

2024 Super Street Rules – FINAL

The Super Street class at Wiscasset Speedway once again proved to be the track's toughest class. Past talk of dissolving the class due to low car counts has been replaced with talk of managing the rapid growth. The following rule package may not be perfect and may not encompass all cars, however we request these rules not be interpreted as opportunities to cheat and/or discover loopholes to gain advantage. We shall always welcome and work to accommodate all who respectfully meet the spirit of the rules and desire to join us racing Super Streets at Wiscasset Speedway.

Since it would be both impractical and nearly impossible to list within the confines of any rulebook, all the modification, adaption and infractions that could and would be illegal, it shall be understood for the purpose of rule enforcement that only those items that are specified in this book are allowable and permissible. In addition, The Wiscasset Speedway management reserves the right to penalize anyone who violates these rules.

1 Body: Must maintain shape, contour, and similar sizing to a production automobile. **NO Five Star Gen 6 or AR Revolution body components. ABC Bodies must meet all ABC templates. Any combination of ABC & stock body components must be approved by tech dept prior to competing. All bodies built or aftermarket must follow ABC specs (center of front wheels forward and center of rear wheels rearward)**

1.1 Air Flow Devices: No air flow devices allowed. No wings or ground effects allowed inside or outside of vehicle. No under car panning permitted.

1.2 Appearance: Cars will be neat appearing.

1.3 "B" Pillar: No add-ons to the fore side of pillar.

1.4 Construction: n/a

1.5 Height: No part of the body (including side skirts and nose piece) may be closer than three (3) inches to the ground. Note: Air pressure changes after race will not be permitted to gain clearance.

1.6 Numbers: All car numbers must be registered with Wiscasset Speedway. Car numbers must be a minimum of eighteen (18) inches high and three (3) inches wide.

1.6.1 Doors: Numbers shall be painted in contrasting colors to the car on both doors and the roof. Reflective chrome, gold or prism numbers are not permitted.

1.6.2 Front/Rear: Must appear in six (6) inch high numbers in the uppermost right corner of the windshield and also on the right rear tail piece.

1.6.3 Roof: Numbers should be visible as read from the grandstand side of the car.

1.7 Panels: Fiberglass or metal duplicate of body parts are permitted. Handmade or aftermarket body parts may be constructed of steel, aluminum, or fiberglass.

1.7.1 Deck Lid: Hood and rear deck lids must be tethered to roll cage.

1.7.2 Door: Handmade or after market.

1.7.3 Hoods: Maximum 2" cowl. Breather may go through the hood. Maximum 3" breather if put though the hood

1.7.4 Interior: Inner panels may be removed on all cars. Wheel openings may be trimmed for tire clearance, but edges must be rolled inward to eliminate tire damage to competitors.

1.7.5 Nose: Aftermarket front bumper covers allowed without modification except to accommodate radiator and brake cooling. Aftermarket body panels (i.e.: AR bodies & 5 Star) are allowed. No dirt, wedge, or GEN VI type noses. No bumper covers that have (or had) a splitter

1.7.6 Roof: Minimum roof height is **forty-seven (47) inches** measured twelve (12) inches from the center of the windshield. Roof must maintain stock dimensions. No shortening or narrowing of roof

1.7.7 Rub Rails: Plastic only. Must stay against body and remain between the wheels.

1.7.8 Tail: Must have stock appearing or aftermarket rear bumper covers without modification.

Aftermarket body panels (i.e.: AR bodies & 5 Star). Bumper cover must extend to the bottom edge of quarter panels.

1.8 Spoiler: Must be centered on center line of car. Spoiler shall be made in two (2) sections each measuring six by thirty (6 x 30) inches and not connected in the middle. No boxing permitted. Must be made of clear Lexan. Competitors must be able to see through spoiler.

