

Street stock \$10,000 shootout

These rules are issued to govern the conduct of racing events at Carolina Speedway for the 2021 racing season. It is the intent of Carolina Speedway management, officials, and staff to enforce these rules to ensure fair competition and consistency at each event. The track owner and Race Promoter will act upon any situations not specifically covered by these rules and their decisions will be final.

Contact Info: Carolina Speedway 6355 Union Road Gastonia, North Carolina 28054

Phone: (704) 869-0313

Technical Director - Ronald Leagon

Race Promoter- Shannon Munn, 803 804 4742

2021 Carolina Speedway Rules

These rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements of 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. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against INJURY or DEATH of a participant, spectator or official. The race director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. The management of Carolina Speedway and the term Pro Motor, LLC shall include but not be limited to owners, lessees, lessors, agents, etc. These general rules are issued to govern conduct of racing events at Carolina Speedway. The intent of these rules is to ensure fair competition and consistency at each event. The Race Promoter will act upon any situation not specifically covered by these rules and his decision is final. IF IT IS NOT IN THE RULES, DON'T ASSUME – ASK. Our goal is to apply all rules firmly and equally. Officials reserve the right to modify/change or alter rules during the season to promote fairness and safety. Any changes will be posted on the website and at the track. Any cars not meeting these rules may be allowed to run at tracks discretion with weight being added for penalty. Many calls made by Track Officials are judgment calls; these calls are not subject to review or change after a race event. The Promoter can

refuse the entry of any car, driver, or spectator at any race and at any time. Any dispute will be taken up with the Race Director and/or Promoter after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in a calm and sportsman like manner at all times. The driver will be the spokesman for their car owner in any and all matters. Any driver or crewmember that uses loud or abusive language towards any track official may be fined and/or may lose all winnings and/or may lose all points for the night's event. They may also be suspended from the next racing event(s). Penalty will be at Officials discretion. Fighting is strictly prohibited. Anyone caught fighting will be dealt with by the officials and Law Enforcement as needed. Drivers will be held responsible for all crewmembers and penalties may be applied to the driver if a crewmember is involved (Penalty at Officials discretion.) No disorderly conduct will be allowed at the payoff window. Any person other than Law Enforcement found with any weapon (CONCEALED OR OTHERWISE) on him/her or in his/her vehicle is subject to fine, loss of weapon and arrest. • PARTICIPANTS ARE ENCOURAGED TO CARRY INSURANCE. All accidents/injuries must be reported on the night of the event and WILL NOT BE ACCEPTED ANY LATER THAN 24 HOURS AFTER THE EVENT. There is absolutely no coverage on privately owned vehicles in the pit area parking or outside the pits. There is no coverage on tools. THIS MEANS WHEN YOU ENTER THE RACETRACK AREA YOU ENTER WITH CERTAIN RISKS!! All participants should inspect the racing and pit area before racing. If you see a potential danger, it should be called to the owner's attention at once and you should not race.

- LEGAL REQUIREMENTS: Every driver and/or car owner must fill out a driver's information sheet, insurance release, and proper tax forms prior to competing in any event. The state and federal government requires that all money earned more than \$600 be reported on a 1099 form. If you refuse to supply this information, you will not be able to race and will not be paid.

GENERAL RULES:

- Any driver caught under the influence of any DRUGS or ALCOHOL will be disqualified from competition. Breath-o-lyzer test may be randomly administered to drivers. Refusal to take test will result in immediate suspension and any other action deemed appropriate by Officials.
- There will be no Alcoholic beverages in the pit area during competition. There will be No Alcoholic Beverages allowed in the protest area.
- Scale area is off limits to everyone except top (5) cars and (1) crewmember from each car.
- Driver must take the initial green flag in main event to receive money or points.
- All prize money should be picked up at the payoff window following race meet.
- For safety reasons, NO one will be allowed on the track unless asked by an official. Assistance from Official will be limited to pulling sheet metal from tires. All other repairs must go to pit area.

