

# Super Street

## Body

1. See Body Diagram for body specifications.
2. Roof and hood may be fiberglass.
3. No raised lips of any type allowed on body.
4. Doors and quarters may be flat or may have an outward roll.
5. 5" tall, 72" long maximum spoiler. Two spoiler side supports of 3"x12"x5" may be used.
6. Roof supports or "C" pillars on both sides must be made of equal material.
7. Rear window openings are allowed but must be the same size opening on left and right side. BOTH sides must be either open or both sides must be closed.
8. Curved or arced roof supports allowed. 3" maximum arc allowed at widest point. Will be checked with straight edge extended from roof edge to door edge.
9. Thirty-nine inches (39") maximum rear deck height from ground to top of deck.
10. No Late Model type noses. No wedge type noses, no homemade noses. Stock appearing nose only. Noses approved for competition include but are not limited to: Five Star Dirt Grand National, Five Star & AR Bodies ABC, PreABC, LMSC, Muscle Car, Dominator Street Stock Nose. Noses must be mounted with lower sides mounted parallel to the ground. No tilting the top of the nose back to gain angle. Molded fender flares allowed. Must remain level with the nose and top of fenders. No lips.

## Chassis & Suspension

1. Must have a minimum of 20" of stock front clip from the center of front jack bolts back. Frame horns in front of wedge bolts may be replaced with 2x3 tubing.
2. A minimum wheelbase of one hundred (106) inches is required left side of center of rear axle to center of spindle nut.
3. Lower control arms must mount in factory mounts on front clip.
4. Minimum coil spring diameter of 5", front and rear.
5. One spring per corner of car.
6. Front springs must mount in lower control arm.
7. Wedge bolts allowed front and rear.

8. Shocks may be relocated. One shock on each corner of car.
9. Leaf spring sliders and lowering blocks allowed.
10. Tubular A arms allowed. Bottom not to exceed 18 inches from bolt centerline to ball joint centerline.
11. Tubular spindles and wide 5 hubs allowed.
12. Coil over eliminators allowed on rear only.
13. No coilovers.
14. Steel or aluminum bodied, 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.
  - a. Shock claim: \$250 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. Must claim all 4 shocks.
15. Sway bars with or without adjusters permitted on the front or rear.
16. Adjustable rear panard bar minimum length 34" center to center. Must be mounted left frame to right axle tube or right frame to left axle tube behind the rear end. No front mounted J-bars allowed. Panard bar must be made of tubing with a solid construction (no springs, bushings or moving parts other than adjustable heim joint on each end). The Panard bar must be mounted behind the rear axle housing. Panard bar may be a maximum of 2 inches above the axle center line and a maximum of 4 inches below the axle tube centerline and adjusted to mount between those measurements. Panard bar may be mounted no closer than 11 inches of the driveshaft center line (measured from driveshaft centerline to the center line of the Panard bar mounting bolt). The Panard bar may be mounted on axle tube no more than 8 inches from the center of the Panard mounting heim joint. Panard bar may be mounted no higher than 24 inches from the ground to the center line of the frame mounting bolt.
17. Rear lower trailing arms, 15" minimum, 24" maximum. Trailing arms may be adjustable at frame and rear end mounts. No floating birdcages.
18. Solid top link, 24" maximum. Top link may be adjustable at rear end and frame mounts. No spring or biscuit bar. No shock of any kind.
19. Engine setback, 1" back from center of top ball joint to center of #1 spark plug. No tolerance.
20. No rack and pinion steering permitted.
21. Tie rod assemblies may be changed to heims and swedge tubes.
22. Any drag link allowed.

## **Drivetrain**

1. Stock type transmission with 14lb steel flywheel and stock style clutch, 2800lbs.

2. Stock type transmission with racing style, triple disk clutch, 2950lbs.
3. Direct drive, Bert, Brinn, Falcon type transmissions, 2950lbs.
4. Transmission must have working forward, reverse, and clutch. The minimum weight of empty torque converter and flex plate is 25 pounds. 3-4 speed must have working reverse.
5. Clutches must be stock type and operable.
6. A steel or aluminum bell housing or track approved scatter shield must be used with standard transmissions. Rear mount/bell housing mounted starters allowed.
7. 9" Ford rear ends are permitted. The rear end can be locked. Floaters allowed and recommended for safety. No quick-change rear end is permitted. No floating birdcages allowed.
8. Any driveshaft allowed. Carbon Fiber recommended for safety.
9. Wide 5 hubs allowed. Wide 5 adapters allowed.
10. Single piston, stock type, steel brake calipers only.

