



2026 STAR SUPER STOCK TOUR RULES

1.0 - ENGINE/CARB/WEIGHT COMBINATIONS

ENGINE	MIN WEIGHT (BEFORE RACE)	MAX LEFT WEIGHT	MAX REAR WEIGHT	CARB
Built	3260	55%	49%	500
GM 602 Crate*	3200	55%	49%	500

*Yellow book blueprinted crates must add 75 lbs. Ex: Decking Block to specs, cutting cylinder heads to minimum cc's, no narrow bearings, etc.

2.0 - GENERAL ELIGIBILITY

1. Participants must be at least 12 years of age.
2. American made cars only.
3. No convertibles, station wagons, or pick-ups.
4. Camaros, Novas, and Firebirds will be allowed but must retain stock rear leaf spring suspension.
5. Entire interior must be removed.
6. All holes must be patched in firewalls and floor pans.
7. Two-way radios will be permitted for use.
8. All cars must have a spotter in the spotter's stand for every race.

3.0 - WEIGHT RULES

1. Cars will be weighed pre OR post qualifying and must meet minimum weights. Cars will be weighed again post-race and will be allowed 1 pound per lap burn off. (Ex. 25 lap race = 25 lbs burn off)
2. No fuel, water or oils may be added after the race to any cars.
3. Maximum 49% percent rear weight checked with car filled with gas.
4. All cars maximum 55% left side weight.
5. Declared weights (including any penalties for engine, body, etc.) must be clearly marked on driver side window with sticker provided by SERIES.
6. Lead will only be allowed in MINIMUM of 5 lb pieces.

4.0 - CHASSIS/FRAME

4.1 - GENERAL

1. Frame must remain stock specs from front of steering box to center of rear-end housing or subject to weight penalty.
 - a. Full frame car must remain full frame.
2. Frame must be same dimensions from front to back (length and width).
3. Frame and cage may be tied and reinforced together by rectangle, square or round tubing for safety.



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4. Front clip must be OEM and may be notched for fuel pump and oil pan clearance.
5. Cars must have a complete steel firewall and floor pans. No boxed interior. Sheet metal must be lower than driveshaft tunnel.
6. Any car that does not have an OEM floorboard will be assessed a 50 lb weight penalty.

4.2 - WHEELBASE

1. Wheelbase must be within 1" of factory specs for make and model of car with a minimum of 105", allowing 1" tolerance for alignment.
2. Any car that is not within 1" of factory wheelbase specs will be allowed to compete with a 100 lb. weight penalty.
3. Wheelbase must be within 1" from side to side.

4.3 - RIDE HEIGHT

1. Minimum ride height for the body, chassis, and any component mounted to the body or chassis is 5".
2. Minimum ground clearance for oil pan, sway bar, exhaust pipes, and headers is 3".

4.4 - REAR END

1. A floater rear end will be allowed. Straight spine only.
2. OEM Limited Slip, OEM Open, Locked Up Spool, or Detroit Locker Allowed.
3. No Gleason or Gear Driven Devices allowed. No Tru-Trac allowed.
4. No cambered rear ends allowed (max .4 degrees).
5. No rear gear rule.
6. Steel third members.

4.5 - TREAD WIDTH

1. Maximum tread width for front and rear is 66 ½" measured from outside of left tire to inside of right tire at spindle height.

4.6 - SWAY BAR

1. Front sway bars must be stock type or Howe type.
2. Maximum diameter 1.375".
3. No rear sway bars allowed.

4.7 - FRONT SUSPENSION

1. Cars must retain stock OEM spec parts.
2. Lower A-frames must be in stock mounts and stock locations.
3. **UNALTERED** lower A-Frames must remain stock OEM and must be same length on right side and left side excluding ball joints and bushings.
4. Lower A-frames, Spindles, trailing arms, and pitman arms must remain stock OEM parts.
5. Centerlink may be aftermarket.
6. Upper A-frame mounts may be altered.
7. Tubular upper A-frames may be used.



