



# **SUPER STOCK RULEBOOK**

**2017**

The following rules are for the Super Stock class for the 2014 race season. Interpretation of, or amendment to these rules may be made at any time. The rules and or regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum acceptable requirements for all such events. These rules shall govern the condition of all events; all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

Minimum age to race is 16. You must be 16 years of age to race any class. Any driver under 16 must have MCDA board, class representatives and track approval.

**EACH DRIVER AND CREW IS RESPONSIBLE FOR KNOWING THEIR RULES AND TRACK POLICIES!**

### **1. VEHICLE:**

- a. Vehicle body must be a stock passenger type with complete factory appearing body and top. No convertible style bodies allowed.
- b. GM any 107" minimum wheel base with full frame sedan type chassis.
  1. Ford any 104" minimum wheel base unit construction car with modified strut suspension (spring and street stock).
  2. Chrysler any 106" minimum wheel base unit construction car with A frame, torsion bar construction.

### **2. WEIGHT:**

- a. All cars must weight 3100 lbs. minimum and have a right side weight of at least 1358 lbs.
- b. Must have 2 bbl cast iron intake, 2 bbl carb, and cast iron exhaust manifolds.
- c. Fuel weight allowance is one pound per lap in the same portion as above.
- d. Cars with any body panels composed of materials other than OEM or a minimum of 22 Ga steel (fiberglass, composites, aluminum, etc.) must add 40 lbs of additional weight to the right side.
- e. Crate motor for Super Stock class must weigh 3100 pounds and follow all other super stock rules, be sealed, and meet all factory specs – including compression, dimensions, and only use the correct factory parts.
- f. All cars to weigh in before time trials and the top four (4) cars from the semi-feature and top five (5) from the feature, must go directly to the scales after exiting the track. Failure to comply will result in loss of points/pay for that race.

### **3. BODY:**

- a. Hoods and trunk lids may be gutted.
- b. All spring type devices must be removed from trunk lid.
- c. Front fender wells may be removed.
- d. Fenders may be reasonably trimmed for tire clearance only.
- e. No radiator fill holes allowed in hood.
- f. No altering or channeling of body.
- g. Factory bodies only, body may be interchanged on car frames. No homemade body parts, with the exception of door panels. Body panels must be fabricated from a minimum of 22 Ga steel and resemble the factory stock panel to avoid the 40lb right side weight rule.
- h. Lexan windshields may be used in all cars.
- i. Front firewall must be complete and in stock position. Firewall must be complete stock or fabricated "footbox" 18Ga. Min. However, if car has been rebodied, only the driver's side is required.

- j. All holes in firewall must be covered and must seal engine area from driver. If rebodging with newer model body, firewall modification must use a minimum of 18 gauge weld able steel (no aluminum or galvanized materials).
- k. 1/8" steel floor pan plate from under the seat to the heel area of the firewall must be welded in. Floorboards may be patched or repaired for safety requirements. All patches must be securely welded.
- l. A complete steel rear firewall must seal the trunk area from driver compartment, and must include a rear window shelf.
- m. The trunk floor must be in place and complete unless a modified rear stub has been added which requires a fuel cell.
- n. Remove all side glass, upholstery, rear seats, molding, etc...
- o. Pad or remove all dangerous objects in drivers' compartment
- p. All doors must be permanently closed by welding or mechanical attachment.
- q. Rear quarter windows or opera windows may be lexan with no exposed edges.
- r. No functional fresh air hood scoops or airboxes.
- s. No flattops, front spoilers, slant roof, or slant windshields. 4" of clearance, except the exhaust with the driver in the car.
- t. A flush mounted outer rub rail is permitted and can be made of plastic or 1" square steel tubing with no sharp edges.
- u. Aftermarket pedal assemblies allowed. Approved Johnson bar is OK.
- v. All throttles must have a minimum of 2 return springs.
- w. Steel plate on left side door mandatory. 1/8" metal plate post to post, top to bottom. On unibody add a bar post to post, weld to door sill.
- x. Numbers must be on both doors of the car and on the roof facing the grandstand; numbers also must be on the upper right of the windshield 6" to 8" in height. A number will also be placed at the rear of the car. and a 6" number at the headlight position.
  - 1. Numbers must be at least 16" in height and at least 3" wide. Up to three digits may be used, may also include 1 letter for duplicate numbers.
- y. Cars coming from other tracks or circuits that have matching numbers with another driver will add a letter before or after their number, or change to a new number that is not currently in use.
- z. Cars must maintain a neat appearance.
  - aa. All drivers must register their car numbers with the association; previously used numbers will have preference. Up to a three digit number with one letter may be used.
  - ab. Front and rear bumpers must remain stock in appearance for make of car, Subject to inspectors' discretion.
  - ac. Heat and bend bumper ends if necessary to protect from cutting tires or hooking other cars.
  - ad. Aftermarket or homemade nose and tail pieces permitted. 4" rear spoiler permissible on trunk lid. Must not interfere with opening and closing of trunk and not to exceed the width of the trunk rear deck surface.
  - ae. No inside reinforcing permitted of bumpers that is heavier than the original. No plastic bumpers. Recommend .095 steel pipe, 1 3/4" maximum.
  - af. Heat shield padding is recommended in drivers' area.