- Speed limit in the Pit Area is 5 MPH. Black flag is the penalty for excessive speed.
- Any driver who exits his/her car while race is under way, for reasons other than fire or driver safety, may be disqualified and forfeit all money and points earned for that event. Crew members are not allowed on track unless directed by an official, violations may cause driver to be disqualified.
- Receivers are mandatory in ALL divisions anytime race cars are on the track!
- Transponders are required in ALL divisions! Cars will not be scored without transponders. Car must have transponders on when they take initial green flag. If transponder is on the car and is not working properly track officials may change transponder or allow car to compete. Car(s) that do not have transponder on the car will be disqualified either during or at the conclusion of the race. If a transponder falls from the car during the race but was working in that race, the car will be allowed to compete.

FLAGGING • Jumping starts: your warning will be in the drivers meeting. On double file starts/restarts, 1st jump you go back 1 (one) row. 2nd jump, you go to the rear of the field. If you jump a single file restart, you will go to the rear of the field.

- Start of race-Once the pace lap gets to the flag the race will be officially started. ANY CAR THAT ENTERS THE PIT AREA WILL GO TO THE REAR OF FIELD. The race will start double file on the front straight-away by the flagman at a smooth speed of 25-50 mph.
- Double file starts off of Turn 4. Inside man sets the pace. It is the outside man's responsibility to stay beside him. Flagman starts the race.
- Restarts will take place between turns three and four. In the case of a car lagging back drivers are allowed to pass.
- No stopping on the track to avoid getting lapped. This will result in a lost lap.
- Dirty driving is not allowed. Driver will be black-flagged and dealt with by Track Official.
- Any car intentionally ramming or hitting another car under caution, will be subject to penalty, which may be immediate disqualification.
- Any car determined to be unsafe or causing three (3) cautions will be black flagged.
- Yellow flags will be used in all classes.
- Any car causing a caution will go to the rear. On initial starts, in the event of a multi-car accident, cars will line-up according to original line-up. In the case of a single car spin on the start of the race that driver will be sent to the rear of the field. If it is a multi-car spin those cars involved in the caution will get their positions back.

- Flagman has final word on any track activities.
- If it is deemed that a driver intentionally wrecks or spins another car, track officials have right to penalize that driver with loss of win, finishing position and or monies for the night.

SCORING

- Any car that goes 3 laps down under competition will be black flagged.
- Two laps will be given for flat tire in main event only. Cars must be on lead lap. Driver must signal flagman or track steward while entering pits. Driver must stop to bring out caution to earn laps.
- The race will end under the green flag, racing back to the checkered flag unless the race is red flagged. If the race is red flagged, as soon as track is cleared; the field will receive the green and white together for 1 final lap of racing.
- In the event two or more cars cross the finish line at the same time, the car next to the infield can be declared the winner if the transponders are tied.
- The race will be scored by the lead car. All cars that have been scored in a lap will hold their positions; others will be scored by the last lap completed.
- After the race is complete, if you get stuck in the mud, you cannot be assisted. In the event you must receive assistance, you will be disqualified. There is a two (2) minute time limit to get your car out of the mud unassisted.
- The track will reserve the right to weigh any car after the race. (Main or Heat).
- All cars must finish the last lap under their own power. No help allowed from another car or driver. No person can help make the white flag. Once a car receives help, he will not be scored the last lap.
- If the race has to be started single file after two (2) or more tries at double file start, the cars will be lined up from the original starting lineup (1-2-3-4- 5-6 etc.) False starts (Jumps) or debris will not count towards 2 tries @ double file start.
- In case the race is cancelled after the halfway point, the race will be officially complete.
- If a car brings out the caution on the last lap, he will be scored at the rear of the lead lap if he is on the lead lap.
- Top 5 finishers must go to scale for weighing after heats and mains. Infield scale is used for weighing after main events.

