



2017 ECMS Super Street Division Rules

RULE BOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. ECMS TECH shall be empowered to permit any and all deviation from any of the specifications herein or impose any further restrictions to keep the competition close. Any interpretation or deviation of these rules is left to the discretion of the ECMS TECH officials and their decision is final.

No modifications except what is listed in these rules. IF the rules don't say you can then YOU CAN'T!

Personal Safety Equipment:

Each competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT. Changes and updates to the rules may be amended to enhance competition. Changes/Updates are highlighted in RED.

Competing Models:

A. Any American made 1979 through 1988 two door sedan with a minimum 108 wheelbase. When bodies are mounted they must resemble factory designs, appearance and measurements. If you have questions on how the body should look contact the Technical Director for clarification. Must be neat in appearance and secured by welding or riveting. No screws permitted.

Bodies:

- A. After market, **stock appearing, steel** bodies are permitted.
- B. Front windshield must be replaced with Lexan and must have 3 front windshield supports behind the windshield. See track officials if you have questions. Rear window may be replaced with Lexan. All rear window openings must have 2 - 1" x 1/8" straps. All straps must be secured with 5/16" bolts. Rear Quarter windows may be replaced with Lexan. Must use rivets or bolts no screws.
- C. All Headlights, Taillights, Outside Chrome, and Outside Mirrors, must be removed.
- D. All Flammable material must be removed. (Seats, dashboards, door panels, head liners, etc.)
- E. May fabricate radiator support bracket. May use fabricated bumper supports. **Fabricated tubular front and rear bumper bars are allowed.**
- F. Fender wells may be cut for tire clearance; however, it must remain neat and clean looking. No other cutting of bodies allowed. **Crush panels must remain in place or may be fabricated.**
- G. Hood must be secured with **a minimum of** three magnetic steel securing pins across the front. Hood must also meet the windshield or use materials such as but not limited to (roll bar padding, sheet metal) to close up the opening. Trunk lid must be secured with **a minimum of** two magnetic steel securing pins. All cars will be permitted to use a straight rear spoiler no curves not exceeding five (5) inches in height and not more than 54 inches in width and must be attached to and centered on the rear of the car. Spoilers must be 0.80 or 1/8-inch metal or 1/4-inch clear polycarbonate. The rear spoiler angle must be set between 50 degrees and 70 degrees. Spoiler braces on the back of the spoiler will not be permitted. Trunk lid may be cut straight across at the rear most edge when using the two-piece rear bumper cover.
- H. All holes in the rear seat area must be covered with a Minimum of 20-gauge Steel to seal off Trunk area from driver's area. NO ALUMINUM.
- I. Body and Floor pans must remain in stock location.

Engines & Transmissions:

A. See below:

- (1) No high performance parts of any kind allowed **except where expressly stated within this section of the rules. Aftermarket, factory type fuel pumps allowed.**
- (2) Engine displacement limited to the following: GM 350ci + max. .040 overbore. Ford 351ci + max. .040 overbore. Chrysler 360ci + max. .040 overbore.
- (3) Stock cast iron 2-barrel intake manifolds only. 2-barrel automotive type Rochester carburetor with a max. of 1 11/16" throttle bore and a max. of 1 ¼" venturi. No marine, off-road, or special application carburetors will be permitted. Model numbers must not be altered or removed. No polishing, grinding, or machine work allowed on any part of carburetor. **Fords using ford engines must use a stock 350 Holley 2300 carburetor model number 7448 (350 cfm) or Motorcraft carburetor with a 1 11/16" throttle bore with a 1.333" venturi. Marine or special application carburetors are not allowed.**
- (4) No dome pistons. No part of the piston to protrude out of the top of the bore. Flat top 2 or 4 valve relief forged pistons allowed. Stock production steel crankshafts and rods allowed.
- (5) No Vortec heads.
- (6) A minimum combustion chamber of 70 cc's. **Standard factory maximum 3 angle valve job is permitted. No grinding or cutting below the seat. No grinding or polishing of any part of the head, intake or exhaust manifolds. Interior surfaces must retain the stock factory cast finish.** Maximum valve size permitted:
 - GM 350ci 1.940" IN. and 1.500" EX
 - Ford Windsor 1.940" IN. and 1.540" EX
 - Ford Cleveland 2.045" IN. and 1.654" EX
- (7) May use stud girdles **and factory type guide plates.**