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8. Tie rods may be steel sleeve with steel heims. Heim joints allowed with washer bigger than heim joints.
9. Front hubs and rotors must be same size and in OEM location and not be lighter than OEM stock.

4.8 - REAR SUSPENSION

1. Leaf spring suspension can have rear adjustable shackle plates to raise or lower car since there are no screw jacks.
2. A leaf spring car will be allowed adjustable lowering block to straighten rear end.
3. A trailing arm car will be allowed eccentric or steel heims to be able to straighten rear end.
4. Truck arms will not be allowed on any chassis.
5. Pinion wedges or adjustable top links allowed to adjust pinion angle.
6. Chassis hookups must be OEM for make and model chassis.
7. For any car, if your rear suspension chassis hookups/pickup points are changed or altered from stock OEM design you must add 100 lbs to total weight. Including an adjustable track bar on frame connection.

4.9 - SPRINGS AND SHOCKS

1. One steel shock or strut per wheel, \$250 each claim rule.
2. No travel limiting devices of any kind allowed. No coil binding of springs, chassis stops, or bump stops.
3. Strut equipped cars may take guts out of struts and mount an external shock on car.
4. Ride heights can be checked at any time during the event.

5.0 - ENGINES

5.1 - CRATE ENGINES

5.1.1 - GENERAL ELIGIBILITY

1. The following crate-type engines will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer:
 - i) General Motors #88958602
2. Crate motor technical specifications will be based on the following manual:
 - i) GM Performance Parts Circle Track Crate Engine Technical Manual – Revised May 2010
3. Crate engines are designed to cut the cost of racing. Run them as supplied from the factory to ensure legality. Any competitor found to be tampering with these engines will be disqualified and forfeit monies and points won.

5.2 - BUILT ENGINES

5.2.1 - GENERAL ENGINE CHARACTERISTICS

1. Only standard production engines from manufacturer allowed. GM 350 cubic inch maximum, Ford 351 cubic inch maximum, and Chrysler 360 cubic inch maximum.
2. Maximum of .060 overbore permitted.
3. No high performance parts allowed unless listed below.
4. No polishing or coating any parts including inside of block.
5. No electric fuel pumps



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6. OEM Stock or OEM replacement parts for OEM cubic inch including cylinder heads, pistons, crankshaft, and steel connecting rods only.
7. Flat top or dish three ring pistons are permitted. Pistons may have min "two eyebrows".
8. Crankshaft with stock stroke must be retained. 50 lbs min weight. Crank journals may be ground for undersize bearings. No lightening or drilling. No other machine work will be permitted.
9. Enlarged OEM oil pan permitted.
10. OEM stock production steel heads only with OEM steel valve size and combustion required.
11. Piston must not extend above top of block.
12. Four bolt-main blocks permitted.
13. Aftermarket pulleys allowed.
14. Unaltered Edelbrock 2101 or 2116 or steel intake allowed on built engine.
15. 602 GM Crate intake ok.

