

American Super Stock

Melbourne Raceway

HANDBOOK 2026

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Our Sponsors:



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This handbook is aimed at providing you with all you need to know to participate in American Super Stock (A/SS), and navigate you through the process.



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

A/SS is a handicap / bracket / dial-your-own drag racing series, which began in 2003 and revived in 2025, at Melbourne Raceway. Its revival become possible thanks to Straightliners' investment in a new Portatree timing system, prior to the 2025 season. The events for American Super Stock at Melbourne Raceway for 2026 are:

Spring Shakedown & Tune: 29th March	Round 6: Saturday 11th July
Round 1: Saturday 11th April	Round 7: Sunday 12th July
Round 2: Sunday 12th April	Round 8: Saturday 8th August
Round 3: Saturday 9th May	Round 9: Sunday 9th August
Round 4: Sunday 10th May 10	Round 10: Saturday 5th September
Round 5: Sunday 7th June	

(N.B. Spring Shakedown is not an A/SS round. 6-7 June is Street Weekend, so Saturday is be busy and a great show. On Sunday 6th September, Melbourne Raceway hosts a Nostalgia Super Stock round.)

Whenever possible, rounds will include two early morning qualifying sessions, followed by eliminations for the remainder of the day. However, A/SS Race Director, Fiona Keir, can reduce qualifying to a single session, should scheduling issues or inclement weather forecasts require. If a qualifying session is cancelled, racers will be notified at the start of the day, during Straightliners' 09:00am race meeting at the start line.

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

NOTE: It is not mandatory to run in all 10 rounds to be a contender for the 2026 Championship. Only your best 7 rounds count towards your placing in the 2026 A/SS Championship. This means you can have a holiday or downtime and still be competitive. Or, if you do run all 10 rounds, your best 7 rounds count towards the championship, PLUS you get an additional 30 points for each round that you do attend in addition to the 7 counting towards your championship (i.e. when you break the beams in the 1st round of eliminations).

Special thanks to the American Super Stock Tactical Division, to Alan Perkins for his help and support, to Trevor Duckworth and the Straightliners Crew for building, investing and supporting drag racing, to Jerry Cookson, for wisdom, encouragement and commentary, and to our sponsors.

And a big thank you to YOU, for participating.

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 is to help guide you through the administrative procedures and other processes, so you can concentrate on successful racing and have a load of fun.

Membership and licence

Before you get to Melbourne Raceway, you MUST get your Straightliners club membership and Nora92 race licence to participate. Both last for a full year, (although Nora licences can also be purchased on a daily basis -please enquire to Straightliners, via their website). Here's the link to get both the Straightliners and Nora requirements: <https://nora92.com/product/new-annual-nora-licence-2026/>

- On that page, for Licence Club, check Straightliners.
- Licence Type: National Basic (this gives you entry level cover)
- Licence Class: Adult Straightliner + Membership = £55 (+£3 fee). Or if preferred, full advanced (includes insurance).
- Add to cart and pay.

Pre-entry

It's highly recommended that you book online before each event.

Turn to page 5 for details about prices. The CHEAPEST OPTION is to purchase your entry at least a week IN ADVANCE of the event. Turn to page 5, 'Pricing: how it works' for the details.

Click on <https://straightliners.events/all-events/> and select the relevant Melbourne Raceway tab.

Here's an example of what you do next, supposing you are purchasing a ticket for the weekend, with a crew of one:

- Scroll down to 'Race Entry'
- Select 'Car Championship Entry (date) – either individual day (Saturday or Sunday) or 'Weekend' entries, which are further down.
- Vehicle Class on the click down menu is 'American Super Stock', Quantity would be 1.
- If you want to enter an additional class (NSCC for example), scroll down and check 'Extra Class – Weekend'. Scrolling down, check NSCC, and quantity of 1.
- The above gets you admission and race entry for 1. So, you need to get admission for your Crew Chief. Scroll down and add one Spectator, the options are quite clear.
- Click 'Add to basket'.
- Check everything is present and correct, then click Next Step, which all should be self-explanatory. If you've applied for, but not yet received your Nora92 licence, put 'AF' in that field.
- Proceed to checkout, and complete your details. After you've done all the form filling, autofill should help you for the next time.

