SAN ANTONIO SPEEDWAY - 2007 SPORTSMAN

If you are not clear about these Technical Rules, it is your responsibility to clarify any issues with San Antonio Speedway Officials. Rule interpretations by San Antonio Speedway are final.

Stock car racing is a dangerous sport. Driver safety is the sole responsibility of the driver. San Antonio Speedway and its officials cannot, and will not, be responsible for driver safely. The safety guidelines outlined in these rules do not in any way imply that drivers using these guidelines will be safe from injury, or even death. Drivers and teams should make safety their number one priority and make certain that their race cars are designed for safety and that the safety equipment they chose to employ is correctly installed and properly utilized. It is not the responsibility of San Antonio Speedway and their officials to choose, test, install or inspect drivers' safety equipment, nor is it the Speedway's responsibility to approve, check for correct installation and inspect for its proper usage. San Antonio Speedway officials, however, may occasionally inspect and disallow cars, equipment and safety equipment they feel is unsafe.

1) SAFETY EQUIPMENT

(A) Every driver is required to wear an approved driver's suit (fire suit), racing gloves, racing shoes, helmet and a neck collar at anytime they are on the track in the racecar, this includes practicing, testing, or competing in the race. (It is highly recommended that all drivers wear the Hutchins or Hans).

(B) Every driver is required to wear approved safety helmet with a minimum of a SA 2000 or SA 2005 rating when on the track in the racecar; whether practicing, testing, or competing in the race.

(C) Every racecar is required to have an onboard fire suppression system.

1. All fire extinguishers must be mounted with metal brackets.
2. Manual fire extinguishers must be within easy reach of the driver.
3. Remote mount fire extinguishers must have the triggering mechanism within easy reach of the driver and at least 1 disbursement nozzle in the driver compartment.
4) Automatic fire extinguishers are allowed.

(D) Each pit area must have a fully charged 10-pound fire extinguisher at all times.

(E) Five point racing type of seat belt (harness) with 3-inch belts, except that the sub belt may be a 2-inch belt, with quick release buckles are required and must be securely mounted to the roll cage. Seat belts must not be older than those made in 2002.

(F) The roll cage in the driver's area must be padded.

(G) The steering wheel center must be padded.

(H) Racing seats are required.

1. The seat must be securely mounted to the roll cage.
2. Aluminum race seats are required.
3. No fiberglass race seats are allowed.

Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment. Driver safety is the sole responsibility of the driver. San Antonio Speedway and its officials cannot, and will not, be responsible for driver safety.

2) IDENTIFICATION AND MARKING

(A) Car Numbers

1. All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted.
2. The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times. Numbers at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap. A number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the passenger's side. Block type numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right rear taillight cover.
3. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers, decals or paint schemes will not be permitted.
4. All car numbers are owned by and will be assigned by Track Officials for use by the car owner. Car numbers are not transferable or assignable by the car owner.
5. Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event.

(B) Decals and Advertising

1. **San A**ntonio Speedway may refuse to permit, or it may restrict or assign the size or placement of decals, identification, and advertising of any kind on a car for any reason. All SAS Members agree to accept SAS's, and/or Track Official's decision in this regard.
2. San Antonio Speedway may refuse to permit a Competitor to participate in an Event if San Antonio Speedway determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member associated with the Competitor) is or will be a party, is detrimental to the sport, to SAS, or to the Promoter for any reason, including without limitation, the public image of the sport.
3. Decals or adhesive-backed emblems supplied by manufacturers for advertising or identification on race cars are limited in size to the area of a 32 square inch decal. Decal sizes will be determined by multiplying the full width and full length of any decal, regardless of the decal shape. Only decals of participating manufacturers will be permitted.
4. Decals, advertising slogans, paint schemes and other graphic designs and text on the car that have not been previously approved by SAS must not be used unless and until approved by SAS prior to the Event.
5. Decals, advertising logos, text or identification of sponsors must not be placed on the front of each door and/or each front fender (between the front of the car and the front of the door) other than (a) decals, advertising logos, text or identification of series sponsors, (b) decals, advertising logos, text or identification of SAS contingency program sponsors, or (c) such other decals, advertising or identification as SAS may in its sole discretion permit or require.
6. Decals, advertising logos, text or identification of sponsors will not be permitted on the windshield (except across the top), the rear window, or the rear spoiler.

