

NOSTALGIA SUPER STOCK NATIONAL ASSOCIATION

May 9, 2008

Mission

The mission of the Nostalgia Super Stock National Association is for it to be a national rule-making, administrative, sanctioning and educational authority in order to protect and preserve the traditional form of Nostalgia Super Stock racing as now commonly practiced.

In addition, the NSSNA seeks to provide a stable format in which to facilitate and organize the construction and/or modification of historically accurate NSS vehicles and support all the events in which these vehicles compete.

However, the NSSNA is not to be involved with the financial promotion and support of any specific event or race other than its own national event, the Dave Duell Nostalgia Super Stock Nationals.

Eliminator Description

As administered by the NSSNA, Nostalgia Super Stock is an index-style foot brake only eliminator for the year models, body styles, and engine combinations which accurately represent those American-built cars that raced in the Factory Experimental and Super Stock classes of the early and mid-1960s.

Some exceptions in the authenticity of these cars will be allowed only at the discretion of the NSSNA. Among those exceptions, but not limited to, are factors concerning safety, equality in performance, availability, and durability.

Classification will be based upon a visual inspection and an elapsed time range. No modifications which alter the car from factory stock are permitted unless they are specifically allowed in these rules. Sandbagging, excessive braking near the finish line or excessive mph for a given elapsed time are all subject to possible disqualification.

Nostalgia Super Stock is an all-run field and will compete on a National Hot Rod Association sportsman-type ladder. The eliminator will qualify by elapsed time closest to class index, be paired according to qualifying positions, and then advance to eliminations. All participants in Nostalgia Super Stock must have a valid elapsed time recorded to be placed into eliminator competition.

Communications

The NSSNA shall establish a communications office to dialog with racers, race track owners/promoters, other racing organizations, and the general public concerning general policies, rules and procedures. The office shall use Evansville Chrysler as its official Internet web site and create and maintain such documents and records sufficient to accomplish its mission. The office shall publish rules and race procedures, subject to revision as determined by the NSSNA.

Questions and/or other communications should be directed to:
Doug Duell, Evansville Chrysler, 4000 Division St., Evansville, Indiana 47715, (812) 760-7223, newcars@evansvillechrysler.com
Bob Wilkiewicz, Still Rock Engineering, 1614 White Rock Av., Waukesha, Wisconsin 53186, (262) 547-0308, stillrock69@hotmail.com

Fundamental Principles

In order to accurately preserve the history of traditional Super Stock racing to the best extent possible, the following general principles are considered to be permanent, non-negotiable and are to be supported by the specific rules at all times.

1. Historical accuracy - American manufactured/factory created/supported makes/models for drag racing competition
2. Multiple carburetion preferred
3. Cast intake manifold required, if available
4. Maximum rear slick width designation 10.5W
5. Footbrake only - no transmission brake allowed
6. No electronic elapsed-time bracket racing aids allowed
7. Class/index designations required - no elapsed-time bracket racing dial-ins allowed

Open/Closed Events

The NSSNA rules and race procedures are intended to be the national standard used in open competition, defined as any event at any sanctioned track at which any racer is eligible to compete upon payment of the entry fee and found to be in compliance with NSSNA rules upon completing a technical inspection.

However, the NSSNA recognizes that other clubs, associations, etc. may organize closed and/or special events such as match racing, exhibitions and the like for their own purposes and implement their own rules and race procedures for those kinds of activities.

For the sake of clarity and consistency, these groups are encouraged to use NSSNA rules and procedures whenever possible.

Appeal/Waiver Process

Any racer shall have the right to appeal a decision of the NSSNA by submitting a written application to the rules committee within 30 days of the initial determination, defining the reasoning by which the initial determination should be changed.

In addition, the NSSNA and its rules committee reserves the right to issue appropriate waivers at its sole discretion.

CLASS/INDEX DESIGNATIONS

AAA/FX 8.75; AA/FX 9.00; A/FX 9.25; B/FX 9.50; C/FX 9.75; NSS/A 10.00; NSS/B 10.50; NSS/C 11.00; NSS/D 11.50; NSS/E 12.00; NSS/F 12.50 and NSS/G 13.00

QUALIFYING INFORMATION, LADDER TYPE, & TREE

All Run, NHRA Sportsman Ladder, .500 Full Tree, Handicap Start.

