

A) Super Street Division

1) Body – Super Street Division

a) Body

- (i) The body must remain completely stock appearing. All Bodies will be made of metal except hood and roof; these may be made of fiberglass. Aluminum allowed.
- (ii) Fire wall and floor pan must remain as manufactured. Repair for rust damage and wreck damage allowed. If not original, a weight penalty will be assessed to car.
- (iii) Any part, equipment or alteration thereof not specifically covered under these rules must be stock and/or approved by Waycross Motor Speedway officials in writing.
- (iv) All bodies must conform to measurements in illustration.
- b) Wheel Base: A minimum wheelbase of one hundred (106) inches is required left side of center of rear axle to center of spindle nut.
- c) Any part equipment or alteration thereof not specifically covered under these rules must be approved by WMS in writing.
- d) Fiberglass hood and roof will be permitted.
- e) Rear spoiler five (5) inches maximum with 2 side supports (3X12X5). If rear supports have window opening, both must be either open, or closed, NOT 1 open and 1 closed.
- f) Ground to top of spoiler is 44 inches.

2) Drivetrain and Suspension – Super Street Division

- a) Frame: The frame geometry must remain as manufactured and must be stock for the year and model of the car being used. The floor pan can be altered to tie the frame together with square tubing. May run 2x2 or 2X3 tubing car with front suspension in stock location. Round or Square Ok. Must have stock front clip 15 inches from the front bolt on steering box to the center of the jack bolt and 24 inches behind the center of jack bolt.
- b) Stock Clip Limited cars can now be converted to a superstreet beginning 2021 racing season. Must have a 9" Ford rear end (hubs and axle can be transferred from a quick change). 2 5" coil over springs, 2 trailing arms mounts with dual shock mounts, 1- 34 inch panard bar and mounts, 1 solid top link, 4 stock steel brake calipers. 1 driveshaft (due to longer wheelbase) A race ready existing limited engine would be required to change would be required to change from a solid to a hydraulic cam and change valve springs, intake and carb. Limited would have to change from a Brin or Bert to a stock style transmission, clutch and flywheel. All limited cars converting to superstreet must conform to the superstreet rules. No exceptions.
- c) Springs and Shocks: The front and rear springs and shocks can be changed to aftermarket steel springs and shocks with 5-inch minimum diameter springs allowed front & rear. Wedge bolts allowed front and rear. Shocks may be relocated. Sliders or lowering blocks allowed . Tubular upper A arms OK.

Tubular spindles and wide 5 hubs allowed stock type brake calipers (cast iron) Single Piston caliper. Coil overs eliminators allowed on rear only. The steel bodied, symmetries (same size/diameter). Non-adjustable shocks only. No schrader valve shocks. No piercing valves. Fill screws must be drilled and not removable at the track. Shocks valving or gas pressures may not be adjustable at the track. Shock claim: \$200 per shock. Car claiming shock must finish in the top 3 and on the lead lap. The first driver with written request and money in hand can claim shock. Refusal to allow shocks to be claimed or confiscated will result in driver losing all money.

- d) Sway bar: Stock type sway bars with or without adjusters will be permitted on the front or rear of the cars. Panhard bars are permitted. Minimum length 34". Must be mounted left frame to right axle tube or right frame to left axle tube (adjustable) behind the rear end. No front mounted J-bars allowed. Lower Trailing Arms 24" maximum 15" minim top link bar 24" maximum no spring or biscuit bar no shock of any kind.
 - e) Transmissions: The transmission must be stock type, no after-market. Automatic transmissions must have a stock type torque converter. Automatic transmissions are allowed to have transmission fluid cooler. The cooler cannot be located in the driver's compartment. The gearshift mechanism must be within easy reach of the driver with seat belts securely fastened. Minimum weight of empty torque converter and flex plate is 25 pounds. 3-4 speed must have working reverse.
 - f) Can run Bert or Brinn style transmission or triple disk clutch with a weight penalty- Must weigh 3150lbs
 - g) Rear End: No quick-change rear end is permitted. Nine (9) inch Ford rear ends are permitted in any make or model of car. Any model passenger car or light truck rear end is allowed. The rear end can be locked. Any rear ratio is permitted. Floaters allowed. No floating birdcages allowed.
 - h) Engine Setback: Engine setback is one (1) inch from center of top ball joint to center of #1 plug no tolerance.
 - i) Rack and pinion steering is not permitted.
 - j) Steering Quickeners are allowed
 - k) Fuel Cell may be dropped no lower than the center of rear end housing.
- 3) Engine – Super Street Division
- a) The engine must be production stock with no modifications or high-performance parts as maybe specifically set forth in these rules. Maximum engine size is as follows with maximum over-bore of 4.060 Chevrolet 350 cubic inches. Ford 351 cubic inches, Chrysler 360 cubic inches. The minimum piston to deck clearance is zero (0) Non-modified 602 crate engines are allowed.
 - b) Cams and Lifters: Any hydraulic cam. Anti-pump up lifers is allowed. Lifters must be of stock diameter for engine used. No roller lifters.
 - c) Heads: Cast iron heads are required. No angle plug or high performance. A minimum of sixty-seven (67) cc size combustion chamber. Intake runners must

