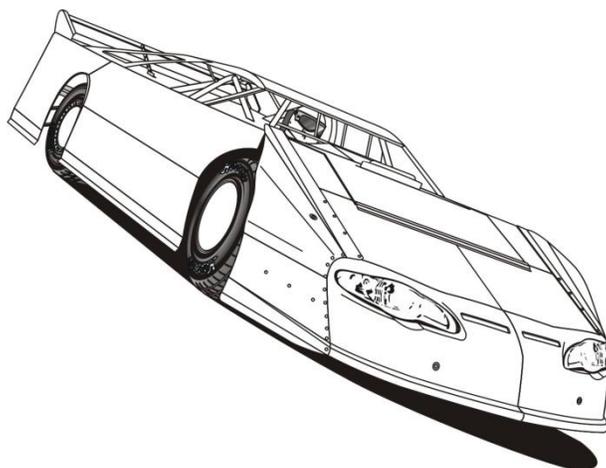


**Crisp Motorsports Park
Watermelon Capital Speedway
Race Rules**



**Race Car
Super Street Class**

2017 Super Street Rules

Vehicle

1. Any 1960 or newer sedan.
2. Chassis and suspension must remain completely factory stock. Sub frame may be modified as allowed by Southern Outlaw Series. No cross breeding of chassis. Rear clip suspension mounting must be stock location, may reinforce rail with tubing to rear bumper both thru and under frame. Attach points for springs may be modified as allowed by Southern Outlaw Series. (Southern Outlaws Rules for frame. Rear jigged Square tubed chassis will be legal. Must have stock front snout. Leaf cars must measure correct wheel base and front mounting point on leaf spring must measure to stock location. Metric cars allowed adjustable upper arms for pinion angle adjustment and screw jacks. All else must be stock type and in stock length measurement from front snout.)
3. There is a 1LB per lap burn off allotment. See weight requirements for bodies.
4. Cars with Southern Outlaw Series frame rules (3300 lbs.)
5. Cars with ALL Aluminum or fiberglass bodies (3200 lbs.)
6. Cars with ALL steel factory panels or factory style replacement panels (3100 lbs.)
7. Weight distribution: 59% left/41% right.
8. Minimum wheelbase is 101 inches.
9. Full steel or aluminum floor board under driver past rear of seat.

Roll cage and safety

1. Four point cage required and must be welded to frame. All bars must be fully welded. Must be a minimum 1 ½" diameter and minimum .090 wall thickness. A minimum of three horizontal door bars in driver and minimum of two bars passenger door. All bars must be vertically supported and properly padded. Gussets recommended. Cage must be approved by tech official.
2. May x-brace chassis, bars under rear ok.
3. Must have firewall, may patch holes. Must have floor pan to rear of drivers seat.
4. Dash may be replaced with sheet metal. Boxing of interior ok but must have inspection panel. May hull roof for cage clearance.
5. Racing seat required. No fiberglass seat. Seat must be bolted with a minimum of 6 grade 8, 3/8 bolts. Seat must be bolted to cage.
6. Doors must be welded shut. All glass and burnable materials removed.
7. Must have 5 point racing belts, mounted to cage and no more than 5 years old. Belts will be inspected.
8. May have stock type bumpers. May run bars front or rear to support frame. No bars protruding past bumpers. Tube bumpers ok.

9. Must have at least 3 window bars in front of driver.
10. Must have a window net and properly mounted fire extinguisher.
11. Battery must be mounted securely. Must be in safety box or mounted outside drivers compartment.
12. Fuel cell required. Must be mounted securely.

Body

1. Flat sided dirt bodies and full asphalt type bodies are permitted.
2. May run aftermarket short track style nose. No md3 or dominator style noses. No sloping dirt style noses. IROC style ok. ABC style ok.
3. May run skirts along bottom of body.
4. Maximum spoiler height is 8" X 72". Maximum of three spoiler braces. Braces must not exceed 14" in length and can be no taller than spoiler.
5. Bodies subject to tech directors discretion. Install it correctly.
6. Maximum ground clearance is 4 inches.
7. If windshield is used it must be minimum 1/8 inch thick lexan.