Commentary notes

To help with the commentary and to assist in editorial content for 'Classic American' magazine, please email the American Superstock Committee on ASuperstockUK@otulook.com with information about you and your car.

A/SS pits

To get to the A/SS pits, when you reach the end of the entry road, cross over the 'Mintex track' and turn left past the NSCC / HRG pits and head down the pits towards the startline, and you will see the A/SS designated pit area. If you arrive at the track Friday evening, so much the better and please help others to utilise our pit area effectively. It's not mandatory that we should all pit together, but it can help the A/SS Race Director corral everyone efficiently.

Scrutineering

You can get scrutineered before or after signing on. Shaun Wilson (NSCC/HRG) and Adam (Straightliners) are the scrutineers for A/SS.

Signing on

Signing on is 5-7.30pm on the Friday night, from 8.30am on Saturday and Sunday.

The signing-on office is located towards the startline on the right-hand side. Assuming you've pre-booked online, go to the 'Pre-entered' window. Get there early, to join a shorter queue. Once signed on, you get a wristband. Your crew needs to sign on too.

Drivers' meeting

You MUST attend the Straightliners' and A/SS drivers' meeting EACH morning. The Straightliners' meeting is at the start line and begins at 9.00am, on each day. The A/SS meeting commences straight after, at Deathtrap's RV in the pits, close to the start line.

Race numbers

Melbourne Raceway's Portatree timing system allows each competitor to pick any available race number within their class between 1 and 999. The class prefix is SS. You choose your own number, unless it's already gone. Please email the Race Director, Fiona Keir on ASuperstockUK@outlook.com to confirm your choice of race number.

Vehicles must display their allocated race number on the rear and on the tower side (i.e. right side) of the vehicle. It is your responsibility to ensure your race number and dial-in time is clearly visible to the timekeeper.

If a car is entered into two classes, e.g. A/SS and HRG, the car needs to display both race numbers. But to avoid confusion, please strike through the number that's not applicable for that run.

Qualifying sessions

A 'qualifying session' is a qualifying session for ALL car classes. We endeavour to organise it so that we all run each qualifying session together as a group. Each driver is permitted a single run only, in each qualifying session.

If a driver is entered in two classes, he / she can either 'double up' with a run for both classes, by displaying both race numbers. If a driver is doing a run outside of the qualifying session, it is a Run What You've Brung pass, and does not count as a qualifier. If this is the case, please tape over your SS race number and do not display a dial-in time.

Please ensure race numbers and dial-in times are clearly and unambiguously marked, so the timekeeper knows which race number to input for each run. For the avoidance of doubt, top qualifiers are those who have run closest to their dial-in, without breaking outs. Break-outs are ladderred from least to worst, so the

biggest breakout comes last.

Pricing: how it works

Admission and race fees for 2026 are as follows:

N.B. competitors must purchase your Straightliners' membership and NORA licence BEFORE attending an event, see page 3 for more.

There are 3 different pricing structures

Pick the option you prefer. To pre-book online, go to www.straightliners.events > Upcoming Events. As described above, click on the relevant Melbourne event and select "Race Entry". Insert the quantity of Car Championship Entry tickets you require and state "Americian Super Stock" as the class. Separate tickets are required for both Saturday and Sunday events.

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

1 day - £75 includes admission

Weekend - £130 includes admission for driver

Option 2

Option 2, middle price, closes online entries at midnight on the Wednesday before the event.

1 day - £85 includes admission

Weekend - £150 includes admission for driver

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, an extra class is an additional £15 per day.