1.8.1 Blade: Bottom edge of blade must be in contact with deck lip.

1.8.2 Bracing: No bracing on forward side of spoiler.

1.8.3 Height: Maximum rear spoiler height from ground to topmost edge is 43" inches.

1.8.4 Size: Blade surface 6" x 60".

1.9 Windows: Must have full Lexan windshield. Tinted windows not permitted.

1.9.1 "A" Pillar: Not permitted.

1.9.2 Side: Not permitted

1.9.3 Quarter: Must be open or clear Lexan.

1.9.4 Rear: Optional.

2 Chassis: Any American branded, four (4) passengers, V-8 front engine, rear wheel drive, full frame or uni-body car originally mass produced. Engine and body must be of the same manufacturer as the chassis used.

2.1 Bumpers: Bumpers: Stock front and rear bumpers may be used. Approved tube type front and rear bumpers may be used.

2.2 Design: Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel cell. Left side must have a minimum of four (4) horizontal bars with spacers. Right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

2.3 Door Plate: A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

2.4 Fire Walls: Drivers compartment must be sealed. No aluminum patches permitted.

2.5 Frame: Factory or aftermarket center section.

2.6 Front Clip: No tube type front clips allowed. Factory production full 1968 or newer perimeter American passenger car front frame clip only. No modifications to clip permitted except for upper control arm mounting, spring pocket boxing for clearance of use of coil over mount shock/spring, radiator clearance and mounting and trimming of forward front cross member for center link clearance. **May have cut out for fuel pump clearance.** NO cutting, raising, shortening, of factory front cross member.

2.6.1 Upper Control Arm Mounts: Mounting point may be relocated.

2.6.2 Spring Pocket: May be opened for access.

2.6.3 Horns: May be fabricated using 2X3" tube. Steering box and idler arm MUST be in Factory location. (1-inch tolerance.)

2.6.4 Cross Member: No alterations of OEM engine cross member.

2.6.5 Suspension Points: No alterations to OEM mounting points.

2.7 Fuel Cell: must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset. Cell must be a minimum of 8" above the track.

2.8 Halo: Minimum size to be discussed for the 2022

2.9 Height: Minimum frame height from ground is 4".

2.10 Interior: Interior area of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear (fuel cell) compartment. This may be constructed of aluminum with a minimum of .040 thicknesses.

2.11 Pipe: Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing.

2.12 Rear Clip: Rear frame may be altered to accept leaf or coil springs. Underslung chassis must add 2X3 up and over rear axle or mount add a 10lb weight at or near the top rear shock mount on both sides.

2.13 Seat: Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

2.14 Seat Belts: Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

2.15 Steering Column: A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

2.16 Tethers: Hood and rear deck required.

2.17 Welds: All welds are to be of high quality and must completely surround the joint. Absolutely no butt welds or sharp edges anywhere.

2.18 Wheelbase: All cars must retain original wheelbase for front clip used. Exception: Any car with stock wheelbases greater than 107" may be shortened to a minimum wheelbase of one hundred seven (107") inches.

3 Drive Train: Only a stock engine that was available as a regular dealer option for year of car used shall be permitted. Like engines of different year may be used if all measurements are alike and all bolt-on equipment fits that engine.

3.1 Driveshaft: Driveshaft must steel and be painted white.

3.1.1 Loop: Is required and must be constructed of at least ¼ inch X 2" steel. Must be mounted no more than 6" back from front of driver shaft.

3.2 Engine/Built: Custom built engines must meet the following: GM made V8 engines only. No aluminum or other soft metal blocks will be allowed. No stroking or de-stroking will be permitted. No dry sumps oiling systems. No angle milling permitted.

3.2.1 Block: Stock production blocks only. Must retain all OE dimensions. Only modifications permitted are standard boring and decking. Cylinders may be bored up to .060".

3.2.2 Camshaft: Hydraulic cam only. No roller. Maximum allowable lift is .462 measured at the valve. Chain driven only.

3.2.3 Carburetor: Must use part specified in rule 5. 3.1

3.2.4 Compression: Maximum compression ratio of 10.5:1.

3.2.5 Crankshaft: Crankshaft is stock production only. No knife edging or lightening. Only nominal engine balancing is allowed. Rod and main journals must remain OEM size.

