



Super Stock

2026

General

- a. If you are building a car for the first time, please contact mcdasandsspeedway@gmail.com to speak to an MCDA representative before building.
- b. All rules will be enforced as written. Each driver and crew are responsible for knowing the track policies. All cars will be inspected for safety and rule compliance.
- c. These rules shall govern the conditions of all events; all participants are deemed to have complied with these rules.
- d. 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.
- e. A car that has a roller cam will be allowed to compete but will be required to add 250lbs to the base weight and any other penalty weight needed.
- f. Two-way radios are allowed for safety.
 - I. Spotters must only sit on the top two rows of the pit bleachers.
 - II. Anyone caught blocking will be black flagged and lose their radio privileges.
 - III. Any Car that is found to be illegal at anytime during the race will be disqualified and will not receive points or pay.
- g. If your car is disqualified by these rules, your entry fee will not be Refunded.

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 (front fenders, doors, hood, rear quarter panels and roof) are OEM or 20Ga.

Weight

- a. 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)
- b. All cars must weigh at least 3000 lbs. minimum; cars must have a maximum left side.

weight of 58% of the cars total weight.

c. Steel bodied cars will get a -50lbs.weight break.

d. Fuel weight allowance is one pound per lap in the same portion as above.

Safety Requirements

a. A window net is mandatory on the driver window.

b. Tech official approval is required for the mounting of belts and seats.

c. A head rest is mandatory.

d. The seat must be an aluminum racing seat.

e. Lap belts and shoulder harness must be a minimum of 3 inches wide. A crotch strap is required. A 5-point harness is required.

f. All belts must be in good condition and be approved by the Tech Inspector for integrity.

g. Helmets must be at least a Snell SA2010 rated.

h. A visor or goggles are mandatory for eye protection.

i. A single layer SFI 3.2 fire suit is required. A 2-layer SFI 5 suit is recommended. Fireproof gloves are mandatory; Nomex racing gloves are recommended.

j. Boots or racing shoes are required. Racing shoes are highly recommended. Athletic-type shoes are NOT accepted.

k. A dry powder, fully charged, 2 lbs. minimum extinguisher must be mounted in all cars within reach of the driver and safety crew. Mounting must have quick release.

Body

a. No functional fresh air hood scoops allowed.

b. Body panels must be fabricated from a minimum of 22 Ga steel and resemble the factory stock panel to be eligible for the -50 lbs. weight break. c. Full width windshields are required.

d. Rear quarter windows or opera windows may be Plexi-glass.

e. Firewall must be a stock or fabricated "footbox" – 18 Ga minimum.

l. All holes in the firewall must be covered and seal the engine area from the driver compartment.

f. A 1/8-inch steel pan plate must be welded in from the rear of the driver seat to the heel area of the firewall.

g. Front and rear wrecker hooks/loops required.

h. An outer rub rail next to the body is permitted and is to be flush mounted. Metal rub rails are to be no bigger than 1 square inch with tapered ends and no sharp edges.

Fuel

- a. Gasoline only! No alcohol-based fuels.
- b. No fuel lines may be exposed in the driver's compartment.
- c. No nitrous oxide.
- d. No cool can.
- e. Fuel cell description:
 - a. Manufactured fuel cells in a steel box is required.
 - b. Must be mounted in center of rear stub. 11" minimum ground clearance.
 - c. Two 1 "straps in each direction square tubing or angle iron 1/8 "min. thickness surrounding the fuel cell box all sides mandatory.
 - d. If rear stub is stock, cell must be as far forward as possible.
 - e. Must have functional roll over valve on vent.

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.
- b. Cars must have an 8-point perimeter roll cage. No offset roll cages allowed.
- c. Must have a minimum of three door bars on the left side with plating in between them. Door bars must have some type of cross brace installed between roll cage uprights. Steel plate on left door mandatory, 1/8-inch post to post, top to bottom.
- d. All corner welds should be gusseted.
- e. Foot and leg protector bar from behind left front wheel to left front roll cage post is recommended.
- f. Frame, unibody sub frame connectors are required.
- g. Rebuilding of rear stub: starting at the center line of the rear axle, 3 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)
- h. All ballast (extra weight) added must be painted white and securely fastened into the car with the car number clearly marked on the weight.
- i. Frame must be OEM, not fabricated.