- Any cars that are 1 lap or more down, must line up behind lead lap cars

Carolina Speedway Safety Rules

Safety is the No. 1 priority at Carolina Speedway. All cars are subject to inspection by the technical staff before being allowed to compete.

Roll Cage: A full roll cage is required in all divisions. Tubing size must be a minimum of 1 1/2 inch diameter by .095 wall thickness in the stock car classes. 4 horizontal door bars minimum on the driver's side. 1/8th inch steel plating welded to the driver's side bars is highly recommended. Roll cage must tie into the chassis on unibody cars and full frame cars, front and rear, with down tubes and "X" bracing from the back of the main hoop to the back of the chassis or uni-body. All attachment points on unibody cars where the roll cage ties into the unibody frame must be reinforced with at least, a 6x6 steel plate, 3/16 inch minimum thickness, to securely tie the roll cage to the unibody. On full frame cars, the roll cage must be welded directly to the frame. All welds must be of good quality and all joints must be completely welded.

Bumpers, Nerf Bars and Rub Rails: All bumpers, nerf bars, and rub rails must be solidly mounted and MUST HAVE ROUNDED CORNERS. Straight cut or sharp edges are not allowed whether inside or outside of the body work.

Bodies: All body work must be neat and cleanly fabricated with no sharp edges that would cut down tires or cause injury to the drivers, pit crews or track personnel. The driver's compartment must also be as free as possible of anything that might cause unnecessary injury to the driver in the event of a crash.

Seat Frame: Driver's seat frame must be welded directly to the roll cage. Seat belt mounting tabs must be welded to the seat frame or roll cage only. Seats and seat belts cannot be mounted to sheet metal.

Seat: A seat designed for oval track racing is mandatory. Thin fiberglass or plastic seats are not allowed. All seats must be mounted to the seat frame with a minimum of 4 - 3/8ths inch grade 8 bolts.

Safety Belts: A 5 point, 3 inch wide safety belt system is mandatory. The safety belt system must be in good condition and a maximum of 3 years old with the manufactured date clearly visible. The safety belt system must be installed correctly, according to the manufacturers' specifications with 3/8ths inch grade 8 bolts.

Fuel Cell: Fuel cells are mandatory. The fuel cell must be enclosed in a minimum, 22 gauge steel can. The fuel cell must be foam filled and properly vented with a check valve type vent. The fuel cap must be a racing type, positive locking cap that cannot be easily dislodged.

Fuel Cell Mounting: All fuel cells must be securely mounted to the main rear frame rails. The fuel cell can must be contained on all sides by a minimum of 3/4 inch sq. tubing or by 1 1/2 inch x 1/8th inch thick steel strapping to prevent the fuel cell can from sliding out in any direction. The fuel cell must have a minimum of 8 inches of ground clearance and must have a protector bar extending past both sides of the back of the can.

Fuel Lines: All fuel lines must be of good quality material and be securely mounted. The fuel lines cannot be routed through the drivers compartment. The fuel line that runs between the fuel cell and the engine compartment must be either a hard line or a steel braided line. In open cockpit cars, the fuel line can be sleeved from back to front in a minimum 3/4" metal tube. No unprotected rubber lines longer than 24 inches allowed. A track approved fuel shut off valve that is accessible to the driver and the track safety crew is NOT mandatory but is highly recommended in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Battery: The battery must be securely mounted in a good quality holder or preferably in a steel battery box. Plastic battery boxes are not allowed. The battery cannot be mounted in the drivers compartment. A battery disconnect switch that is accessible to the driver and the track safety crew is mandatory in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Steering Wheel: A quick release steering wheel hub is mandatory in all divisions. It is highly recommended that all stock car divisions have a collapsible steering column.

Rock Guard and Screen: All stock car divisions must have a minimum of 3 vertical steel bars in front of the driver. It is also highly recommended that a wire screen be in place in front of the driver for added debris protection.

Drive Shaft: All drive shafts must be painted white. Front and rear drive shaft containment loops are mandatory in all stock car divisions.

Mirrors: One center mounted mirror is allowed.