3.2.6 Cylinder Heads: Cast iron OEM straight plug castings only. No modification to port runners or combustion chambers allowed. Exception: World Products #4361 allowed. Angle milling is not permitted.

3.2.6.1 Combustion Chamber: 58cc minimum, actual not listed.

3.2.7 Displacement: Maximum (C.I.D) by manufacturer before permitted over bore – GM: 305/350, Ford: 302/351, Chrysler 318/360., Small blocks only.

3.2.8 Height: Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of twelve (12) inches from the ground.

3.2.9 Lifters: Hydraulic only. No roller. OEM diameter. No boring or bushing of lifter bore.

3.2.10 Manifolds:

3.2.10.1 Exhaust: OEM or headers.

3.2.10.1.1 Headers: Must be collector type header with tubes diameter maximum of 1 5/8". No one hundred eighty (180) degree headers allowed. Left exhaust header must exit on left side, right header on right side. No cross over headers. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

3.2.10.2 Intake: Edelbrock performer intakes are permitted. GM =2101, 2116, 7116. **GM 602 crate motor intake allowed.** No porting, polishing or modifications permitted (including chemical porting). Port matching is NOT permitted.

3.2.11 Mounts: Solid engine and transmission mounts allowed.

3.2.12 Oil Pan: Any wet sump pan allowed. Maximum seven (7) quart capacity. Minimum depth of pan from mounting rail to base of pan will be seven (7) inches.

3.2.13 Pistons/Rods: Any Flat Top piston with a minimum of two (2) valve reliefs will be allowed. No portion of piston can protrude above block deck surface. Stock or sportsman type connecting rods only. Stock length for engine only.

3.2.14 Rocker Arms: Stamped steel or roller rockers permitted. 1.5 ratio only.

3.2.15 Seals: All engines must have factory installed seals, RPM Sealed Alliance seals or Wiscasset Speedway seals. Factory seals are only valid for four years after manufactures date on block.

3.2.16 Valve Train: All retaining parts must be magnetic.

3.2.16.1 Stud Girdles: are permitted. **3.2.16.2 Springs:** Maximum O.D. 1.250". **3.2.16.3 Valves:** Maximum intake valve size 1.94". Maximum exhaust valve size 1.60".

3.3 Engine/Crate: GM #88958602.

3.3.1 Block: Unaltered.

3.3.2 Camshaft: Unaltered.

3.3.3 Carburetor: May use any of the carburetors specified in rule 5. 3

3.3.4 Compression: Unaltered.

3.3.5 Crankshaft: Unaltered.

3.3.6 Cylinder Heads: Unaltered.

3.3.7 Displacement: Unaltered.

3.3.8 Height: Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of twelve (12) inches from the ground.

3.3.9 Lifters: Unaltered.

3.3.10 Manifolds:

3.3.10.1 Exhaust: OEM or headers.

3.3.10.1.1 Headers: Must be collector type header with tubes diameter maximum of 1 5/8". No one hundred eighty (180) degree headers allowed. Left exhaust header must exit on left side, right header on right side. No cross over headers. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

3.3.10.2 Intake: Unaltered.

3.3.11 Mounts: Solid engine and transmission mounts allowed as long as original placement is maintained.

3.3.12 Oil Pan: Unaltered. **Stock 604 crate motor oil pan allowed**

3.3.13 Pistons/Rods: Unaltered.

3.3.14 Rocker Arms: Unaltered.

3.3.15 Seals: We will except any sealed crate motor. Factory seals, RPM seals, Redline seals, B&M seals, etc. Wiscasset Speedway has the right to inspect any engine at any time. Remember, your decision to race at Wiscasset Speedway on any given day is your full understanding and consent to abide by Wiscasset Speedway engine rules. Sealed or unsealed, we reserve the right to inspect any engine at any time and pass or fail determines the outcome. All crate motors must be sealed. If not properly sealed, the motor must adhere to built motor rules.