7. Decals, advertising logos, text or identification of sponsors, other than the car number, will not be permitted on the door of the car from the rear of the vent deflector to the front edge of the "B" post.
8. Decals, advertising logos, text or identification of sponsors will not be permitted on the most rearward vertical portion of the rear bumper cover.
9. Decals, advertising logos, text or identification of sponsors will not be permitted forward of the hood pins on the front of the car.
10. Decals, advertising logos, text or identification of sponsors must not extend past the seam between the hood and front fenders.

3) APPROVED COMPETITION MODELS
(A) Any American made 2-door and 4-door sedan or hardtop allowed. No station wagons, convertibles, front wheel drive or all wheel drive vehicles allowed.
(B) Minimum wheelbase is 108 inches for both sides. Wheelbase must remain OEM (stock) for vehicle frame manufacturer.

4) GENERAL BODY REQUIREMENTS
(A) Bodies must be OEM (stock) only. All bodies must be centered on track width.
(B) Body must match type of chassis being used (example: Leaf spring chassis must use Camaro or Nova body, etc.). Body, frame and engine must be of the same manufacturer (example: Ford to Ford, GM to GM)
(C) Fiberglass hoods allowed. No hood scoops or cowl induction allowed.
(D) The hood must fit tight to the fenders, nose and windshield at all times.
(E) Original dimensions of all bodies must remain as manufactured, except for changes that may be necessary for tire clearance. No chopped tops. No altered roofs, roof posts, or window openings. Front windshield size and angle must meet original dimensions. Any roof height less than 48" will require further inspection of conformance to rules.
(F) All bodies must be painted and neat appearing.
(G) Damaged body panels must be replaced or repaired and be painted before next race event.
(H) OEM (stock) doors may be replaced with 24-gage sheet steel metal.
(I) All OEM (stock) doors must be either welded or bolted shut.
(J) Floor pan and firewall must remain OEM (stock) and in stock location and be completely sealed.
(K) Rear firewall and trunk floor may be removed to behind the driver's seat
(L) The rear firewall must be of a minimum of 24-gauge steel and completely sealed.
(M) All inner body panels may be removed.
(N) All cars must have a complete dash panel constructed of metal. All dash panels must be acceptable to Track Officials.
(O) All cars must have an approved window net. Rib type of minimum (3/4) inch, maximum of one inch nylon material with minimum one inch openings. Window net must latch with a seat belt type fastener at top so that it hangs down on door or inside of door when unlatched. The window net latch must be located toward front of car.
(P) OEM (stock) front and rear bumpers. (SEE EXCEPTION Item Q) Bumpers may be braced/reinforced from behind with a maximum of 1¾ inch tubing. No sharp edges on bumpers allowed.
(Q)You may use an aftermarket nosepiece and rear bumper cover and they must match make of roof and quarter windows used. You cannot mix and match noses and tails. Dodge-to-Dodge, Ford-to-Ford, and Chevy-to-Chevy except that Camaro and Firebird nose and tailpieces may only be on Camaro or Firebird bodies. Bumper covers must be reinforced from behind with 1-5/8" to 1-3/4" inch tubing.

(S) Headlight and parking light openings must be covered.
(T) Rear of body must be completely sealed. Rear bumper cover cannot be altered for aerodynamic advantage. All plastic lenses and chrome trim must be removed.
(U) A rear spoiler is allowed as long as it complies with the following specifications.

1) No forward-or rear-facing Gurney Lips or other breaks at the top of the spoiler.
2) Maximum size is 4" X 56."
3) Spoilers must be made from flat sheet metal or OEM (Stock) Camaro spoiler including OEM (Stock) fender extensions on early model Camaro only.
4) No forward-facing braces allowed.

