

# **Canandaigua Motorsports Park adoption of Utica Rome rules for the 2014 Season. *(We will adopt any modifications of this 2013 version from Utica Rome.)***

## **UTICA ROME PRO STOCK DIVISION RULES**

Altering, fabricating, relocating or otherwise changing any part or component not specifically mentioned within these rules must be inspected and approved by the tech inspector.

| Open to any North American passenger car chassis from 1968 to present. No jeeps, Trucks, Corvettes, or convertibles will be allowed even if metal top has been installed.

Full frame cars are highly recommended. Note: Anything not covered by the following rules should be checked with the track inspector before proceeding. Slight relocating of any component(s) due to damage may be allowed. Any relocating must be inspected and approved by tech inspector.

### **| PRO STOCK MANDATORY SAFETY RULES:**

The following rules are mandatory, and will be strictly enforced:

#### **SEAT BELT AND HARNESS:**

All cars must be equipped with 5 point seat belts. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Seat belt webbing that comes into contact with any sharp or un-radiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim. The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately, and encouraged that undamaged belts are replaced every 24 months.

The date sewn into the webbing should be used as a guide. Where the seat belt date is known to be "new old Stock", it is acceptable practice to extend the replacement date on that set of belts to 36 months from date of manufacture. Damaged belts will not be permitted. The driver's seat must be securely fastened to frame or cage in six spots, with a minimum of six 3/8" bolts, four on bottom and two on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat.

The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass).

| All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track official's decision regarding any safety infractions will be final.

| Roll cage must be constructed from seamless round steel tubing with a minimum of 1 1/2" outside diameter and 1/8" wall thickness or 1 3/4" outside diameter by .090" wall thickness only. These are several allowable variations to the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one

behind the driver on each side of the frame. They must be securely welded only to the flat horizontal part of the frame, not the kick-ups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at least two inches above helmet height of the driver when strapped in the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights. At least one bar must be extended to the outer door skin for added driver protection. These horizontal bars must have at least one set of vertical supports positioned between the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and of course more are preferred. All junctions of two or more tubes in the cage must be joined with at least 1/8" steel gussets for additional strength. Threaded pipe, pipe fittings, and lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of weld is not permitted. All roll cage bars within 18" of the driver's body, extended arms, legs, head, etc. must be adequately padded for protection.

| Cars must contain shock resistant roll bar padding on all bars that the driver's head may come in contact with while strapped into the seat. Steering wheel center must also be padded.

‡ All cars must be equipped with a safe, high back type, aluminum racing seat only. The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six (6) 3/8" bolts - four (4) on the bottom, and two (2) on the seat back (No floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). Seats must be as close to stock OEM position as possible. A functional padded headrest, built into the seat, must be in line with the center of driver's head.

‡ All cars must have 3" width lap belt and shoulder harness with two belts over the shoulder. Buckles must be of the quick release type and securely fastened to the frame or cage. Bolts may not be inserted through belt webbing for mounting. Cam lock seat belts are not allowed. If belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. Note: Sternum shoulder harness is highly recommended.

‡ All drivers must wear a 2000 or newer SNELL approved helmet and fire suit. NOTE: The following items are highly recommended: One piece fire suit, a full face helmet, fire retardant underwear, arm restraints, gloves, racing shoes, and a neck brace or the HANS device.

‡ All cars must have a full steel windscreen of substantial material at least 1/16" in thickness, with a maximum opening on holes of 2" by 1". No chicken wire or aluminum screens will be allowed. Screen must cover entire windshield area from left to right across the cage and from top of cage down to hood or cowl. Any shields, visors, or card board may not block visibility through the screen.

‡ Front and rear firewalls are mandatory and must be constructed from steel of at least 18 gauge thickness. Rear firewall must extend from top of window shelf downward, and attach to floorboards and must have no holes. Front firewall must extend from dash downward and attach to the floorboards with all holes securely covered with sheet metal to isolate driver from engine compartment. See body section for further specifications.

‡ All crews must carry an operable fire extinguisher capable of extinguishing gas and oil fires.

‡ Only one 12 volt battery permitted. Battery must be properly secured inside a marine style battery box. A mandatory battery shut-off switch must be mounted, marked, and easily accessible to the safety crew.

‡ All cars must have an ignition switch that is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint for the safety crew to recognize.