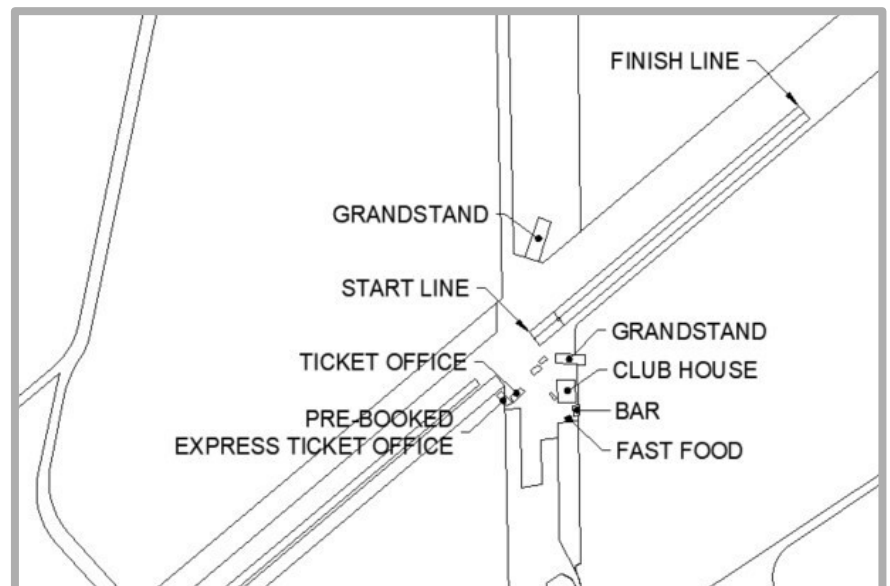
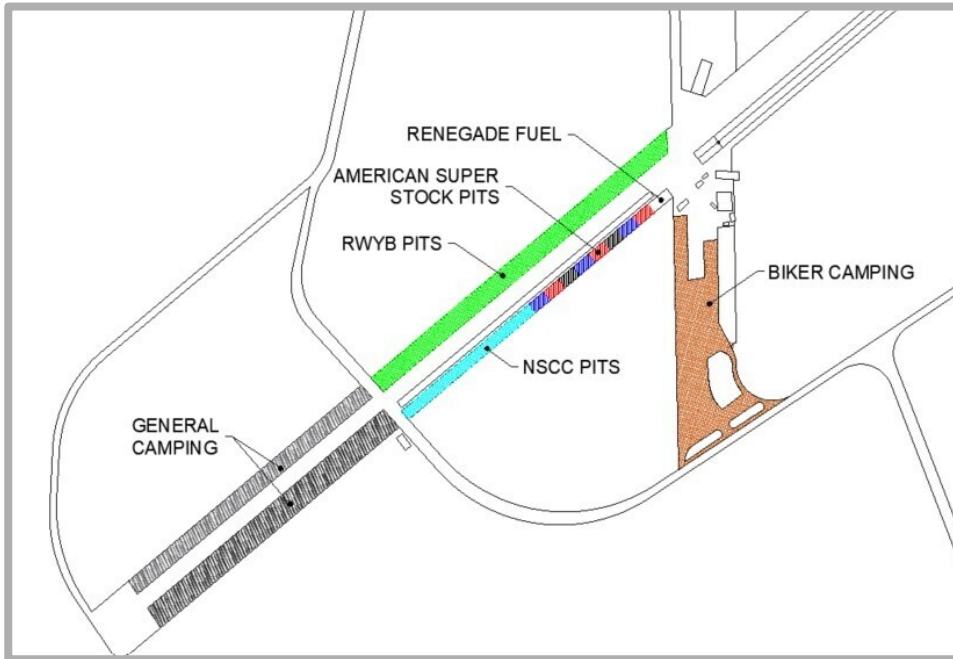
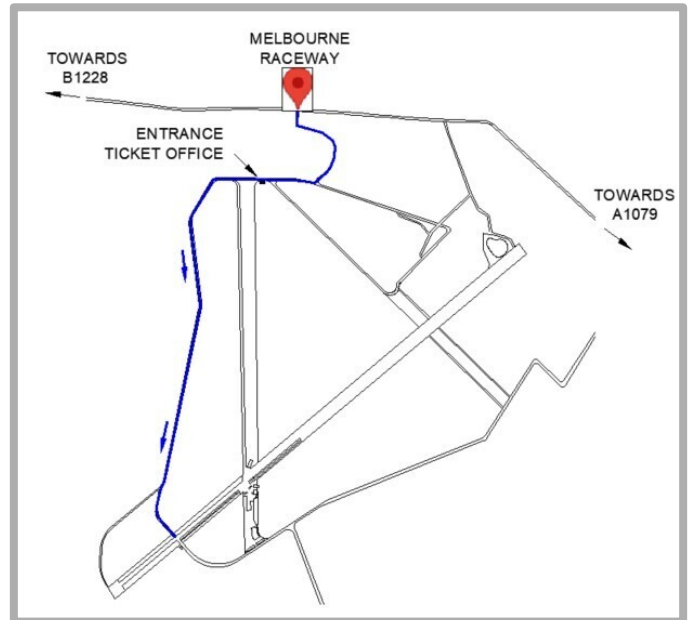
N.B. All pricing is correct at 24.03.26. The promoters are still waiting confirmation on insurance.

