

Super Street

Body:

- 1.Any American made 1960 or newer production sedan or sport coupe.
- 2.Must have firewall and floorboard to rear of driver's seat
- 3.Full Firewall – fender to fender – May be fabricated
- 4.Full floorboard under driver past rear of seat – May be fabricated
- 5.Car may have drivers compartment boxed
- 6.Uni-bodies may be tied together.
- 7.No sharp edges.
- 8.Aftermarket noses permitted. No late model style sloping noses such as MD3 or Dominator.
9. Must have bars in front of driver.
- 10.Must have tow hooks on front and rear.
- 11.Aftermarket steel and/or aluminum bodies OK.
- 12.Rear of car may be open.
- 13.May run skirts. Skirts must be same width entire length, for example on rear quarter panel skirt must taper upward same as quarter panel.
- 14.Rear spoiler 6" Max.
- 15.Body measurements- SEE BODY DIMENSION GUIDE FOR OUTLINE OF BODY RULES.
- 16.NO MIRRORS. NO RADIOS

SUSPENSION:

- 1.Minimum 101" wheelbase, must match chassis, example Camaro snout 108" plus or minus 1".
- 2.CHASSIS AND SUSPENSION: Front snout must remain completely factory stock at all suspension mounting points except where otherwise noted. No cutting and widening of front snout, must be factory width. Snout may be cut and notched for clearance. Snout must match rear suspension, Camaro snout-leaf spring rear, and metric snout-metric rear. Rear clip suspension mounting must be in stock location, may reinforce rail with tubing to rear bumper both thru and under frame.
- 3.Rear jugged square tube chassis will be legal, must have stock front snout. Car must measure correct wheelbase for type chassis used, example leaf spring-Camaro, metric-

Monte Carlo. Rear leaf cars cannot splay more than 2 inches outside of factory specs. Metric cars allowed adjustable upper arms for pinion angle adjustment and screw jacks, all else must be stock type and stock length measurement from front snout. NO ROUND TUBE CHASSIS CARS.

4. May relocate top A-frames. Top A-frames may be tube. Control arms cannot be swapped from manufacturer to manufacturer (Ford to Chevy etc.)

5. May run heims and swedged tube tie rods. Stock type aftermarket center link ok

6. Screw jacks ok

7. Changing of springs OK. Coil for Coil, Leaf for Leaf. No composite material leaf springs.

8. May run adjustable screw buckets, rear shackles and lowering blocks

9. No wide 5 hubs or spindles – adapters ok, no aluminum hubs, front spindles must be stock-can be altered, drilled, braced, etc.

10. Sliders can replace shackles at rear of leaf only, No sliders on axle mount. Chrysler springs NOT allowed. Stock Camaro spring dimensions will be checked. Damper shock legal on top of rear.

11. Sway bars and lowering blocks optional.

12. Any shock, any location EXCEPT: No coil over shocks. No remote adjust shocks. No external adjustments allowed. No canister shocks. *Front or rear shocks do not have to be in stock location.

13. Shocks can be claimed. There is a \$150 per shock claiming rule in place for 2013. Only cars finishing in top three at an event are eligible to have their shocks claimed and you must finish behind the car that you are claiming shocks from. You must claim all 4 shocks.

14. Coil spring cars may run jack bolts in rear.

15. May run one 90/10 shock – upper rear

16. Drive shafts can be steel or aluminum only. Must be painted white.

17. Leaf spring rear – No bar systems

18. Anything not specified must remain stock.

Engine:

1. 362 ci maximum

2. GM 602 crate motor is legal crate motor, must have seals in place.

3. Built motor rules are as follows:

4. Must have factory stock block for make and model.
5. Steel replacement main caps ok. Straight bolt steel caps only. No slayed.
6. No Big Blocks.
7. Engine must sit in stock location. (1/2" tolerance) 50 Lbs. per full inch, engine is set back, mounted in front of engine. 1" = 50 lbs., 2" = 100 lbs., Max. 2" allowed. See engine set back diagram on web site.
8. High Performance engine parts limited to items listed in each component section.
9. NO porting and polishing.
10. Hydraulic cam and lifters only.
11. No hydraulic roller cam shafts allowed. leaf spring rear, and metric snout-metric rear. Rear clip suspension mounting must be in stock location, may cam shafts allowed.
12. NO 4/7 cross fire cams.
13. Anti-pump-up lifters OK. .000" valve lash. NO oversize lifters.
14. No V-Max or fast bleed lifters (such as Rhodes part # 8178x or equivalent) allowed.
15. Headers allowed.
16. Any flat-top piston. Dish pistons ok.
17. Bore .060" plus .010 for wear.
18. No coating of engine parts, except pistons and bearings.