Brakes

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

Suspension

- a. 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 +/- 1 inch on GM metric.
- b. Rubber, urethane, or plastic control arm bushing only on 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 is 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. 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. Upper control arms must be steel construction only, no aluminum. a. One piece style allowed, conventional style bolt on ball joint allowed. b. Bushing style pivot shafts allowed (bearing pivot shafts prohibited)
- i. Front suspension lower control arms must be stock and mounting locations cannot be moved.
- j. No pan hard bars, coil over shock units, or rear sway bars unless factory stock.

These Suspension Infractions incur these penalties:

- 1. Non-approved shock absorbers +50lbs- NO COILOVERS
- 2. Non-compliant upper control arms. +50lbs
- 3. Non-OEM mounting location for shock absorbers +50lbs.
- 4. Front screw jacks +25lbs

Cooling Systems

- a. A catch can is mandatory, no antifreeze is permitted. After market water lubricant is allowed.
- b. No plastic radiators allowed.
- c. Water pumps must be mechanically driven.

Steering

- a. Steering must be in typical stock arrangement and location.
- b. The steering wheel should be padded.
- c. A collapsible steering wheel shaft is suggested.

Tires and Wheels

- a. No shimming allowed. The use of tire softener is not permitted, no air bleeders allowed.
- b. Longer and oversized stud bolts are required. Stud must have at least 3 threads showing passed the nut.
- c. Approved racing tires are Hoosier D800 or F70 tires.
- d. Racing wheels required on ALL sides, maximum 8-inch wheel.
- e. **ALL RACING WHEELS ON A CAR SHALL BE A MINIMUM OF 2-INCHES TO A MAXIMUM OF 4-INCHES OF BACKSPACING.**
- f. On the first day the car races, all 4 tires (new or used) must be marked by the Tech Inspector.
 - l. After the first time the car races, you can get only one tire a week marked. Saved and unused new tires can be used at any time.
- g. The car must race on the tires the car uses to time trials for the full race day. Flat tires during the race day may be replaced with approval of the inspector with any tire that was previously marked (unless it is the first day the car races)
- h. No unmarked tire can be used unless approved by the inspector.
- i. If you are not buying a new tire, get a used tire marked to possible use in the future.
- j. 3 tires may be marked and allowed to use at the midseason race.

Power Plant

- a. No aluminum blocks.
- b. No dry sump system.
- c. Engine must be in stock location or moved no farther back than number one spark plug in line with ball joint centerline.
- d. Mechanical fuel pumps only.

- e. Any stock single point or magnetic pickup type ignition may be used. Stock type coil must be used.
- f. Factory stock 2-barrel carburetor, 4412 Holley, no more than one inch adapter plate between intake and carburetor.
- g. All throttles must have a minimum of 2 return springs.
- h. 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
- i. Stock appearing valve train, a flat tappet cam, stud girdles, and roller tip rockers are allowed but must have a stock fulcrum.
 - 1. Must add 25lbs. If using full roller rocker arms.
- j. No aluminum heads; must be cast iron factory street production heads only. No turbo, bowtie, angle plug cylinder heads.
- k. Cast iron exhaust manifold only, no porting or polishing. a. No car noise can be above 100 decibels from 100 feet. b. No exhaust popping or other irritating or irregular exhaust noises.
- l. Crate motor for the SS class is GM part #19258602.
- m. Must have Sands Speedway Owner (SSO) approval before you purchase a new or used motor and must have a bill of sale at the track.
- n. SSO approved 650 Holley carburetor part #0-4777 only.
- o. SSO approved Schoenfeld headers part #185VCM
- p. Crate motor cars must follow all SS rules and engine must be sealed.
- q. You must use an approved source for any crate motor repairs or rebuilds. CHECK BEFORE COMPLETING ANY SUCH WORK! Power Plant infractions:
 - 1. Incorrect engine setback = 100-pound weight penalty
 - 2. Incorrect intake manifold = 300-pound weight penalty
 - 3. Incorrect carburetor = 300-pound weight penalty
 - 4. Incorrect clutch and pressure plate = 100-pound weight penalty
 - 5. Incorrect cast iron heads = 100-pound weight penalty (see rule #3)

Drive Train

- a. 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 multidisc 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 in stock location, OEM or Ford-style 9-inch. Trailing arms must be stock appearing and in the stock configuration. a. Quick change rear end is allowed with a 50pound weight penalty.

Electrical

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

Transponders

- a. No farther forward than 12" in front of rear axle.
- b. Not to be placed any higher than 12" off the track surface.

***Any Norway Speedway Super Stock will be considered legal at Sands Speedway. As long as it is legal by the DCRA Rules Matrix. It must be legal race weight at the conclusion of all races and before time trials.**

All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition. If the car is deemed unsafe it will not be allowed to race.