### **Fuel System**

1. An approved fuel cell, 32 gallon maximum, must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of 2" x 1/8" steel straps. Fuel Cell may be no lower than the center of rear end housing.

2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol. VP Fuel MR9 or MR12 or their equivalent will NOT be permitted in any class competing at Waycross Motor Speedway. This rule change goes into effect immediately.

a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

b. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

c. It is the competitor's responsibility to know what is being put into their fuel cell.

3. Mechanical fuel pump only. No electric fuel pumps.

### **Engine**

1. The engine must be production stock with no modifications or high performance parts other than what is specifically set forth in these rules.

2. Maximum engine size with maximum over-bore of 4.060 Chevrolet 350 cubic inches. Ford 351 cubic inches, Chrysler 360 cubic inches.

3. The minimum piston to deck clearance is zero (0).

4. Any hydraulic cam. Anti-pump up lifters are allowed. Lifters must be of stock diameter for engine being used. No roller lifters.

5. Cylinder Heads: Cast iron heads are required. No angle plug or high-performance heads. Minimum (sixty-seven) 67cc 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. No center bolt valve cover heads. No Vortec Heads except on 602 crate motors.

\*Ford may run 58cc head and minimum 13cc dish piston. All other head and engine rules apply to Ford engines.

6. Screw-in rocker arms studs, and guide plates can be installed. Poly locks and any length push rods are optional. Stock rocker arms or roller rockers with stud girdles permitted. Up to 1.52 ratio long slot ok.

7. 1.265" maximum diameter valve springs.

8. 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. No titanium valves.

9. Pistons: Cast or forged two (2) or four (4) valve relief.

10. Rods: Must be stock length for engine being used. Rods can be balanced. Any rod bolts and nuts. Polishing, stress relieving and floating pins are optional.

a. 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.

11. Crankshaft: Must be stock stroke for year and model of engine, plus .010 tolerance 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.

12. Any timing chain is allowed. Gear Drives are not permitted. Offset keys and eccentric is optional, Thrust Buttons permitted.

13. Intake Manifold: Stock carbureted O.E.M. cast iron intake or cast-iron Bowtie intakes are allowed. Aluminum spec intake Chevy EDL7101, Chevy Summit 226014, Ford EDL 7181, Ford Summit 226036, Dodge EDL 7176, Dodge Summit 22604 allowed.

a. No gasket matching or grinding of intake manifold.

b. There can be a spacer and/or adapter with the height of the combination not to exceed one 1.125" from the top of the intake manifold to the bottom of the carburetor.

14. Distributor and Coil: H.E.I. ignition system can be used to replace point type system. The distributor and coil must remain stock type, aftermarket modules permitted. Advance mechanism optional. Stock type ignition allowed. No MSD box type ignition systems.

15. Starter: Must be operable.

16. Header: Any headers are allowed.

17. GM sealed or CRUSA sealed 602 crate engines are allowed. Must meet all GM specifications.

### **Carburetor**

1. 600cfm Holley part numbers 01850 or 80457 or 500cfm Holley part number 04412.

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 Go-No-Go Gauges.

### **Tires and Wheels**

1. Tires: Hoosier D21, D55, D70, Crate 21, Spec 1350, AR Spec 48, AR Pro 2 & AR Spec 56

b) No treating of tires. May groove, sipe, and grind.