ELIGIBLE YEAR MODELS AND BODY STYLES

The following is a list of cars/engines which are allowed to compete in Nostalgia Super Stock Eliminator:

- AMC AMX: 1968 - 1969; 390
- Chevrolet Full Bodied: 1959-64;348 & 409s, Z11 427
 - Chevrolet Full Bodied: 1965-67;396-454
- Chevrolet Chevelle: 1964 - 1967; 396-454
 - Pontiac Full Bodied: 1959-67;389-455
 - Tempest/GTO: 1962-67;389-455
- Ford Full Bodied: 1959-67;390-427
 - Ford Thunderbolt: 1964;427
- Fairlane/Comet/Cyclone/Falcon: 1963-67;427
- Dodge/Plymouth Full Bodied: 1960-67;383-440 wedge
 - Dodge/Plymouth Full Bodied: 1964-67;Hemi
 - Buick Full Bodied: 1960-67;401-455
 - Skylark GS: 1964-67;400-401-455
 - Chevelle: 1964-67;396-454
- Oldsmobile Full Bodied: 1960-67;394-400-455
 - Cutlass/442: 1964-67;400-455
- Dart/Barracuda: 1967-69;383-440
- Dart/Barracuda: 1968;426 Hemi

All Classes

All NSS Eliminator participants must declare and post the NSS or FX class of choice at the time of technical inspection or prior to the first scheduled qualifying run of the eliminator. No change of class is permitted after the first scheduled qualifying round.

NOSTALGIA SUPER STOCK

ELIMINATOR REQUIREMENTS

1: ENGINE

1.1 COOLING SYSTEM

RADIATOR: OEM production-style or aftermarket radiator is required and must be mounted in stock location. Stock core support is required.

WATER PUMP: Any aftermarket (belt drive or electric drive) pump permitted.

COOLING FANS: Any permitted.

1.2 ENGINE

ENGINE: See ELIGIBLE YEAR MODELS AND BODY STYLES. Any internal engine modifications permitted.

1.3 EXHAUST

EXHAUST: All entries allowed to use tubular headers. Adapter plates permitted to bolt headers to cylinder head. Exhaust must be directed out of car body, away from driver and fuel tank.

1.3A) HEADERS & COLLECTORS: Any headers and/or collectors permitted.

1.3B) EXHAUST TUBING/SIZE: Any tubing size permitted.

1.3C) TAILPIPE & EXHAUST RULES: Not required.

1.3D) MUFFLER REQUIREMENTS: Not required.

1.5 FUEL DELIVERY SYSTEM

DELIVERY SYSTEM: Fuel cells, electric or mechanical fuel pumps, pressure regulators, and any line size permitted. Fuel pump must shut off with a master electrical switch. Stock gas tank (if used) must be retained in factory location. Modified fuel pickups & outlet permitted. Aftermarket/fabricated fuel tank or cell permitted; in NSS classes must be located in trunk area; in F/X classes, installation in era-correct front location permitted. If tank or fuel filler is inside trunk, a bulkhead of minimum .032" aluminum or .024" steel must be used between trunk and driver compartment, and tank must be vented to outside of car. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside the trunk floor. Non-metallic fuel cells or tanks must be grounded to frame. (Reference: National Hot Rod Association General Regulations Section 1.5.)

1.6 GASOLINE

GASOLINE: Gasoline is the only permitted fuel in NSS classes. Gasoline is one of the two fuels permitted in the FX classes.

1.8 ALCOHOL

ALCOHOL: Permitted in the FX classes.

1.9 NITROUS OXIDE

NITROUS OXIDE: Prohibited.

1.10 OIL SYSTEM

OILING SYSTEM: Dry-sumps prohibited. Oil pump must remain in stock location. Oil pan capacity may be increased.

1.12 SUPERCHARGER

SUPERCHARGER: Prohibited.

1.15 BLOCK

BLOCK: Aftermarket blocks may be either cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry.

1.16 ENGINE LOCATION / MOUNTS

ENGINE LOCATION/MOUNTS (NSS CLASSES): Block and/or heads must not touch stock firewall. Firewall must be in stock location. Engine plates and solid engine mounts permitted.

ENGINE LOCATION/MOUNTS (F/X CLASSES): Engine plates and solid engine mounts permitted.

Engine may be set back as far as necessary with this limitation: The centerline of the number-one spark-plug hole may not go further back than the base of the windshield.

Sidewinder engine placement prohibited. (Reference: Firewalls, section 7.5)

1.17 HEADS

HEADS: Aftermarket cylinder heads permitted. Cylinder heads may be cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry. Any internal cylinder head modifications permitted.

