

LARRY KING LAW'S LANGLEY SPEEDWAY

2021 SUPER STREET DIVISION RULES | UPDATED JANUARY 18

1. COMPETING MODELS:

- A. Any American made 1979 through 1988 two door, coupe with a minimum 108 inch wheelbase.
- B. Cars must have a full stock frame and maintain a minimum roof height of 51 inches. This will be measure 10 inches back from the center of the windshield. No Uni-body cars allowed
- C. Frame rails may be reinforced on the outside edge by using 3/16-inch flat bar, but the original frame must remain and may not be enclosed. The only exception to this is 2" back from the centerline of the rear-end back may be replaced with .083 2"x 3" tubing. If this rear portion of the frame is replaced with tubing, the frame height must remain the same height as the stock frame that was replaced. The stock measurement to the bottom of the frame rail is 11 1/2" +/- one inch.

2. BODIES:

- A. Any manufacture or asphalt aftermarket steel body from 1979 to 1988 permitted but must maintain the minimum 108 wheelbase. Bodies may be fabricated. Composite roof and rocker covers permitted. Aluminum outer body panels are not permitted. No Dirt aftermarket bodies permitted. When bodies are mounted, they must resemble factory designs, appearance and measurements and secured by welding or riveting. No screws permitted
- B. Floor pan and firewall must remain stock. Crush panels must be installed to complete front and rear firewall. Crush panels may be made from aluminum.
- C. All reinforcements may be removed.
- D. Bodies must be mounted to the centerline of the frame rails and must be the same left to right and front to rear.
- E. Hood must be secured with five magnetic steel securing pins. Two in the rear and three across the front. Hood must also meet the windshield or use materials such as but not limited to (roll bar padding) to close up the opening. Fiberglass hood permitted.
- F. Rear spoiler 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 solid 1/8-inch metal or 1/4-inch clear polycarbonate. The rear spoiler angle must be set between 50 degrees and 70 degrees. Aftermarket Spoiler braces permitted.
- G. Truck lid must be secured with a minimum of two magnetic steel securing pins

3. GLASS:

- A. All glass must be removed and replaced with clear Lexan.
- B. Rear view mirrors may not extend past the left side "A" post

- C. Window net must be installed by using no less than 1/2-inch magnetic steel round bar or 1" by 1/8" flat bar.
- D. Rear window may be replaced with Lexan. Rear window openings must have 2-1" x 1/8" steel straps. All straps must be secured with 5/16" bolts.
- E. Rear Quarter windows may be replaced with Lexan.
- F. Must have 3 front windshield supports centered and equally spaced behind the windshield.

4. ROLL CAGE:

- A. Must have complete roll cage using 1.75" diameter 0.083 to 0.095 steel wall thickness including roof center bar.
- B. All bars within drivers reach must be padded.
- C. Must be centered on frame. B-post must not be behind center window post from side view of car.
- D. Earnhardt bar is required.
- E. No added weight allowed
- F. 0.090 Magnetic steel plate attached to driver's side door bars is required. The steel plate should measure 18"x24" and should extend from the frame rail upward. A 3" hole for the "Jaws Of Life" entry is also recommended.

5. ENGINES & TRANSMISSIONS:

- A. No high-performance parts of any kind allowed. **All engine components must be stock comparable.**
- A. Engine displacement limited to the following: GM 350ci + max. .040 overbore. Ford 351ci + max. .040 overbore. Chrysler 360ci + max. .040 overbore.
- B. 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 1/4" 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.
- C. Ford and Chrysler will be required to run a box stock Holley 350 CFM 2 barrel, part #7448C or 80787-1. Metering block and all other parts must remain stock
- D. 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.
- E. No Vortec heads.
- F. A minimum combustion chamber of 70 cc's. Maximum valve size permitted
 - a. GM 350ci 1.940" IN. and 1.500" EX
 - b. Ford Windsor 1.940" IN. and 1.540" EX
 - c. Ford Cleveland 2.045" IN. and 1.654" EX
- G. May use screw in studs and guide plates.
- H. 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.

- I. Stock cast iron exhaust manifolds or headers permitted. 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.
- J. Battery must be mounted behind driver's seat in a 1/8-inch steel box. Properly mounted and secured.
- K. Transmission: Standard or Automatic may be used. Must Be Stock in All Aspects.
- L. 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 for Ford.
- M. 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
- N. Must use stock firing order.
- O. May use aftermarket distributor housing only. All inside components must be stock
- P. Electric fan permitted
- Q. Aluminum pulleys permitted
- R. Engine must be in stock location

6. FUEL CELLS:

- A. Minimum 22-gallon fuel cell required. Racing fuel permitted. No additives allowed.
- B. The fuel cell and the fuel cell container must be fastened in the trunk compartment in a recessed well and no part of the fuel cell or fuel cell container may extend past the bottom of the frame rails and may not be less than 24 gage (0.025 inch thick) magnetic sheet steel welded or attached to the sub-frame rails. 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. No part of the fuel cell or fuel cell container may extend past the bottom of the sub-frame rails. 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. 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. 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. 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. 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. 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. 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.

- C. A steel firewall of no less than 20 Gauge steel must be welded between the trunk and the drivers' compartment.
- D. Fuel line installed in steel conduit through the driver's compartment is permitted and must be labeled.