604 Crate

The GM 604 Crate Motor is legal. The motor must be sealed with either factory seals or seals from a certified builder.

There is 50 lb. weight placement penalty for cars running a 604 Crate engine. The 50 lbs. must be placed in front of the bell housing.

The carb, distributor, clutch, flywheel, header and transmission rule for 604 Crate is the same as for the built motors. Refer to the built motor section in the rule book.

Protest: \$1000 full teardown; \$600 Head and Intake; 70% goes to winning driver;

RODS:

- OEM 5.7 rods with 3/8 rod bolts or sir eagle stock replacement rods. Pins may be floated. Polishing of beams ok. May run scat with 3/8 bolt or cap screw.

CRANKSHAFT:

1. Steel crank must weigh 49 lbs.
2. Cast crank must weigh 49 lbs.
3. Must be stock stroke – 3.480, plus or minus .005, no tolerance
4. NO knife edging. Balancing ok.
5. May run eagle or scat. Must be run as produced from factory. Counter weights must not be windage cut when balancing; angles cannot be altered in any way.
6. All cranks will be weighed with pilot bushing, gear, bolt & washer.
7. Must run SFI approved balancer. (Safety)
8. True roller timing chain & gears OK. NO gear drives or belt drives.
9. No dry pumps.

INTAKE:

1. Stock Quadra jet or old-style Holley cast iron.
2. NO porting or polishing.
3. Aluminum intake: THESE ARE THE ONLY LEGAL NUMBERS!!
 - a. Chevy#EDL7101
 - b. Chevy # SUM226014
 - c. Ford#EDL7181
 - d. Ford# SUM226036
 - e. Dodge#EDL7176
 - f. Dodge#SUM226044

HEADS:

1. NO bow-tie, or angle-plug. Vortec OK.
2. Angle-Mill heads OK
3. May use 300 HP 461, 462 or any stock production head. 492 with 1.94 and 1.50 valves and 165cc intake runner and 65cc exhaust runner only 492 legal.
4. Valve size 1.94 and 1.50. Three-angle valve job OK.
5. NO race flow valves Max. Valve stem step down .010

6. Stock type valve springs. NO double springs. Steel only. Screw-in 3/8" studs and guide plates OK. Stud girdles OK.
7. No beehive springs allowed. Valve retainers and locks must be steel only, no titanium.
8. Roller rockers OK.
9. Engine Quest part #350i heads. NO cc rule with 1.94 & 1.50 valves. Runners must meet factory specs.
10. RHS Head # 12402 NO CC Min. Must meet manufacture specs.
11. May use World product SR Torque head with 2.02 and 1.60 valves, must be 60cc's.
12. World product part # 4361 heads. NO cc rule with 1.94 & 1.50 valves. Runners must meet factory specs.

FORD:

1. 351C 4 barrel head 2.190 intake 1.710 exhaust
2. Intake Part# EDL 2265
3. Cast iron heads only. 302, 351C and 351W
4. World product Winsor Jr. 180- 1.94 intake 1.60 exhaust, NO cc rule.
5. World product Sr 200 must be 60 cc.
6. (GT 40 , GT40P 1.94 intake 1.60 exhaust No cc rule) Stock rods and crank. Stock crank must weigh 49lbs. May run scat 4351W3500600 crank. Must weigh 53 lbs. May run scat rods SCR6A. Any flat top forged piston. Any I beam rod not to exceed Stock rod length.

ALL HEADS:

- Must have straight stem valves. NO pro-flow or race flow or undercut valve stems. .010" max stem. No cut marks lower than one (1) inch below seat. Intake and exhaust runners must maintain stock cc for head.

Carburetor:

- Any carburetor must have choke horn.
Nesmith Carburetor rules apply to Nesmith engines.

IGNITION:

- OEM or single point distributor. Stock type H.E.I. OK. (MSD, DUI, etc.) NO MSD box. NO cross fire caps.

CLUTCH:

- 1.Any steel flywheel, must weigh 14 lbs. Stock-type clutch assembly minimum 10" no lightweight. No aluminum parts. Clutch & pressure plate must weigh 16 lbs. NO triple disk clutch. Solid disc or spring disc ok.
- 2.Only on 602 crate motor, triple disc clutch allowed with a 10lb. weight minimum.

BRAKES:

- 1.May run brake adjuster, front to rear bias
- 2.Rear disc brakes okay.
- 3.Any OEM factory brakes or OEM replacement. Calipers must be single piston. All cars must have 4 wheel brakes.