- B. Top and Bottom of Air Breather housing must be metal and the same diameter as the element. Paper or K&N style filter elements with a maximum of 14" diameter and a maximum of 4" height permitted.
- C. Headers are not allowed. Mufflers and Tailpipe may be removed, must exit outside either side of car and may be joined to one pipe by a collector. Exhaust must maintain the same size the entire length.
- D. Battery must be mounted behind driver's seat in a 1/8-inch steel box. Properly mounted, secured **and covered. There must be a battery cut off switch mounted on the dash within reach of safety workers. The switch will be clearly marked with on/off signs.**
- E. Transmission: Standard or automatic may be used. Must be stock in all aspects. **Recommended use a SFI rated bell housing and stock diameter clutch. The clutch must be per factory specifications/weight. The clutch assembly must weigh at least 33 pounds. This includes the flywheel, clutch and pressure plate.**
- F. A hydraulic cam with a maximum lift of .410" measured at the valve and must maintain a .274" lobe lift with 1.5 rockers for General Motors and a .242" lobe lift with 1.7 rockers or Ford.
- G. GM Type II or similar power steering pumps are approved. Competitors may use an aftermarket aluminum pulley that is designed to control the RPMs of the GM Type II or similar power steering pump.
- H. Must use stock firing order.
- I. May use **factory style or** aftermarket distributor housing only. All inside components must be **to stock specifications. Aftermarket, factory type HEI type distributors only. No external fire or MSD box type distributors allowed.**
- J. **Aftermarket oil pans are allowed. Absolutely no modifications may be made to the cross member to gain clearance for any aftermarket oil pan used.**
- K. **Screw in rocker studs or pinned rocker studs are allowed.**
- L. May use electric fan.
- M. May use aluminum pulleys.

Fuel Cells:

- A. Maximum fuel cell capacity is 22-gallons.
- B. The fuel cell and the fuel cell container must be fastened in the trunk compartment in a recessed well of not less than 24 gage (0.025-inch-thick) magnetic sheet steel welded or attached to the sub-frame rails.
- C. No part of the fuel cell or fuel cell container may extend past the bottom of the sub-frame rails.
- D. The fuel cell and the fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails.
- E. The fuel cell container, installed in the recessed well, welded or attached to the sub-frame rails, from the top, must be secured on the top by a flat fuel cell top rack made of one (1) inch by one (1) inch by 0.065-inch minimum thick square magnetic steel tubing with a minimum of eight (8), 3/8-inch diameter bolts.

- F. The fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswise equally spaced across the top of the fuel cell container.
- G. The front and rear fuel cell cross members must be constructed using a one (1) inch wide by three (3) inches in height with a minimum wall thickness of 0.065-inch magnetic steel tubing.
- H. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch with a minimum wall thickness of 0.065-inch square magnetic steel tubing and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well.
- I. A reinforcement bar inside the trunk area must be a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083-inch magnetic steel tubing, must extend a minimum of 6 inches behind the fuel cell and must come up parallel with the top of the fuel cell.
- J. There must also be a reinforcement bar welded between the sub-frame rails. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails.
- K. A steel firewall of no less than 20 Gauge steel must be welded between the trunk and the drivers' compartment. **The trunk floor may be cut to allow for fuel cell installation. Fuel lines that run within the passenger compartment should be clearly marked.**
- L. Filler neck MUST remain in trunk area.
- M. **Fuel cells must have a "roll over" or "tip over" valve installed on the fuel cell vent line.**

Tires & Wheels:

- A. TRACK SPEC TIRES. All Competitors will use a Track Spec Tire.
- B. Stock steel wheels 7" in width and **a backspace of 3"**. Steel wagon wheels **or racing style wheels** are permitted. All wheels must maintain same offset. Wheel spacers are permitted but must be the same size on all four wheels. Maximum size wheel spacer is **½" total on each wheel**.
- C. Tire Alterations for the Super Street division at East Carolina Motor Speedway is NOT permitted.