1.18 VALVETRAIN

VALVETRAIN: Any valvetrain permitted.

1.19 CARBURETOR

CARBURETOR (NSS CLASSES): All entries in the eliminator must be carbureted as outlined below. Carburetors must be of type and design as originally produced for a specific vehicle.

Positioning of carburetors from factory mounting not a tech item (carburetors may be positioned facing forwards, backwards, or side mounted). Choke plate, choke shaft, choke linkage, and choke mechanism may be removed; choke horn removal permitted. The following carburetor combinations are allowed, regardless of year/make/model of entry:

- Buick 400-455; Single Carter, AFB, Edelbrock or Q-Jet, inline 2x4 with Carters, AFBs or Edelbrocks.
- Chevy 348-409; Inline 2x4, inline 3x2 with Rochesters or single 4bbl with Carters, AFBs, Edelbrocks or Rochesters.
- Chevy 396-454; Single 4bbl with Rochester, Carter, AFB, Edelbrock or Holley, Inline 2x4 with Carters, AFBs, Edelbrocks or Holleys, Inline 3x2 Holleys.
- Chrysler Hemi; Inline 2x4 or single 4bbl intake with Carters, AFBs, Edelbrocks, Holleys; or cross-ram 2x4 intake with Holleys.
- Chrysler Wedge; Inline or cross-ram 2x4 or single 4bbl intake with Carters, AFBs, or Edelbrocks.
- Ford; Inline 2x4 intakes, inline 3x2, or single 4bbl with Holleys.
- Pontiac; Inline 2x4 intakes or single 4bbl with Carters, AFBs, or Edelbrocks; or inline 3x2 with Rochesters.
- AMX 390—Cross ram 2x4 bbl intakes with Holleys.
- Olds 400-455; 1x4 Q-Jet, inline with 3x2 Rochesters.

CARBURETOR (F/X CLASSES): Vehicles in these classes permitted the use of carburetors listed for NSS, or Holley up to 850 cfm in size (no Dominators).

Multiple Carburetion Preferred

Racers with current legal National Muscle Car Association and Monster Mopar Dave Duell Classic single 4-bbl carburetor/intake manifold/vehicle combinations are encouraged to change to multiple carburetion. Racers with combinations currently under construction are also encouraged to use multiple carburetion.

1.20 FUEL INJECTION

FUEL INJECTION: Era-correct mechanical fuel injection permitted in F/X classes only.

1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: In general, common commercial market cast units are preferred and required if available. Sheet metal units allowed only in AAA, AA and A/FX classes and only after inspection by the rules committee. Top of manifold lid may be modified and fabricated as necessary to accommodate carburetor placement.

1.22 SOLENOIDS

SOLENOIDS: Prohibited.

1.23 TURBOCHARGER

TURBOCHARGER: Prohibited.

1.24 AFTERCOOLER/INTERCOOLER

AFTERCOOLERS/INTERCOOLER: Prohibited.

2: DRIVETRAIN

2.3 CLUTCH

CLUTCH: Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release, or lock up type of any description is prohibited. Throwout bearing must release all fingers or levers simultaneously.

2.4 DRIVESHAFT

DRIVESHAFT: Any permitted.

2.11 REAREND

REAREND: Any automotive type rearend permitted.

2.12 MANUAL TRANSMISSIONS

MANUAL TRANSMISSION (NSS classes): OEM or aftermarket transmissions with a maximum of 4 forward speeds permitted.

MANUAL TRANSMISSION (F/X classes): OEM or aftermarket transmissions with a maximum of 5 forward speeds or clutchless transmissions permitted in AAA, AA and A/FX classes only.

MANUAL TRANSMISSION (ALL CLASSES): All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices. Starting line rev limiters permitted. Torque converter not permitted with this type transmission.

2.13 PURPOSE BUILT TRANSMISSIONS

PURPOSE BUILT TRANSMISSIONS: Prohibited.

2.14 AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears)

AUTOMATIC TRANSMISSIONS: Automatic transmissions originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture (Example: Deadenbear PG transmission) mandatory. Lock-up transmissions/torque converters permitted. Transmission-to-engine adapters permitted.

All shifts must be made manually without the aid of electric or pneumatic devices.

TRANSMISSION BRAKE PROHIBITED: the following will be used to enforce the rule; a competitor may elect to leave the transbrake solenoid installed in the transmission, however any/all physical wiring must be removed to the solenoid while the vehicle is in competition.