SUSPENSION:

1. All suspension/ steering components must remain factory stock for vehicle unless noted.
2. Screw jacks allowed. May run adjustable spring spacers.
3. Leaf cars may have adjustable shackles. May run adjustable lowering blocks. Coil cars may run screw jacks in rear.
4. May run heavy duty or racing springs but must be of stock dimension and remain in stock location. Cutting and heating of springs is allowed. Short coils ok. No coil overs.
5. May run stock mount tubular upper control arms, any length. May run other tubular upper control arms but arms cannot be adjustable. No camber rule. Lower control arms, spindles and steering must remain stock for make/ model.
6. May run stock mount/ stock replacement racing shock. Heim/rod end type shocks ok. No adjustable shocks. No canister shocks. No air shocks. Subject to tech. **claim rule \$200 per shock.**
7. Stock type sway bars ok. No racing/ tubular style sway bars. May remove bushings/ spacers.
8. No 3 bar, 4 bar, truck arm or other non conventional suspension systems.

BRAKES:

1. May run disc brakes. No aluminum brake parts. Stock type calipers only.
2. May run dual master cylinders, front to rear bias only. May be adjustable from drivers compartment. No shut off valves.
3. All brakes must work.

TIRES:

1. Steel racing wheels. Maximum 10" width (1/4" Variance)

2. No 16" wheels allowed.
3. Track tire is Hoosier F-45. Tires subject to durometer testing.
4. May replace wheel studs for safety.
5. Must run 1" lug nuts.

DRIVETRAIN:

1. Manual or automatic transmissions. Must have two forward gears, must have working reverse. Automatics must have stock diameter/ functional torque converter. No dump/ bypass valves. Transmission coolers must not be in drivers compartment (safety). No performance transmissions, stock type only.
2. Any steel flywheel, must weigh 14 lbs. stock type clutch assembly minimum 10" no lightweight. No aluminum parts. Clutch and pressure plate must weigh 16 lbs. Solid disc or springs ok. ONLY crate 602 may run triple disc min. weight 10 lbs.
3. Stock type or floater rear ends. May run 9" Ford rear end. Any gear.
4. Locked or open rear ends only. No differentials of any type. No aluminum spools.
5. No quick change rear ends.
6. Drive shaft must steel and painted white.
7. Wide 5 hubs ok (25 lbs) per hub.

ENGINE:

1. GM 350, Ford 351, Mopar 360. Maximum bore .060 +/- .010 for wear.
2. GM, Ford, Chrysler cast iron small blocks only. Deburring permitted.
3. No performance blocks (bowtie, svo, aluminum, etc)
4. May run replacement main caps, splayed caps or strapping caps.
5. May square deck height. Any height ok.
6. May sleeve up to 8 lifter bores. Must remain stock bore diameter.
7. May relieve top of cylinder, altar water passages, polish/ debur lifter valley and plug block. May not o-ring block.
8. Windage trays ok. Stock type oiling systems only. No dry sump type.
9. Aftermarket steel pans, oil pump spacers and remote oil filters/coolers ok.

CRANK AND RODS:

1. Stock cast or steel crankshafts. Aftermarket crank ok. Balancing ok. Chamfered and or cross drilled holes ok. No knife edging, dropped counter weights or small journal crankshafts. No crank scrapers. Minimum weight 49 lb. weighed with pilot bushing, gear, bolt and washer. No exotic crankshafts.
2. Must be stock stroke +/- .005 GM-3.48, Ford-3.50, Mopar 318/340- 3.3310, Mopar 360-3.580

3. Rods, GM-5.7, Ford 302-5.15, Ford 351w-5.954, Ford 351c-5.780. Stock length rods only. Stock, pm, scat, or eagle S/R I beam style rods ok. May shot peen, balance, polish beams, install bushings, widen radius, float pins and /or use aftermarket rod bolts. No h-beam, bowtie or k rods allowed. **Steel rods only. 3/8 rods bolts only.**

Pistons:

1. Any flat top piston. Any ring width. Must have ALL rings.
2. May float pins.
3. No gas porting
4. May fly cut valve relief, radius sharp edges, machine to balance.
5. Dish pistons ok.