TRANSMISSIONS:

- 1.Stock type. Bert and Brinn Transmissions allowed. Lighten gears permitted. Must have working forward and reverse. Gears must be in stock location.
- 2.Automatic transmissions must have working torque converter and working forward and reverse.
- 3.No direct drive transmission – 3 or 4 speeds ok –No Super T-10-2 Transmissions, standard T-10 legal.

REAREND:

- 1.Changing of rear-ends, gears, ratios and locking OK.
- 2.No wide 5 hubs. Wide 5 adapters & wheels OK
- 3.No quick change – May run 9" Ford, Floater OK
- 4.No aluminum parts in rear end

WHEELS AND TIRES:

8 inch Hoosier H500 & American Racer AR500

- 1.8" or 10" steel wheels. Bead Lock OK any location.
- 2.8 inch Hoosier-H500 only
- 3.Tires will be checked for chemical treating, as this is not allowed.
4. Grooving and sipeing ok

FUEL CELL & FUEL

1. Fuel cell should be centered side to side in trunk.
2. Fuel Cell Mandatory. NO alcohol. No additives. Fuel may be tested at track discretion.

WEIGHT:

1. 3200 lbs. with driver with series engine
2. 3000 lbs. with driver and 602 crate engine
3. 3200 lbs. with driver and 604 crate engine.
4. No fuel burn off allowed any longer.
5. Any infractions of the rules may be adjusted by weight penalties at technical inspector's discretion SAFETY REGULATIONS:
6. All cars and drivers must pass safety regulations. Must have track approved fully charged 2 lb. fire extinguisher with gauge, securely installed, not taped to bars or interior and in reach of driver.
7. Must have full driving suit to participate in any event. Must be worn any time car is on track.
8. Roll cage must be a minimum diameter of 1 1/2" roll bar tube. Roll bar tubing must have a minimum thickness of .083. A minimum of 3 horizontal bars are required in driver's door and minimum of 2 horizontal bars are required in the passenger's door.
9. Must have 3-point quick release type seat belt and shoulder harness at least 3" wide. Must have date code no older than 5 years.
10. Must have window net and must be used when on track
11. Must have racing style seat.
12. Weights must be painted WHITE with car number on each
13. Drive shafts must be painted White.
14. By state law each race car must have a 10 lb. fire extinguisher with gauge with each car.

CAR AND ROLL CAGE CONSTRUCTION

1. Competing Models: Are open to American made passenger cars. No jeeps, suburbans, trucks, or SUV's. . Refer to rules for additional specifications on make and models allowed.
2. Bodies: All cars must have complete bodies as described in rules sections. A complete body is defined as hood, fenders, doors, trunk, and roof and must be in good appearance and good mechanical condition. No junk allowed. No car will be allowed to compete with excessive body damage.

3. Electrical: Batteries can be mounted in the driver's compartment or trunk as long as they are safely mounted, concealed and completely enclosed. Self-starter must be in working order and car must be able to leave the pits on its own.

4. Fuel Systems: If gas line runs through driver's compartment, it must be enclosed in some type of steel tubing and follows the contour of the floor pan. Electric fuel pumps are NOT ALLOWED in any racing division. Fuel tank must be securely mounted in rear of car.

5. Miscellaneous: Electronic traction control devices are not allowed. Mandatory window bars (minimum of three) in front of driver's seat. Any type of radiator may be used as long as it is concealed under the hood. Welding of steering parts is not allowed except for reinforcement. You cannot weld broken parts back together again. **YOU MUST HAVE WRECKER HOOK-UPS ON THE FRONT AND REAR AT ALL TIMES.**

6. Roll Cage Construction: All cars are required to have a roll cage. All cages must be constructed of black iron pipe or seamless steel round tubing with a minimum outside diameter of 1.5" and a minimum wall thickness of .083. No conduit, exhaust, galvanized or aluminum pipe allowed. A minimum of a four-point roll cage is required in all divisions (that is four vertical bars welded to the frame inside the driver's compartment). A rear hoop behind the driver's head welded to the two rear vertical bars is required. A front hoop following the contour of the driver's side windshield post and top of the windshield welded to the front two vertical bars is also required. Four top bars are required. A minimum of three (3) horizontal bars are required in the driver's side door and two (2) horizontal bars are required in the passenger side door. All connections to be fully welded with gussets installed. Roll bar installation and workmanship must be appeal. Box tubing must be securely welded to floor pan and roll cage. See divisional rules for more on roll cage and car construction.

OPTIONAL:

- Valve covers, oil pan, windage tray, stud girdles, any 5/16 push rods, poly-locks, pulleys, water pumps.