on the oil pan providing a view to the crankcase area of the engine for inspection.
4. Engine oil coolers allowed. May be enclosed in the radiator.

Ignition System

1. Distributor must mount is stock location and maintain original firing order. No crank trigger or adjustable timing equipment, magnetos, or computers allowed.
2. MSD 6ALN or Crane HI-6N ignition amplifiers only. This unit must be used as originally manufactured with no modifications whatsoever. The boxes must have a working rev control plug-in module. Must have a 6 pin female connector attached to the output leads (MSD#8170).
3. May compete with dual ignition boxes.
4. The maximum allowed RPM at anytime is 8000 RPM.
5. All cars required to run tell tale tachs with recall.
6. Chips and boxes will be checked and inspected by series officials. Your chip or box is subject to inspection or substitution at any time.
7. Electrical boxes are suggested to be mounted on the right side dash area. At a minimum, they must be mounted on the RS of the car and out of the reach of the driver.
8. Battery must be mounted in an enclosed box outside of the driver's compartment. Only one 12V battery allowed. Battery box may not extend beyond the outside of the frame rails.
9. All electrical switches must be mounted so they are visible to all. Must be clearly and correctly labeled.
10. No electronic traction control allowed.
11. No on board computers or recording devices allowed.
12. Starter must be in working order.
13. Entire wiring harness must be visible. Wiring harness must be easily removable for inspection.

Fuel System

1. Foam filled bladder NASCAR type fuel cell with 22 gauge steel container required. Maximum fuel cell capacity is 22 gallons. Fuel cell must be mounted with minimum 8" clearance. A 1" x 1" steel square tubing cradle, two lengthwise and two crosswise are required completely around the fuel cell. At a minimum, the rear trunk area should be floored and sealed off in full from the rear firewall to the leading edge of the fuel cell so that spilled fuel cannot contact the brake rotors or suspension pieces.
2. Mechanical fuel pumps only. Must be is stock location.
3. Must have a check ball or flapper style fuel assembly to prevent leakage in a roll-over.
4. Cars must be equipped with a dry brake type fuel fill or fuel cap style fuel fill in the left rear quarter panel area. A fuel overflow vent tube is required in the left rear tail light area of the car.

Brakes

1. Operating four wheel disc brakes required at all times. Steel rotors only. Standard aluminum mounting hats permitted. A maximum of (2) 3" brake hoses permitted from the nose to spindle duct. One additional 3" brake hose may be directed to the inside of the right front tire to cool the bead.
2. Proportioning valves allowed.
3. Brake fans allowed in the front and rear.

Suspension

1. Maximum tread width is 61". Minimum is 60". Measured at the bottom of the wheel.
2. Steel or aluminum spacers allowed. The total thickness of the spacers and brake hat must be the same right to left. This applies to both the front and rear.
3. Wheelbase is 105". Must agree within 1/2" left and right.
4. Maximum one shock per wheel. No coil over shocks. All rear shocks and springs must mount inside the frame rail.

5. Gas pressured shocks permitted. No external reservoirs or remote adjusters.
6. No bump rubbers allowed. No suspension stops of any kind.
7. A-frames must be steel. Lower A-frames must be equal length with no offset. Mono ball type mounts only. Strut suspensions allowed.
8. Rear sway bars allowed.
9. Grand National or Nextel Cup style steel hubs required. No aluminum hubs. 5x5 bolt pattern only.
10. Forged spindles only. No hollowing of the spindles or snouts. Forged steel steering arms only.
11. Steel front sway bar arms required. May be mounted to heims or with a floater pad. Steel sway bar required.
12. Minimum coil spring diameter is 4.75" OD. Steel springs only. No progressive or digressive springs. No coil-over springs allowed. Springs must be available to all competitors and used as manufactured.
13. Rear suspension must be a coil spring type mounted on axle or trailing arms inside the frame. Rear axles must be held laterally by a steel panhard bar. The panhard bar must be non-adjustable while in competition. Fabricated steel truck type trailing arms may be made of 2" x 3" x .120" steel square tubing. Trailing arms must be one piece non-adjustable with no sliding, hydraulic, or spring loaded mounting points or links. Conventional metal or rubber bushings only.

Fuel

Racing fuel allowed. May not mix oxygenates or additives to the fuel. The fuel must be readily available to all competitors and used as manufactured by the manufacturer. Fuel is subject to testing.

Construction

1. Frame requirements as follows:
 - a. Frames and sub-frames must be symmetrical (+/-) 1/2". All construction must be safe, professional, and acceptable to SCSCS officials.
 - b. Main side rails must be a minimum of 3" wide x 4" tall with a minimum wall thickness or .120".
 - c. Front and rear sub-frames must be a minimum of 2" in width and 3" in height with a minimal wall thickness or .083". The front sub frame must be a minimum of 29" inside to inside at the steering box. Maximum width at the rear of the engine is 34". All steering suspension must attach to the sub-frame. All rear sub-frames must pass over the rear end and down to the fuel cell area. All rear suspension mounting points must mount to the sub-frame.
 - d. A 2" x 2" cross member must be a minimum thickness of .090". This cross member must be used to support the rear trailing arm mounts. The mounting points may not be offset from center of the main frame.
 - e. All ballast rails must weld to the main frame rails. They may not be drilled or lightened. Interior mounted lead rails near the drive shaft/trailing arm area must be welded to the frame and be a minimum of 3" x 4" x .120".
1. Roll bar requirements as follows
 - a. Cage: Must be symmetrical with no offset +/- 1/2". All bars in reach of the driver must be padded with flame retardant padding.
 - b. All interior driver compartment bars must maintain a minimum size of 1 3/4" OD and a minimum wall thickness of .090".
 - c. All doors bars on the driver side should be plated with 1/8" steel plate. This plate must extend vertically from the bottom of the door bar and laterally from the front roll bar to the main roll bar. It is permissible to weld inserts or 1/8" steel plating between the bars rather than one solid plate. In the event that you have a car that has not been plated, we will allow you to compete in 2008 prior to fixing the cars.
 - d. All of the chassis and interior bars of the car are required to comply with the Pro-Cup construction requirements from 2000-2006. If there are questions, please contact the Director of Competition.

Safety

1. All cars are subject to safety inspection at all times. With regards to safety, the decision of the SCSCS officials are final regardless of the rule book.
2. Quick release steering wheel required. Center of steering wheel must be padded.
3. No rack and pinion style steering permitted. Power steering is allowed.
4. On board fire extinguisher required. Must be charged. Activation of fire system must be readily available to the driver when he/she is fully strapped in.
5. A kill switch is required. Must be mounted in the center of the vehicle and clearly marked "on"/ "off".
6. Helmets and fire suits required any time the car is on the track. Minimum Snell 95 allowed on helmets. Minimum 2 layer fire suit required. Driver fire proof gloves required anytime the car is on the track.
7. Full complete fireproof underwear is highly recommended.
8. Seat belts must be a minimum of 3" wide webbing. Minimum 5 point harness. Belts must fasten to steel seat frame or roll cage. No belts older than three years allowed. Date and certification must remain on belts to make them legal.
9. Only aluminum seats permitted. Must have sufficient body protection, padded leg braces, and a sturdy padded head rest. If drivers do not use a sturdy left side head rest that will not bend under stress, they are required to run an additional interior triangle LS head net.
10. Window nets are required. Must be solidly mounted to the roll cage. Quick disconnect required at the top front corner of the net. No string style nets permitted.
11. All fill and drain plugs on the engine, transmission, and rear end must be wire tied at all times. \$100 FINE for any fill or drain plug not wire tied.
12. Head and neck restraint device required any time the car is on the track. Hans or Hutchins device is recommended. All other devices require the approval of a SCSCS official.

Tires and Wheels

1. Only 9.5" rim width, 5x5 bolt pattern, 15" diameter steel rims allowed. All wheels must have the same offset. One inch lug nuts required. Minimum thickness of wheel stud is .625". No bleeders or air relief systems allowed. The correct car number must be properly displayed on the outside half of the wheel. Minimum wheel weight is 24 lbs.
2. SCSCS approved tires only. Tires for competition will be made available the race event.
3. NO tire treating or soaking allowed.
4. NO tire rating equipment allowed at any time.

Weight

1. All cars must weigh a minimum of 3300 pounds total. This weight includes the driver. Right side minimum weight is 1510 pounds. Cars may add fuel and fluids after the race to reach minimum weight. In the event that a car is damaged, the competitors will be allowed to place any parts that were removed on the car to reach minimum weight.
2. All ballast must be painted white with the correct car number clearly marked on each piece of lead. No weight allowed lower than the frame rails or sub-frame rails. If a car loses lead during competition, that car will be credited with last place in the race.
3. NO weight shifting devices allowed at any time.
4. If a weight penalty is assessed on a vehicle for rules violations deemed to provide a competitive advantage, then 100% of the weight penalty must be applied to the Right side total weight of the vehicle.