

2010
CANAAN FAIR ASPHALT SPEEDWAY
SUPER STREET RULES

ATTENTION SUPER STREET COMPETITORS

The Super Street Class is intended to provide and encourage stock car racing at an affordable price. The objective of this class is to provide affordable racing and to have fun. Efforts to “bend” or take advantage of “gray” area rules will not be tolerated! It is nearly impossible with all the different types of vehicles allowed in this class to provide a rulebook which will cover every possible situation that might occur. The Technical Inspector(s) are given discretion to use their judgment to interpret and make changes to these rules at any time should it be deemed necessary, to insure equal competition for all. Management reserves the right to impose weight penalties to any vehicle deemed hurting the competition.

NEW RULES FOR 2010

- A. 2-way radios allowed. If you do not have 2-way radios, you must have a scanner.
- B. All cars must be equipped with Lexan gas splashguard behind the driver’s seat.
- D. **ALL** drivers in every division **MUST** wear gloves. Mandatory.
- E. 2” inspection hole is mandatory so flywheel and clutch assembly may be inspected visually.
- F. All cars, no matter what type (tube chassis, 4 link metric or leaf spring car, Camaro clipped with a tube or metric chassis with a 3 point hitch) must weigh a maximum of 1625 lbs. of left side weight. Car will be weighed with driver seated in the car.
- G. All cars running World Product Inc. heads, part #12250 must add 50 lbs of weight to the base weight for their car.

COMPETING MODELS:

- 1. Any 1969 or newer, full bodies American made car is allowed.
- 2. Bodies and frames may interchange.

BODIES:

1. Steel, Aluminum or Fiberglass bodies allowed.
2. Nose and tail covers may be aftermarket.
3. Rear of car must be closed in.
4. Metal rub rails or composite rub rails allowed. Ends must be flattened to contour of the body.
5. All body panels and frame rails will have a minimum of 4" of ride height.
6. Ride height will be measured with driver seated in the car, measured on the tech shed floor at all times.
7. CFS Officials reserve the right to adjust this rule at any time due to racing damage.
8. Rear spoiler is to be clear lexan, and no taller than 8" regardless of angle. It will be measured from mounting surface to the top edge of the spoiler. 0" tolerance. 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 the driver in the car after the feature. The discretion of the tech department will be final.

FRAMES:

1. Tube chassis's, Metric chassis's, 4 link Metric Chassis's, Leaf spring chassis's, Camaro clip with tube chassis's, or Metric chassis's with 3 point hitch are allowed, with various weight packages depending on style of chassis.
2. All chassis's must have steering boxes.
3. No rack and pinion types allowed.

WEIGHT RULES:

1. All cars, no matter what type (tube chassis, 4 link metric or leaf spring car, Camaro clipped with a tube or metric chassis with a 3 point hitch) must weigh a maximum of 1625 lbs. of left side weight. Cars will be weighed with driver seated in the car.
2. All cars running World Product Inc. heads, part #12250 must add 50 lbs of weight to the base weight for their car.
3. All lead weight ballast MUST be painted white, be securely mounted and have competitors number on it.

The following weight rules are in effect, listed by chassis style:

TUBE CHASSIS: 1,625 lbs maximum left side weight. Minimum total weight is 3,000 lbs.

*** This is 100 lbs. less than 2009. This new weight will be monitored and possibly adjusted in best interest of competition.

4 LINK METRIC or LEAF SPRING CAMARO CHASSIS: 1,625 lbs maximum left side weight. Minimum total weight is 2,750 lbs.

CAMARO CLIP WITH A TUBE or METRIC CHASSIS WITH 3 POINT HITCH: 1,625 lbs maximum left side weight. Minimum total weight is 2,950 lbs.

ANY NON-SEALED CRATE ENGINE: 1,625 lbs maximum left side weight. Minimum total weight is 3,100 lbs.

ALL WEIGHTS WILL BE MONITORED BY TRACK OFFICIALS, AND ARE SUBJECT TO CHANGE ON A GROUP OR INDIVIDUAL BASIS, TO HELP EQUAL OUT THE COMPETITION.

ENGINES:

ENGINE LOCATION:

1. Engine **MUST** be centered in chassis.
2. Crankshaft height to be no less than 10" center height to ground.
3. #1 spark plug must be in front of upper ball joint center line.
4. Cars with engine #1 spark plug setback more than 1/2", will be assessed a 100 lb. weight penalty.

BLOCK:

1. Maximum bore size: 4.060
2. No 400 or aftermarket blocks allowed.

CRANKSHAFT:

1. OEM production stock or Scat replacement, steel 9000 series crankshaft numbers 9-10525 or 9-10442.
2. Normal balancing allowed.
3. No machining other than what is listed allowed.
4. Journals may be polished.

