

# CANAAN FAIR SPEEDWAY

## SUPER STREET RULES

All crate engine rules on page 5.

1969 or newer full bodied American made car. Bodies and frames may interchange.

### WEIGHT

1. A 4 link metric chassis or leaf spring Camero will weigh 2750 lbs with 58% left side. Camaro clip with tube or metric chassis with 3 point will weigh 2950 lbs with 55% left side. Tube chassis will weigh 3100 lbs with 54% left side.

### CHASSIS

2. All chassis must have steering boxes, no rack and pinion types allowed. Springs must be 4" or larger in diameter.
3. All weights will be monitored by track officials and are subject to change to make competition equal.
4. Headers permitted. Exhaust pipe size not to exceed 3.5 inches in diameter.

### WHEELS

5. 7 or 8 inch maximum. 1 inch wheel nuts mandatory. Wheel spacers are permitted.

### FUEL CELLS

6. Fuel cells are mandatory. Must be mounted in a safe manner in the trunk area. Minimum 22 gauge steel canister required.

### BATTERY

7. Must be securely mounted and covered.

### EXHAUST

8. Exhaust: Must exit under the car and the mufflers must pass a 96 decibel reading. Any car having the exhaust exiting out the right side of the car **WILL NOT BE ALLOWED TO COMPETE!!** New cars that register after the first 4 scheduled meets of the season will be allowed 13 CONSECUTIVE CALENDAR DAYS from the date of registration to comply with the muffler and exhaust and location rule.

### TRACK TIRE

9. Track tire TBA No softeners permitted. Tires must meet durometer rule set by Tech officials.

#### RACING SPRINGS

10. Racing springs allowed. Adjustable spring spacers and real leaf spring shackles are permitted. Jacking bolts are permitted.

#### BODY

11. All body panels and frame rails will have a minimum of 4 inches of clearance with driver in car measured on the tech shed floor, at all times. The nose and tail covers may be aftermarket. Rear of car must be closed in. Rub rails are allowed. CFS officials reserve the right to adjust this rule at any time due to damage or in the interest of equal competition.

#### SUSPENSION

12. Tubular upper and lower control arms permitted. Aftermarket tie rod sleeves and heim joints are permitted.

#### SWAY BAR

13. Any sway bar allowed.

#### SHOCKS

14. One per wheel. Rebuildable shocks permitted. Maximum retail \$110 per shock. Shocks may be relocated, yet must be safely mounted and approved by Tech.

#### REAR ENDS

15. Any rear end allowed. No lockers, gold tracks etc. Spools must be solid. Rear end must not use any electronic devices.

#### TRANSMISSIONS

16. Any stock 3 or 4 speed or automatic allowed. Clutch, flywheel, and torque converter must remain stock. Minimum 10 inch O.D. clutch permitted. NO aluminum flywheels allowed. Flywheel and clutch, single disc 10" minimum with the combination must weigh 30 pounds.

#### RADIATOR

17. Any stock or aluminum allowed. Minimum 1 quart overflow required.

#### LEAD BALLAST

18. Lead ballast must be painted white, securely mounted and have competitors number on all ballast.

## REAR SPOILER

19. Rear spoiler is to be clear lexan and no taller than 8" regardless of angle and to be measured from mounting surface to the top edge of the spoiler. It is to be mounted in the center of the body and no wider than the body at the mounting points. The height is to be no higher than 43" from the CFS tech floor at its highest point. No side boxing is permitted. All bracing is to be in the rear of the spoiler and done in such a way that an aerodynamic advantage is not gained. Spoiler must be flat across the top with No lips or angles of any kind. Spoiler height will be checked with driver in the car after the feature. The discretion of the tech department will be final!!

## BRAKES

20. Must have all 4 wheel brakes in working order. Single piston cast iron calipers only.

## ALL CRATE ENGINES MUST USE CRATE ENGINE RULES ON PAGE 5.

## ENGINES

21. Engine location: #1 spark plug must be in front of the upper ball joint center line.
22. Block: stock, maximum bore size 4.060 NO 400 blocks or aftermarket block allowed.
23. Crankshaft: OEM stock production crank or scat replacement steel 9000 series crankshaft allowed, part numbers 9-10525 or 9-10442. Normal balancing allowed. No grinding, lightening, stroking or machining other than what is listed below will be allowed. The journals may be polished. Crankshaft must be correct dimension and weight for block used. The crankshaft journals will be no more than 0.030 undersize. GM 3.480 stroke only. No knife edging or lightening allowed. OEM stock rods for block used or aftermarket magnetic steel rods. Stock length 5.7" for Chevrolet.
24. Pistons: Flat top pistons only.
25. Oil Pans: Racing type wet sump oil pans with no external oil pumps are allowed.
26. Intake: Factory cast iron or following Edelbrock performers are permitted. Chevrolet 2101, Ford 2181, and Chrysler 2176. No porting, polishing or modifications permitted.
27. Cylinder Heads:
  - A. Casting numbers must document that the casting used is a minimum of 70 cc's. No modifications to castings of less than 70 cc's to meet 70 cc's allowed.