Receivers: Mandatory.

Fire Extinguishing System: All stock car divisions must have a fire extinguisher mounted in the drivers compartment within easy reach of the driver. The fire extinguisher must be of the type that will extinguish gas, methanol, and oil. Halon 1211 or equivalent is recommended. It is highly recommended that a remote discharge system be used with discharge nozzles in the engine compartment, drivers compartment and the fuel cell area. Remote release and discharge systems must have the system release button clearly identified and must be within easy reach of the driver. Whichever system is used. the bottle must have an easily readable gauge and be fully charged for each race.

Window Nets: Window nets are mandatory. They must be an approved web type design. Nets must be mounted securely, by the manufacturers specifications and must have a quick release mechanism. They must not be older than 3 years and must have a clearly visible date tag.

Roll Bar Padding: Roll bar padding is highly recommended in all stock car divisions around the drivers head.

Ballast Weight: Any lead or steel weight must be solidly mounted to the roll cage or chassis only, with a minimum of 2, 1/2" bolts and cannot be mounted any higher than the belt line of the car. All weight must be painted white with the car number clearly and legibly marked on each separate piece.

Personal Safety Equipment Helmets: All helmets must be of the highest quality and must be a minimum, Snell SA2000 approved or better. Full face helmets are mandatory in all divisions.

Driving Suits: Driving suits must be of good quality with no holes or tears and must be constructed of a fire retardant material such as Nomex. Suits can be either 1 piece or 2 piece with a 1 piece suit being highly recommended. All suits must have an SFI rating. Double or Triple Layer suits are highly recommended. **Full suit is mandatory.**

Shoes: Fire retardant shoes are mandatory.

The following items are not mandatory but are VERY HIGHLY RECOMMENDED:

1. Nomex underwear
2. Nomex gloves
3. Nomex socks
4. Nomex hood and or neck brace
5. Head and Neck Restraint System
6. Arm Restraints All mandatory safety items must be worn at all times while on the track.

BODY

1. Must have roll cage and all safety equipment. Cage must secure to uni-body. All cars frame may be tied together under floor pan. Wheelbase stock (2-inch tolerance). 7.5 min chassis height on Johnson chassis.
2. Johnson racing X.Y.G. metric chassis allowed.
3. Any nosepiece.

4. Minimum roof size 48" X 48",
5. 72" MAX body width.
6. Back of car may be open
7. Spoiler Height 50" MAX off the ground.
8. Spoiler –MAX 8"; may run side spoilers 8" height, max 18 ½ length where it attaches to car.

Weight: (may be adjusted for fairness of competition)

1. Engine #1: 3200lbs head option 1,
2. Engine #1: 3100lbs head option 2,
3. Engine #2: 3050lbs. 604 Crate motor.
4. Engine #3: 2900lbs. 602 Crate motor.
5. Engine #4: 2950lbs Renegade motor
6. Engine #5: 3100lbs stock 8 Harris rule cars
7. Engine #6: 3000lbs Harris Renegade cars
8. CRUSA 602: 2900lbs
9. CRUSA open: 3100lbs

CHASSIS & SUSPENSION

STEERING – Stock O.E.M. – quickeners ok.

1. Front spring spacers ok. Front Screw Jacks OK. Outboard shocks ok on front. Stock spindles.
2. Rear Springs – jack bolts ok. Springs must remain in stock position. Spring buckets or cans ok. Springs may be changed. (racing, springs, different lengths).

A-Frames: Upper may be tubular steel or modified. Lower arms cannot be adjustable and must be stock length. Spindle savers ok.

Rear trailing arms may be reinforced, monoball ok.

Shocks: Steel Body Non-adjustable only.

Engine setback - #1 spark plug even with center of top ball joint.

Carburetor – 650 Holley #4777. May remove choke flap, may drill holes through butterfly no other modifications allowed (may change jets, power valve). Any 1 or 2” spacer. Cold air box OK.