5. Maximum journal size is 2.100, minimum journal size is 2.070.
6. Maximum stroke allowed is 3.493, minimum stroke allowed is 3.480.
7. No knife edging is allowed.
8. Minimum crankshaft weight is 46 lbs.

CONNECTING RODS:

1. Any bushed or non-bushed 5.7 magnetic steel OEM, or aftermarket connecting rods allowed.
2. No aluminum or titanium rods allowed.

PISTONS:

1. Flat top pistons only.

OIL PANS:

1. Racing type wet sump oil pans with no external oil pumps are allowed.

CYLINDER HEADS:

1. Casting numbers must document that the casting used is a minimum of 70 c.c.'s.
2. No modifications to castings of less than 70 c.c.'s to meet 70 c.c.'s allowed.
3. The only heads allowed are (out of box) 70 c.c.'s or more are OEM stock cast iron production heads.
4. World Products Inc. heads, parts # 12250, stock (out of box) permitted. Will be penalized 50 lbs if you use this head.
5. No bowtie, angle plug, turbo, vortec, or any other aftermarket heads allowed.
6. All heads may be milled to a minimum of 70 c.c.'s, machined for screw in studs, guide plates, and drilled for push rod guide holes. **NO GRINDING, PEENING, DRILLING, BEADING, ACID DIPPING, HONING OR SALTING, anything else you can think of.**
7. Valve guides may be replaced, but, must be left at correct OEM height in all ports.
8. All valve guides and valves must be correct angle for castings used.
9. Any valve seals allowed.
10. Maximum O.D. valve springs allowed is 1.250.
11. All valve spring retainers must be magnetic steel.
12. The largest intake valve is 2.02.
13. The largest exhaust valve size is 1.60.
14. No titanium or lightweight valves allowed.

WORK ALLOWED ON THE VALVE SEAT IS AS FOLLOWS:

1. Multi angle valve job allowed.
2. Metal removal or enlarging of the ports below the top of the valve seat may not be greater than .250 from the top of the valve seat, to the top of the gauge in the intake valve port of the head, and ,125 from the top of the gauge in the exhaust valve port side of the head.
3. Measurements will be strictly enforced by the use of the CFS no-go gauge.
4. Exhaust 1.350 of gauge on exhaust.
5. Intake 1.718 of gauge on intake.

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 RACE TEAM, AND A TECH OFFICIAL. AT THAT POINT IN TIME, WHETHER THE HEAD IS DEEMED LEGAL OR ILLEGAL, IT WILL BE RETURNED TO THE COMPETITOR, AND ANY PENALTIES WILL BE ASSESSED.

CAMSHAFT:

1. Maximum cam lift is .460.
2. Will be measured at valve spring retainer with the rocker arm at the valve.
3. 1.5 rocker arms only.
4. Roller rocker arms are allowed.

CARBURETOR:

1. Holley 4412 two barrel.
2. The only modification to the carburetor will be the removal of the choke plate and shaft, and jets.
3. Any 1" spacer allowed.

INTAKE:

1. Factory cast iron or the following Edelbrock performers are permitted.
Chevrolet #2101
Ford #2181
Chrysler #2176
2. No porting, gasket matching, polishing or modifications allowed.

IGNITION:

1. Only stock type ignition allowed.

RADIATOR:

1. Any stock or aluminum aftermarket radiator allowed.
2. 1 quart overflow tank required.

COOLANT:

1. Positively No Anti-Freeze/Engine Coolant or other glycol based liquids allowed. Water and only red approved water-wetters allowed. No green. Any driver found using such fluids will be subject to a \$250 fine.

EXHAUST:

1. Headers permitted.
2. Exhaust pipe size not to exceed 3.5" in outside diameter.
3. Exhaust must exit behind driver compartment, and exit under the car, NOT OUT THE SIDE! Any vehicle having the exhaust exit out the side will have one meet which includes only their initial night to comply. After that initial night they will NOT BE ALLOWED TO COMPETE!
4. Mufflers are mandatory, and must pass a 96 decibel test.
5. New cars that enter after the first four scheduled race meets of the season will be allowed thirteen (13) CONSECUTIVE CALENDAR DAYS from the date of registration to comply with muffler and exhaust location rules.

AIR CLEANER:

1. K&N and Flow control type are allowed.
2. All air cleaners and air filters must remain under the hood,
3. No holes in the hood allowed above the carburetor, air filter, or for valve cover vents.

CRATE ENGINE RULES: PAGE #1

ALL GM CRATE ENGINES MUST BE REGISTERED, SEALED AND APPROVED BY CFS TECH TO BE ALLOWED TO COMPETE. IF YOU CHOOSE TO NOT SEAL YOUR GM CRATE ENGINE YOU MUST WEIGH A MAXIMUM OF 1,625 LBS ON THE LEFT SIDE, AND YOUR MINIMUM TOTAL WEIGHT IS 3,100 LBS. ANY NON-SEALED GM CRATE ENGINE IS SUBJECT TO TEAR DOWN AT TECH OFFICIALS DISCRETION.

