

2025 Super Stock Four Cylinder Rules

Chassis and Body Specs will follow 2025 MMSA rules (unless otherwise stated)

1. Any stock appearing metal bodied four-cylinder car with a 94" to 101.5" wheelbase. You must maintain within ½" of the stock wheelbase for the make and model of chassis being used. Rear wheel drive only, no FWD or mid-engine cars.
2. The front, main, and rear chassis rails must remain in the car and un-altered. If the stock chassis rails are modified or altered in any way, there will be a weight penalty for infraction of this rule. You may tie the uni-body chassis together. Absolutely no bracing under the floor pan. The front chassis rails may be replaced with 1 ¾ round or 2x2 square tubing in front of the cross member and strut towers. The sway bar or torsion bars may be connected to this tubing, but no other suspension components. The rear chassis rails may be replaced with 1 ¾ round or 2x2 square tubing behind the centerline of the rear end housing. No solid tubing front to rear.
3. Inner panels may be removed. Front firewall must remain intact a minimum of 18" up from the factory chassis rail/rocker panel, no lower than the original master cylinder hole in the firewall. You may replace the above with steel or aluminum. You must brace the top of the door jamb from the chassis. A foot brace will be required on the driver's side.
4. Entire floor pan must be unaltered to the rear of the driver's seat on both sides. Must have a rear firewall or driver's compartment must be boxed-in completely. Boxed-in interior must have a removable inspection panel on the passenger side minimum 12"x12".
5. You may have a complete aluminum body, but it must conform to CLR/MMSA body specs as outlined below. You may use Five Star or Performance Bodies replacement panels. (See body measurements)
6. All cars must have a minimum ½" and a maximum 1" radius at the top of the front fenders, doors, and rear quarter panels. No sharp edges.
7. You may use an aftermarket nosepiece, must match make of car if applicable. No MD3 nosepiece will be allowed, no wings or elephant ears. Nosepiece may have to be trimmed in the center to meet specs. The nosepiece may extend a maximum 48" from the center of the front hub to the farthest point extending forward. Maximum 2" outside of the front fenders. (70" maximum total width on the nosepiece)
8. Rear bumper bars must not extend past the inside of the rear tires unless it has a bumper cover or turns forward. If turned forward, it must be at a 90-degree angle with no sharp edges or corners.
9. The hood and front fenders must be level and flat from the left to the right side of the car. The maximum width from fender to fender is 68". The front fenders may be a maximum 38" in height, measured vertically from the ground to the top of the fenders. The maximum drop from the fender at the center of the front wheel hub to the front of the fender is 8.5", this is 25" in front of the center of the wheel hub. You must run a hood. Breather may stick through the hood. No cold air box will be allowed.
10. The door-to-door measurement must not exceed 68" in width. No point of the body may be wider than 68". The doors may be a maximum 38" in height, measured vertically from the ground. The minimum ground clearance will be 4" at any point of the body or chassis with driver in seat. Tech officials have the right to bounce car to achieve natural stance for any body measurement.

11. The maximum height from the ground to the top of the rear deck and quarter panel will be 38". The distance from the center of the rear hub to the rear edge of the quarter panel is 36" min and 40" max. The rear deck must be tapered in a symmetrical manner from the center of the rear hub to the rear spoiler with a maximum width of 68" at the rear hub and a maximum width of 66" at the spoiler with a maximum 4" less than at center of rear hub. Maximum slope from the rear deck height to the center of the front wheel hub will be 2".
12. Only aluminum or lexan type rear spoiler will be permitted. The maximum overall height of the rear spoiler will be 6". (6" of surface material plus the bends, the top of the spoiler may not be bent upward) The maximum width of the rear spoiler will be 66", may not extend over the edges of the rear deck. The spoiler must be attached solidly to the rear deck, no raised spoilers or wings. Maximum 3 braces or supports may be used, must meet template. All measurements are maximums. Spoiler support bottom length is 16", rear height is 8" and 4" across the top, and 4" in height at the front.
13. Due to insurance regulations, CLR requires a roof for all CLR points events. The roof length from front to back must be a minimum of 44" and a maximum of 48". The roof width from side to side must be a minimum of 42" and a maximum of 50". The roof must be stock appearing and mounted parallel to the body and centered on the body, as viewed from the front or rear. The minimum height of the roof will be 48" with a maximum height of 56". A maximum 1 1/2" bend or roll, turned downward, will be permitted along the front edge of the roof. A maximum 1" bend or roll, turned downward, will be permitted along the rear edge of the roof. The roof post and spoiler support may not overlap. All roof side panels and supports must extend to the edge of the body. The left and right-side window sail panels must match, 18" maximum at the top and 36" maximum at the bottom. They may be solid, but both sides must match. Drivers window opening must be min 15" tall.
14. In place of a windshield, you must have five protective bars on the driver's side 3/8" diameter recommended. They must be between 4" and 5" intervals. They must be magnetic steel. No front side door windows allowed. Triangle window net highly recommended.
15. Must have the make of car and the required weight on the hood or front fenders.
16. Must have a full roll cage secured to the chassis. See general rules for roll cage specs.