3.3.16 Valve Train: Unaltered.

3.3.16.1 Stud Girdles: are allowed.

3.3.16.2 Springs: Unaltered.

3.3.16.3 Valves: Unaltered.

3.4 Location: Engines #1 spark plug must be forward of upper ball joint.

3.4.1 Height: Centerline of crankshaft harmonic balancer or equivalent must be located a minimum of twelve (12) inches from the ground.

3.5 Muffler: Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway's decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.6 Radiator: Any radiator that fits under the hood is allowed.

3.7 Rear Ends: **Differential housings may be swapped among manufacturers but must be magnetic. No aluminum gear carriers. Rear ends must be locked or open single track**

3.7.1 Axles: **All non floater rear ends must have racing axles. Minimum axle diameter 1.200 and weigh 7lbs**

3.7.2 Camber: Not permitted.

3.7.3 Carrier: **Stock open single track or fully locked**

3.7.4 Materials: No aluminum, magnesium or titanium permitted, except for lowering blocks and axle cap. No ceramic coating of internal rear end parts. Note: If you run a floater, you must run steel hubs and steel drive plates, no aluminum.

3.8 Transmissions: Transmission must be stock automatic three (3) or four (4) speed transmission or cast-iron manual three (3) speed transmission. Note: Short Pre-1970 GM cast iron three (3) speed is NOT permitted.

3.8.1 Case: Must be of stock production.

3.8.2 Clutch: Stock OEM converter/clutch required. Minimum 10.4-inch OEM clutch assembly only.

3.8.3 Fly Wheel: Stock steel flywheel required. No alterations permitted. Minimum weight of fifteen pounds (15 lbs.). Any release bearing allowed.

3.8.4 Gears: All gears must be in proper working order.

602 CRATE ENGINE REBUILD OPTION:

With the limited availability and current high cost of 602 crate motors, Wiscasset Speedway is offering the option for race teams to rebuild their current engine. This option is **AVAILABLE FOR THE 2024 SEASON AND ONLY WITHIN THE FOLLOWING SPECS.** Rebuilt engines will be subject to re-seal by Wiscasset Speedway tech dept.

- ARP head bolt kit
- ARP 3/8 rod bolt kit
- ARP main bolts
- GM factory steel timing cover
- Any timing pointer
- GM fuel pump push rod #03704817
- Any steel fuel pump plate
- GM or Victor head gaskets (5746 only)
- GM or FELPRO intake gaskets MS90131-2
- GM or Clevite CB663P MAX .010 under (NO coated brgs)
- GM or Clevite MS909P MAX .010 under (NO coated brgs)
- CAM BERRINGS (no coated brgs)
- GM or Hasting rings ONLY 2M139 or 2M48860 STD .020
- GM factory pistons or Sealpower H-815-DCP .020
- Valve spring retainer kit - GM
- Valve springs - GM
- Valve locks - stock GM or PIO PF555HD
- Intake valve - GM or Manley 10576-8 Intake cutter VSI-A05732 or FT-45039W3
- Exhaust valve – GM or Manley 10577-8 Exhaust cutter VSI-A20624
- GM or Double Roller timing chain kit LT-98100 ONLY (installed straight up – no bushings or offset keys)
- Oil pump - M155HV only
- Any oil pump spring
- Oil pump driveshaft IS-55E
- Oil pan - GM factory only
- GM distributors must have stock springs
- Any vacuum advance eliminator kit
- NO engine balancing of any kind
- NO camshaft regrings of any kind