Starting line rev limiters prohibited. Clutch prohibited with this type of transmission.

3: BRAKES & SUSPENSION

3.1 BRAKES

BRAKES: The braking system may be upgraded. All cars must have front and rear hydraulic brakes. Automated brakes or any type of traction control is prohibited. Application and release of brakes must be a function of the driver's foot. Line loc permitted on front wheels only. Any other electric, pneumatic, or hydraulic device in the system is prohibited.

3.2 SHOCK ABSORBERS

Shock absorbers: each vehicle in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted and in good working order.

3.3 STEERING

STEERING: (NSS CLASSES) OEM steering mandatory.

STEERING: (F/X CLASSES) OEM or aftermarket steering in stock location mandatory.

3.4 SUSPENSION

FRONT SUSPENSION (NSS classes): Stock front suspension required. Aftermarket direct replacement suspension components including A-arms permitted.

FRONT SUSPENSION (F/X classes): Era-correct front suspension (example: straight front axle) permitted. Aftermarket direct replacement suspension components including A-arms permitted.

REAR SUSPENSION (All classes): Rear suspension of ladder bar, three/four link, or stock rear suspensions permitted.

3.6 WHEELIE BARS

WHEELIE BARS: Wheelie bars permitted in F/X classes and NSS/A.

4: FRAME

4.4 FRAME

FRAME (NSS CLASSES): Stock frame required but may be strengthened with the addition of braces and "notched" or moved inboard for rear-tire and wheel tub clearance.

FRAME (F/X CLASSES): Frame alteration permitted; full tube chassis prohibited.

FRAME (ALL CLASSES): Frame modification/alteration 'kits' and/or all material used for fabrication must be equal to or greater in strength than the stock material.

4.5 GROUND CLEARANCE

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to 12 inches behind centerline of front axle; 2 inches for remainder of vehicle, except oil pan and exhaust headers.

4.12 WHEELBASE

WHEELBASE (NSS CLASSES): Must retain stock wheelbase with a maximum variation from left to right and front to back of 1 inch. Stock overhangs are required.

WHEELBASE (FX CLASSES): Any period-style alteration of wheelbase and overhang is allowed.

5: TIRES & WHEELS

5.1 TIRES

TIRES (F/X CLASSES, NSS/A, NSS/B): Street type or drag slick tires permitted. Maximum rear tire designation of 10.5Wx33-inch permitted. The front tires are limited to 4.5-inch minimum tread width. The tread of the tires is not allowed to protrude outside the exterior bodyline at the top of the tire.

TIRES (ALL OTHER NSS CLASSES): Street type or drag slick tires permitted. Maximum rear tire designation of 10.5Wx31-inch permitted. The front tires are limited to 4.5-inch minimum tread width. Tire tread may not extend outside fenders.

5.2 WHEELS

WHEELS: Spindle-mount front wheels prohibited.

6: INTERIOR

6.1 INTERIOR

INTERIOR (NSS CLASSES): Must have full factory seating, upholstery, and carpeting. Aftermarket upholstered bucket seats permitted, two required. Full dashboard mandatory. Aftermarket gauges permitted. Rear seat may be removed when roll bar/cage is installed.

Area must be carpeted or upholstered equivalent to factory specifications (no bare paneling).

INTERIOR (F/X CLASSES): Full removal of interior allowed.

7: BODY

NSS CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modification of any body panel that will alter the stock bodyline is prohibited. The body must be finished & painted.

FX CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modification of any body panel that will alter the stock bodyline is prohibited. Hoods are optional. The body must be finished & painted.

7.1 ADVERTISING

GRAPHICS/LETTERING: Graphics/lettering for advertising or creative purposes permitted on entire body.

7.2 SPOILERS, WINGS

SPOILERS, WINGS: Aftermarket wings and/or spoilers prohibited.

7.5 FIREWALLS

FIREWALLS: Stock firewall in stock location mandatory. Firewall may be relocated rearward in FX classes. (Reference: Engine location/mounts, section 1.16)

7.6 FLOOR/TRUNK PAN

FLOOR/TRUNK PAN: Complete floor in stock location mandatory. Floor/Trunk Pan modifications permitted for clearance purposes of ladder bars, mufflers, and fuel cell. Material to be used if there are floor/trunk pan modification is limited to same type material and same or greater thickness as original floor/trunk pan.