5) WINDSHIELD AND GLASS
(A) All glass must be removed.
(B) A full windshield is required. Windshield must be in OEM (stock) location.
(C) Windshield must be made of clear lexan. Windshield must be a minimum of 1/8 inch thick and have a minimum of two metal straps or braces minimum 1/8 inch by one inch installed inside the windshield. The straps or braces must be bolted to the roof panel or roll bar at the top and the dash panel at the bottom with 5/16-inch bolts.
(D) Rear and/or quarter windows, if used, must be lexan. You must install two straps outside rear window minimum 1 X 1/8 inch bolted with 5/16 inch bolts top and bottom.
(E) No tinted windows permitted.

6) ROLL CAGE REQUIREMENTS
(A) Minimum 1 5/8 inch X 0.090 round, low carbon, mild seamless steel tubing roll bars is mandatory for the basic roll cage, fully and properly welded, and must be accepted by Track Officials. All butt welds must be gusseted. Aluminum and/or other soft metals are not allowed.
(B) Roll cage must be frame mounted in at least six places. Roll cage must be securely mounted and braced. Body mounted roll cages are not acceptable. No brazing or soldering allowed.
(C) Roll cage must be full perimeter type centered on the track width.
(D) Driver door bars must be parallel as possible and located perpendicular to the driver to provide maximum protection for the driver. The sidebars must be welded to the front and rear of the main roll cage members. Four door bars (not including the frame) minimum on the left and minimum three door bars on the right side. Door bars must be evenly spaced top to bottom and extend to the outermost part of the door skin with a minimum of two uprights between each bar. 11 gauge steel plate welded to driver's side door bars is mandatory covering at least the lower 3 bars.
(E) Rear braces must go from the top of the four-point cages to rear frame rails.
(F) Driver's head must not protrude above cage with helmet on and strapped in the drivers seat. An 11-gauge steel plate above driver's head is recommended.
(G) All bars within ten inches of any part of the driver or extent of drivers reach must be padded with approved roll bar padding.
(H) Must have foot protection bar(s) for feet and legs.
(I) Must have front support tubing around radiator.
(J) External nerf bars or rub rails are not permitted, sides, front or rear.
(K) Left side of driver's seat must be a minimum of six inches from the nearest door bars.

7) GENERAL FRAME REQUIREMENTS
(A) All cars must maintain a 5-inch minimum ground clearance of body, frame, fastener-bolts, drivetrain, and suspension components with driver sitting normally in the seat

(B) The front cross member may be altered to gain oil pan clearance. The front cross member may be altered to gain fuel pump clearance. The front cross member cannot be altered to gain ground clearance.
(C). All unibody frames must have minimum two (2) inch X three (3) inch X 0.120 frame rails that extend from the front sub frame to the rear sub frame and be the same size on either side. The roll cage must be mounted to these frame rails. The unibody frame and these frame rails must be centered on the track width.
(D) No "tubular" rear clips. Rear clips may be reinforced not remanufactured. Track Officials decision will be final.