Includes but not limited to: HYD lifters, Balancer, Rockers, Push Rods, etc

4 Electrical: 12-volt systems only.

4.1 Battery: One 12-volt battery.

4.2 Coil: One working coil only.

4.3 Distributor: HEI stock type distributor only.

4.4 Fans: Engine cooling fans only.

4.5 Ignition System: Stock ignition system must be used including coil assembly.

4.6 Pumps: No electric fuel pumps.

4.7 Starter: Must be in working order. Starter must be mounted in factory production location for engine used.

4.8 Transponders: Must be installed no closer than one hundred and fifty (150”) inches from the tip of the nose piece.

5 Fuel:

5.1 Adapters / Spacers: Refer to rule 5.9

5.2 Anti-Siphon: Mandatory, Oberg Fuel Safety Check Valve SV0828, SRI Performance valve (#FPF-FSV) or similar devise.

5.3 Carburetor: Polishing, grinding, or drilling holes in the body of the carburetor will not be permitted. Choke blade and shaft removal allowed along with tuning changes to the power valve, jetting, and accelerator pump. Choke horn must remain. No performance parts. Pressed in air bleeds only. **MUST PASS CARB TOOLS**

5.3.1 500 cfm: Box stock Holley #4412. Must not exceed the following specs:

Venturi bore: 1.373-1.377

Throttle bore: 1.6855-1.6856

Booster O.D.: .620(+ or -) .010

Booster I.D.: .380 (+ or -) .003.

Combined throttle shaft & plate: .1868-.2008.

5.3.2 600 cfm: Box stock Holley #80540. Must not exceed the following specs:

Venturi bore: 1.248 - 1.252

Throttle bore: 1.561 - 1.562

Booster O.D. @parting line: .626 - .630, Top & Bottom .614 - .618

Booster I.D.: .442 - .460.

Combined throttle shaft & plate: .1745 - .1765.

5.3.3 650 cfm: Box stock Holley #80541. Must not exceed the following specs

Venturi bore: 1.248 – 1.252

Throttle bore : 1.688

Booster O.D. @parting line: .626 - .630, Top & Bottom .614 - .618

Booster I.D.: .442 - .446.

Booster length: .720 (+or-) .010

Combined throttle shaft & plate: .1745 - .1765.

5.4 Cells: Approved and manufactured for racing.

5.4.1 Canisters: Minimum twenty-two (22) gauge steel, around fuel cells are required and must be located in back of the rear window. There must be a complete steel firewall between the fuel cells and the driver's compartment. No holes will be allowed in the firewall.

5.4.2 Filler Tube: The fuel cell must be filled from behind the firewall.

5.4.3 Height: Fuel cells must be securely fastened and protected if they hang below the rear bumper. A minimum of eight (8) inches ground clearance between the bottom of the fuel cell and the racetrack.

5.5 Filters: Must be of metal construction.

5.6 Gaskets: One (1) .070 thick gaskets will be permitted at base of carburetor. One thin gasket (1/32") must be used between the adapter/spacer and the intake.

5.7 Lines: Any line containing a combustible material must be steel and routed outside of the driver compartment.

5.8 Pumps: Stock appearing, no electric or belt driven fuel pumps.

5.9 Spacers: Any non-tapered, single hole, less than 1" spacer may be used. Spacer must be drilled and have a vacuum port installed to be used with vacuum gauge.

6 Safety:

6.1 Battery: Must be in a sealed battery box and properly secured.

6.2 Fire Extinguisher: Minimum three (3) pound fire extinguisher mounted with quick release metal bracket within reach of driver when belted in. Extinguisher must be operational with full gauge reading.

6.3 Fluids: Car must not have fluid leaks of any kind.

6.3.1 Must have a minimum one (1) quart capacity sealed overflow container.

6.3.2 Water and a cooling additive only. No antifreeze allowed.

6.4 Padding: Any bar within the drivers reach must be padded with an approved fire-resistant product. Pipe insulation is not acceptable.

6.5 PPE: Personnel Protective Equipment.

6.5.1 One- or two-piece long sleeve SFI approved fire-resistant suit in good condition and free of rips, tears, or holes. Fire resistant shoes and gloves.

