



SUPER STOCK RULEBOOK

2021

The following rules are for the Super Stock class for the 2021 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 conditions 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.

Two way radios allowed for safety, spotters must be on the top two rows of the pit bleachers only. Anyone caught blocking will be black flagged and have radio privileges revoked.

Minimum age to race is 14. You must be 14 years of age to race any class. Any driver under 14 must have track approval.

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

1. General Overview

- a. Each driver and crew is responsible for knowing the track policy.
- b. All cars will be inspected for safety and rule compliance.
- c. If your car is disqualified by these rules, your entry fee will not be refunded.

2. Vehicle

- a. Vehicle body must be a stock passenger type with complete factory
Appearing body and top. No convertible style bodies allowed.
- b. Steel bodies ie. Front fenders, doors, hood, rear quarter panels and roof are
OEM or 22 gauge. Add 20 lbs to total weight if composite hood is used.

3. Weight

All rule infractions will be weight increases and must be added to the base weight and meet left side percentages. (See each item for increased amounts.)

- a. All cars must weigh 3100 lbs, minimum, and steel body cars have a
left side weight of at least 58% of the cars total weight.
- b. Cars with body panels composed of materials other than OEM or a
Minimum of 22 gauge steel (fiberglass, composites, aluminum, etc.) must
add 40 lbs. of additional weight and have maximum 56% left side weight.
- c. Fuel weight allowance is one pound per lap in the same portion as above.

4. Body

- a. No functional fresh air hood scoop.
- b. Body panels must be fabricated from a minimum of 22 gauge steel and Resemble the factory stock panel to avoid the 40lb weight rule.
- c. Full width windshields are required.
- d. Rear quarter windows or opera windows may be Plexi-glass.
- e. Firewall must be stock or fabricated "Footbox" 18 gauge minimum.
- f. All holes in firewall must be covered and must seal engine area from driver.
- g. A complete rear firewall must seal the trunk area from driver compartment.
- h. An 1/8-inch steel pan plate from the rear of the driver's seat to the heel area of the firewall must be welded in.
- i. Front and rear wrecker hooks, loops required.
- j. An outer rub rail next to the body is permitted and is to be flush mounted. only. Metal rub rails are to be 1 inch square maximum with tapered ends.

5. Chassis, Roll Cage and Framework Structural Additions

- a. Roll cage material used must be a minimum of 1 3/4 inch in diameter with walls not less than .095 inch thick. Cars must have 8 point perimeter

roll cage (no offset roll cages allowed.).

- b. Must have three door bars minimum on left side with plating between them. Door bars must have some type of cross brace installed between roll cage uprights. Steel plate on left door side mandatory, 1/8 inch post to post top to bottom.
- c. All corner welds should be gusseted.
- d. Foot and leg protector bar from behind left front wheel to left front roll cage post is recommended.
- e. Frame, unibody sub frame connectors are required.
- f. Rebuilding of rear stub: start at center line of rear axle 2 parallel frame members of 10-inch minimum outside circumference, 1/8 inch thick tubing, or stock frame rails of equal dimensions (square, rectangle or round).
- g. Ballast; all ballast (extra weight) added must be painted white and securely fastened into car with car number clearly marked on weight.

Roll cage infractions:

- a. any rule that pertains to safety must be followed. Other rule infractions will be penalized with a 100-pound weight increase per infraction, added to the minimum weight of the car. (see rule #3)

6. Suspension

- a. General; suspension must remain in stock appearance and dimension except front upper control arms. Upper control arms may be steel tubular, one piece style with conventional bolt on ball joints, bushing style pivot shafts and can measure 8 inches plus or minus 1 inch on G.M. metric.
- b. Rubber, urethane or plastic control arm bushings only front and rear.

- c. Sway bar bushings may be plastic.
- d. The use of “weight jacks” is allowed on rear axle only.
- e. Coleman hub mandatory on front right. 5 studs.
- f. Shocks must be steel bodied with no coil overs,
no adjustable shocks or sliders. One shock per wheel.
- g. Springs: adjustable spring spacers are allowed on the front. If the car has
front screw jacks they must be locked so they cannot be adjusted at the
track. (Approved by tech inspector.)
- h. Front suspension: upper control arms must mount to stock mounts,
mounting location may be moved, steel construction only,
(steel pivot shafts only) no aluminum.
One piece style allowed, conventional style bolt on ball joint allowed.
Bushings style pivot shafts allowed (bearing pivot shafts prohibited).
- i. Lower control arms: front suspension lower control arms must be stock
and mounting locations cannot be moved.
- j. Rear suspension: no pan hard bars, coil over shock units,
or rear sway bars unless factory stock.

Suspension Infractions incur these penalties:

1. non approved shock absorbers.

2. non-compliant upper control arms

Both incur a 50-pound weight addition penalty to minimum weight.

(See rule #3)

7. Cooling system

- a. General: a catch can is mandatory, no antifreeze is permitted. After market

water lubricant is allowed.

b. Radiator: no plastic radiators allowed.

c. Water pumps must be mechanical driven.

8. Steering

a. General: Steering must be in typical stock arrangement and location.

Hiem Joints are allowed for steering components.

b. Safety: the steering wheel should be padded. A collapsible steering wheel shaft is suggested.