Suspensions & Rear Ends:

- A. ALL suspension and suspension components MUST remain STOCK.
- B. Shocks must be KYB: Front - #343127, Rear - #343157, MONROE: Front - #5840, Rear - #5802, Gabriel: Front - #69600 **or #737625**, Rear - #69604 **or #737623**. DO NOT REMOVE FACTORY DECALS OR PAINT SHOCKS. PART NUMBERS MUST BE VISIBLE.
- C. Shock Claim rule \$200 for all four shocks and shocks must be claimed within 15 minutes of the completion of the event. Claim must be written and have cash or certified check. Shocks may be claimed by any competitor.
- D. Aftermarket replacement front springs permitted. The free height of the springs must be a minimum of **11 ½"** tall and 5 ½" o.d. Aftermarket replacement rear springs permitted but must maintain one pig tail. The free height of the springs must be a minimum of **11 ½"** tall and 5 ½" o.d. Factory stock springs may be cut to reach the minimum size but must maintain one pig tail.
- E. Spring spacers (transmission style shims) or SS -85500-A and SS-9500-SP adjustable spring spacers front and rear are permitted.
- F. One spring rubber per wheel permitted. Must be a full 360-degree spring rubber.
- G. Alterations to the frame or any other frame component are prohibited.
- H. Rear ends may be shimmed, welded or a spool may be used. No Posi-Traction or Limited Slip Differential units allowed. Aluminum brake drums not permitted.
- I. Car must maintain a minimum frame height of 7" inches with the driver in car. This includes the body and rocker panels. **The nose of the car must be a minimum of 5 inches clearance from the ground. These are pre-race dimensions. In race damage could change these dimensions. Added rule.**
- J. Front-end camber cannot exceed 6 degrees Right Front and 1 ½ degree Left Front MAXIMUM.
- K. **Stock style/diameter** drive shaft must be **made of magnetic steel** and must be painted white.
- L. Two (2) "U" shaped steel straps 2" wide and 1/4" thick must surround the drive shaft and be mounted to the frame or the floorboard.
- M. All suspension components must remain in stock location. Spindles and control arms (upper and lower) are to be factory stock for the model/year of car. **Stock appearing, racing type, press in (lower) or bolted (upper) ball joints are permitted. No screw in ball joints allowed.** Alteration of suspension components is prohibited. The only approved bushings are stock rubber or aftermarket polyurethane. Steel bushings are NOT approved **except for the passenger side front upper control arm. Steel**

bushings are allowed at this location only. No offset bushings of any kind are allowed and all bushings must be installed in the stock location/configuration. Screw in ball joints are not permitted.

Roll Cage:

- A. Four point cages, with at least four door bars on both sides, REQUIRED. Roll bar Tubing must be at least 1 ¾" O.D and 0.095" magnetic steel. All bars within driver's reach must be padded. Front and rear down bars are required.
- B. A minimum 0.090 magnetic steel plate attached to driver's side door bars is required. The steel plate should measure 18" by 24" and should extend from the frame rail upward. A 3" hole for the "Jaws of Life" entry is also recommended.

Fire Control:

- A. An approved and fully charged fire extinguisher must be securely mounted within easy reach of the driver. Fuel lines inside the driver's compartment must be run through conduit and labeled.
- B. Bottles must be mounted where an Official can read the gauge.
- C. Each driver is required to wear a fire resistant uniform, gloves and accessories. Driver should wear a full face helmet with Snell numbers SA 2000 or newer standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1/2005 label at all times on the race track. AN UNALTERED HEAD AND NECK RESTRAINT DESIGNED FOR PROFESSIONAL MOTORSPORTS USE IS REQUIRED.
- D. All race teams will have at least one (1), fully charged, dry chemical fire extinguisher in their pit, exposed and accessible at all times. This includes, but is not limited to, pit road or the outside pit area. The extinguisher will be at least 10-B: C, DOT rated and be a minimum of 4 lb. capacity. A valid, fully charged pressure gauge will be visible at all times.