6.5.2 Helmet: Full face must meet or exceed the Snell 2015 standard. Must have face shield. Glasses, goggles, or open face helmets are not permitted.

6.5.3 Head and Neck: Support/restraint safety device required.

6.5.4 Under Garments: We encourage the use of fire-resistant underwear, socks, and head stocking. Will be mandatory in 2020.

6.6 Radios: Two-way communications allowed; however, Wiscasset Speedway Management will require frequency registration.

6.7 RaceCeivers: Are mandatory equipment. Frequency 454.000.

6.8 Seats: Aluminum racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

6.9 Seat Belts: Five-point quick release harness system in good condition mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details). Sternum belts are highly recommended.

6.10 Steering Wheel: All steering wheels must have a center pad.

6.11 Towing: Towing identifiers are required. Two toe hook areas must be marked in the engine compartment and two in the aft section. This will be where tow hooks/straps are applied.

6.12 Window Net: Racing regulation window net with quick release attachment required to be securely installed on driver side window. Window nets must be securely fastened at all times when car is on racing surface.

7 Suspension:

7.1 Adjusters: No driver-controlled chassis adjustments.

7.2 Control arms:

7.2.1 Ball Joints: OEM ball joints only. Screw in ball joints allowed. No mono-balls.

7.2.2 Bushings: Control arm bushings are limited to stock, steel, or neoprene type only. No spherical bearing or heim end bushing type permitted.

7.2.3 Lower: Stock, unaltered lower "A" frames. Cannot be moved. GM intermediate metric chassis may use any stamped steel OE type lower control arm.

7.2.4 Upper: Tube type upper "A" frame allowed can be moved and fabricated. Jacking bolts allowed.

7.3 Drag Link: Aftermarket adjustable center (drag link) allowed.

7.4 Materials: No aluminum, titanium, or carbon fiber parts are permitted. Exception: Tie rod adjuster sleeves.

7.5 Panhard: Coil spring rear suspension may be converted to a three-point system with a Panhard bar, **no quick adjusters.**

7.6 Steering: Steering box must be OEM. Must utilize 700 series steering box only. No aftermarket design steering box. Must mount with original bolt pattern.

7.7 Pitman & Idler Arm: OEM or Howe replacement.

7.8 Shocks: All shocks must have product number and name visibly identifiable. Shock must be as produced from the factory. All shocks must have at least 3 inches (3") of travel. No suspension limiting devices. No coil binding. Front shocks must be Pro WB series or AFCO 14 series

FRONT SHOCKS Only shock allowed is.

- **Pro WB series = Wb735. Wb746. Wb733. Wb776. Wb777. Wb738.**
- **AFCO shocks 14 series = 1474-6. 1473-5. 1475. 1473. 1477. 1473-8**

REAR SHOCKS

- May run QA1's 51 or 53 series, or the pro WB series or AFCO 14 series

7.8.1 Claim: All shocks subject to claim/swap by Wiscasset Speedway Management. Claim price will be one hundred and thirty dollars (\$170.00) per shock and can be exercised at any time.

7.8.2 Titanium parts are not allowed.

7.9 Spindles: OEM cast spindles OR aftermarket spindles permitted; the Qa1 stock replacement spindle is allowed

7.10 Springs: Conventional coil spring with a minimum five (5) inch inside diameter, no coil-over suspension allowed. All springs must be magnetic steel. Minimum front spring rate five hundred (500) pounds / inch.

7.10.1 Front: No fiberglass graphite or exotic springs permitted.

7.10.2 Rear: Leaf spring, no fiber glass lift bars. No torsion bars in rear. Adjustable leaf spring shackles, sliders and lowering blocks allowed.

7.10.3 Weight Jacks: Must be centered with coil springs. No hydraulic, ratchet, or electric weight jacks anywhere in or on car. "No Bird Cages".

7.11 Sway Bars: OEM or Howe type one piece front sway bar allowed, maximum one and three eighths inch (1 3/8"). Must mount in original location.