not exceed 180cc's. No gasket matching, grinding, porting, acid dipping or any other modifications to the heads are permitted except that screw-in rocker arms studs, and guide plates can be installed. Poly locks and any length push rods are optional. Stock rocker or roller rockers with stud girdle permitted. Up to 1.52 ratio. Long slot ok. 1.265 diameter springs, may be used. No center bolt valve cover heads. No Vortec Heads except on 602 crate motors.

- d) No titanium valves (any steel valve). Maximum intake valve size of 1.94 and maximum exhaust valve size of 1.50. Minimum 4.900 length of valve (Valve Job) Three (3) angles permitted. Bottom cut may not exceed one (1) inch. Top cut no more than .150 oil shredders optional. Any steel retainers.
- e) Clutches and Flywheel: No aluminum flywheels are allowed. The minimum weight of the flywheel is fourteen (14) pounds. Clutches must be stock type and operable. Hydraulic clutches are allowed. A steel or aluminum bell housing or track approved scatter shield must be used with standard transmissions.
- f) Pistons and Rods: Cast or forged two (2) or four (4) valve relief ok, Piston, pin and rod must weigh 1194 grams. Piston and rod will be weighed together with rings, caps, bearings and bolts no exceptions. Weighed as an assembly as it comes out of the car. Rods must be stock length for engine being used. Rod can be balanced. Any rod bolts and nuts. Polishing, stress relieving and floating pins are optional.
- g) Header: Any headers are allowed.
- h) Timing Chain: Any timing chain is allowed. Gear Drives are not permitted. Offset keys and eccentric is optional, Thrust Buttons permitted.
- i) Distributor and Coil: H.E.I. ignition system can be used to replace point type system. The distributor and coil must remain stock, aftermarket modules permitted. Advance mechanism optional. Stock type ignition allowed.
- j) Starter: Must be operable.
- k) Intake Manifold: A stock carbureted O.E.M. cast iron intake manifold is required. Cast iron Bowtie intakes are allowed. There can be a spacer and/or adapter with the height of the combination not to exceed one (1.125) inch from the top of the intake manifold to the bottom of the carburetor. No gasket match or grinding of intake manifold. Aluminum spec intake Chevy EDL7101, Chevy Summit 226014, Ford EDL 7181, Ford Summit 226036, Dodge EDL 7176, Dodge Summit 22604.
- l) Carburetor: The REQUIRED carburetor is six hundred (600) C.F.M. or five hundred (500) C.F.M. two (2) barrel, Holley carburetor; Part number 01850, 04412, or 80457. The choke horn and list number must remain intact. Removal of the choke butterfly and choke assembly is permitted. No polishing or other modifications except changing jets will be permitted. Rear jet plates with center hung floated bowls permitted. Dual lines are ok. Quadra jet must be OEM factory stock except for the following options: Removal of choke plates, shaft, and choke mechanism. Side load or front load OK. Carburetor must pass Waycross Motor Speedway No Go Gauges.

- m) Crankshaft: Must be stock stroke for year model of engine, plus .010 tolerances for engine used. Only cast iron or steel crankshafts permitted Cranks can be balanced. Minimum weight 48 pounds. Crankshaft will be weighed with timing gear and pilot bushing. No knife edging of counterweight.
- 4) Weight – Super Street Division
 - a) The required weight is a minimum of twenty-nine hundred (2900) pounds including tolerance with the car and the driver on the track scales with stock fire wall and floor pan side to side. Anything other than original, weight limit is (3000) pounds. AFTER THE RACE!!!
 - b) Needmore Superstreet must follow Needmore track rules for Superstreet class without exceptions. Must bring current Needmore rulebook. No heads below 62cc.
- 5) Tires and Wheels
 - a) Tires: Hoosier: D21, D55, Crate 21, 1350
 - b) No treating of tires. May Groove
 - c) Wheels: 10” steel wheel or 12” aluminum with adapters. Bead lock ok.
- 6) Other
 - a) No Limited or Late Model type noses. Stock appearing nose only.
 - b) Street stock will be allowed to run with superstreet but must be 100% by Crate Racin USA rules.

Super Street
 Rear Panhard Rule
 Can be mounted on
 left frame rail or
 right frame rail.