5.2.2 - HEADS AND CAMSHAFT

1. Stock production steel heads only. No angle plug heads. Vortec heads must have a restrictor plate on a .426-.480 cam lift built vortec head engine with a max 1.357 spacer plate adapter with no bevel. No restrictor plate required on low lift camshaft (.425 and under). Stock Replacement (SR) head will be allowed with a 100-pound penalty.
2. NO modifications, no porting or polishing. No grinding of any kind. Standard 3 angle valve job allowed.
3. Chev 70cc min; Ford (Clev) 68cc; Ford (Win) 58cc; Chrysler 68cc min. Chev Vortec 60 cc min.
4. OEM valve size for cylinder head required. Steel valves required. Any Chev head with cc's that are below minimums or any valves bigger than 1.94/1.50 will be required to add a 100 pounds or 50 pounds for each. Tech Man may approve other combos with a weight penalty.
5. Cam and lifters solid or hydraulic with a maximum lift of Chev .480, Ford .512, Dodge .500. Lift will be measured at the valve retainer as run in the race. Any Ratio Rocker to achieve max lift is ok! Any Cam that lifts under .450 or over .480 is eligible for a weight break/carb or weight penalty at tech discretion.
6. Stock OEM valve spring and retainers. Aftermarket rocker arms allowed. Poly- locks ok. Studs may be pinned, screw-in studs and guide plates permitted. Valves must be steel.
7. Valve size maximum:
 - a. Chevrolet 1.94 intake 1.50 exhaust
 - b. Ford Cleveland 2.05 intake 1.65 exhaust
 - c. Ford Windsor 1.89 intake 1.60 exhaust
 - d. Chrysler 1.90 intake 1.60 exhaust
8. Any engine that does not conform to the above engine rules may be able to add weight and/or restrictor plate to be able to race.

5.3 - GENERAL ENGINE RULES (ALL ENGINES)

5.3.1 - CARBURETOR

1. Holley 500 CFM 2-barrel carburetor (HP Part# 0-4412C or 0-80583-1) allowed on built engines.
2. Holley 500 CFM 2-barrel carburetor (HP Part# 0-4412C or 0-80583-1) allowed on crate engines.
 - a. Note: New style Holley 500 CFM "Ultra XP" carburetors not allowed.
 - b. Note: New style cast aluminum 4412 not allowed.
3. No alterations except choke hardware may be removed and all vacuum ports must be plugged.
4. No polishing, grinding, or machine work allowed on any part of carburetor.



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5. Only stock passenger car OEM boosters allowed. No modifications allowed. No bevels.
6. Base plate must not be altered in shape or size.
7. All carburetors must have choke horn. Choke mechanism may be removed.
8. Any attempt to pull outside air other than through the venturi is not permitted.

5.3.2 - CARBURETOR SPACER PLATE/GASKETS

1. Crate Engines: a 3/4" centered non-adjustable aluminum carburetor spacer plate is allowed with a one-piece gasket (maximum thickness of .065 inch) on each side of the spacer plate. Carb spacer must be straight cut, no bevel. No Coated or Anodized Spacers allowed. In place of the 3/4 spacer, a commercially available 1" Super Sucker- style carburetor spacer is permitted. Super Sucker spacer must remain unmodified and may not be altered from manufacturer specifications. No additional spacers permitted.
2. Built Engines: a 3/4" centered aluminum carburetor spacer plate is allowed with a one-piece gasket (maximum thickness of .065 inch) on each side of the spacer plate. No Coated or Anodized Spacers allowed.
3. Air Cleaner base must not be above choke horn.

5.3.3 - EXHAUST

1. Headers allowed.
2. Exhaust must not be over 3 1/2" diameter. May exit from underneath the car.
3. Exhaust may exit the right or left side of the car for safety.
4. No dr. gas or merge collectors.
5. If exhaust exits out the door it must be lower than driveshaft tunnel with as minimal floor trimming as possible.
6. Exhaust must be covered in 24-gauge steel.
7. No header wrapping.
8. No Crossover or over-the-bellhousing headers. All primary tubes must remain on their respective side of the engine and may not cross over the engine.

5.3.4 - IGNITION/ELECTRICAL

1. A HEI style aftermarket distributor may be used and may be locked for the built motor.
2. Coil and module must remain in distributor.
3. No 16V systems allowed.
4. No traction control devices of any kind will be allowed.
5. No electric fuel pumps allowed.

5.3.5 - COOLING SYSTEM

1. Aluminum radiators permitted.
2. Water only, no antifreeze permitted.
3. Radiators must be stock appearing and installed in the stock location.
4. All air to the engine must pass through the radiator. No ducting or directing air to the carburetor allowed.