2. Wheels: 12" maximum width. Steel or aluminum. Bead locks ok.

### **Weight**

1. Stock type transmission with stock type clutch minimum 14lb steel flywheel, 2,800lbs.

2. Stock type transmission with racing style, triple disk clutch, 2,950lbs.

3. Bert, Brinn, Falcon type transmissions, 2,950lbs.

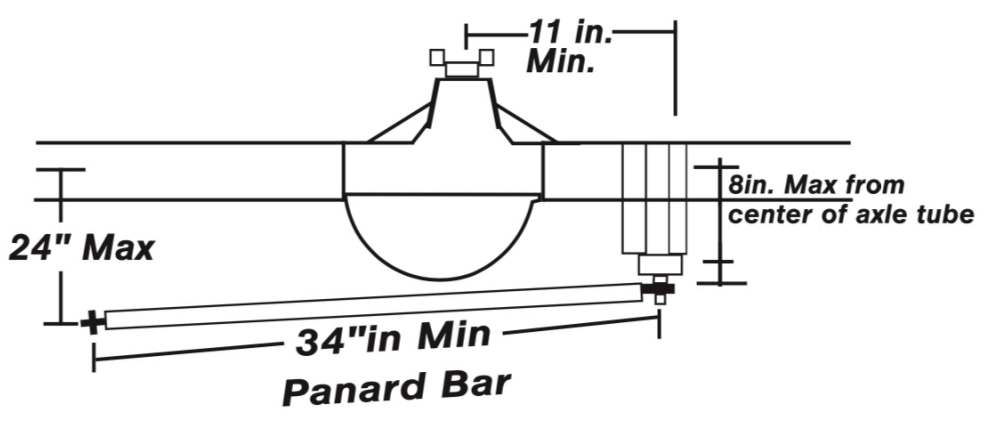
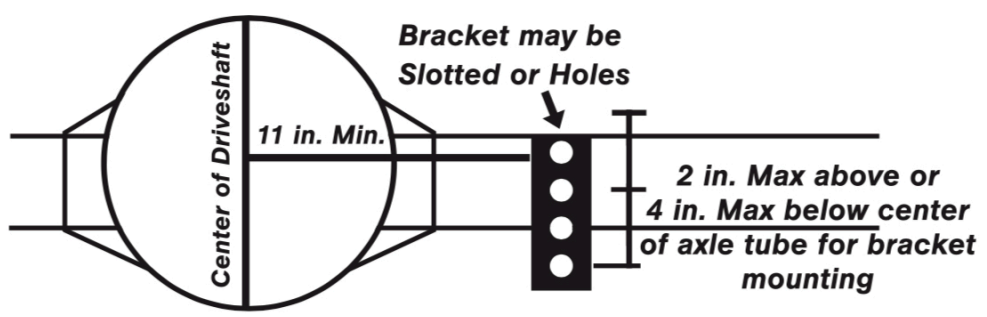
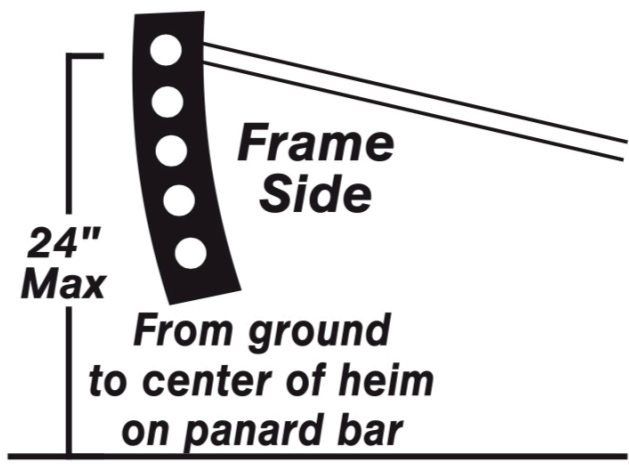
Cars will be weighed, after the race, with driver, on track scales.

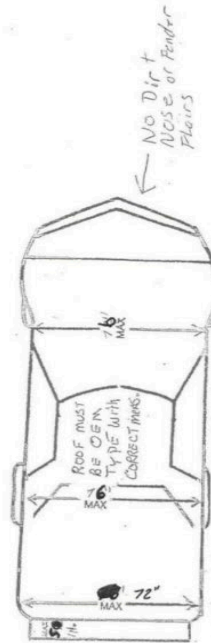
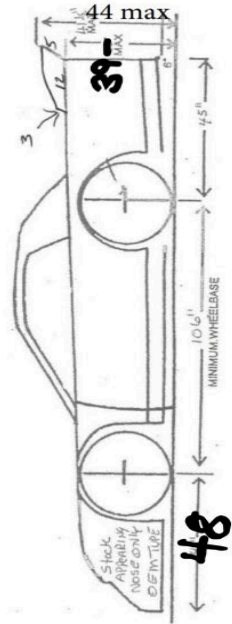
Needmore Superstreet must follow Needmore track rules for Superstreet class without exceptions. Must bring current Needmore rulebook. No heads below 62cc.

Street stock will be allowed to run with superstreet but must be 100% by Crate Racin' USA rules.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING

THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO  
TECHNICAL OFFICIALS FOR CLARIFICATION. TECHNICAL OFFICIALS RESERVE THE RIGHT TO ADD WEIGHT  
FOR ANY INFRACTION. TRACK MAY CHANGE RULES AT ANY TIME.





No MD3 Gen 1 or Gen 2, No Evolution 1, Evolution 2, Fivestar outlaw late model nose, Dominator Outlaw asphalt late model nose, Dominator Late model nose, Dominator D2X nose. Noses must be mounted with the lower sides parallel to the ground. Do not tilt the nose back at the top edge to gain more angle.