Camshaft:

1. Any hydraulic flat tappet cam allowed. 0 Valve lash
2. No roller lifters, no solid lifters. Must remain stock lifter diameter.
3. May use double roller style timing set. May use thorington bearing, thrust button, offset buttons, or keys.
4. No gear drives or belt drives.

Cylinder heads:

1. Any GM production iron cylinder head. May run casting 492, 350i engine quest . no vortec or bowtie heads.
2. Any Ford production iron cylinder head. No svo heads.
3. Any Mopar production iron cylinder head. No high performance or hemi heads.
4. GM stock/ stock replacement valves. May run stainless valves, no neck down, no pro flow style valves. Valve diam. Int-2.02, Exh.-1.60 (+/- .009)
5. Ford stock/ stock replacement valves. May run stainless valves, no neck down, no pro flow style valves. Valve diam. 302-int 1.70/ Exh. 1.46, 351w-int. 1.840/Exh. 1.540, 351c-int. 2.195/exh. 1.71 (+/- .009)
6. Mopar stock/ stock replacement valves. May run stainless valves, no neck down, no pro flow style valves. Valve diam. Int-1.94, Exh- 1.60 (+/- .009)
7. Milling ok, Straight or angle milling. May mill intake surface for alignment only.
8. May run aftermarket guides, may machine for seals.
9. Multi angle valve jobs ok. May machine cut bowls up to one inch below valve seat. No grinding, polishing, blending, no cutting in runners or combustion chambers. Must retain lip at bottom of cut.
10. No modifications to combustion chambers or port runners. **No Exceptions.**
11. Stock diameter valve springs required. No titanium or hollow stems valves. No beehive springs. Aftermarket steel valve retainers ok.
12. Aftermarket rocker arms ok. No shaft mount rockers on GM motors. May run poly locks, lash caps and stud girdles.

13. Only one combustion chamber per head may be repaired by welding or grinding.

Intake/ Carburetor

1. Any stock production iron/ aluminum intake. Edelbrock 7101 aluminum intake only. No other single plane manifolds. No bowtie intakes.
2. Quada jet, Holley #1850 or Holley #3310. No porting or polishing. Must be production unless noted.
3. May remove choke butterfly. Must retain choke horn.
4. May change accelerator pump, power valves, jets , air bleeds or install screw in linkage. May drill primary throttle plates for idle quality. Stock brass crews in throttle shaft.
5. May install rear metering plate, may replace fuel bowls with center hung style bowls.
6. NO fuel injection, predators or electric fuel pumps.
7. Carb adapter 1" max. Maximum carb. Spacer 1". Cannot run both adapter and spacer. Max 1.35" for spacer and gaskets.
8. Carbs must pass GO-NO-GO gauge test.

OTHER:

1. Stock type distributors only. HEI ok. May run aftermarket distributor but must be stock appearing. No capacitive discharge (MSD) style ignition systems. No crossfire distributor caps.
2. Aftermarket water pumps ok. Must be stock appearing.
3. Aftermarket pulleys, radiator, power steering pumps and fans ok. May run electric fan.
4. Headers ok. No zoomies. Cannot exit toward ground. Mufflers ok.
5. Track fuel only, no additives.

This class may run the GM #602 Crate engine in lieu of a built motor. Absolutely NO modifications allowed. Must have GM/ NESMITH SEALS. Any evidences of SEAL tampering will result in enforcement of all standard protest procedures.

ALL RULES ARE SUBJECT TO INTERPRETATION BY TECH OFFICIAL. ALL RULINGS BY TECH OFFICIAL IS FINAL