7. TIRES AND WHEELS:

- A. All competitors are required to use a track tire. These tires will be purchased at the track on the day of competition.
- B. Stock steel wheels 7" in width and a maximum offset of 1/2 ". Steel wagon wheels are permitted. All wheels must maintain same offset.
- C. A maximum 1/2" thick wheel spacer per stud may be used. The thickness of the wheel spacers must be the same left to right.
- D. Tire Alterations for the Super Street division at Langley Speedway is NOT permitted. Once the season starts there will be a durometer number set. If tires are in question the top 6 drivers in driver points along with the Technical Director will inspect the tires and make a ruling or the tires will be sent out to be chemically tested. The final decision will be made by the Technical Director and possible penalty and or fine could be assessed.

8. SUSPENSIONS AND REAR ENDS:

ALL suspension and suspension components MUST remain STOCK for the year, make and model for that car. Shocks must be KYB: Front #343127, Rear #343157, MONROE: Front #5840, Rear #5802, Gabriel front #69600 or #737623, Rear #69604 or #737625. *When you buy a 69600 the box says 69600 but the number stamped on the shock is 737623.* DO NOT REMOVE FACTORY DECALS OR PAINT SHOCKS. PART NUMBERS MUST BE VISIBLE. 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. Springs Aftermarket replacement front springs permitted. The free height of the springs must be a minimum of 12 inches tall (+/- 1/4 inch) and 5 1/2" o.d. Aftermarket replacement rear springs permitted but must maintain one pig tail. The free height of the springs must be a minimum of 12 inches tall (+/- 1/4 inch) and 5 1/2" o.d. Factory stock springs may be cut to reach the minimum size but must maintain one pig tail. Spring spacers (transmission style shims) or SS-85500-A and SS-9500-SP adjustable spring spacers front and rear are permitted. One spring rubber per wheel permitted. Must be a full 360-degree spring rubber. Alterations to the frame or any other frame component are prohibited. Frame reinforcement or "boxing" is prohibited.

- A. Springs Aftermarket replacement front springs permitted. The free height of the springs must be a minimum of 12 inches 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 12 inches tall and 5 ½" o.d. Factory stock springs may be cut to reach the minimum size but must maintain one pig tail. Spring spacers (transmission style shims) or SS-85500-A and SS-9500-SP adjustable spring spacers front and rear are permitted. One spring rubber per wheel permitted. Must be a full 360-degree spring rubber. Alterations to the frame or any other frame component are prohibited.
- B. 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.
- C. Car must maintain a minimum ride height of 7" inches with the driver in car. This includes the body and rocker panels. Nose may be 5" inches
- D. Front-end camber cannot exceed 6 degrees Right Front and 1 ½ degree Left Front MAXIMUM.
- E. Drive shaft Must be painted White.
- F. Two (2) "U" Shaped Steel Straps 2" wide and 1/4" thick and must surround Shaft and be Mounted to Frame or Floorboard.
- G. All suspension components must remain in stock location. Spindles, Control Arms (upper and lower), and ball joints are to be Factory stock appearing for the model/year of car. Alteration of suspension components is prohibited. Adjustable ball joints are not permitted. Jacking bolts/adjusters are not allowed on any of the four springs on the car.
- H. The only approved bushings are stock rubber or aftermarket Polyurethane and Steel bushings are not permitted except for in the right front upper control arm next to the exhaust manifold

9. FIRE CONTROL:

- A. An approved and fully charged fire extinguisher must be securely mounted within easy reach of driver.
- B. Bottle must be mounted where an official may see the gauge easily.

10. SAFETY EQUIPMENT:

- A. Only aluminum seat permitted and must be secured by using 3/8-inch bolts. Seats may not be lightened
- B. All drivers must wear a helmet that is a Snell SA 2010, or better. All helmets must be inspected by the Tech director. Helmet must accompany car at time of inspection
- C. All drivers must wear fire suits made of flame-retardant material. Suits will be kept in presentable condition. All drivers must wear flame-retardant gloves. Flame-retardant hood, socks and shoes are highly recommended. Gloves and other safety equipment covered by grease and/or oil and not cared for properly should be replaced
- D. The driver's competition shoulder harness and lap belt must be at least three (3) inches wide with a submarine strap. Metal to metal buckles are required on

shoulder and seat belts. The shoulder harness should be mounted even with or slightly higher than driver's shoulders. Belts that are weathered or frayed will not be permitted for racing use

- E. Approved "Hans-type" head and neck restraint is mandatory
- F. Fireproof driver's side window net is mandatory
- G. All cars must be equipped with an on-board fire system/extinguisher that is fully charged and accessible to the driver
- H. All roll bars within the driver's reach of his/her leg or arm must be padded
- I. The steering wheel will have a safety pad in the center

11. AIR CLEANER:

- A. Top and bottom of filter 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.
- B. Only (1) one-piece bottom permitted.

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- A. An approved and fully charged fire extinguisher must be securely mounted within easy reach of driver.
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13. IDENTIFICATION:

- A. Your number must be registered and approved by the track's front office
- B. Numbers at least 22" high must be on both sides and roof.
- C. Silver and Gold foil reflective numbers are not allowed. Shadow only

14. POST RACE INSPECTION:

- A. Cars found noncompliant will be penalized and may result in forfeiting finishing positions, points, and payout for that event
- B. Noncompliant parts must be surrendered to the track official and will be held for a period of 30 days and then returned to the respected team. Parts not surrendered may result in a penalty for finishing positions, points, and payout for that event