8) SUSPENSION
(A) Front and Rear suspension members must match make and model of frame used.
(B) All components must be OEM (stock) with no modifications unless stated in these rules.
(C) Aftermarket racing shocks and springs allowed but must mount in the OEM (stock) location without using extensions or adapters of any kind. No adjustable or aluminum shocks allowed.
(D) Front and rear spring spacers are allowed but cannot be welded or bolted to the frame or to the lower a-frame. Spring spacers may be adjustable and do not have to be the same form side to side.
(E) Front coil springs must be at least 5" OD and 9.5" tall. Front springs may be different height and spring rates.
(F) Rear coil springs must be at least 5" OD and 9.5" tall. Rear springs may be different height and spring rates.
(G) Front and rear spring buckets may not be altered. No weight jacks are allowed.
(H) Leaf springs must be steel and must be the same type, same length, width, and mount in the same location from side to side. They may be different rate from side to side. Racing leaf springs are allowed. Rear leaf spring may be arched or dearched.
(I) Lowering blocks are allowed. (No adjustable lowering blocks allowed)
(J) Leaf spring shackles with adjustment holes are allowed. No "weight jack" shackle adjustment is allowed.
(K) Leaf spring mounts must remain in OEM (stock) location and unaltered.
(L) OEM (stock) front sway bar is optional, but must be mounted in OEM (stock) location using rubber or polyurethane (plastic) bushings. No metal bushings are allowed. Front sway bar may be preloaded by using different lengths of mounting bolts.
(M) No rear sway bars allowed.
(N) Upper and lower A-frames must be OEM (stock) and in OEM (stock) location with no alterations. No adjustable ball joints.
(O) Heavy-duty 5/8-inch wheel studs are required on all wheel positions.
(P) Oversize lug nuts required on all wheels. Studs must protrude through lug nuts.
(Q) Maximum track width is 66 ½ inches front and rear.

9) STEERING
(A) Steering box must be stock. It must remain in OEM (stock) location for the type of frame being used. No rack and pinion allowed. Power steering pumps must be located at the front of the engine.
(B) All steering components must be stock steel type. No heim joints allowed.
(C) A quick-release steering wheel coupling, acceptable to Track Officials, must be used.
(D) The use of two (2) universal joints, a minimum of 12 inches apart, in front of the firewall and a collapsible steering section in the steering shaft is recommended and must be acceptable to Track Officials.

(E) In cockpit, steering may be modified to suit driver comfort, but must remain on left side of cockpit. No center steering.
(F) Steering wheel must have center padding of minimum two (2) inches thickness.

10) SPINDLES AND HUBS

(A) Spindles must be OEM stock. No fabricated spindles.
(B) OEM or steel hubs only. No adapters allowed for wide-5 pattern wheels.

11) REAR END
(A) Rearend may be exchanged from one manufacturer to another but they must retain the OEM (stock) mounts for the body being used. Lower rear trailing arms must be OEM (stock) length and in OEM (stock) locations and must be OEM (stock) type with no alternations. Upper trailing arm may be modified to 3 point hook-up and may be adjustable on coil spring cars only, no other modifications. Panhard bars will be allowed on coil spring cars with 3 point hook up only.
(B) You may use any ring and pinion ratio.
(C) Heavy-duty axles permitted provided tread width is not altered.
(D) Rearends may be locked by welding spider gears, axle gears, or by using a steel mini-spool only. No limited slip, clutch packs, full spools, ratchets, or torque sensing devices allowed.
(E) Ford 9 inches will be allowed (No Floaters)
(F) No aluminum in or on rear end assembly
(G) Third link and Panhard bar may be aluminum or steel with steel heims.

12) BRAKES
(A) Must have four (4) wheel operating brakes.
(B) Only OEM (stock) single piston steel brake calipers and steel rotors allowed. Lightweight scalloped rotors are not allowed.
(C) Hydraulic system for brakes must be OEM (stock) with no adjustable brake bias of any type allowed.
(D) Rear disk brakes are allowed.

13) WHEELS
A. Maximum wheel width is eight (8) inches.
B. Steel racing wheels only.
C. Air/pressure bleeder valves of any type are not allowed.
D. Any wheel offset allowed meeting track width.
E. Maximum track width is 66 ½ inches measured center to center of the front and rear wheels at spindle height.
F. Steel or aluminum wheel spacers are allowed.

14) TIRES
(A) The track specified tire is the only tire allowed. Tires may be branded and purchase records kept. All tires must be purchased at track or from Oval Components, 210-977-8222. Tires can be ordered and shipped direct.
(B) No grooving, grinding, buffing, siping or altering tire in any fashion.
(C) No softening of tires allowed.
(D) Tires will be subject to inspection by Track Officials using a durometer or “sniffing” devices. Tires may be impounded or confiscated.