5.3.6 - ENGINE LOCATION

1. Engines may be interchanged from one body manufacturer to another.
2. A full steel engine firewall may be notched and plated or moved back to allow engine to be located. Excessive moving or cutting could result in weight penalty by tech official.
3. Engine must be centered in chassis. #1 spark plug in line with upper ball joint.



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4. Maximum crankshaft height is 12" measured from the center of crank pulley to the ground.

5.3.7 - AIR CLEANER

1. Standard round air cleaner only.
2. No fresh air or induction systems allowed.
3. No directing fresh air to the carburetor.
4. No flow control air cleaners allowed.

6.0 - DRIVELINE

1. Stock OEM type working torque converter, min. 10".
2. No lock ups
3. Straight Drive Clutches and pressure plates must remain OEM stock.
4. No lightening allowed.
5. Clutch pressure plate, disc, flywheel, and flywheel bolts must weigh 33 lbs. minimum.
6. Standard OEM production transmissions 3 or 4 speeds will be allowed to compete.
7. All gears must work.
8. No overdrive gears allowed.
9. Must use a steel blow proof bell housing if using OEM stock type clutch.
10. 7/8 or larger metallic clutch will be allowed with a 75lb weight penalty and may use a metal bell housing.
11. A hydraulic throw out bearing will be allowed.
12. Starters must mount in stock location.
13. Steel driveshaft only. Must be painted white with at least one driveshaft loop.

7.0 - BODIES

1. Bodies must be steel, absolutely stock appearing - no chopping or lowering of bodies in any way.
2. Factory OEM roof must be used.
3. Aftermarket fiberglass roof allowed with weight penalty.
4. The top of the rear quarters must be OEM.
5. Aftermarket OEM replacement front fenders and lower quarters may be used.
6. The hood, deck lid and doors may be aftermarket.
7. Front of hood must be securely fastened.
8. Metal rear deck must be securely fastened.
9. Third generation Camaros are allowed in the series.
10. Non-approved Street Stock body is subject up to 50 lbs weight penalty or restrictor plate.
 - a. Penalties assessed for each non-steel section of the body broken down into 4 parts: Rear quarters, doors, front fenders, and roof. If you have 1 or 2 of those panels non-steel add 25 lbs to total weight. If you have 3 or 4 of those panels non-steel add 50 lbs to total weight.
11. A maximum 5" tall x 60" wide spoiler will be allowed (300 max square inches). Factory spoilers size allowed.
12. Hood scoops will be allowed. Open at windshield is ok.
13. Rear tail must be enclosed with a stock appearing bumper cover.
14. No right side windows allowed.
15. Vent windows allowed 12-inch max and will be checked before race.
16. No current aftermarket LM body.



17. All bodies must be tech man approved.
18. All body parts must be securely fastened. Any competitor with body parts that appear to be loose or not securely fastened will be black-flagged.

8.0 - BRAKES

1. Single metal piston brake calipers OEM design allowed and all 4 brakes must work.
2. Brake proportion valve and/or brake bias allowed but must be out of reach of the driver.

9.0 - TIRES/WHEELS

1. Teams will compete on scuff 10" Hoosier race tires purchased from the track.
2. No softener or tire treatment of any kind allowed.
3. Racing wheels allowed with a maximum width 10".

10.0 - SAFETY

10.1 - ROLL CAGE

1. Minimum 4-point roll cage mandatory, two points in front of the driver and two behind.
2. Mandatory at least 4 door bars on left side, 3 door bars on right side.
3. Cage must be welded in a professional manner and is subject to approval by tech personnel.

10.2 - FIREWALL

1. Car must have a front and rear firewall between the driver, engine compartment, and fuel cell area. Minimum height 10" from ground.

10.3 - BATTERY

1. Battery must be in a full closure box and be securely fastened in front of rear end or in driver's department.
2. Master On/Off switch must be installed and easily accessible by safety crew.

10.4 - SEATS

1. Aluminum factory made racing seats required.
2. Absolutely no homemade seats.
3. Seats must be mounted in a manner acceptable to series officials. Recommend at least 6 bolts in seat.
4. Seats may not be mounted to the floor pan.