- B. The only heads allowed are (out of box) 70 cc's or more OEM stock steel production cylinder heads or World Products Inc. part numbers 43500, 43600, or 12250 stock (out of box). NO Bowtie, Angle Plug, Turbo Vortec, or any other aftermarkets heads allowed.
- C. All heads may be milled to a minimum of 70 cc's, machined for screw in studs, guide plates and drill pushrod guide holes. NO GRINDING, DRILLING, BEADING, ACID DIPPING, HAMMERING, PEENING, HONING, OR SALTING. Or anything else you can think of. These heads will be checked and confiscated if a second opinion is needed.
- D. Any head may be confiscated if it does not meet tech approval. If an outside source is needed for a second opinion it will be taken to the facility with two members from the team and a Tech official. At that point in time whether the head is legal or illegal it will be returned to the competitor and any penalties will be assessed.
- E. Valve guides may be replaced but must be left at correct OEM height in all ports. All valve guides and valves must be correct angle for castings used. Any valve seals are allowed.
- F. The maximum O.D. valve springs allowed is 1.250. All valve spring retainers must be magnetic steel. The largest intake valve allowed is 2.02. The largest exhaust valve allowed is 1.60. NO titanium or lightweight valves allowed.
- G. Cam lift maximum 460 measured at the valve spring with 1.5 ratio rocker arm at the valve. 1.5 Ratio are the only rockers allowed.

Work allowed on the valve seat is as follows:

Multi angle valve job allowed. Metal removal or enlarging of the ports allowed below the top of the valve seat may not be greater than .180 from the top of the valve seat to the top of the gauge in the intake valve port side of the head and .125 from the top of the valve seat to the top of the gauge in the exhaust valve port side of the head. Measurements will be strictly enforced by the use of Canaan Speedways no-go gauge. Exhaust: 1.350 O.D of gauge on exhaust. Intake: 1.718 OD of gauge on intake. Roller rockers are permitted.

- 28. Carburetor: Holley 4412 two barrel. Only modification to the carburetor will be the removal of the choke plate, shaft and jets. Any 1" carburetor spacer allowed.
- 29. Ignition: Stock type ignition.
- 30. Coolant: No antifreeze coolant permitted.
- 31. Air Cleaner: K&N and Flow control type air cleaners are allowed. All air cleaners and air filters must remain under the hood. No holes allowed above the air cleaner or holes in hood for valve

cover vents.

### CRATE ENGINE RULES

32. ALL GM CRATE ENGINES MUST BE REGISTERED, SEALED AND APPROVED BY CANAAN TECH TO BE ALLOWED TO COMPETE.
33. GM crate #88958602 and #88958603 or any other GM part number approved and sealed by Butler McMaster or Canaan Tech will be allowed to compete. All approved GM part numbers and sealed engines will be allowed the option of running one 4 barrel Demon #1282010 or one 4 barrel Holley #08541-1 only. No other 4 barrel part numbers allowed. The Holley #08541-1 must be stock out of the box metering blocks and base plate. The only modification to the carburetor allowed is removal of the choke plate and shaft.
34. All crate engine owners must contact Canaan Tech for sealing purposes as soon as possible so that the sealing fee can be kept to a minimum. The minimum fee will be \$100, this fee will increase depending on the amount of time and effort it takes to check what is needed and that will be determined on a case by case basis.
35. ANY CAR FOUND RUNNING A CRATE ENGINE THAT IS NOT REGISTERED WITH CANAAN TECH WILL BE AUTOMATICALLY DEEMED AS ILLEGAL AND WILL BE DISQUALIFIED.
36. THE DISCRETION OF THE TECH DEPARTMENT IN ALL MATTERS CONCERNING THESE RULES WILL BE FINAL AND IN ALL CASES ALL PENALTIES WILL BE DETERMINED ON A CASE BY CASE BASIS.