‡ A fuel shut-off valve must be mounted within easy reach of driver, and must be labeled ON/OFF with a bright colored paint for the safety crew to recognize.

‡ All cars must be equipped with a horizontal crash bar mounted directly behind the fuel cell. This bar must be a minimum of 1 1/4" in diameter with .095" wall thickness to protect the cell from rear end damage.

‡ All cars must have four wheel hydraulic brakes, all in good working order. Brake test may be conducted throughout the year.

‡ Wheels must have a minimum of five (5) lug nuts on both front and rear.

‡ Exhaust headers must be safe for driver and exit past driver's seat. NOTE: all exhaust pipes must exit facing the rear of the car.

‡ No mirrors or reflecting devices are allowed that would enable the driver to see the car behind. No radio communication is permitted between driver and/or pit crews.

‡ Inspectors reserve the right to request body panels or bumpers be replaced and painted if they have any sharp edges or do not look presentable to the sport.

‡ All cars must have at least two (2) throttle return spring

‡ **PRO STOCK DIVISION BODY SPECIFICATIONS: ‡ Eligible Bodies:**

Any American or Canadian made passenger car body allowed 1968 to present. No compacts, foreign cars, trucks, sports cars, or convertibles allowed. Aftermarket bodies are allowed, providing they look stock and match the wheelbase of the frame being used.

‡ **General Appearance:**

Body must be stock appearing and mounted in stock location on frame. Ford or Mopar bodies with matching engine may be used on GM chassis. Stock manufacturer's sheet metal or aftermarket body must maintain the OEM fit and appearance. No air dams, skirts, or other aerodynamic enhancing equipment are allowed on the car, front or rear.

This is not a late model class. No wedge shaped bodies or flat body panels are allowed. Officials reserve the right to reject any body or body parts.

‡ **Body Width:**

Maximum body width measured anywhere along the contour of the car may not exceed 82"

**| Allowable Body Materials:**

All parts of the body must be either steel or aluminum, except the hood, roof, and front and rear roof supports which may be aftermarket approved fiberglass.

**| Roof:**

Must be one-piece construction and maintain stock contour and appearance.

**| Hood/Trunk:**

No hood scoops or raised hood boxes will be allowed except on aftermarket fiberglass hoods which may have a raised surface not to exceed 4 inches in height provided it is pre-manufactured into the design of the hood. No holes may be cut in hood for any reason. Lift-off Hoods and stock sheet metal trunk decks are allowed as long as they are fastened safely to properly seal off engine and/or trunk area.

**| Spoiler:**

Any aluminum or clear lexan maximum three piece, maximum height 6 1/2 inches (measured in a straight vertical line from deck to total height of spoiler) No spoilers allowed on rear quarter panels running forward on fenders.

**| Bumpers/Nose:**

Front and rear bumpers may be of the hard rubber type used on the new cars. Front nose must be stock appearing. `Dirt style' noses such as Performance bodies part numbers 331040, 2810402, 251040, etc. are not allowed. Front and rear bumper covers may not be widened from stock width. Front nose may not exceed 47" from the front wheel centerline. Tail piece must be stock appearing with a bumper cover. No flat sheet metal allowed.

**| Fenders:**

Full fenders only, with reasonable radius cut for tire clearance is allowed. Front fenders

must be one-piece steel or aluminum and must be stock appearing. Inner fender panels may be removed as long as fenders remain secure.

**| Dash:**

Dash removal is allowed, providing that the steering column is adequately secured and remains in stock location. If a new dash is installed, it must be built with no sharp protruding edges and neat in appearance.

**| Firewall:**

A full engine firewall of at least 18 gauges in thickness is mandatory with all holes securely covered to isolate the driver from the engine compartment. A full rear steel firewall must seal off the driver's compartment from trunk area. Front and rear firewalls must extend from fender to fender.

**| Inner Tinwork:**

No sheet metal extending from passenger side dash back to rear shelf is permitted.

**| Floorboard:**

A full floorboard must be retained from the engine firewall to the rear firewall and from body side skin to side skin. Passenger side floorboard may be level from top of transmission and driveshaft tunnel, to allow for better ground clearance of both exhaust pipes and mufflers. Rusted floorboards must be replaced or securely covered with sheet metal to seal off the driver's compartment. Any holes in the floorboard for shifter, etc. may be no larger than is necessary to facilitate the shift pattern. Shifter boots are highly recommended to help seal of the driver's compartment.