7.7 HOOD/SCOOP

HOOD/SCOOP (NSS CLASSES): Hoodscoops limited to OEM equipment or period style. Hood/scoop may be no higher than 5 inches. Pro Stock style scoops prohibited. The entire induction system must be completely covered by hood or scoop, which must be part of the vehicle hood.

HOOD/SCOOP (F/X CLASSES): Not required.

7.9 WINDSHIELDS/WINDOWS

WINDSHIELD/WINDOWS: Must be OEM safety glass or NHRA/International Hot Rod Association approved Lexan or Plexiglas.

7.10 BUMPERS

BUMPERS: Complete stock-appearing bumpers required.

7.11 FENDER SPLASH PANS

FENDER SPLASH PANS (NSS CLASSES): OEM or aftermarket full-fender splash pans required. Splash pans may be trimmed to allow clearance for headers. Removable fender splash pans acceptable.

FENDER SPLASH PANS (F/X CLASSES): Not required.

7.12 GRILLE

GRILLE: A full-production grille is required for the body style used. Covering in front of or behind the grille prohibited.

7.13 WHEEL WELLS

INNER WHEELWELLS: Aftermarket wheel tubs permitted. Material used to add to the width of the inner wheel well may be steel or aluminum.

OUTER FENDERS: Leading and trailing edges of fenders may be trimmed for tire clearance, maximum 2 inches.

7.14 RAM AIR

RAM AIR: Any aftermarket or fabricated ram-air unit permitted that is not visible from exterior of vehicle.

7.15 DOORS

DOORS: OEM or aftermarket doors permitted. Driver and passenger doors must be functional and operable from inside and outside of vehicle.

8: ELECTRICAL

8.1 BATTERY

BATTERY: Battery may be relocated. Charging system optional.

8.3 IGNITION

IGNITION: Battery powered ignition system permitted as specified in this section. Aftermarket electronic breakerless distributor systems permitted. MSD 7AL series permitted, however, use as a traction control device prohibited. Engine rev limiters, top end only, and/or starting line with manual transmission only, permitted.

8.5 STARTER

STARTER: All entries must be self-starting with on-board starter.

9: SUPPORT GROUPS

All bracket racing aids such as optical sensors, delay boxes, stutter boxes, two-steps, three-steps, throttle stops and traction control prohibited. The application or use of any device, mechanical or electronic, which permits the driver to ascertain the position of the vehicle in relation to the starting line is prohibited.

9.2 ONBOARD DIAGNOSTICS/DATA RECORDERS

ONBOARD DIAGNOSTICS/DATA RECORDERS: Onboard diagnostics and data recorders used to monitor and record parameters such as a driveshaft speed, acceleration, nitrous timing, chassis strain, suspension travel etc., prohibited. Wide band oxygen sensors permitted." Playback" tachometers permitted. Laptops prohibited in vehicle.

9.8 TOW VEHICLES

TOW VEHICLES: Vehicles may not be towed in or to staging lanes. Vehicles may not be towed from the return road.

10: DRIVER

10.4 CREDENTIALS

CREDENTIALS: See NHRA/IHRA general regulations.

11: CLASS & SAFETY REQUIREMENTS

It is the participant's responsibility to know the eliminator and class requirements as found in the current NSSNA rulebook and the safety requirements as found in the current NHRA/IHRA rulebooks.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and to ensure that participant complies with all applicable NSSNA, NHRA & IHRA rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether or not there has been compliance with all applicable NSSNA, NHRA & IHRA rules.

12: STREET-LEGAL REQUIREMENTS

Headlights and tail lights for year & make of body used mandatory. Single taillight required to be functional.

13: WEIGHT

WEIGHT: Weight is not a tech item, however, excessive lightening as determined by the tech officials will not be permitted.

SUMMARY

Using the current NMCA rules as a model, the previous sections were written by a six-racer committee whose members have extensive experience in Nostalgia Super Stock racing, including the national event series of the NMCA and Goodguys Associations, the regional event series of the Chrysler Classic events and also regional clubs and associations such as Nostalgia Super Stocks Inc. and the Texas Outsiders.

In addition, these rules and procedures reflect almost 20 years of both development and tradition in NSS racing. The committee is confident these guidelines will be able to competently administer NSS racing both now and into the future.

The committee includes Mark Artis of the Texas Outsiders, Doug Duell of the Dave Duell Classic, John Grinwald of Nostalgia Super Stocks Inc., Clay Kossuth of the Texas Outsiders, Jim Netherland of the NMCA series and Bob Wilkiewicz of Nostalgia Super Stocks Inc.