10.5 - SEAT BELTS

1. Seat belts must be a 5- or 6-point harness type in good condition with no visible damage.
2. Seat belts must be no older than 5 years old.
3. Seat belts must not be mounted to the floor pan.
4. Seat belts must not cross areas that may cut the belts, i.e. not across sheet metal attached to a roll bar.
5. Seat belts must be replaced if they are worn or the edges are frayed.



10.6 - WINDOW NET

1. An approved window net must be installed on the driver's side window. Full size window nets only.
2. Window net must release from the top and drop down.
3. Window net bars must be substantial enough to contain the drivers arms in the event of a roll over.

10.7 - FIRE EXTINGUISHER

1. All cars recommended to have an onboard fire extinguisher.
2. Extinguisher should be mounted so the charge gauge can be checked by series officials.

10.8 - FUEL CELL

1. A made for racing fuel cell (maximum 22 gallons) with foam is recommended.
2. Fuel line must run through steel tubing if running through driver's compartment. If running under car must be securely fastened.
3. All cars must run 100% track race fuel or 100% non-ethanol pump gas. No mixing of gas or additives.
4. Fuel line through car must be painted red.

We reserve the right to change or adjust these rules at any time to ensure fair competition. This could include but is not limited to adding/reducing weight and/or adding a restrictor plate as determined by tech officials. All decisions by officials are final.

For any questions, please contact Boo Carlisle at 678-936-5336 or Chad Hunter at 864-246-7333 or send an email to nathaniel.carlisle1@gmail.com.



GENERAL SERIES RULES

RULE BOOK DISCLAIMER

The rules and regulations set forth here are designed to provide guidelines for the orderly conduct and safety of all participants for racing events. This applies to all participants including guests, race team members, and staff. These rules shall govern the conduct of all participants during racing events. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS AND/OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended as a guide and are in no way a guarantee against injury or death to a participant, spectator, or an official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in their opinion, does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

The STAR Super Stock Tour will follow the rules set forth in this document, as well as any subsequent amendments, additions, and/or exceptions deemed appropriate by race officials. Any interpretation or deviation of these rules is left at the discretion of tour officials. Their decision is final. STAR Super Stock Tour reserves the right to do whatever is necessary to keep all classes competitive as well as safe. This could include, but not limited to, adding weight to a car or cars, altering number of laps, or changing race procedures. Every racer is expected to participate in every event that is possible for him/her to run. Racers refusing to participate because of his/her disagreement with the tour rules, regulations, or race procedures shall be subject to a suspension for a period determined by tour management. STAR Super Stock Tour and/or its tour officials may amend the rules in these supplements at any time with prior notification to all competitors in writing, web page, or by virtue of race day driver's meetings.

DEFINITION OF TERMS

The following terms, which appear periodically throughout these rules, have the following meanings:

1. **Competitor:** A driver, car owner, crew member, or other person (other than STAR Super Stock Tour officials) who participate competitively in a STAR Super Stock Tour racing event. Whenever the words *competitor, driver, car owner, or crew member* are used, unless the context indicates otherwise, the term used shall be interpreted to indicate the driver, car owner, or crew member assigned to or a member of the same racing team.
2. **OEM:** Original Equipment Manufacturer

SERIES RULES

1. **Finality of Interpretation and Application:** The interpretation and application of the rules by the STAR Super Stock Tour officials at the track shall be final and non-appealable.
2. **Special Rules:** Special rules may be made by STAR Super Stock Tour officials for an event due to extraordinary conditions. Such special rules shall apply to that event.
3. **Injury Reports:** Any competitor involved in an accident while on racing premises, if able, must report to a STAR Super Stock Tour official before leaving the premises (if the competitor is unable, they may submit a written report later). Any incident report must be completed within 48 hours of the incident.
4. Competitors failing to follow the rules or direction of STAR Super Stock Tour officials are subject to penalty.
5. Crews must stay in their assigned pit area.