7.12 Third Link: The rear center link may be a solid link mounted in rubber bushings. No spring third links permitted.

7.13 Tie Rods: All rod ends are to be steel. Tube type tie rods ends permitted. Heim joint tie rods allowed.

7.14 Tread Width: see below

7.14.1 Stock Spindle: Track width not to exceed sixty-six and one half (66 1/2) inches as measured at spindle pin height (center to center).

7.14.2 Altered or Aftermarket spindle: Tread width not to exceed sixty-four and one half (64 1/2) inches as measured at spindle pin height (center to center)

7.15 Traction Control: No traction control of any kind.

7.16 Trailing Arms: No spring loaded or biscuits. Must be equal length. Aluminum allowed

7.17 No suspension limiting devices. No coil binding

8 Weights

Cars may be weighed pre or post-race with the driver in the seat.

8.1 HANDICAP - none

8.2 WEIGHTS Cars will be scaled to determine overall weight pre or postrace ready with driver in the seat.

8.2.1 Perimeter Car..... 2900 lbs. – 56% left side maximum.

8.2.2 Straight Rail Car..... 2900 lbs. – 55% left side maximum.

8.2.3 Ballast: weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts. All weight must be lead with each piece painted white and display car number.

9 Wheels/Tires/Brakes:

9.1 Bleeders: No.

9.2 Brakes: Four-wheel brakes in proper working order are mandatory. Brake rotors must be OEM and same dimension side-to-side. No drilling or lightening of any brake components. Aftermarket brake components may not be used. No aluminum brake components are allowed. Single piston brake calipers only. Rear disk brakes are permitted.

9.2.1 Calipers: All calipers must be stock OEM. No floating brake calipers permitted.

9.2.2 Hubs: Must be of stock OEM heavy duty type only. No aftermarket replacement hubs. Stock, flange hub type or hat design. Coleman safety hub permitted

9.2.3 Rotors: Must be steel. Aftermarket type must be as produced and be a minimum of .810 thickness straight vane rotor with no scalloped type permitted. Pad surface must be smooth with no lightening, coating, or heat disbursement machining.

9.3 Tire: Wiscasset Speedway Official Track Tire: Hoosier.

Right & Left Side: Hoosier Compound 700, 27.5/8.0/15

9.3.1 Conditioner: may NOT be used in the Super Street division (new or used tires).

9.3.2 Durometer: All tires are subject to random testing. Testing may be conducted at any time.

9.3.3 Penalties:

Heats: Forfeiture of heat finish and points. Must start feature at rear of the field.

Features: Disqualification (Last place finish), assigned 62 lineup points, must start rear of heat and feature next appearance

9.3.4 Replacement: Should a tire be damaged during the race event; it shall be the responsibility of the race team to present the damaged tire that day and within a timely manner for inspection. All tire replacements must have a written record from Tech regarding inspection and approval for replacement. Only tires with 50% or more tread will be eligible for replacement. Replacement of damaged tires will be limited to three (3) for the season.

9.4 Wheels: Steel racing wheels max eight (8) inch standard aftermarket racing wheels allowed. Only fifteen (15) inch wheels may be used. Lug nuts must be one (1) inch and wheel studs must be five eighths (5/8) inch. No Light Weight Wheels. No wide fives.

9.5 Spacers: ONLY authorized solid wheel spacers allowed.

All race car components, including sealed engines, may be subject to teardown/dismantle inspection at any time. Refer to General Rules, Tech Information Section.

The definition of OEM for the purpose of rule interpretation is a part specified by the manufacturer as being for a specific make, year, model of an automobile or commonly available thru a replacement parts supplier i.e.: NAPA, O'Reilly, Car Quest. This does not include GM Bowtie or Ford SVO.

DISCLAIMER: Motorsports at all levels pose a risk to your well-being. Following the rules set forth by Wiscasset Speedway in no way guarantees or suggests your safety.

Last amended: 3/3/2024