Suspension Specs

17. All suspension components must remain stock in their OEM mounting locations for the year make and model of the chassis, no slotting of holes or multiple holes unless otherwise stated.
18. A collapsible steering shaft recommended with a quick release steering wheel. Steering quickener allowed. Outer tie rod ends may be a steel heim joint for weekly CLR events.
19. You may brace the top of the strut tower or alter the top of the strut tower with a slotted plate for the purpose of setting caster and camber. The strut towers must have three sides for support. May cut lower A-frame, upper or lower control arms for caster and camber adjustment. Must run stock unaltered K-member. Cars with front strut rods may have a steel heim on one end with maximum of 1" of adjustment. Front struts may be claimed for \$200 plus exchange for same position. May be claimed for \$400 without exchange.
20. May run stock mounted adjustable rear shocks with bottom heim only. May adjust shocks for travel, but not change the angle of the shock. Do not mount to roll cage. No adjustable bracket. No canister

style shocks will be allowed. No shock covers. Ford Pinto may relocate the front shocks for wedge bolt assembly.

21. Springs must be located in the original position. You may run aftermarket springs with an adjustable bucket. May run screw jacks, wedge bolts, or adjuster cups. 13" max height on uninstalled rear springs. 5" diameter minimum. Both springs must be the same height.

22. Shackles permitted on the rear springs. Lowering blocks permitted. Stock type OEM multi-leaf style springs must be magnetic steel. Rear trailing arms must be factory stock.

23. May cut top trailing arm(s) or re-drill for pinion angle only, must be same length. May cut pan hard bar, it must be non-adjustable and in the stock location. May brace mount. Heims allowed but must be welded to bar with min ½" bead. Mono balls allowed.

24. Four-wheel disc brakes permitted but must have OEM components. Dual master cylinder permitted. You may run an adjuster and right front brake shut-off. The removal of the right front brake assembly is allowed. May use an aftermarket pedal assembly.

25. Any steel wheel 8" wide X 13" maximum. Bead lock rims permitted; bead lock must face outward. Safety beads required on all wheels. One inch lug nuts recommended.

26. Tires must be Hoosier 1600 or American Racer 57, except LF is open. Grooving & sipping is allowed, but no conditioning or chemical alteration of any kind. May needle and grind tires.

Weights and Provisions

27. Cars must weigh 2300 pounds minimum with the driver after the race, unless a weight penalty is assessed. 2TC, 3TC must weigh 2000 pound minimum. Ford 2000cc must weigh 2150 pound minimum.

28. Racing fuel or pump gas only. No alcohol or fuel additives.

29. If it is not mentioned in the rules, consult a tech official with your questions.

30. Cars will be inspected for tech and safety items prior to competition. Tech officials will have the final approval. See Safety Rules in the General Rules section for Chassis & Roll Cage specs. ** Acceptable chassis, body, or suspension infractions will result in up to a 50-pound weight penalty in the area of the infraction or at techs placement. All infractions are not acceptable, tech man's discretion.

Engine and Drivetrain Specs will follow 2025 MMSA rules (unless highlighted)

31. The engine maximum is 2500 C.C. Engine can be bored to the maximum C.C.
32. Engine must be in the stock location; this means factory height and setback as judged by both tech officials. You may run solid motor mounts, but they must be stock size. No rotary, turbo, or double overhead cam engines.
33. Zero decking allowed on the block; it must be a factory production steel block. All components of the engine must be stock production for the manufacturer of the block, unless otherwise stated. No 2.5 components in Fords.
34. Any oil pan. May relocate the oil filter. No oil cooler allowed.
35. Must be a stock stroke crankshaft for block being used. Crankshaft, rods, and rod bolts may be stock or aftermarket. No titanium wrist pins
36. Any flat top pistons. Toyota 3TC,20R, and 22R may run a dome of .235" maximum.
37. Any clutch and flywheel permitted.
38. Stock production head and intake may not remove casting flaws and ridges as judged by both tech officials. No porting, polishing, or acid washing of the runners. Bowl blend allowed from bottom of valve seat to valve guide **but must not touch guide surface**. No spacer between the head and the intake. No factory dual plug heads. One spark plug and two valves per cylinder maximum. No aluminum head on Fords. No fuel injected intakes.
39. The head of the valve must be stock diameter for the head being used. May cut the spring pocket. Steel double valve springs and beehive valve springs permitted. Any valve spring retainer.
40. Cutting the lifter boss is permitted. Lash caps and mouse trap springs are permitted. May be stock diameter hydraulic or solid lifter.
41. Aftermarket timing gear allowed to match cam key type. External adjuster permitted. No roller cam or rockers. **Any lift on a flat tappet cam must add 50 pounds.**
42. Standard Holley 500 CFM (4412) or Holley 350 CFM (7448) must be used, no HP or other models allowed. No modification, except for choke housing, main jets, and power valve. It must pass all of the track tools. Maximum 2" spacer/adaptor allowed to fit the Holley to the intake. Max .025 tolerance at under 100 degrees. May cut the intake to match adapter bore sizes – No polishing. No ice boxes or cooling fuel line of any kind.
43. Mechanical or electric fuel pump permitted.
44. Must run a stock distributor housing. May run an aftermarket ignition system. No magnetos and no dual point distributor. Must have an operable starter in working condition.
45. Headers permitted **but must follow MMSA specs**. Track approved mufflers must be used. Exhaust must extend rearward past transmission tail shaft. **Any non-MMSA header must add 50 pounds.**
46. Transmission and differential must be stock manufactured OEM production. May brace axle tubes. Drive shaft must be magnetic steel. You may weld the rear end gears or run a **steel** spool, but no other aftermarket devices.
47. All cars must have an approved scatter shield and/or approved bell housing.