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6. Competitors are solely and directly responsible for the safety of their race car and racing equipment, and are obligated to perform their duties in a manner designated to minimize the risk of injury to themselves and others. STAR Super Stock Tour cannot or will not be responsible for the adequacy of a competitor's race car and/or racing equipment for racing activity.
7. The driver is the spokesman for his/her race team.
8. The driver must designate a crew chief that acts as spokesman while he/she is on the speedway.
9. Shorts, sleeveless shirts, or open toed shoes are allowed on pit road.
10. Absolutely no alcohol allowed in the pit area before, during, or after the race.
11. It shall be the driver's and the car owner's responsibility to provide financial information for purse payout. No pay out will be received until information is provided to STAR Super Stock Tour management.
12. Competitors may not have any weapons on track property.
13. Competitors may not have any illegal substances on track property.
14. In the event of a caution, no one may go onto the speedway except STAR Super Stock Tour officials, safety crew, wrecker personnel, fire personnel, and EMS. Any crew member, car owner, or family member that goes onto the speedway will be subject to fines, suspension, and loss of points.
15. Fighting is not condoned, and any fight participant may be fined, suspended, or incur a loss of points.
16. Intentional wrecking of another race car other than normal racing may be subject to being fined, suspended, loss of points and/or being parked from the event.

RACE PROCEDURE

1. All competitors must be in their assigned position and ready to compete for qualifying and racing. Failure to do so will result in penalties.
2. All initial starts and restarts will be double file with the flagman starting the race when the leader gets to the white line in turn four nearest the flag stand. All cars must maintain their starting position until you have passed the start/finish line.
3. On initial starts, only the pole sitter has lane choice.
4. On restarts, a choose rule will be in effect.
 - a. There will be a choose cone on the front stretch. When the "one-to-go" signal is given, drivers should choose inside or outside when passing the cone.
 - b. Competitors who intentionally run over the cone, change lanes after choosing, or impede/slow down the choose process will be given a tail of the field penalty.
 - c. Competitors who were involved in an incident that caused the caution, those who came down pit road under caution, and those under penalty will NOT be allowed to choose and must start on the inside line.
5. For both initial starts and restarts, the pace vehicle speed must be maintained until the green flag is waived.
6. For both initial starts and restarts, no passing will be allowed before reaching the start/finish line. Avoiding other competitors for missed shifts and/or mechanical problems will be at the discretion of the race director.
7. Rough driving, brake checking, jumping the start, and/or stopping on the speedway will result in lap penalties.
8. For all cautions, the running order will be determined by the last completed green flag lap. In the event of a caution before the first completed lap, cars will be lined up the way they were at the initial start except for the car(s) bringing out the caution going to the rear of the field.
9. All races will end under green unless time limit has been reached. If time limit has not been reached and a caution is thrown before the leader takes the checkered flag, the race will end with a green-white-checkered finish.
10. If a race is approaching the time limit, the race director will clearly communicate relevant race procedures over the STAR Super Stock Tour race control radio frequency and, within reason, will make every effort



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possible to finish the race naturally under green flag conditions. If a race reaches the stated time limit while under caution, we will allow for one attempt at a green-white-checkered finish.

11. All cars must have a spotter in the spotter's stand and all crews should monitor the track/tour race control frequency.

FLAGS

1. **Green Flag:** Indicates the start of the race or start of timed qualifying session.
2. **Yellow Flag:** Indicates a problem on the speedway; all cars must reduce speed immediately and stay in line.
3. **Red Flag:** Indicates a serious problem and all cars must come to a stop as soon as safely possible.
4. **Blue Flag with Yellow Stripe:** Indicates you are being lapped by a faster car and you should move to the low side of the speedway to allow the faster car to pass.
5. **Black Flag:** Indicates there is an immediate problem and you must report to the pit area. Failure to report to the pit area will result in you not being scored after the second lap.
6. **Black Flag with White Cross:** Indicates you are not being scored anymore. If you continue to race you will be subject to being fined or disqualified.
7. **White Flag:** Indicates you're starting the final lap of the race or qualifying session.
8. **Checkered Flag:** Indicates the race or qualifying session is complete. All cars receive the checkered flag on the same lap regardless of being laps down.