Seats & Belts:

- A. Only aluminum seats are permitted and must be secured by using 6 bolts. 4 - 3/8-inch bolts in the bottom and 2 - 3/8-inch bolts in the top. No fiberglass seats allowed. Seats may not be lightened.
- B. A quick release belt, shoulder harness and crotch belt no less than 3" in width is required. Belts must not exceed 5 years old.
- C. Approved Window Nets are REQUIRED. Window net must be installed by using no less than 1/2-inch magnetic steel round bar or 1" by 1/8" flat bar. See track officials if you have questions. Window nets must not be more than 5 years old.

Miscellaneous:

- A. Two-way radio or other listening or transmitting device permitted.
- B. Go-Pro style cameras are allowed but, mounting must be approved by track officials before each racing event.
- C. Car number must be registered if required by East Carolina Motor Speedway.
- D. Numbers Must be legible and displayed on both sides of the car and roof. MINIMUM of 24" in height.
- E. All cars are subject to a post-race inspection and will be disqualified if found illegal. Official's decisions are FINAL.
- F. No Protest allowed. Official's decisions are final, in regard such as scoring, inspection, and disqualifications. Car protests are allowed per East Carolina Motor Speedway protest rules.
- G. NO ANTIFREEZE. \$100 fine for using antifreeze.
- H. NO added weight allowed. All cars will be subject to weight inspections after races.
- I. Steering shaft must have a minimum of two universal joint installed between the wheel and the box. Collapsible steering column is recommended. A horn pad is required.

One Tire Per Week Rules:

- A. All new tires must be purchased from ECMS.
- B. For the first race, up to 6 tires may be purchased from ECMS. Each team will have 6 tires registered into its tire bank. This can be any combination of new ECMS tires or older tires that you bring with you that first week. Any old tires put into your "bank" must be unaltered (No soaking) and have the tire serial numbers sticker intact and unaltered. This gives every team a set of tires and 2 spares. Used tires brought into the tire bank will be subject to inspection, including durometer measurements. Don't come to the track with soaked tires!
- C. The second race and every other race after that, each team may buy up to one new ECMS tire to add to the team tire bank. No more used tires will be allowed after race number one. This new tire must be used in the race. Teams may not set it aside for the next race.
- D. If any car is found to have tires on it (after the race) which are not registered in the team's tire bank or any car doesn't have its one new tire (races 2 and on) on the car for that race, you will be disqualified and forfeit your winnings.
- E. For practice, you may use whatever tires you like. They do not need to be part of your tire bank. You must qualify on the tires you intend to race with. If you need to make a tire change after qualifying, you will start the race in the back.

F. There will be no “catch-up” tires allowed for single tire losses. If a car cuts a tire, so be it. That’s the function of our tire bank. However, if you do happen to lose two tires in a single race, one replacement or “catch-up” tire will be allowed. In this case, the team may purchase one replacement tire, in addition to the allotted one tire, for a total of two tires that next week. The two cut/damaged tires must be shown to the ECMS Tire Director and annotated on your tire bank record with ECMS for reference on the next racing event. Teams may not simply show up for the following racing event and claim a two tire loss. Tire losses need to be shown and documented the week before to be valid. The point is, we want to be fair and not have cars with extra new tires on them especially late in the season. The “catch-up” tire must be used in that racing event as well as the regularly allocated new tire.

G. If a new competitor arrives to race in race number 2 or later, the new team may purchase up to 4 new ECMS tires and add two used tires to its tire bank. The four new tires must be used in qualifying and the racing event. The two old tires are simply spares.

H. For competitors with 2 new tires after event number 1, teams must have one of the new tires on the car for all practice sessions. For competitors with 4 new tires after event number one, teams must have all four new tires on the car for all practice sessions. In these cases, teams must run all of the allotted practice time and must run reasonably hard. The goal here is to make it fair for all teams. If a new competitor “sandbags” in practice and in turn, ends up dominating the race lap times, that competitor could be disqualified. If a new competitor does not participate in all of the available practice time, that competitor will begin the race in the rear, one lap down and will not be eligible for the cone or the “lucky dog” throughout the race event.

I. The goal is to make this all fair and fun for all and to minimize tire costs.