## **PRO STOCK DIVISION CHASSIS SPECIFICATIONS**

**| Frame:**

Must be same as the body manufacturer. No interchanging. Uni-bodies may tie sub frames together. However, if the ties extend through the car, the floor must be completely welded to the tie to seal off the driver's compartment. Frames may be repaired where needed but the stock frame rails must remain in stock location. Frame must be stock OEM for year make and model. All cars must have a minimum factory stock wheelbase of 107". Full frame cars with a factory stock wheelbase of over 107" may be shortened between the knockouts, but must maintain a minimum wheelbase of 107". No front or four wheel drive cars allowed. NOTE: On unbodied cars only, a homemade frame may be constructed using steel rectangular tubing only, with a minimum specification of 2" x3" x.120 wall thickness. The 3" dimension must be in a vertical position. If using this option, it must start at rear of the front stock OEM sub- frame and continue all the way back up over (not under) the rear axle and end where the stock OEM rear sub-frame ended. The new frame must be as wide as the original

sub-frame. All springs, sway bars (if used on that particular model) and suspension mounts must be located in the same exact position and manner as they were located on the stock frame. Stock OEM suspension parts must be used. Rear sway bar can be used only if it was available on the stock OEM model. The proper construction of this frame option regarding welds, cross-members, bracing, roll cage and the stock mounting links will be up to the discretion of the officials.

**| SEAT:**

All cars must be equipped with a safe, high back type, aluminum racing seat only. It is highly recommended that the seat have a minimum thickness of .125" (1/8"). The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six (6) 3/8" bolts - four (4) on the

bottom, and two (2) on the seat back (No floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). A functional padded headrest, built into the seat, must be in line with the center of driver's head.

**| STEERING:**

Steering column must remain in stock location as manufactured for model and year.

Steering quicker devices will be allowed provided they are commercially manufactured.

No homemade steering quickeners of any type will be allowed. Steering quickeners must be fully enclosed. The steering wheel center must be padded. A flexible, racing type steering wheel with quick release mounting is recommended.

**| RADIATOR:**

Only one radiator per car. Aluminum radiators are allowed. Radiator must remain in front of the engine in stock location between the frame rails. A 25lb. pressure cap is recommended. An overflow catch can is mandatory. It is recommended to double clamp all hose connections.

**| ROLL CAGE:**

Must be constructed from seamless round steel tubing with a minimum of 1 1/2" outside diameter and 1/8" wall thickness or 1 3/4" and .090 wall thickness only. There are several allowable variations to the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one behind the driver on each side of frame. They must be securely welded only to the flat horizontal part of the frame, not the kick ups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at least two inches above helmet height of the driver when strapped in the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights. At least one bar must be extended to the outer door skin for added driver protection. These horizontal bars must have at least one set of vertical supports positioned between the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is

highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and more are preferred. All junctions

of two or more tubes in the cage must be joined with at least 1/8" steel gussets for additional strength. Threaded pipe, pipe fittings, and lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of welds is not permitted. All roll cage bars within 18" of the driver's body, extended arms, legs, head, etc. must be adequately padded.

#### **ENGINE:**

Must remain in stock OEM location in the chassis, up and down and left to right. Engine must be from the make chassis it is mounted in. The maximum point of engine setback allowed will be when the center of the number one spark plug hole, on all make engines (furthest cylinder forward) is in line with the center of the top ball joint. No sliding or adjustable motor mounts will be permitted.

#### **TRANSMISSION:**

Automatic transmissions must have stock OEM torque converter with all gears working.

Three and four speed manual transmissions must have all gears working and must have a single clutch disc mounted in stock location. No aluminum clutch parts are allowed. No over-drives or under-drives are allowed. Only steel flywheels with stock diameter are permitted. Drilling or machining for lightening purposes is not allowed.

Note: Over drilling for balance will be up to the discretion of the officials.

#### **SCATTERSHIELD:**

Steel scatter shields or steel scatter proof bell housings for standard transmission cars are mandatory. Automatic transmission explosion blankets are highly recommended.

All bell housings must have a 1" diameter hole drilled near the top to allow visual inspection of the flywheel and converter.