#### **4. CHASSIS, ROLL CAGE AND FRAME WORK STRUCTURAL ADDITIONS:**

- a. Cars must have 8 point perimeter roll cage (no offset roll cages allowed).
- c. Cars must have door bars on both sides of the car, with a minimum of 3 side bars on the drivers' side door which must be plated to the top of the door and 2 right side door bars.
- d. Material used must be a minimum of 1 3/4" in diameter with walls not less than .095 of an inch thick.
- e. No pipe fittings, square tubing, galvanized pipe, exhaust pipe or conduit pipe allowed.
- f. Some type of X-brace must be installed between roll cage uprights.
- g. All welding must be electric.
- h. All corner welds must be gusseted.
- i. Drill 1/4" hole in left and right uprights for inspection purposes.
- j. Jarvis bar- a bar from left front of roll cage post to left rear roll cage post approximately 6" up from frame recommended (1 3/4" x .095) or equivalent. Foot and leg protector bar from behind left front wheel to left front roll cage post.
- k. Unibody sub frame connectors are permitted.
- l. Rebuilding of rear stub: Start at center line of rear axle, straight back horizontally, 2 parallel frame members of 10" minimum outside circumference, 1/8" thick tubing, or stock frame rails of equal dimensions ( square, rectangle, or round).
- m. Rear frame kick up may be reinforced (all cars).
- n. No front bull work or reinforcements in front of A-frame. Must be behind radiator.
- o. Front and rear wrecker hooks required, and must be painted orange and easily visible.
- p. All ballast (extra weight) added must be painted white and securely fastened into car with car number clearly marked on the weight.
- q. Frame rails on all cars may be reinforced.
- r. Radiator protection will consist of 1 horizontal pipe of not more than 1" diameter and one brace on either side of radiator to the frame of the same diameter. No plating allowed. This must be positioned behind the grill opening. 1" square tube may be mounted between frame rails in front of radiator in unibody cars.
- s. Rear bumper hoop is permitted. 8" maximum height, 3" wide, 1 3/4" diameter. No wider than frame inside sheet metal.

#### **5. SUSPENSION: ALL SUSPENSION PARTS MUST BE FOR AUTOMOBILES ONLY:**

- a. Suspension system must remain completely and strictly stock, no modifications permitted, no modifications on any control arm, except as noted below.
- b. Rubber, urethane or plastic control arm bushings only front and rear. Sway bar bushings may be plastic. Upper control arms may be reinforced.
- c. Tubular upper or A-arms are okay as long as they follow these guidelines:
  - 1. Must mount to stock mounts in stock location.
  - 2. Steel construction only ((steel pivot shafts only (no aluminum).
  - 3. One-piece style allowed. Adjustable Heim style prohibited.
  - 4. Conventional style bolt on ball joint allowed (screw in style prohibited).

5. Bushings style pivot shafts allowed(bearing pivot shafts prohibited).
  6. Upper control arms to measure 8 inches plus or minus 1/2"
- d. All 4 flanges must have a 5 bolt pattern. All 108" type cars that are originally equipped with a 4 bolt flange must be modified, in an acceptable manner to a 5 bolt flange.
  - e. 1" O.D. tube welded or bolted behind the center line of your shock tower.
  - f. Caster camber plate located on top of spring tower allowed on front strut tower of T-bird.
  - g. No aftermarket parts (such as Dillon, Howe, homemade, altered etc...) unless otherwise noted.
  - h. Front suspension lower control arms must be stock length and mounting locations cannot be moved. Front suspension upper control arm mounting pads may be moved on frame but must remain inside the shock bolt as a one-piece stock appearing mount. And must remain on the original side.
  - i. No pan hard bars, coil over shock units, small diameter springs, sliders, or rear sway bars unless factory stock.
  - j. Shock absorbers allowed in original stock position only. Can use any steel stock appearing shock absorbers. 4 shocks only.
  - k. No interchange of front suspension parts without approval.
  - l. The use of "weight Jacks" is allowed on the rear axle only.
  - m. Cutting and heating of springs is permitted.
  - n. Racing springs allowed. Adjustable spring spacers are allowed on the front.
  - o. Full frame or safety approved unibody allowed.
  - p. Mid America series hub mandatory on front right, where available. Minimum 5 studs.