ACCEPTABLE ENGINE SEALERS:

1. CFS
2. RPM
3. HORSEPOWER HILL WITH CFS TECH & SEALS
4. BUTLER / MCMASTER

CFS reserves the right to take any non-CFS sealed crate engine to engine builder if deemed necessary. Two crewmembers and a minimum of one CFS Tech official will be there for the unsealing of the motor. If the motor is found out of specs, than it will be the responsibility of the race team to pay all fees pertaining to the teardown. If the motor is found to be within all GM crate motor specs as stated in the GM Crate Engine manual, than the fees to replace seals will be paid by the Speedway, up to \$\$\$\$\$ which will be determined after conferring with all approved engine builders in the very near future.

CRATE ENGINES:

1. GM CRATE #88958602 AND #88958603 or any other part number approved and sealed by above four authorized engine sealers will be allowed to compete.
2. All approved GM part numbers and sealed engines will be allowed to run one 4 barrel Holley carburetor, part #80541-1. No other 4 barrel carburetors or part numbers allowed.
3. The Holley carburetor, part #80541-1 must be stock out of the box.
4. No changing of base plate.
5. No billet or aftermarket metering blocks allowed.

CRATE ENGINE RULES: PAGE #2

- 6. The only modifications allowed are removal of choke plate and shaft.**
- 7. Any carburetor spacer allowed.**
- 8. Only GM, HEI stock appearing distributor is allowed.**

All crate engine owners wishing to have their engine sealed by a CFS Tech Official, must contact Lou Mardanes at 603-542-4301 between the hours of 1pm and 8pm to set up an appointment. The minimum fee is \$100. This fee will increase depending on amount of time and effort to check what is needed to seal the motor properly. Each case will be determined on a case by case basis as no two jobs are the same.

ANY CAR THAT IS FOUND RUNNING A CRATE ENGINE THAT IS NOT REGISTERED WITH CANAAN TECH WILL AUTOMATICALLY BE DEEMED ILLEGAL AND WILL BE DISQUALIFIED. IT WILL ALSO LOSE ALL POINTS AND MONIES FOR THE MEET.

PENALTIES:

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 by the Contest Board.

TRANSMISSIONS & REAR-ENDS:

1. Any stock 3 or 4 speed manual or automatic transmissions allowed.
2. Clutch, flywheel and torque converter must remain stock.
3. No aluminum flywheels allowed.
4. Minimum 10" clutch disc allowed.
5. The combination of the flywheel, clutch disc and pressure plate must weigh a minimum of 30 lbs.
6. 2" inspection hole is mandatory so flywheel and clutch assembly may be inspected visually.
7. Any rear-end allowed.
8. No lockers or gold tracks, etc.
9. Spools must be solid.
10. Aluminum axle tubes allowed.
11. Rear-end must not have or use any electronic devices.

TIRES & WHEELS:

1. Track tire only. MUST be purchased at track.
2. American Racer 704.
3. No tire treatments allowed.
4. Tires must meet durometer rule set by Tech.
5. Racing wheels allowed. Maximum 8".
6. 1" steel lugnuts are mandatory.
7. Maximum tread width is 66", measured from center to center, front and rear.

SUSPENSION:

1. Racing springs allowed.
2. springs must be 4" or larger in diameter.
3. Adjustable spring buckets and rear leaf spring shackles allowed.
4. Front and rear jacking bolts are permitted.
5. Tubular upper and lower A-arms are allowed.
6. Aftermarket tie rods and heim joints are permitted.
7. Any sway bar allowed.
8. Rebuildable shocks allowed. **MAXIMUM RETAIL PRICE IS \$120 / SHOCK!**
9. Shocks may be relocated, yet must be safely mounted and approved by Tech.
10. Only one shock per wheel allowed.
11. Cars must have all four brakes in working order.
12. Cast iron, single piston calipers only.

ROLL CAGE & SAFETY REQUIREMENTS:

1. **Minimum size of roll cage tubing is 1 3/4", .095 thick.**
2. **Minimum four point cage required.**
3. **All cars must have trunk area sealed.**
4. **Four curved bars in drivers door and three bars in passenger door are mandatory.**
7. **A horizontal bar is highly recommended from between the two uprights and the dashboard bar.**
8. **Seat must be an aluminum racing seat bolted to a steel frame connected to cage in original position. Must have six (6) – 3/8" bolts, grade 8 with washers. One must be in each corner of the seat (2-3" from the outer edge) and two in the headrest.**
9. **No mounting seat to the floor.**
9. **A support brace must be installed in the rear of the seat.**
10. **If battery not mounted in stock position under hood, it must be mounted securely in a safety box that is securely mounted outside of the driver's compartment.**
11. **All cars must have a safety cut-off switch on dash or drivers right side crossbar. Must be within reach of the driver and accessible to safety crews from both sides of the car.**
12. **All cars must be equipped with a minimum five (5) point harness system.**
13. **Maximum allowable age for belts is three (3) years.**
14. **Belts are not legal without date tags.**
15. **All vehicles must be equipped with an approved window screen, equipped with a quick release device. No string nets allowed. An arrow showing the location of the release must be painted on the outer roof panel.**
16. **A working fire extinguisher with a working sight gauge is mandatory. It must be attached within reach of the driver and accessible to the driver while strapped in. It must be located in the center of the car so that it may be reached by safety officials from both sides of the car. Must be securely mounted with a quick release mounting bracket. Zip ties and duct tape are not allowed.**
17. **All cars must be equipped with Lexan gas splashguard behind the drivers seat.**
18. **Original fuel tank must be removed and replaced with a fuel cell.**
19. **Fuel cell must be enclosed in a 20 gauge steel canister. Fuel cell must be held in place by a minimum of four (4) 1" X 1/8" flat steel straps.**
20. **Maximum twenty-four (24) gallon fuel cell allowed.**
21. **Trunk may be cut to fit fuel cell only. Minimum height of fuel cell is 11" from the bottom of the fuel cell to the ground. Fuel cell must be centered between frame rails. 1" square tubing holding frame is mandatory. Minimum 1/8" thick, 1" wide steel straps are mandatory, minimum of two straps going in each direction.**
22. **Minimum 1 3/4" protector bar in back of fuel cell is mandatory.**

23. All fuel lines passing through the interior of racecar must be enclosed in steel conduit.
24. All fuel cell vent lines must have a check valve.
25. Center of steering wheel must be padded.
27. All roll bars within drivers reach must be padded.
28. Full firesuits are required. Tech Officials may require you to replace your firesuit if it is full of holes or covered in oil and/or grease.
29. Racing helmets must be DOT or SNELL approved.
30. The following safety items are highly recommended: Full faced helmet or goggles, fire retardant shoes, socks and undergarments. Foam neck braces, Hans or Hutchens devices are highly recommended.
31. Gloves are MANDATORY!!!
32. TWO-WAY RADIOS ALLOWED. If no two-way radios, a scanner is mandatory.

NUMBERS & PAINT SCHEMES:

1. All cars must be neat appearing, painted in contrasting colors.
2. Lettering will be neatly done. No Profanity allowed!
3. Numbers will be at least 18" high. There must be numbers on each side of the racecar. There must be a number on the roof, lettered to be readable by scorers on right hand side of the racecar. There must be a 4" number on the upper left passenger side of the windshield, a 4" number on the right front headlight cover, and a 4" number on the right rear tail light cover.
4. The head scorer reserves the right to ask race teams to make their numbers more legible. You will have one week to comply. Failure to comply will result in your car not being scored.

DRIVER ELIGIBILITY:

1. Any driver must be a minimum of 16 years of age by June 1, 2010 to start racing on opening day in the Super Street division. Anyone under the age of 16 that competed in the Super Stock division in 2009 will be grandfathered for the 2010 racing season. If you are not grandfathered from 2009, you may not race in the Super Street class until you reach the age of sixteen.
2. All drivers must be willing to submit to an alco-sensor test if deemed necessary by Track Officials. Failure to submit to test meets automatic license suspension and immediate removal from Speedway grounds.

3. All rules are subject to change by the Director of Competition. It is the responsibility of the competitor to obtain and become familiar with the rules pertaining to the division he/she competes in along with General Rules and written race procedures. If there are any major changes in the rules, a memo will be mailed to each competitor. You will be expected to comply by the next race date, or the date mandated in the memo. It will also be updated on our website.
4. When you sign your license application, you have signed that you understand the rules and will abide by them.
5. The rules and/or regulations set forth herein, are designed to provide for the orderly conduct of racing events, and to establish a minimum acceptable requirements for such events. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or an Official. All rules clarifications are void from the previous seasons, and cannot be used in the 2010 season at CFS.

ANYTHING NOT MENTIONED IN THESE RULES SHALL REMAIN OEM STOCK FOR MAKE OF VEHICLE USED UNLESS APPROVED BY TECH. IF IT DOESN'T SAY IT IN BLACK AND WHITE, DO NOT DO IT!!!!

PENALTIES:

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 by the Contest Board.

NEW 2010 PURSE:

1 st	\$400
2 nd	\$300
3 rd	\$200
4 th	\$150
5 th	\$125
6 th	\$100
7 th	\$ 90
8 th	\$ 80
9 th	\$ 60
10 th	\$ 50
11-24 th	\$ 30