14) OVERALL CAR WEIGHT & WEIGHT PENALTIES
(A) Minimum weight with driver in normal driving position for is 3300 pounds with a maximum left side weight percentage of 55%.
(B) All required weight and weight percentages must be met after qualifying and after each race event. Topping off of fuel, oil and water is not permitted.
(C) Track Officials may weigh car at any time.
(D) The San Antonio Speedway scales will be the only scales used to determine weight. It is the responsibility of each race team to insure that its car meets the specified minimum weight requirements for this division on these scales.
(E) **Track official will decide how any** weight penalties or weight breaks will be split (for example, half to the right side and half to the left side, or to the right side only, or to the left side only.
(F) Most weight penalties are for one week only. If Officials determine that a competitor has an unfair competitive advantage, a weight penalty will be assessed. This penalty is for that night's events only.

15) BALLAST WEIGHT
(A) All ballast weight must be in solid block form of 10 pounds or more.
(B) All ballast weight must be painted white with the car number in a contrasting color this includes ballast weight in frame rail boxes.
(C) All ballast weight openly attached must be securely bolted to the frame with two bolts, 1/2 inch minimum diameter and fastened with either "lock nuts" or double nuts.
(D) No weight permitted inside the driver's compartment.
(E) Dislodged weight will not be permitted to be returned to the car for weighing after race.

16) REAR VIEW MIRROR
Only one rear view mirror will be permitted and must be mounted at the top and center of the windshield. "Wink" type three-dimensional mirror permitted with a maximum width of 26 inches.

17) FUEL CELL
(A) Racing fuel cell with foam and vented check valve is required. Bladders are highly recommended.
(B) Fuel cell must be contained in a minimum 22-gauge steel fuel cell container.
(C) Fuel cell is limited to 22-gallon maximum capacity.
(D) No quick fills allowed or external fuel caps allowed. Refueling at the top of the fuel cell only.

18) FUEL CELL MOUNTING
(A) The fuel cell mounting must not have any adjustments.
(B) The fuel cell mounting must have minimum of four each 2 x 1/8-inch magnetic steel straps or four each 1 X .120 inch steel square tubing completely surrounding the fuel cell.
(C) Fuel cell must also be protected in the rear by round steel tubing a minimum of 1 1/2 in diameter and a minimum of 0.090 inch thickness, mounted securely. No part of the fuel cell container may be lower than this protective bar.
(D) Fuel cell must be mounted as far forward as possible and centered on track width.
(E) A completely enclosed 22 gauge steel firewall must separate fuel cell from driver's compartment.

(F) Minimum ground clearance for fuel cell is twelve inches at its lowest point without driver seated in car.

19) FUEL
(A) San Antonio Speedway specified racing fuel only and must be purchased at track. Track Officials will keep a log of fuel purchases.
(B) No fuel additives are allowed.
(C) Track Officials have the right to sample fuel at any time during the event. Samples will be impounded for observation and/or testing at the discretion of the Track Officials.

20) FUEL PUMP
(A) Fuel pump must be a mechanical stock type fuel pump and mounted on the engine block. No electric, belt driven or gear driven pumps allowed.
(B) Fuel line must be routed outside of driver's compartment.
(C) All fuel lines must be either steel or flexible steel wire braided lines.
(D) Cooling of fuel is not allowed. Cool cans, ice, dry ice, excessive fuel line length, etc. will not be permitted.

21) COOLING SYSTEM
(A) Standard type cooling systems only. Flow direction must be the same as OEM (stock).
(B) Stock or aftermarket steel or aluminum water pumps allowed. Water pump must be in OEM (stock) location.
(C) Radiator overflow container must be mounted in engine compartment.
(D) Fans must have a shroud over top half of fan.
(E) Electric fans are permitted.
(F) The radiator must remain OEM (stock) appearing and remain in the OEM (stock) position.
(G) Water only. No antifreeze or glycol-based coolant permitted. Water Wetter may be used.