## **6. RADIATOR:**

- a. A catch can is mandatory
- b. Aluminum radiators are permitted. No plastic radiators allowed.
- c. No antifreeze is permitted. Water only. May use water pump lubricant rust inhibitor.
- d. Aluminum water pumps permitted, must be mechanical driven.

## **7. STEERING:**

- a. Steering must be in typical stock arrangement and location.
- b. No rack and pinion type, except on Ford unibodies.
- c. The steering wheel should be padded.
- d. A collapsible steering wheel shaft is suggested.
- e. No welding on any steering component.
- f. No Heim joints in steering linkage.

## **8. TIRES AND WHEELS:**

- a. New or used recapped Towel city tires and American Racer 9-70's. Towel City tires which consist of the soft rubber compound (77A) are allowed for use on the left side only. Maximum 8" tread width. American Racer 9-70's tires with maximum 9" tread width. 1 New American Racer 9-70 every other week. Must be purchased from MCDA. Visitors should contact MCDA prior to coming. [sandsspeedway@gmail.com](mailto:sandsspeedway@gmail.com)
- b. Racing wheels required on ALL sides.
- c. Longer and oversized stud bolts are required. Oversized wheel nuts mandatory. Stud must have at least 3 threads past nut.
- d. No shimming allowed.
- e. Maximum 8" wheel. No homemade wheels allowed.
- f. The use of tire softener is not permitted.
- g. ALL RACING WHEELS ON A CAR SHALL BE A MINIMUM OF 2" - A MAXIMUM OF 4" OF BACKSPACING.
- h. No air bleeders allowed.

## **9. BRAKES:**

- a. Aftermarket pedal assemblies allowed.
- b. All four brakes must be in good operating condition.
- c. No rear disc brakes.

## **10. FUEL TANKS:**

- a. A manufactured fuel cell in a steel box is required and must be mounted in center of stub, each direction 11" minimum ground clearance. 2 in each direction of 1" strap, square tubing or angle iron with 1/8" minimum thickness surrounding the cell box in each direction is mandatory. If rear stub is stock, cell must be as far forward as possible.
- b. No fuel lines or containers in the drivers' compartment.
- c. Fuel cell vents must be on the left side attached to the underside of the quarter panel as close to the top as possible.
- d. All fuel cell vents must have roll over valve.
- e. Steel fuel lines or braided hose flared lines except at fuel pump junction. A maximum of 6" of rubber in front. 15" in the rear with a double clamp. Mounted away from exhaust and heat.

## **11. ENGINE:**

- a. Engine must be in stock location or moved no farther back than number one sparkplug in line with ball joint centerline. Any corporate engine which bolts in using stock parts may be used. Solid motor mounts or through bolted rubber mounts. Any engine stabilizers must have slack at rest.
- b. No aluminum blocks or heads.
- c. Factory street production heads only (no turbo, bowtie, angle plug, or other after market cylinder heads.)
- d. Any flat tappet camshaft. 3 pushrods must have a vertical white line at the top for inspection purposes.
- e. No roller cams or roller rockers.
- f. The use of roller tip rockers is allowed, but must have a stock fulcrum.
- g. Stock appearing valve train. 1 3/8" max. diameter valve springs. The use of stud girdles is allowed.
- h. No oil coolers, accusumps, No remote oil filters. No drysump system.

i. Crate motor for the Super stock class is

1. GM part # 88958602 (or part #19258602) and the car must weigh 3100lbs. – Must have MCDA board approval before you purchase a new or used motor and must have bill of sale at the track.
2. Steel head vortec, crate motor only
  - a. MCDA approved 650 CFM Holley carburetor only part # 0-4777
  - b. Carb can be claimed or exchanged by MCDA at any time.
3. Approved shoenfeld headers which are part #185VCM. If cast iron exhaust is used they must be removed at the end of each feature.
4. No light weight transmissions or components.
5. Conventionally priced water pump and pulleys – mechanical pump only.
6. Crate distributor and approved ignition only.
7. 3100 minimum weight and will scale every race day.
8. Crate motor cars must follow ALL Super Stock rules and engine must be sealed.
9. Repair/rebuild – you must use a MCDA BOARD approved source for any crate motor repairs or rebuilds, CHECK BEFORE ANY SUCH WORK

## **12. CARBURATOR:**

a. Maximum of 1 factory stock 2 barrel carburetor. (Choke plate may be removed). No other modifications. Stock 4412 Holly carburetor optional for racing season on all cars. No more than 1” adapter plate between intake and carburetor. NO 4 BBL intakes.

b. INTAKE AND EXHAUST:

1. Stock automobile 2 barrel cast iron intake and cast iron exhaust manifold only, no marine intakes, no frame modifications to fit exhaust.
2. No porting or polishing.
3. Exhaust must point down toward the track.
4. \*\*100 decibel limit mandatory from 100 feet. No exhaust popping or other irritating or irregular exhaust noises.

c. FUEL PUMP:

1. Mechanical fuel pumps only.

d. IGNITION:

1. Any stock single point or magnetic pickup type may be used. Stock type coil must be used.

e. TRANSMISSION AND REAR END:

1. Clutch disc must be a minimum of 10” in diameter and no button or multidisc clutches are allowed.
2. Stock rear end on in stock position.
3. Ford style 9” rear end optional, OEM brakes only are allowed and must be located in stock position, stock wheelbase on all cars using stock appearing control arms. Upper frame mounts may be moved up 1 inch.
4. Automatic transmission must have stock appearing torque converter. Shift kits and transmission fluid cooler allowed.
5. Transmissions must have forward and reverse in working order.
6. A U-hanger for front one quarter of drive shaft is required.
7. All drive shafts must be painted white for safety. No aluminum drive shafts.
8. Locked rear ends will be permitted.
9. Aftermarket axles acceptable. All modifications must be in a manner acceptable to the inspector.

10. No quick changes

11. No truck rear ends or floaters.

f. ELECTRICAL:

1. No on board computers allowed for any purpose.

2. Battery must be securely installed, mounted with J bolts to metal tray inside plastic container and strapped.

3. Car must be fitted with a starter capable of starting the engine.

4. All wiring must be neatly installed.

g. SAFETY:

1. Seat belts- Tech official approval required on mounting of belts and seats. A headrest is required. Aluminum racing seat is mandatory. Mounted 17" minimum front center of seat to inside of furthest door bar. Lap belt and shoulder harness must be a minimum of 3" wide. Crotch strap is required. A date tag is required on all seat belts. Seat belts should be mounted in direction of pull. Replaced every 5 years.

2. Driver Apparel- At least a Snell 95m rated helmet with Nomax head sock (optional). Complete fire suit, fireproof gloves and eye protection (visor or goggles) are mandatory. No sport type shoes accepted.

3. Fan shroud-Mandatory with fan. Electric fans optional.

4. Fire Extinguisher- Extinguishers of dry powder of at least 2 lbs., full, and in operating condition; must be mounted in all cars within the drivers reach and that of the safety crew. Mounting must have quick release (except for cars with on board fire system).

5. Fuel-Gasoline only! No alcohol based fuels. No fuel line may be exposed in the drivers' compartment. No nitrous oxide. No cool can.

6. Kill Switch- Kill switch mandatory, centrally located and painted safety orange. Master switch behind or along the drivers' seat easily accessible and visible so that the safety crew can reach it.

7. Window Nets- Mandatory on drivers' side. Release shall be painted orange.

8. Tow Hooks- Mandatory on the front and back of each car. Two hooks will be painted orange for easy identity.

**13. SUPER STOCK CLAIM RULE; NO CLAIM LAST TWO RACES OF SEASON:**

a. Claimer must finish the race with their engine in good running order.

b. Must be same make engines

c. Claimer must finish in the same feature and on the same feature lap.

d. Claim will be \$750.00 and long block swap-cash, cashier check or money order.

e. The long block includes oil pan to heads (excluding exhaust, intake manifolds, carburetor, fuel pump, water pump, fly wheel, bell housing and clutch assembly).

f. There is a 10 minute time limit if you want to claim a motor, go to the scale within 10 minutes of the checkered flag and seek out a board member, inspector or weigh master. The claimer has 20 minutes to make their decision, during this time both cars will stay at the scale and will not be tampered with.

g. Inspector fees and wrecker fees will be the responsibility of the claimer when necessary.

h. There may be only one claim per claiming driver per season.

i. A claim may only be made by a driver.



j. Engine is immediately subject to inspection upon removal to determine legality. New owner (claimer) is responsible for any engine disassembly required for inspection.

k. Failure to give up an engine will result in disqualification for disputer race, and the remainder of the season.

#### **14. GENERAL:**

a. ALL RULES WILL BE ENFORCED AS WRITTEN. EACH DRIVER AND CREW IS RESPONSIBLE FOR KNOWING THE TRACK POLICY. ALL CARS WILL BE INSPECTED FOR SAFETY AND RULE COMPLIANCE

b. \*\*RULES NOTED WILL BE STRICTLY ENFORCED BY THE TRACK AND ASSOCIATION OFFICIALS.

c. THE MARQUETTE COUNTY DRIVERS ASSOCIATION AND THE TRACK ADMINISTRATION WOULD LIKE YOU TO BE AWARE THAT SOME RULES MAY NOT NECESSARILY COMPLY WITH OTHER RACE TRACKS.

d. IF YOUR CAR IS DISQUALIFIED BY THESE RULES ENTRY FEE WILL NOT BE REFUNDED.

e. The first time a driver visits the track he/she will be granted a one (1) time grace period to comply with all rules. ALL CARS MUST RUN ON TOWEL CITY RECAP TIRES.