#### **DRIVESHAFT:**

Only a steel driveshaft is permitted. Drive flanges on rear end and transmission must be steel. All cars must have a suitable driveshaft sling behind the transmission, under the front U-Joint, to prevent the driveshaft from digging into track or bouncing out or up into car in case of failure. Driveshaft must be painted white for safety.

#### **REAR END:**

Differential housing must be in stock location. No truck, wide rears, limited slip, rear ends allowed. Welded spiders or spool only. It is recommended that integral type rear with horseshoe clips holding axles in be tack welded to prevent fall-out. No torque arms allowed. OPTIONAL: The Ford 9" rear may be installed in any

chassis providing it utilizes all the same parts needed to hold in the rear end that it replaced. Rear end must be in the same location, front to back and be centered in chassis. Quick change rear end may be used, provided it has steel tubes and GN 5 bolt hub pattern (no wide 5 hubs). Mounts stock OEM.

**| FRONT END:**

(EXCEPT SHOCKS) Must be stock type components and locations. No lowering or

lifting blocks are permitted. Coil spring spacers are allowed. One jacking bolt is allowed per wheel.

**| WHEELBASE AND TREAD:**

Must maintain stock specifications for type of chassis. No wheelbase setbacks are permitted. No rear end offsets (this applies to all four corners of the car). Maximum tread width front and rear is 81" (with 1/2" tolerance) for all cars, measured from outside of tire sidewalls. Minimum wheelbase allowed - 107" for both sides.

**| SUSPENSION:**

Stock steel or tubular steel aftermarket upper A-frames are acceptable. Aftermarket

tubular upper A-Frames must be one-piece steel with a minimum wall thickness of .095" with no form of adjustment. Cross shaft must be steel only. Stock type ball joint only.

No adjustable uniball type. Chassis cross-shaft mounts for upper A-frames may be fabricated and relocated.

Any excessive cutting of A-frames for shock clearance is up to the discretion of the officials. Ball joints used must maintain stock ride height. Optional for rear coil cars only, tubular steel upper rear control arms may be used for adjustment of the pinion angle. All original OEM locating brackets must remain intact. The same type and positioning of springs must be used that the chassis had in stock OEM form. Front leaf spring mounts may be slotted for chassis height adjustment. Rear shackles may have multiple holes for the same purpose. Coil spring spacers and adjustable lowering locks are allowed Full frame coil spring cars may use a third upper locating link with an additional pan hard bar. The third link must be a centered mount on the rear (or single stock or fabricated upper trailing arm could be used in stock location, if desired). The third link must have a single mounting location on the rear end and must be steel with heim ends. Lower trailing arm links may be fabricated, and must be mounted in stock location to both the chassis and rear end housing. The pan hard bar must be mounted behind the rear end, attaching to one side of the rear end housing and the other side of the chassis. No j-bars or pinion mount pan hard bars allowed

but multiple vertical mounting locations are acceptable. All three links may be affixed with rod end bearings, solid mounted or mounted in wheel is allowed. Spring mounting pads on leaf or coil cars, must be stock and be welded in one position on rear end housing. A rear sway bar may be used providing it was used on that model chassis (not body) during production.

! **SPRINGS:**

Must be original stock type and location (leaf for leaf, coil for coil, and torsion bar for torsion bar). Coil springs cars, however, have the option to convert to leaf springs.

Stock sway bar will be allowed if used in original production. No helper springs will be permitted. Steel springs only (no carbon fiber, other). On leaf spring configurations, rear slider mounts are permitted. Ford, Chevy and Chrysler cars may interchange springs

providing springs maintain individual specifications. Front leaf spring mounts may be slotted for chassis height adjustment.

! **SHOCKS:**

Only one (1) shock per wheel. Shock must be steel-bodied and with a maximum racer's list price of \$125.00 U.S. Shock mounting location is optional. No cantilever mounted shocks are permitted. No air shocks, coil over, or load-leveler type shocks. No air bags, aluminum, or adjustable rate shocks are allowed. Shocks that involve the use of Schrader valves are not allowed.

! **BRAKES:**

Operable and effective four wheel hydraulic brakes mandatory on all four wheels at all times. Calipers may be stock or aftermarket. No three wheel, left side, or shut off configurations allowed. Rear disc brakes may be installed if that particular manufacturer had used them in production and providing the rotors and calipers are stock OEM parts. In cockpit brake bias adjustments are allowed. The use of dual master cylinders with proportioning adjustments is allowed. Note: Brake rotors front or rear may not be drilled for any reason.