Oil Pan – ANY wet sump

Balancer – ANY

Exhaust System – Any standard 4 into 1 collector. No tri-y’s, NO "X" or merge type pipes allowed.

FUEL SYSTEM

1. Fuel: any non-oxygenated fuel
2. Fuel Pump-stock type, mechanical only.

IGNITION

1. Stock may have chip. Billet distributor OK. Any wires. MSD box allowed or same as.

DRIVE LINE

1. **Transmission** – **OPTION 1**, Stock type – May have any modifications. May remove gears, may have straight cut gear teeth. Automatic must have stock OEM working converter. NO power glides.
2. **OPTION 2** – Bert/brinn type tranny ok. Triple disc ok. No smaller than 5.5,
3. **REAR END**- May run 9” ford. Floater OK. Disc brakes legal, No quick change.

BRAKES

Stock type-4-wheel disc OK.

Racing pedals OK. Adjusters OK.

TIRES & WHEELS

Any 8" racing tire, medium or harder compound allowed. "NO GROOVING AND SIPING."

8" wheel width max

Framework may be reinforced. . . All suspension points must be in stock location. (front and rear shock mounting points may be relocated).

Front and rear wrecker pick-ups are MANDATORY.

ENGINE #1

Cubic inch – 365 max cubic inch

Block-Cast iron O.E.M. No aftermarket or Bow Tie. Studs and strapping caps are ok. Steel caps are ok.

Crankshaft – stock stroke for engine size, cast iron or steel. May balance, NO KNIFE EDGING; 50 lbs. minimum weight for steel cranks, 47 lbs. minimum weight for cast iron. No polishing or lightening. May cross drill oil holes, chamfer oil holes, large radius allowed on bearing journals.

Rods – any steel rod.

Pistons – any flat top.

Intake - any as cast aluminum intake

HEADS OPTION #1 – 3200lbs - Stock cast iron OEM. No Bowtie or angle plug heads. May run double hump. Competition valve job permitted. Any angle any depth. All angles must be concentric and in line with valve guide. May have .750 hand blend from top of 45 degree (7/8 will be wrong). Screw in studs and guide plates OK. Roller Rockers are permitted. May also run aftermarket GM World Product Heads #011250-037. Ford World Products #824-53030. Competition valve job with bowl cut OK. Dart #10110010F head ok, min 47cc/no blend.

Valves: Any stock diameter, steel valve permitted. Valve may have undercut stem. 2.02" (Intake) and 1.6" (Exhaust) valve sizes are allowed.

Valve Spring: Any steel. Single or double.

Retainers: Any steel or titanium valve spring retainers allowed.

HEADS OPTION #2 - 3100lbs. - Cast iron O.E.M. straight plug only. Double hump ok. No Bow Tie or Vortec. May have competition valve job with bowl cut. Bowl cut must be concentric and in line with valve guide. Screw in studs, poly-locks, guide plates, stud girdles ok. Roller rocker arms okay. NO Shaft Rockers. Aftermarket alt heads GM World Products #824194. Ford World Products #824-53030, competition valve job with bowl cut OK.

Valves: Any stock diameter, steel valve permitted. No Titanium. Chevy- Intake=1.949 Exhaust=1.509. All other stock from make.

Valve Spring: Any steel. Single or double.

Retainers: Any steel or titanium valve spring retainers allowed.

Camshafts -Any Flat tappet. May run Lifter valley pan.

ENGINE #2

GM crate motor only: part #88958604. Engine must remain the same as supplied from GM; to GM specifications.

Engine rebuild must use ALL Genuine GM Crate Engine parts only except for main, rod and cam bearings. Aftermarket stock type production bearings may be used; no "H" or coated bearings; production type only. NO high performance or "race" bearings.

No grinding or polishing of any parts. You may deburr any sharp edges on block or cylinder head chambers.

May hone block only. NO overbore.

Deck height: MINIMUM .020 NO TOLERANCE.

Due to design or production changes made by GM, parts may be held until clarifications with GM can be made.