22) ELECTRICAL SYSTEM
(A) Only one (1) standard automotive type 12-volt battery not exceeding 13.5 volts allowed. Accessories to regulate power supply not permitted.
(B) Battery must be relocated behind the front spindles, in front of the rear axle, inside the outside edge of the frame, and cannot extend below the frame rail.
(C) Battery cannot be located in driver's compartment.
(D) A master battery disconnect switch on the negative lead must be mounted in the center of dash. OFF and ON position of switch must be clearly labeled.
(E) Alternator, if used, must be stock type and mounted on front of engine.
(F) All electrical wiring must be securely mounted and protected.
(G) Insulating grommets or other means approved by Officials must protect all electrical wiring passing through holes in sheet metal.

23) TRANSMISSION & CLUTCH
(A) Only stock production transmissions will be allowed, three speed or four speed. No five speed transmissions or top loads allowed.
(B) Transmission must have all forward gears and reverse gears working.
(C) A magnetic steel, 360-degree scatter shield is required. All scatter shields must have an inspection hole in the bottom of the scatter shield of at least 2 x 2 inches in diameter.

(D) Clutch assemblies must be steel OEM (stock) type. Clutch is required for manual transmissions.
(E) Disc must be minimum of ten (10) inches diameter steel with steel springs.
(F) Pressure plate must be all steel construction and weight at least 13 pounds.
(G) Flywheel must be OEM (stock) steel type, a minimum weight of fifteen (15) pounds, and have a minimum starter ring diameter, GM and Mopar 12 7/8 inches – Ford 13 ¼ inches.
(H) Hydraulic throw-out bearing and slave cylinders permitted.
(I) Stock diameter non lock-up torque converters only allowed.
(J) Automatic transmissions allowed, but must have all forward and reverse gears working.
(K) Automatic transmissions must be equipped with a flex plate shield satisfactory to Track Officials.

24) DRIVE SHAFT
(A) Drive shaft must be completely magnetic steel and painted white.
(B) The drive shaft minimum diameter is 2 1/2 inches.
(C) A drive shaft loop is required and must be constructed of at least 2 X 1/4 inch steel and must be mounted no more than six inches behind front u-joint. Rear loop is recommended.

25) GENERAL ENGINE REQUIREMENTS
(A) V-8 engines only.
(B) Engine must be installed as follows:
1) GM – Center of right side front spark plug hole must not be further rearward than the center of the right-front upper ball joint.
2. Ford and Mopar – The front of the right side cylinder head must not be further rearward than the center of the right-front upper ball joint.
(C) The center of the crankshaft must be on the centerline of the frame.
(D) The crankshaft centerline height must be no less than 12 inches above the ground with the car at ride height without the driver. This distance will be measured at the centerline of the harmonic balancer bolt.
(E) Alteration or removal of casting and/or parts numbers is cause for disqualification.

26) ENGINE BLOCK
(A) Aftermarket or aluminum blocks will not be permitted.
(B) Engine blocks may be bored to achieve maximum cubic inch displacement, but crankshaft stroke must remain OEM (stock). (Maximum of .010 in. over or under stock stoke)
(C) Deck height of block cannot be below zero. The piston cannot protrude above deck height of block. No angle milling.
(D) No internal grinding or polishing allowed. Oil returned passages may be cleaned and opened up.
(E) Chevrolet “Bowtie” blocks or blocks accepting small journal crankshafts is not allowed.
(F) Maximum engine size:
1. GM: 350 cu. in. plus 0.060 overbore maximum (3.48” stroke)
2. Ford: 351 cu. in. 0.060 overbore maximum (3.50” stroke).
3. Mopar: 360 cu. in plus 0.060 overbore maximum (3.58” stroke).

27) CRANKSHAFT AND CONNECTING RODS

(A) Steel crankshaft and connecting rods only.
(B) Aftermarket crankshafts allowed as long as they are direct replacement for OEM (stock).
(C) No small journal Chevrolet crankshafts allowed.
(D) Minimum weight of crankshaft is 48 pounds with gear.
(E) **Knife-edging of cranks is not allowed**.
(F) Flat top pistons only.
(G) Aftermarket OEM (stock) type replacement connecting rods allowed. OEM (stock) length.