! **BUMPERS:**

Stock front and rear bumpers are acceptable. They may be securely reinforced under and at the ends of the splashguard to remain stock appearing. They must also be stock for the year, make and model. No added visible upper or lower bumper reinforcements, they must be in line with the bumper. Rounded tubing corner supports will be allowed to prevent cars from hooking together and losing bumpers. Fabricated front or rear bumpers may be used if entirely covered by stock type rubber bumper cover. No outside reinforcements allowed. All cars must have tow hooks easily accessible on both front and rear.

**| RUB RAILS:**

One horizontal rub rail on each side of the car between the wheels is allowed. Must be

steel square tubing with a maximum dimension of 1" wide by 2" high. Rails must mount flush against the body panels with each end cut at 45 degrees and capped with no sharp edges.

**| BALLAST WEIGHT:**

If ballast weight is needed to make total weight, it must be securely bolted to the inside

of the two main frame rails, must have at least two bolts per weight with nylon lock nuts. No welded studs of any kind. Must be painted white and have car # on it. Any added

weights must be approved by tech inspector. This applies to all classes of cars. |

**BATTERY:**

All cars must be self-starting. It must be securely fastened down inside a marine style battery box to prevent a safety problem. Battery must be completely sealed off from driver's compartment. 12Volt only

**| FUEL TANK:**

A fuel cell with a maximum capacity of 24.5 US gallons is mandatory. Cell must be

located in trunk area only. The cell must be square or rectangular in shape only and must be mounted in a fixed, non-adjustable position, centered between the frame rails. Cell must be fully encased in a steel container with a minimum thickness of 20 gauges. Fuel must siphon from the top only and a one-way check valve is required in the vent line. Cell must retain foam inside. The bottom of cell must be a minimum of 12" off the ground. A tubing bar with minimum dimensions of 1 1/4" x .095" tubing must protect bottom and back of the fuel cell. No external filler connections are allowed, the filler tube neck must remain totally inside of trunk area. No access holes for filler neck are allowed the trunk cover must have to be opened to add fuel. All fuel lines and fittings must be leak proof.

**| MUFFLERS AND EXHAUST SYSTEM MANDATORY:**

Any OEM or after market muffler allowed. Mufflers may not be altered or modified from original design in any way. Maximum exhaust pipe diameter is 3" The complete exhaust system must remain under car and exit to rear behind driver. No modified type mufflers allowed. Stock cast-iron un-altered exhaust manifolds are allowed. Optional factory steel street headers are allowed. Primary pipes must maintain 1 5/8" max. diameter from flange to collector. Crossover headers (not 180 degree headers) are allowed with primary pipes that

maintain a 1 5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8".

! TIRES: American racer is the only tire to be used by the Pro Stocks. No Late Model or Modified style tires, as defined by tech inspectors

Sizes: 27.5/11.00-15DT SH LF 27.5/11-15DT RF

28.5/11.0-15DT LR 29.0/11.0-15DT RR

ALL TREAD TYPE F

! **WHEELS:**

Only one piece, steel wheels with a maximum width of 10" diameter of 15" are allowed.

All four wheels must have a minimum of five (5) lugs and lug nuts. Lug stud threads must go past the full thickness of the wheel nut. This must be on all four corners of the car. Lugs and nuts recommended being 5/8" diameter on all corners. Wheel offset,

front or rear, can be 3" minimum or 4" maximum on either side with a maximum tolerance of 1/4". Wheel centers may not be altered. Bead locks may be used.

! **PRO STOCK ENGINE SPECIFICATIONS:** This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads.

! Option to use a factory sealed GM crate motor, will be allowed. GM Part #88958602. One 650 cfm Holley carburetor is required. Only part numbers 4777 and 80777 are permitted. And must remain un-altered. Cars must have decals displayed on the top of both doors in order to get the weight break. Engines may not have GM factory seals tampered with which means they are not racer re-buildable. If GM factory seals have been tampered with, that engine will be declared illegal, or must meet the standard Pro Stock rules with no weight break.

! **ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.**

All engines must maintain stock bore and stroke bore and stroke combinations.

Engine

Chevy 350 C.I., 4.00" bore x 3.480" stroke.  
allowance

Chry 360 C.I. 4.00" bore x 3.578" stroke.  
allowance

Chry 340 C.I. 4.04" bore x 3.313" stroke.  
allowance

Ford 351 C.I. 4.00" bore x3.5 stroke.

allowance

A 4 cu. In. wear allowance is allowed for all manufacturers.

**ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:**

| **BLOCKS:** Bow-Tie 10185047, Dart 31161111 for Chevy, 31364175 for Ford are allowed. The engine block and all internal parts must meet stock specifications for its make.

| **DART SPEC MOTOR :** This motor is sealed, by UR tech Inspector and must not be tampered with. If inspectors deem engine was tampered with driver could be disqualified or must follow open motor rules.

| **CYLINDER HEADS:** Cast iron OEM stock production heads, or DART 180, Chevy Bow Tie, Chrysler W-2 and Ford Victor Jr, are permitted with all identification numbers and un altered.

Maximum Overbore

360.08 C.I maximum w/4C.I. 363.28 C.I maximum w/4C.I. 344.76 C.I maximum w/4C.I.

362.40 C.I maximum w/4C.I.

+.060" +.020" +.060"

+.060"

| **RODS:** OEM stock production or aftermarket solid steel rods are allowed. No titanium, aluminum, or billet. Rods may not be polished. Rod lengths must be OEM specs for the engine block used. Example: Chevy is 5.7", Chrysler is 6.125", and Ford is 5.956".

| **CRANKSHAFT:** Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. Aftermarket OEM replacement crankshafts with holes drilled through crankpins are allowed providing they maintain stock appearance and specs. No lightweight cranks, as defined below. Minimum rod and main journal sizes must be Chevy, Ford, or Chrysler specs only. Minimum rod journal is 2.100". Knife-edging, narrowing, or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crank.

| **PISTONS:** Any brand, three ring flat top aluminum pistons only. No coating of any kind is allowed.

**| VIBRATION DAMPENERS:**

Any steel or cast iron, stock OEM or after market vibration dampener is permitted providing it is not machined or altered in any way. .

**| CAMSHAFT:** Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Engines with stock OEM shaft rockers are legal. Roller rockers with optional ratios are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel lifter galley plate may be used to prevent engine damage in case of push rod failure.

**| INTAKE MANIFOLD:** Must be cast iron 2 barrel intake manifold stock passenger car only. optional 4 barrel aluminum single plane intakes for each make are permitted.

For Chevy Weiland part #7547 and Edelbrock part #5001

For Ford Weiland part #7515 and Edelbrock part #5021

An adaptor plate for the above manifolds from BRP or other must be used.

**| FUEL PUMP:** Must remain in and be driven as stock OEM equipment. No electric pumps or glass bowl filters.

**| CARBURETOR:** Any American stock OEM 2 barrel carburetor up to 1 11/16" throttle bore with no adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including

gaskets. No modifications of any kind will be allowed to these carburetors except those listed below. Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K & N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed. Only exception is the Dark spec motor. Holley 4 barrel. 80777

**CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW, ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.**

Holes drilled in the throttle plates for proper idling.

Drilling, tapping and plugging of unused vacuum ports.

Welding of throttle shaft to linkage arm.

Drilling of idle or high speed air correction jets.

Milling of center carburetor body metering block surface a maximum of .015" on each side. Removal of choke plate and shaft.

The jets may be changed as needed.

| **IGNITION:** Stock OEM or aftermarket distributors. No trigger ignition systems allowed. Any coil, any module. On H.E.I. ignition systems, coils must remain in the distributor . delete if stock. OEM, all H.E.I. distributors must remain as manufactured. Must maintain

OEM firing order for block applied to. No MSD parts except distributor.

| **LUBRICATION SYSTEM:** No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of pan. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers will be permitted, providing they are mounted under the hood only.

| **WATER PUMP:** Must be cast iron only. No electric cooling fans or pumps.

| **FUEL:** Only racing gasoline or pump fuel may be used. No nitrous or any other

additives are permitted. All fuels are subject to random testing at each track.

| **MINIMUM WEIGHTS:** Weight will be taken with driver and no fuel added. No tolerance will be allowed. Track scale weights will be final. Cars not making minimum weight will be disqualified. NOTE: Cars can be weighed before or after race. Penalties for weight violations in regular track events will be up to the discretion of the track promoters.

Minimum weight is 3000 lbs

GM Crate Engine option 2850 lbs Dart spec motor 2800 lbs.