That's it. Good value. For more information, see above under pre-entry.

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



Points

Points are accrued as follows:

Qualifying points:

Points awarded for qualifying have been changed for 2026. This fine tuning gives more credit for qualifying and for qualifying well.

It works by awarding points 'bottom upwards', so the no. 1 qualifier gets more points when the number of entries is larger. So it is consistent with eliminations: you get more points when you win against a larger field.

The formula is: Qualifying Points = (No. of Competitors - Qualifying Position) x 2 plus 10

To illustrate how this works, here we refer to the no. 1 qualifier in a field of 32 cars as the '32nd lowest qualifier'. This is the simplest way to illustrate it, as the points are allocated bottom upwards, and dependent on the number of race entries. So, in a field of 8 cars, the no. 1 qualifier would be awarded 24 points

32 nd lowest qualifier:	72 points	16 th lowest qualifier:	40 points
31 st lowest qualifier:	70 points	15 th lowest qualifier:	38 points
30 th lowest qualifier:	68 points	14 th lowest qualifier:	36 points
29 th lowest qualifier:	66 points	13 th lowest qualifier:	34 points
28 th lowest qualifier:	64 points	12 th lowest qualifier:	32 points
27 th lowest qualifier:	62 points	11 th lowest qualifier:	30 points
26 th lowest qualifier:	60 points	10 th lowest qualifier:	28 points
25 th lowest qualifier:	58 points	9 th lowest qualifier:	26 points
24 th lowest qualifier:	56 points	8 th lowest qualifier:	24 points
23 rd lowest qualifier:	54 points	7 th lowest qualifier:	22 points
22 nd lowest qualifier:	52 points	6 th lowest qualifier:	20 points
21 st lowest qualifier:	50 points	5 th lowest qualifier:	18 points
20 th lowest qualifier:	48 points	4 th lowest qualifier:	16 points
19 th lowest qualifier:	46 points	3 rd lowest qualifier:	14 points
18 th lowest qualifier:	44 points	2 nd lowest qualifier:	12 points
17 th lowest qualifier:	42 points	Lowest qualifier:	10 point

Examples:

8 competitors P1 = (8 - 1) x 2 plus 10 = 24

6 competitors P3 = (6 - 3) x 2 plus 10 = 16

12 competitors P8 = (12 - 8) x 2 plus 10 = 18

24 competitors P19 = (24 - 19) x 2 plus 10 = 20

32 competitors P1 = (32 - 1) x 2 plus 10 = 72

Eliminations points:

Field size	Points won if eliminated in the 1st round	2nd round	3rd round	4th round	5th round	Runner up	Winner
Less than 5	36					70	95
5 - 8	35	47				70	95
9 -16	34	46	58			70	95
17 - 32	33	45	57	69		81	105
33 - 64	32	44	56	68	80	92	115

In addition, you get an additional 30 points for 'breaking the beams' at the startline for any rounds you attend above your best 7 rounds (i.e those that count towards your championship). If this becomes a more successful round for a competitor, then it becomes one of his/her 7th round counting towards their championship. Other than the additional 30 points for each additional (to the 7 qualifying rounds) no additional points scored count towards his/her championship. But you still get some credit for competing in more than 7 rounds.

Point scoring examples:

With a field of 6 competitors, qualifying in 3rd place and go on to win the round

That means 16 points for qualifying, plus 95 points for the round win = 111 points

12 car field, qualify in 8th place and eliminated in round 3

18 points for qualifying, 58 points for getting to the 3rd round: 76 points

24 car field, qualify in 19th place and lose in round 1

20 points from qualifying, plus 33 points for getting to round 1: 53 points

32 car field, no. 1 qualifier and runner up

72 points from qualifying, plus 81 points for getting to the final: 153 points

Any disputes must be raised within an hour of racing, or within 24 hours of points being published. The decision of the American Super Stock Committee ('the Committee') is final.

If an event is rained off, points will be awarded based on the winners/losers of the last round to run.

Should an event not have started due to rain, a drivers' meeting will be held at 2pm to decide whether the event should be abandoned.

Should no qualifying times or eliminations be made due to rain, all drivers will be awarded 50 points for attending; providing they remain until the meeting is called.

Cars and teams

It is the driver that scores points. The driver can race in any eligible car, should you sell and buy during the season, or if you own more than one eligible car, you score the points, not the car.

If you do change cars between events, 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.

This does not mean that a driver can enter more than one car in one event. If you enter as a 'team' (e.g. two drivers sharing one car), please contact the organisers ahead of the next event, so that provision can be made.

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, any changes have been made for safety, or reflecting the 1/8 mile track.

THE RACE RULES

Warning: Motorsport can be dangerous

Despite the promoters and organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these, you participate at your own risk.

Neither the committee nor sponsors are liable in any way for any accident, injury, damage or theft that may arise either within or outside of competition. It is a condition of entry that you absolve from liability and hold harmless the committee and American Super Stock sponsors.

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, some tube frame can be permitted at organisers discretion, e.g. if the car is within the bounds of 'the spirit of the class'. 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 General Safety Regulations.

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 Committee affirms that it should go without saying A/SS is sportsman class. Everyone who participates is doing so for pleasure and enjoyment; for fun and thrills.

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, sorry but 'Nope'. If in doubt, please check with the Committee, 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 (Straightliners or Promoters) 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 an ”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 starting at 9:00am. It is a legal requirement for the insurance, that all drivers attend
- A few points on startline safety: follow the startline marshals' instructions and only do what you are instructed to do by startline officials. Check tyre pressures, and anything else your crew wants to check on the vehicle BEFORE you reach the gantry and enter the track. There is no need for any crew to proceed beyond the burnout box (or be in physical contact with the car), unless assisting the driver with their his/her burnout. Do not come forward or commence a burnout until you receive a marshal's instruction to do so.
- Courtesy staging. 'Double bulbing' is currently not an infringement, as it can sometimes happen unintentionally, but please try to avoid it. It can be a display of poor sportsmanship. Poor sportsmanship or poor attitude is not in the Spirit of the Class.
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... 2nd bulb... 2nd bulb... off you go...
- The American Super Stock Committee may refuse or revoke entry to anyone who does not respect the good spirit of the class and the competition or who brings the series into disrepute.

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