1. GM products will be 5.7" length.
2. Ford products will be 5.778" or 5.984" length.
3. Mopar products will be 6.0" length.

28) CYLINDER HEADS
(A) Cylinder heads must be OEM (stock) cast iron production, limited to two (2) valves per cylinder.
(B) All valve angles must be within one degree of standard production cast iron cylinder heads.
(C) Valves cannot protrude from combustion chamber when valves are closed.
(D) Bowtie, Vortec, SVO, or W2, W5, or W9 heads are not permitted.
(E) No porting or polishing of intake or exhaust ports permitted. No substances permitted which would alter ports or runners (acid dipping).
(F) Maximum valve size:

GM		
350 cid	Intake 1.940	Exhaust 1.500
Mopar		
340 cid	Intake 2.020	Exhaust 1.600
360 cid	Intake 2.020	Exhaust 1.740
Ford		
351 cid Cleveland	Intake 2.040	Exhaust 1.656
351 cid Windsor	Intake 1.842	Exhaust 1.540

(D) Three angle valve job permitted. When cutting the valve seat guides no stone grinding marks are permitted above the bottom of the valve guide. Surfaces where the stone or cutter has touched above the valve seat must not be polished. No hand polishing or grinding permitted on any part of the head.
(E) No angle milling of cylinder head allowed.
(F) Cylinder heads are limited to 68 cc minimum combustion chambers.
(G) No titanium valves permitted.

29) CAMSHAFT AND LIFTERS
(A) Camshaft must be flat tappet only. No roller camshafts, roller lifters or mushroom lifters allowed.

(B) Any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod, commonly known as rev-kits will not be permitted.
(C) Only steel hydraulic or solid lifters of original size for engine being used without coatings of any kind permitted.
(D) Only OEM (stock) type timing gears and chain allowed. Dual roller chains allowed. Timing advance or retard buttons allowed. No belt drive systems allowed.
(E) Maximum camshaft lift, intake and exhaust, is 333 thousands at the camshaft.

30) ROCKER ARMS
(A) All engines must use 1.5 ratio rocker arms on Chevy and Mopar, 1.6 ratio on fords only.
(B) Roller tip rocker arms are allowed.
(C) No stud girdles are allowed.
(D) No offset or dual shaft rocker arms permitted.
(E) Rocker must be independent stud type.
(F) Roller rocker arms are allowed

31) OIL PAN AND COOLERS
(A) Oil pans must be steel wet sump type and manufactured using an OEM (stock) type pan with only a sump reservoir added to the bottom.
(B) Baffles are permitted in oil pan.
(C) Kick outs are not allowed between the bolt flange and the top of the added sump.
(D) Dry sump systems are not allowed.
(E) Engine oil coolers are not allowed
(F) Oil pan must have a 1 inch inside diameter round inspection hole. Inspection hole must be located to allow easy inspection of the crankshaft and rods.

32) IGNITION SYSTEM
(A)Stock type cam driven point or electronic ignition system is permitted. HEI system may use high performance module and coil, but must be stock appearing and must be under stock cap and cover.
(B) No crank triggered or multi spark ignition systems
(C) One ignition coil only.
(D) Locked advance plates are optional

33) STARTING SYSTEM
(A) The self-starter must be in working order and in the stock location.

34) EXHAUST SYSTEM
(A) Chassis type headers allowed. 1 5/8 inch maximum tube size with a merge collector of 3 inches maximum size.
(B) Cast iron OEM (stock) exhaust manifold are allowed.
(C) No step, stainless steel, ceramic coated, 180-degree headers allowed
(D) One header per head only.
(F) No thermal wrap allowed on header pipes, merge collectors, or exhaust pipe.
(G) Exhaust must exit behind driver and to the right side of car in front of rear axle.
(H) Exhaust pipes may be routed over right side frame rail behind the rear firewall.
(I). Minimum exhaust ground clearance is four inches.