INSPECTIONS

1. **Time and Manner:** All cars are subject to inspection by STAR Super Stock Tour, at any time and in any manner determined by STAR Super Stock Tour officials. All decisions by STAR Super Stock Tour officials regarding the timing and manner of inspection, as well as which cars will be inspected, is final, non-appealable and non-reviewable.
2. **Inspection Area:** Only those persons approved by STAR Super Stock Tour officials may be admitted to the inspection area.
3. **Car Eligibility:** STAR Super Stock Tour officials will determine if the car meets the applicable specifications.
4. **Competitor Obligations:** A competitor must take whatever steps requested by a STAR Super Stock Tour official, including teardown of the car, to facilitate inspection of the car. Competitors refusing to complete technical inspection before or after an event will be subject to fines, disqualification, or suspension.
5. **Inspection Prior to the Race:** If a STAR Super Stock Tour official determines prior to the race that a car does not meet the applicable specifications, the car may have to add weight, correct the deficiency, or not be allowed to compete. This deficiency must be corrected before the next race.
6. **Post-Race Inspection:** After the racing event, if a car is found in violation of the STAR Super Stock Tour rules, the car will be disqualified. In the event that STAR Super Stock Tour officials decide the infraction does not give the competitor a competition advantage, the competitor will be advised, and the deficiency must be corrected before the next race.
7. **Parts or Equipment Failing Inspection:** Any parts or equipment that do not meet the specifications of the STAR Super Stock Tour rules may be confiscated.
8. **Impounding:** Cars may be impounded after qualifying or the race for inspection by STAR Super Stock Tour officials. Cars may also be impounded after an accident to determine the potential need by STAR Super Stock Tour officials to update safety specifications.

PROTESTS

1. Protest must be made within 10 minutes of the completion your race.



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2. Protest must be requested in writing indicating the specific part protested and signed by the driver protesting and presented to the tour officials with money in hand.
3. A protest can only be lodged against the car that finished immediately ahead of the protesting driver.
4. The protesting driver's car may be subject to the same inspection as the car protested. This is at the discretion of STAR Super Stock Tour officials.
5. The protested car must start tear down within 15 minutes of being notified the car was protested. Failure to do so will result in disqualification.
6. Visual protest must be made in writing a minimum of 30 minutes before qualifying starts. All visual protest will cost \$150.
7. Crate engine protest fee will be \$1,000. Protested car must remove the engine within 2 hours of receiving the protest. STAR Super Stock Tour officials will check the protested engine within 3 days and notify the protesting driver and the protested driver of the results of the protest. A \$400.00 fee will be deducted from the protest fee for inspection by STAR Super Stock Tour officials.
8. If during the inspection any illegal part is found, the car being inspected will be disqualified. This applies to the protested car and the protesting car.
9. STAR Super Stock Tour reserves the right to refuse any protest that is deemed not to be a competition advantage or is so insignificant that it would not change the outcome of the racing event.
10. No protest will be accepted that is directed at the decision of STAR Super Stock Tour officials.
11. The minimum protest fee is \$350 for each protest plus extra fees at the discretion of the tour. The typical protest fees are:
 - a. Top End = \$350
 - b. Bottom End = \$700
 - c. Complete V8 = \$1,000
12. Scoring questions can be addressed to the chief scorer immediately following the completion of the last race.
13. STAR Super Stock Tour Management, staff, and officials will review each appeal or protest. This decision is non-appealable, non-litigable, and final.

