

# American Super Stock

Melbourne Raceway

## HANDBOOK 2025

v.1.3.2

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## **American Super Stock is back!**

**This handbook should provide all you need to know, whether you're a veteran or a newbie, every day is a school day.**

A/SS is a handicap / bracket / dial your own drag racing series and revives and rises again in 2025 at Melbourne Raceway. All this has now become possible thanks to Straightliners' investment in a new Porta Tree timing system.

The dates for 2025 are:

**Round 1: April 12-13**

**Round 2: May 10-11**

**Round 3: June 14-15 (which is also Street Weekend on the Saturday)**

**Round 4: July 12-13**

**Round 5: August 2-3**

**Round 6: August 30-31**

Each round has qualifying on Saturday. Plus a one-shot or emergency qualifying early Sunday, followed by eliminations running through the rest of Sunday.

American Super Stock will run under similar rules to previous years, the rules are on page 6 onwards.

Although unlikely, should there be any unresolvable teething problems with the timing equipment for Round 1, we'll throw in a wildcard and run this round as a 'heads-up' round.

Although it would help you, you do not have to run all 6 rounds in order to be competitive. Because only your best 4 rounds count towards your placing in the 2025 A/SS Championship. This means you can have a holiday, or downtime and still be competitive. Or, if you run all 6 rounds, you pick your best 4.

To keep up to date, please join the American Super Stock group on Facebook, which you can access by scanning this QR code:



*Special thanks to the American Super Stock Tactical Division for thrashing this out, to Alan Perkins for his help and support, to Trevor Duckworth and the Straightliners Crew for building, investing and supporting drag racing. And a big thank you to YOU, for participating. Now let's get out there and share some great times and competitive fun. Let's make American Super Stock a great success, once again...*

## **See y'all at the track!**

## Before you reach the start line...

**If you've not raced, or not raced at Melbourne before, the following notes are to help guide you through the administrative procedures and other processes, so you can concentrate on successful racing and have a load of fun.**

- Before you get to Melbourne Raceway, you need Straightliners membership and a NORA licence. You can get this at [www.nora92.com](http://www.nora92.com) You put the club as Straightliners. Basic (no insurance) costs £58 all in. Full advanced (includes insurance) costs £93.
- Pay admission on the gate, if you have not pre-entered.
- Drive through to the pits. Try to park up with the other A/SS cars, and don't take more room than you need, space may be at a premium.
- You can get scrutineered before or after signing on.
- Unless you are a queuing enthusiast, pre-entry via the Straightliners' website is strongly recommended. For signing on, the competitor goes to either the 'Pre-entered' window if you've booked online, or to the 'Day' window if you haven't pre-entered. Payment is by either cash or card. Get there early, to join a shorter queue. Once signed on, you get a wristband.
- You **MUST** attend the drivers briefing each morning, just in case anything new has happened or if something needs to be announced to everyone which might be a different thing to the racing.

## Pricing: how it works

### **Admission and race fees for 2025 are as follows:**

N.B. competitors must purchase your Straightliners' membership and NORA licence BEFORE attending an event.

### **There are 3 different pricing structures**

Pick the option you prefer. To pre-book on line, go to [www.straightliners.events](http://www.straightliners.events) > Car Championships > American Super Stock. Everything is listed under upcoming events, you need to look for the Championship Rounds.

#### **Option 1**

Option 1 is cheapest and online and will increase at 10pm on the Wednesday before the event.

1 day - £75 includes admission

Weekend - £130 includes admission

#### **Option 2**

Option 2, middle price, closes online entries at 3pm on the Friday before the event.

1 day - £85 includes admission

Weekend - £150 includes admission

#### **Option 3**

Option 3 is the price on the day.

1 day £85 + admission of £20

Weekend - £150 + admission £40 (£45 if camping)

### Can I enter an additional class, such as NSCC?

Yes you can!

And it's not double the cost either, it's the same as for the motorcycles, an extra class is an additional £15 per day.

That's it. Good value.