35) INTAKE MANIFOLD

(A) The only intake manifold permitted is the current Edlebrock Performer Series intake manifold.

1) GM Edlebrock #2101
2) Mopar Early 340/360 Edlebrock #2176
3) Mopar Early 340/360 Mopar #P4876335 Casting # P4532852
4) Mopar Late 318/360 Mopar #P5007381 Casting # P4510018
5) Ford (Cleveland) 4 bbl. Head Edlebrock #2665
6) Ford (Cleveland) 2 bbl head Edlebrock #2750
7) Ford (Windsor) Edlebrock #2181

(B) Manifolds must remain as manufactured. Approved manufacturer's identification in the form of cast-in part number must remain unaltered on the manifold.
(C) Intake may be milled to allow for proper mating to heads and block. No port matching, flow work, grinding, or polishing permitted. No acid-dipped or extrude-honed manifolds.
(D) Exhaust crossover may be blocked in the intake manifold.
(E) No painting of manifold permitted.
(F) Lifter valley tray allowed and only in lifter valley.

36) CARBURETOR
Approved Carburetor - 350 CFM Holley 2300 two-barrel carburetor, list number 7448 and the Holley 2300 HP two-barrel carburetor, part number 80787-1, with a venturi size of 1-3/16 inches and maintaining a throttle bore maximum size of 1-1/2 inches.

37) CARBURETOR REWORK GUIDELINES
(A) Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for the air bleed holes in the top of the carburetor body will be 0.080 inch for all four (4) holes. Screw in air bleed jets will not be permitted in the 2300 main body. Screw in air bleed jets will be permitted for the 2300 HP main body, but they must be epoxied in place. For the Holley 2300 HP main body, the amount of holes and passages must remain as manufactured. Additional and/or plugging holes or passages will not be permitted in the Holley 2300 HP main body.
(B) The choke may be removed, but all screw holes must be permanently sealed.
(C) Choke horn must not be removed.
(D) The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.
(E) The venturi area must not be altered or reshaped in any manner. The venturis must be completely round. The casting ring must not be removed. The location of the venturis must remain as produced by the manufacturer. Alterations that, in the judgment of Track Officials, were made to allow additional air to be picked up below the opening of the venturis such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.
(F) The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain

perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.
(G) Stock throttle plates must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.
(H) Shafts must remain stock and must not be thinned or cut in any manner.
(I) Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 2300 HP carburetor (80787-1) will be the Holley, part numbers 11938N, 11886 (390HP), and 12323 (screw in emulsion bleed jets) metering blocks. To order metering block part number 12323 (screw in emulsion bleed jets) the sales number is 134-276. For the Holley 2300 HP approved metering blocks, the amount of holes and passages and the location must remain as manufactured, however, hole sizes may be altered. Additional holes or passages will not be permitted in the Holley 2300 HP approved metering blocks. The Holley metering block, part number 12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300, list number 7448.
(J) The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for a discharge passage.
(K) Power valves and floats may be altered.

38) CARBURETOR SPACER AND GASKETS
(A) Only a one-piece, solid, aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor.
(B) The spacer must be centered on the intake manifold and have two (2) round holes with 1-1/2 inch openings located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.
(C) A one-piece, two (2) hole paper gasket, maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one-piece paper gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold.

39) CARBURETOR JETS
(A) Carburetor jets must be the same type as supplied by the carburetor manufacturer.

40) AIR CLEANER
(A) A round unaltered air cleaner element maximum 14 inches and minimum 12 inches diameter with maximum height of four inches is required. All air must be filtered thru this filter.
(B) No spacers are allowed between air cleaner base and carburetor.
(C) Offset air cleaner to move the air cleaner forward of HEI style distributors allowed but must meet above requirements.
(D) No cowl induction hood or air box allowed.