CLAIMS

1. Claim requests must be made within 10 minutes of the completion of your race.
2. Claims must be requested in writing and signed by the driver and presented to the tour officials with money in hand.
3. You may only claim parts from a car that finished immediately ahead of you. You must run the claimed part(s) the following race.
4. If the other competitor does not agree to the claim, he/she will be subject to disqualification.

GENERAL RULES

1. A drivers' meeting will be held for all competitors following the final round of practice for each event. Drivers are required to answer roll call at the drivers' meeting, failure to do so will result in a loss of qualifying.
2. Any part of any car may be removed for technical inspection. This includes measuring, testing, sending to outside facilities, and/or destructive testing.
3. Any part deemed not approved may be marked in a manner as to indicate a non-approved part. If the same part is found on a competitor's car a second time, the competitor will receive no money or points for that race, and the tour reserves the right to destroy the part.
4. Any car that comes onto the speedway to take their assigned starting position, then returns to the pit area before the start of the race, must start at the rear of the field.
5. Any car that stops on the speedway to question a call or disrupt the orderly operation of the racing event will be parked or removed from the speedway property.



GENERAL RULES FOR DRIVERS

1. Any time a car is on the track for competition, the driver must wear an approved fire suit, helmet (*full face recommended*), fire resistant gloves, and shoes. Head and neck restraints are strongly recommended. **THE DRIVER IS SOLEY RESPONSIBLE FOR HIS/HER SAFETY EQUIPMENT.**
2. In the event you are involved in an accident on the speedway that causes a caution, the driver should drop his/her window net to indicate that he/she is not injured; however, do not remove your seat belts or helmet until the safety crew has reached your car. Exit your car only after it has been OK'd by the safety crew.
3. Intentional stopping of your car on the speedway to bring out a caution or benefit your position will result in lap penalties.
4. Rough driving will be dealt with by a black flag, fines, suspension, or parking.
5. Minimum age for drivers will be 12 years old; all minor releases must be completed and on file before the driver is allowed onto the speedway. If a driver of a lower age wishes to compete, he/she must contact the speedway officials and be prepared to demonstrate the ability to drive in the class they have chosen.
6. If you are competing for Rookie of the Year or any other post season award, you must file your paperwork before the start of the third race of the season.
7. All drivers should fill out the medical form and secure it in an envelope with your name on the outside. Keep this form with you at the track in the event emergency medical personnel need to reference it.

SEASON POINTS CHAMPIONSHIP

1. Championship points will be awarded based on finishing position at each event as follows:

1st	50	11th	30
2nd	48	12th	28
3rd	46	13th	26
4th	44	14th	24
5th	42	15th	22
6th	40	16th	20
7th	38	17th	18
8th	36	18th	16
9th	34	19th	14
10th	32	20th	12
		21st and below	10

Bonus Points

Fastest Qualifier*	2
Halfway Leader	1
Hard Charger	1

*Note: For twin race nights, the Fastest Qualifier bonus point will only be awarded for the first race. The second race lineup is set by an invert of a randomly drawn number by the first race winner, thus there is no Fastest Qualifier earned for the second race.

2. Hard Charger bonus points will be awarded to the driver who advances their position the most (ie. starting position to finishing position) during the race. Eligibility requirements are defined below:
 - a. Driver must improve their position by more than one (1) position in the race to be eligible.
 - b. Driver may elect to start at the rear of the field to have a better chance of earning the "Hard Charger" bonus points, but they must inform a Track Official of this decision within 15 minutes of completion of qualifying to be eligible.



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- c. Any driver who is sent to the rear of the field for a post-qualifying or post-race penalty will NOT be eligible for the “Hard Charger” bonus points.
3. If a competitor has a mechanical failure during practice or qualifying that prevents them from starting the race, they will still be awarded last place points for that event. If there are twin races that night, last place points will only be awarded for first race.
 - a. Note: Competitor must have purchased any required tires/fuel (if required for that event) for them to be eligible to receive last place points.

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