ENGINE #3

ENGINE: GM crate motor only. Part #88958602 (350 stock circle track engine - 88958602) ALL ENGINES (Factory Sealed, SECA sealed, & Unsealed) MUST meet GM specifications! May rebuild using GM parts as set forth by GM and must meet factory specs (GM changes to parts/ part numbers taken into consideration).

ENGINE #4 Renegade Engine Option

Engine

1. Engine must be STRICTLY STOCK. No factory high performance allowed.
2. **Cubic Inch:** (Chevy - 350 C.I.) (Ford - 351 C.I.) (Chrysler - 360 C.I.)
3. **Block:** Stock cast iron OEM, may overbore .060 MAXIMUM (NO TOLERANCE). May deck block to .000 deck only (NO TOLERANCE).
4. **Crankshaft:** Factory stock for engine running or the following part numbers: Scat part #4-350-3480 or Eagle part #ESP103503480 and ESP103523480. 9-350-3480-5700 2 piece, 9-10442 2 piece, 9-10526 1 piece, 4-350-3480-5700 2 piece, 4-350-3480-5700L 1 piece, 103503480, 103523480. NO CUTTING ALLOWED.
5. **Rods:** Factory stock for engine running OK. NO WORK ALLOWED OF ANY KIND. May run any rod bolt. May run Eagle rod part #ESP5700BPLW or Scat part #SCA-25700P. Floating pin OK.
6. **Pistons:** May use any flat top or dish stock replacement piston, forged or hypereutectic. Flat top piston must have 4 valve relief's (Factory). No custom machining allowed, must use standard (Wide) ring package 5/64th", 5/64th", 3/16th". Coating on skirts OK. No custom pistons. May cut valve pockets.

7. **Intake:** Option 1 - Factory stock, cast iron, low rise only. Valley pan OK. Option 2 -Edelbrock Part #5001, 2101, 7101. Must remain stock out of box, no alterations.

8. **Heads:** Factory stock or Dart, cast iron OEM straight plug only, screw in studs allowed. No high performance or double hump allowed. NO BLEND WORK ALLOWED. No less than 64 CC. Competition Valve job OK, may not bore below guide boss. May run roller rockers 1.5 ratio for Chevy, 3/8 and 7/16 stud, no stud girdles allowed. For other engine manufacturers, stock rocker ratio. Any steel valve spring. Any steel retainer. POLYLOCKS OK. GUIDE PLATES OK. Stock diameter stainless steel valves OK. May run Dart Head SS #10024361:

* 64 CC MIN chamber volume.

* Any stainless valve - 11/32" stem - 1.940 intake - 1.500 exhaust. No titanium keepers, retainers, etc.

* Any steel valve spring. Steel retainers and keepers only. Stud mounted rocker arms only - 1.5 ratio.

9.**Camshaft:** MUST BE Flat Tappet HYDRAULIC LIFTERS ONLY. Any timing chain. May degree camshaft. Cam must be OEM .425 maximum lift for Chevrolet; others will be .450 maximum lift. May run valley tray.

ENGINE #5

ENGINE -

· 350 c.i. plus .060 over bore - can use flat top 2 valve relief pistons

· any 5.7 steel rod

· Crankshaft: no knife edging to a single point or lightening, etc.

· steel crank must weigh 50 lbs. cast crank must weigh 48 lbs.

· for balancing purposes the counter weights may be turned – must maintain 1.950 for steel and 1.750 for cast or may drill

· scat #910442 or #910526, eagle, gm crower steel crank #ps-95121, scat #4-350-3480-5700 - no mallory, eagle #435034805700 - no mallory