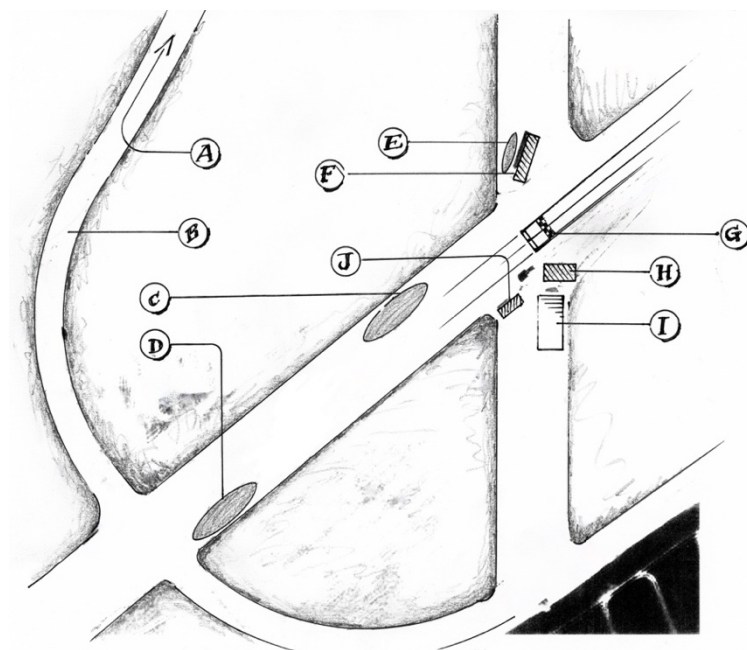
Depending on the class, 1 qualifying run can double up for both classes. Only 1 run is permitted per session. Eliminations will be run by class and will require the right race number for that class. Only 2 classes with eliminations are allowed per driver. This means you can do ASS and NSCC, or ASS and 660, or ASS and a Straightliners' class.

## Orientation

### Melbourne Raceway's address is:

Melbourne Raceway  
Ash Lane  
York  
YO42 4SS

For orienteering enthusiasts, the startline is: 53°51'55.4"N 0°50'36.6"W



### The pit area:

**A is for** Access in, from the entry gate, drive under the pylon and follow the road

**B** road to the pits

**Congregate** in this pit area for A/SS

**Down** the other end of the pits from our friends in NSCC's pit area

**Excrement Central**, toilets located here, and by NSCC and the Club House

**For your view pleasure**, a grandstand

**Get your pedal to the metal**, the startline

**Here's another grandstand**

**In case you need entertainment**, refreshment or rest, the Tin Tabernacle, aka the Club House, with bar and a live band at every meeting on Saturday evening

**Join in**, sign on, and collect your times here

*[ Map courtesy of Capt. Pugwash ]*

## Points

**Complicated, fair and transparent, points will be accrued as follows:**

Enter an event and make at least qualifying attempt: 5 points

**1st place qualifier:** 12 points

**2nd place qualifier:** 11 points

**3rd place:** 10 points

**4th place:** 9 points

**5th-6th places:** 8 points

**7th-8th places:** 7 points

**9th-12th places:** 6 points

**13th-16th places:** 5 points

Field size	Points won if eliminated in the 1st round	2nd round	3rd round	4th round	5th round	Runner up	Winner
Less than 4	33					64	85
5 - 8	32	43				64	85
9 -16	31	42	53			64	85
17 - 32	30	41	52	63		74	95
33 - 64	30	40	51	62	73	84	105

Any disputes must be raised within an hour of racing, or with 24 hours of points being published. The decision of the organisers is final.

## Cars and teams

It is the driver OR the team that scores points. If you enter as a 'driver', you can race in any eligible car, should you sell and buy during the season, or if you own more than one suitable car, you score the points, not the car.

If you do change cars for different rounds, you retain the same race number.

If you enter as a 'team', i.e. more than one driver for one car, it is the car that scores the points.

## A couple of points from Straightliners' AGM

Just so you know, Mark Flavell has been pressing for some limited track prep, possibly later in the season, and possibly just for the first 60 feet, and Straightliners is looking into a PA system.

## Dialling-in...

With the new Portatree timing system, each driver can pick their own race number. The prefix for American Super Stock is SS followed by a maximum of 3 digits. If you want, you can put A/SS on your car, but it will only be input as SS.

Please note, these are the rules determined and confirmed by Straightliners, without deviation or modification by American Super Stock Tactical Division, other than typography and layout. For the most part, the changes are for safety, reflecting the 1/8 mile track.

## THE RACE RULES

### American Super Stock (dial in class – 6.00 & Slower)

*This class is reserved for American factory production cars & pick up trucks.  
Canadian/Australian cars allowed & some replicas at co-ordinator's discretion.*

**ARM RESRAINTS:** Mandatory for all open top cars.

**BODY:** Body & cowl must be constructed of metal, GRP or other suitable flameproof material and extend forward to firewall. Driver compartment (frame structure, roll bar, body) must be designed to prevent driver's body or limbs from making contact with wheels, tyres, exhaust system or track surface should spinout, collision or upset occur. A good sub-flooring is expanded metal (or aluminium) bolted to chassis.

**BRAKES:** Four-wheel brakes required.

**CHASSIS:** Must be of a factory type – no tube chassis cars. Back-halved cars are acceptable.

**DRIVELINE:** Driveshaft loops mandatory on any vehicle that uses racing slick or drag radial rear tyres.

**ENGINE:** One engine only. Must be an automobile type, (year & model optional). Any engine modifications allowed.

**EXHAUST SYSTEM:** Competition-type exhaust system permitted. Exhaust gases must be directed out of car body, rearward, away from driver & fuel tank.

**FIREWALL:** Required to isolate driver from engine. No holes in firewall.

**FLOOR:** Required to isolate driver from track and tyres. No holes in floor, must be original factory style floor.

**HARMONIC BALANCERS:** After-market type balancer Mandatory on cars running 6.94 & quicker.

**INDUCTION:** Turbo / superchargers allowed; aftermarket fuel injection allowed.

**NITROUS OXIDE:** Allowed. See GSRs.

**PROTECTIVE CLOTHING:  
MANDATORY:**

Crash Helmets must be worn at all times when vehicle is being driven on the racetrack. Helmets must be in sound condition and properly fitted also relevant to the class / speed ECE 22.05 or higher. No motorcross helmets. Driver is responsible for his/her own safety equipment. Whole body, inc. arms must be covered in non-nylon material. Minimum 1 layer fire retardant overall if running 7.64 or quicker. Gloves recommended.

**ROLL OVER PROTECTION:**

Mandatory roll bar required 7.64 to 6.37. 6.36 & quicker multi point roll cage of recognised design. Must of professional construction standard.

**WHEELS & TYRES:**

Must be automotive type, No remould tyres, racing slicks permitted (GROOVED RACING REAR TYRES WILL BE REGARDED AS RACING SLICKS & DRIVESHAFT LOOPS REQUIRED)

**WINDOW NET:**

Window safety nets are recommended on all full-bodied cars, and are mandatory for 6.37 and quicker and where stated in class requirements. Nets must be ribbon type.

The net must be secured on the inside of the roll cage at the bottom. The bottom can be attached with a 7/16" rod through the net, hose clamped to cage. The top may be clipped to eye bolts installed into roll bar. **Net must fasten at top, not bottom.**

**THE SPIRIT OF THE CLASS**

**The A/SS Tactical Division affirms that it should go without saying A/SS is sportsman class.**

**Everyone who participates is doing this for pleasure and enjoyment; for fun and excitement. This is the spirit of the class. Likewise, cars need to be in the spirit of the class. 1960s and late model muscle cars are a definite 'Yeah!'. Neons and such like are a definite 'Nope'.**

**If in doubt, please check with the organisers, their decision is final.**

**N.B. Please check the important additional rulings at the end of this section**

**GENERAL SAFETY REGULATIONS (CARS)**

*ALL VEHICLES MUST PASS TECHNICAL SAFETY INSPECTION BEFORE ANY RUNS ARE MADE*

Where any sizes are quoted the metric equivalent is also acceptable.

**ALCOHOL:**

Any driver who is found to be under the influence of alcohol will be automatically disqualified from the event and possible future events as well.

**AUTHORITY:**

Any condition considered to be unsafe by the Scrutineer will be adequate grounds for barring or withdrawing a vehicle from participation in any event, until the fault has been remedied to the satisfaction of the scrutineer. The decision of the scrutineer will be considered final in all inspection,

Classification & Elimination protests or procedures. The Race Director's decision is final in all cases and he has the right to vary the allotted time between rounds and race procedure.

**BATTERIES:**

All batteries must be outside the driver or passenger compartments & must be securely mounted. Metal "hold down straps" are mandatory in all cases.

If battery has been relocated to the rear of vehicle, a positive isolator switch is recommended on the exterior of the rear panel of the vehicle & clearly marked. If the ignition switch has been moved from factory location, fitment of isolator is MANDATORY.

**BODIES:**

Each car in competition, regardless of class, must be equipped with some kind of body (in addition to frame structure), surrounding the driver and extending to the firewall. Bodies must be so constructed to prevent the driver's arms, legs or body from coming into contact with wheels, tyres or exhaust system. Bodies which have been gutted must have all sharp edges or projections removed from inside the body to protect the driver from cuts or lacerations and must be suitably reinforced and permanently mounted to the frame or frame structure. Fibreglass/ GRP copies of automobile bodies will be permitted in some eliminators. Cars must meet all Class Requirements.

**BRAKES:**

Brakes must be in good working order. Excessive weight reduction by trimming or drilling back plates, drums or discs is not allowed. Cooling holes may be drilled providing they do not weaken the unit. With the exception of street cars running slower than 7.31 sec's, brake lines must be routed outside the frame or enclosed in a 16" length of thick walled steel tubing, securely mounted where they pass the flywheel bell housing area. They must be shielded from super-charger and ancillary drives. No plastic tubing brake lines allowed. Handbrakes (if fitted) must be located and operated from inside the driver's compartment.

**CATCH CANS:**

Must be fitted to all overflow and breather lines in order to prevent spillage of unwanted liquids onto the racetrack (minimum capacity 500ml)

**CRASH HELMETS:**

Must be worn at all times when vehicle is being driven on the racetrack. Helmets must be in sound condition and properly fitted also relevant to the class / speed ECE 22.05 or higher. Driver is responsible for his/her own safety equipment

**DRIVERS:**

Whole body, inc. arms must be covered in non-nylon material. Any driver deemed to have driven in a manner not compatible with general safety or whose behaviour or actions is prejudicial to the interests of the organisers or motor sport generally may be immediately excluded from the meeting.

**DRIVELINE:**

On any car in which the driver sits over or behind the rear end section, a suitable protective shield of 0.120" minimum thickness must be installed, for those units with universal joints securely mounted to the rear end section and to the bell housing adaptor. Couplers are recommended in place of u-joints.



**EXHAUST:**

Each vehicle, regardless of class, must be fitted with exhaust collectors or stacks installed in such a manner as to direct the exhaust gasses out of body away from the vehicle, driver, fuel tank and tyres.

**FIRE EXTINGUISHERS:**

All competitors, with the exception of those travelling to an event in/on the vehicle that they are to compete with, must have a 2kg dry powder (minimum) available for immediate use. An extinguisher is recommended for your pit bay.

**FIREWALLS:**

Mandatory. Each car in competition must be equipped with a flameproof firewall extending from side to side of the body and from top of engine compartment upper seal (hood, cowl or deck) to the bottom of the floor and/or belly pan.

Firewall must be constructed to provide a bulkhead between the engine and drivers compartments. All holes or openings must be sealed with metal. Recommended Minimum 1/16" aluminium. Magnesium prohibited.

**FLOORS:**

All floor pans should be made of steel or aluminium or if made of fibreglass or other breakable material, must have metal sub floors. All floors and sub floors must contain suitable drain holes so that no liquids and other foreign matter can collect in the floor area and create a fire hazard. Sub flooring, independent of the body, is mandatory in Dragsters where the driver's legs rest on the belly pan or chassis. Expanded metal (or aluminium) securely fastened to chassis is recommended. Floors must be of original factory style.

**FUEL SYSTEMS:**

Fuel lines in the flywheel bell housing area (with exception of street cars running 7.31 and slower) must be enclosed in a 16" length of steel tubing, 1/8" minimum wall thickness, securely mounted as a protection against fuel lines being severed. Fuel tanks, lines or other units containing fuel must be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent the passage of fluids from entering the driver's compartment. Fuel lines in drive shaft tunnel prohibited. Where fuel lines pass through metal, they must be metal lines and protected by means of grommets.

**IGNITION:**

It is mandatory to have a functional positive on/off ignition switch or magneto "kill-switch", located within easy reach of driver when normally seated. If the switch is not in the factory location an external isolator switch must be fitted to the exterior of the rear panel & clearly marked.

**INSPECTION:**

Each vehicle must satisfactorily pass Scrutineering inspection before being allowed to run. Welding and construction methods, as well as controls and equipment, are subject to inspection by the scrutineer. Further inspection is required if major vehicle components are changed during the event.

**JACKS & AXLESTANDS:**

No work may be done under any car in the pit area whilst the car is supported by only one jack. Additional safety devices such as axle stands are required to ensure safety in the event of jack failure. Disregard or failure to observe this rule is grounds for immediate disqualification.

**LADDER BARS:**

All ladder bars fitted with "rose joint" type fittings must have retainer loop fitted. Retainer must limit movement of bar in case of joint failure.

**MASTER CUT OFF:**

If an external master cut-off switch (circuit breaker) with ON/OFF positions is fitted, it must be to the rear of the vehicle and connected to the positive side of the electrical system and stop all electrical functions. Switches must be clearly marked with operation.

**NITROUS OXIDE INJECTION SYSTEMS (N2O):**

Only gas storage cylinder certified for use at the working pressure of the system may be used as a reservoir in a race vehicle. All bottles must be permanently identified as to their safe working pressure (this also applies to any machine with a pressurised gas fuel system). All receiving cylinders should have rupture disc or safety valve to prevent over-pressurisation. A sticker or sign denoting N2O must be displayed in a prominent position as near as possible to the location of gas bottle. Ideally the gas bottle should be mounted outside the driver's compartment (i.e. in the boot). If fitted near the driver compartment a vent pipe must exit the vehicle through the floor. The bottle mounting must provide adequate control of the bottle fore and aft movement as well as retaining radial support but must leave the shut off valve accessible. Where the bottle is fitted the floor area must have sufficient drain holes of 1" minimum diameter in all low points of the floor to allow for venting of leaking gas. The bottle outlet should be mounted face down and the flex or rigid connector should go directly out through the floor so that in a case of the feed pipe being torn due to an accident any escaping gas will be discharged to the outside of the vehicle.

The bottle to solenoid supply pipe must be the original kit manufacturer's specification, or upgraded to either steel, kunifer or high-quality steel braided hose e.g. Aeroquip.

Where the feed line passes the driver's compartment, it must be of a continuous length between the rear and front bulkheads. All fittings in the line must be original kit manufacturer's specification or connected by screwed sealing joints. It must be routed outside the driver's compartment on closed cockpit cars as far away from the driver as possible. All feed lines must be securely fastened every 6" with non-combustible clips and fasteners specially where they pass the clutch/bell housing area or are in close proximity to moving parts (blower belt etc.).

The system may only be operable via a throttle-mounted switch, which activates the system when the throttle is fully open (additional stages can be button activated).

An operation check will be carried out by the scrutineer as follows: There will be a general check for leaks whilst the cylinder is turned on to verify gas tight connections. The shut off solenoid will be checked (with gas turned on) by fully opening throttle momentarily to determine whether N2O is being discharged into the manifold (a definite hiss will be heard). The throttle will then be released to about half throttle and held in that position. This should release the solenoid, which is activated by the throttle switch and cut off the flow of gas. Further careful checks should then be made to ensure that no slight hiss of escaping gas can be detected.

The engine must be able to be cranked over with out the ignition being operable, to enable the venting/purging of the N2O from the engine cylinders. A separately operated ignition arming switch or ignition delay unit must be fitted.

A warning light should be wired into the solenoid circuit so that it is illuminated when the N2O system is armed. An N2O Label should be positioned next to the warning lamp. Venting & Refilling N2O bottles should be undertaken in a suitably safe place, away from public access.

IT IS RECOMMENDED THAT A FUEL PRESSURE CUT OUT SWITCH IS FITTED TO THE N2O SYSTEM.

#### **PARACHUTES:**

Mandatory on all cars that run quicker than **155 mph**. Drag chutes must have their own independent mounting bracket and must not be mounted to the same bracket as the shoulder harness.

#### **REVERSE GEAR:**

All cars must be fitted with a reverse gear in full working order. A mechanical stop (lock out) is required to avoid miss selection of reverse gear.

#### **ROLL BAR/CAGE:**

Roll Bar mandatory on all cars running 7.63 – 6.33. Roll Cage required 6.32 and quicker. Roll bar /Cage must be braced and fastened securely to frame or frame structure. A 6" square steel plate on top and bottom of floors securely bolted together with at least four bolts & nuts may be substituted if the car has no frame. ALL OPEN TOPPED, CHOPPED & FIBREGLASS CARS RUNNING 8.94 AND QUICKER MUST BE FITTED WITH A ROLL BAR.

SEAT BELT/HARNESS: Mandatory: Street cars have a minimum requirement of a lap/diagonal.

Minimum for vehicles running 6.92 and quicker 5 point 3" full harness.

Belts must be securely fastened to the frame, cross member or suitable reinforced mounting in such a manner that all fittings are in a direct line with the direction of pull. U-bolt type mounts recommended. Flat steel plates, if used for installations, must be a minimum of ¼" thick and have rounded edges to prevent cutting safety belts. Under no circumstances are bolts inserted through belt webbing accepted for mounting. Installation must be in such a manner that they will limit driver's body travel both upward & forward. Any webbing mounted around chassis must be above floor level to prevent abrasion in the event on accident. Rear of straps to cross over behind seat forming a "X" recommended.

#### **STEERING:**

Each vehicles steering system will be inspected to determine its condition. Steering must be considered safe by the scrutineer. All altered or modified steering systems will be closely checked for insecure welds or faulty parts.

All welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted.

All rod ends where used must be a minimum of 3/8" shank diameter and must be installed with flat washers to prevent pull out. Hollow rod ends are prohibited. All steering boxes, sectors and shafts must be mounted to the frame or suitable cross member and cannot be mounted to the bell housing and/or bell housing adaptor shield, motor plate or firewall. It is highly recommended that they be mounted to the rear of same. Lock stops must be incorporated and steering lock must be suitably restrained so that no part of the steering system may go over centre. All bolts must extend at least one thread through nut; all bolts must be grade 8.

**SUSPENSION:**

All street driven cars must have a full suspension of the type produced by automobile manufacturers (i.e. springs, torsion bars, air suspension etc.)

Rigid mounting of front or rear axles is not permitted.

**TRANSMISSION:**

Stock shifters accepted. Any aftermarket floor shifter used must be fitted with a spring loaded positive reverse lock out and functional **neutral start switch**.

**TRANSMISSION SHIELD/ BLANKET:**

Mandatory for all cars running 6.92 and quicker using any automatic transmission to be equipped with ¼" aluminium shield or blanket covering the unit. Cars with aftermarket planetary transmissions must have shield if the car is supercharged, turbocharged or a non-petrol burning car. Shields and blankets must meet SFI spec.

**UPHOLSTERY/SEATS:**

The driver's seat must be so constructed & mounted that it will give full back and shoulder protection to the driver in the event of a car upset, spinout or collision.

**WHEELS & TYRES:**

A visual check will be made by the scrutineer for loose lugs, cracked wheels, worn or oversize lug holes, spindles, axle nuts, split pins etc. Tyres will be visually checked for condition, pressure etc., and must be considered safe by the scrutineer prior to any runs. Implement or recapped tyres are prohibited. All street tyres must have a minimum of D.O.T required tread depth. A minimum tyre pressure may be enforced by the scrutineer, at any time if it is deemed in the interests of safety. Each car in competition must be equipped with automotive type wheels.

All wheel studs must project through wheel both front & back wheels when aftermarket recessed nut are used and must project into the hex portion of wheel nut by a distance equal to the diameter of the stud. All wheel studs must project through the lug nut at least one thread when stock nuts are used.

**WINDOW NET:**

Window safety nets are recommended on all full-bodied cars, and are mandatory for 6.33 and quicker and where stated in class requirements. Nets must be ribbon type.

The net must be secured on the inside of the roll cage at the bottom. The bottom can be attached with a 7/16" rod through the net, hose clamped to cage. The top may be clipped to eye bolts installed into roll bar. Net must fasten at top, not bottom.

**WINDSCREEN & WINDOWS:** Where a windscreen is required it must be of shatterproof material, safety glass or Plexiglas. Screens must be clear without tinting or colouring except factory tinted safety glass.

**GENERAL:** All nuts, bolts and component parts on each cars suspension system, chassis, and running gear, must be secured with either lock nuts, lock washers, or split pins and have at least one full thread showing through nut. All bolts must be grade 8.

## IMPORTANT supplementary rules

- Scrutineers will check that vehicles cannot be started in gear
- Two throttle return springs must be fitted
- There is a drivers' meeting at the start of every day of every event. It is a legal requirement for the insurance, that all drivers attend
- Courtesy staging. Please try to avoid double-bulbing. If you stage first, wait for your opponent, if they are taking too long, it is the starter's call, not yours. One bulb in one lane, one bulb in the other lane... 2<sup>nd</sup> bulb... 2<sup>nd</sup> bulb... off you go...

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We are grateful to our Sponsors for their support in American Super Stock's first year revival. Whenever the opportunity arises, please support those who support our sport. And please put their decals on your car.

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