9. Tires and Wheels

a. General: no shimming allowed, the use of tire softener is not permitted, no air bleeders allowed.

b. Wheel lugs and studs: longer and oversized stud bolts are required, stud must have at least 3 threads showing past nut.

c. Tires: approved racing tire is Hoosier D800.

d. Wheels: racing wheels required on ALL sides, maximum 8 inch wheel.

e. Backspacing: ALL RACING WHEELS ON A CAR SHALL BE A MINIMUM OF 2 INCHES- A MAXIMUM OF 4 INCHES OF BACKSPACING.

f. First day the car races, all four tires either new or used must be marked by the Sands Speedway inspector.

g. After the first time the car races you can get only one tire a week marked,

h. saved unused new tires can be used at any time

i. The car must race on the tires that the car uses for time trials for the full race day. Flat tires during the race day may be replaced with approval of inspector,

with any tire that was previously marked unless it was the first day the car races. No unmarked tires can be used unless approved by inspector.

j. If you are not buying a new tire get a used tire marked for possible use in the future.

10. Brakes

a. all four brakes must be in good operating condition, drum or disc brakes.

11. Fuel

a. Gasoline only! No alcohol based fuels.

b. No fuel line may be exposed in the driver's compartment.

c. No nitrous oxide.

d. No cool can.

12. Power plant

a. Engine general: no aluminum blocks.

b. Lubrication: no dry sump system.

c. Location: engine must be in stock location or moved no farther back than number one sparkplug in line with ball joint centerline.

d. Fuel pump: mechanical fuel pumps only.

e. Ignition: any stock single point or magnetic pickup type may be used, stock type coil must be used.

f. Carburetor: factory stock 2 barrel carburetor, 4412 Holly carburetor, no more than 1 inch adapter plate between intake and carburetor.

All throttles must have a minimum of 2 return springs.

g. Intake: stock cast iron 2bbl intake, no marine intakes, no porting or polishing. The only aluminum intakes permitted: GM; Edelbrock Performer #2101, RPM #7101, #7116, Speedway Motors Part # 91011465. Ford; Edelbrock #371, #7121, #2181, #7181.

h. Valve train: Stock appearing valve train, 1 3/8 inch maximum diameter valve springs, the use of stud girdles is allowed, and flat tappet camshaft, no roller cams or roller rockers. The use of roller tip rockers is allowed, but must have a stock fulcrum.

i. Heads: no aluminum heads, must be cast iron factory street production heads only (no turbo, bowtie, angle plug cylinder heads).

j. Exhaust: cast iron exhaust manifold only, no porting or polishing.

Tail pipes: no car can be above 100 decibel limit mandatory from 100 feet. No exhaust popping or other irritating or irregular exhaust noises.

k. Crate motor: crate motor for the Super Stock class is GM part # 19258602

l. Must have Raceway Investors approval before you purchase a new or used motor and must have bill of sale at track.

m. Raceway Investors approved 650 Holley carburetor part #0-4777 only.

n. Approved Schoenfeld headers part #185VCM.

o. Crate motor cars must follow All Super Stock rules and engine must be sealed.

p. Repair/rebuild- you must use an approved source for any crate motor. repairs or rebuilds, CHECK BEFORE ANY SUCH WORK.

Power plant infractions: the following infractions incur these penalties:

1. Incorrect engine set back 100-pound weight penalty added.
2. Incorrect intake manifold 300-pound weight penalty added.
3. Incorrect carburetor 300-pound weight penalty added.
4. Incorrect clutch and pressure plate 100-pound weight penalty added.
5. Incorrect cast iron heads 100-pound penalty added.

(See rule #3)

13. Drive Train

- a. Transmission: Any stock transmission must have forward and reverse in working order, automatic transmission must have stock appearing torque converter.
- b. Clutch and pressure plate must be a minimum of 10 inches in diameter. No multi disc clutches allowed.
- c. Drive shaft: must be painted white for safety. A safety loop is required, on the first quarter of the drive shaft. No aluminum driveshaft allowed.
- d. Rear End: stock rear end in stock position OEM or Ford style 9 inch. Upper frame mounts may be moved up to one inch. Locked rear ends will be permitted. No quick changes.

14. Electrical

- a. Battery must be securely installed.
- b. Kill switch mandatory, centrally located.
- c. Master switch behind or along driver's seat easily accessible and visible so that the safety crew can reach it.

15. Safety

- a. Window net mandatory on drivers' side.
- b. Seat Belts/Safety Harness: Tech official approval required on mounting of belts and seats. A head rest is required.
A aluminum racing seat is mandatory.
Lap belts and shoulder harness must be a minimum of three inches wide.
Crotch strap is required.
A date tag is required on all seat belts, condition approved by inspector.

c. Driver Safety apparel

Helmet: at least a Snell 95 rated helmet.

Eye protection either visor or goggles are mandatory.

Complete fire suit: highly recommended a 2-layer, SFI-5 fire suit.

Fireproof gloves are mandatory, Highly recommended Nomex racing
Gloves.

Footwear: boots or racing shoes required. Racing shoes are highly
Recommended. No athletic type shoes accepted.

d. Fire suppression/ Extinguishers/Requirements

a. Extinguishers of dry powder of at least 2 lbs., full and in operating
condition.

b. Must be mounted in all cars within drivers reach and that of safety crew.
Mounting must have quick release.