· journals may be turned no more than .060", may add mallory to stock gm crank

HEADS

- any oem head except for 461x, 492, vortec or angle flowed heads
- Chevrolet max valve size - 2.02 intake and 1.60 exhaust
- may run dart head part #10024266
- cannot alter anything on the dart heads other than the following: 55 cc min chamber volume
- any stainless valve - no titanium keepers, retainers, or anything
- competition valve job, any depth, any angle. All angles must be concentric with guide and may not go below guide boss.
- any valve spring and steel retainers and keepers only – stud mounted rocker arms only
- intake runner volume may not exceed 179 cc on GM. 183cc on ford with 5cc tolerance
- Ford may run dart part #13310080 or world product part # 8245303
- INTAKE RUNNER VOLUME MAY NOT EXCEED 183CC FOR FORD HEAD with a 5cc tolerance
- 55 cc min chamber volume on Ford Head
- max valve size 1.94 intake valve and 1.6 exhaust valve on Ford head
- stock type and size valves and springs only
- bee hive valve springs ok but must be stock size which is .280
- screw in studs, guide plates 3/8 or 7/16 roller rockers ok, stud girdles ok
- any steel retainer
- no hand blending
- no porting or polishing
- steel valves only - step down ok
- stock stem diameter
- bowl cut to top of guide boss ok
- no hand blending

INTAKE

- stock cast iron, no porting or polishing, Edelbrock part # 7101 OK.

- Ford engines: Edelbrock #Edl-7181
- bowtie OK, no adaptor plates on a bowtie

CAM:

Any solid or hydraulic cam maximum .425 lift at valve with .025 lash. No swapping of any lobes.

Engine #6

ENGINE - BOTTOM END

- any oem stock size engine with flat top pistons - max size 363 plus .060 over bore max.
- no big blocks, stock blocks only
- stock blocks only
- pistons may be 2 or 4 valve relief, Chevy .100" deep and ford .040" deep and 1.400" wide
- any 5.7 i-beam steel rod - no aluminum or titanium - no grinding or lightening
- May run light weight wrist pins but must be all steel wrist pins
- no small journal rods (2.000") in a 350 engine
- roller rockers ok
- no bottoming of lifters
- any stock appearing crankshaft
- may use 305 crank with a 350
- no knife edging to a single point or lightening, etc.
- steel crank must weigh 50 lbs.
- cast crank must weigh 48 lbs.
- no stroking or destroking
- crankshaft examples:
 - scat cast #910442 and #910526
 - eagle - cast
 - scat #4-350-3480-5700 - no mallory
 - eagle #435034805700 - no mallory
 - crower #ps95121 is not allowed
 - only way to balance is drill the counter weights
 - journals may be turned no more than .060"
 - may add mallory with stock gm cranks
 - valley pan ok
 - any timing chain -
 - any oem Chevy or ford cast block straps or spayed caps ok

HEADS

- any low compression open chamber head
- no vortec heads or angle plugged heads, no closed chamber heads

- may run dart head ss #10024361 or RHS head but must meet the following
- cannot alter anything on the dart heads other than the following:
- may clean the exhaust lip out of the chamber head
- 64 cc min chamber volume
- any stainless valve - no titanium keepers, retainers, or anything
- any valve spring and steel retainers and keepers only - stud mounted
- rocker arms only but cannot exceed over 1.280 - cannot cut in the pocket
- intake runner volume may not exceed 179 cc
- pin studs in heads ok
- max. 1.94 for intake and 1.50 for exhaust, screw in studs and guide plates ok
- rocker arms stamped steel 1.5 or 1.6 ok or roller 1.5 or 1.6 ok
- stud girdles ok, any steel retainer, no hand blending, no porting or polishing
- steel valves only, stock stem diameter
- 3 angle valve job ok. May use single radius cut to relieve top angle and to single bowl cut to relieve bottom angle. The bowl area must retain same configuration as far as shape and finish as it was from the manufacturer.

INTAKES

- stock cast iron
- may also run an Edelbrock 7101 or 2101 intake
- may run a 1" open spacer with a 2101 intake only
- no porting or polishing
- no Holley pattern factory intakes

CAM

- solid lifters OK, maximum .425 lift checked at 0 lash, no swapping of any lobes - must be in stock order

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL

