2025
RULES AND REGULATIONS

STREET STOCK
DIVISION

Regina Auto Racing Club
Kings Park Speedway
Regina, Sask.

Table of Contents

MISSION STATEMENT

“Our mission is to establish a premier motorsports and entertainment facility dedicated to showcasing the exceptional talents and abilities of our participants. We are committed to providing our fans, corporate partners, sponsors, and media with a highly valuable and memorable entertainment experience, creating an environment where motor sports excellence thrives.”

RULEBOOK DISCLAIMER

The rules and regulations outlined in this book are designed to ensure the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with the rules. **NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM THE PUBLICATION, OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport and in no way guarantee protection against injury or death to participants, spectators, or officials. Furthermore, the executives, staff, and other officials shall not be held liable for any injuries or fatalities that may occur as a result of participating in or attending these events.

CODE OF ETHICS

PURPOSE

To act in a professional manner to bring a positive image to the public and fellow members of the sport of stock car racing and to realize the need for a reasonable and responsible personal code of 'unwritten laws' since laws cannot cover all situations.

EXPECTATIONS

1. Respect **MUST** be had for all traffic laws and criminal codes, such as not drinking and driving.
2. No alcohol, drugs, or stimulants allowed in association with your car or team when in the public eye.
3. No verbal or physical abuse of any person when connected with a stock car event, display or promotion.
4. When dealing with the public, courtesy and cooperation should be shown to always promote sport in a positive light. For example, do not approach another person's sponsor(s).
5. All members should be clean and presentable when in any public situation.

DEFINITION OF BEHAVIOUR

Anyone who, by word or deed, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program -or- anyone who commits, or causes to be committed, any detriments to stock car racing, the R.A.R.C., will consider the person(s) to have abused the privileges of membership, entry and/or admission granted by K.P.S. and that they may be subject to the revoking of those privileges and/or disqualification as deemed proper by the Executive or designated official. Drivers are responsible for the sportsmanlike conduct of anyone in their crew and penalties incurred by a crew member may affect the driver.

RACE DAY PROCEDURES

POLICIES AND STATEMENTS RELATED TO COMPETITION

These rules are designed with the intent to create fair competition. However, interpretation may require alterations of the written rule to clarify the intended. R.A.R.C. Officials have the right to make minor amendments to the rules as required for clarification in the interest of safety and fair competition.

Protests Procedure: Any infraction requiring protest **MUST** be acknowledged in writing and submitted to the Race/Technical Director within 15 minutes of the completion of the main/feature event.

Composite Materials: No composite materials allowed. No Carbon – Carbon or Carbon Fiber components allowed except the air intake box.

NON-COMPETITION ITEMS THAT MUST BE COMPLETED FOR THE NEXT RACE MEET

1. Roll Cage
2. Chassis (non-competitive modifications)
3. Any item on a car that isn't perceived to give a competitive advantage

COMPETITION RELATED TECHNICAL PROCEDURES

PRE-RACE INSPECTION

ITEMS INSPECTED AT THIS TIME WITHOUT DRIVER:

1. Safety Equipment
2. Tires – All Tires **MUST** be scanned/or documented
3. Wheel base dimensions
4. Rear Spoiler
5. Engine Set back, height, and center line location
6. Crate Engine seals
7. Ride Height

ITEMS INSPECTED WITH DRIVER IN CAR OR FULL OF FUEL:

1. Weights and percentages
2. Fuel Cell to ground clearance
3. Crankshaft center height

POST-RACE INSPECTION:

1. Weights and percentages with driver in seat and both hands on the steering wheel with helmet
2. Carburetors
3. Shocks
4. Clutch
5. Transmission
6. Suspension
7. Check Tire Scans
8. Engine Seal
9. Rear End

SUPER STOCK RULES

602 CRATE ENGINE – BUILDING GUIDELINES

- 602 Crate Engine cars are for cars using 350HP or Less.
- Minimum Weight – 3100LB
- Ride Height – (5” Driver in Car), (6” Driver out of Car)
- Left Side Weight – 55%
- Rear Weight – 49%
- Engine Location – Engine #1 Plug Must be Ahead of Upper Ball Joint. – (13” Crank Height Driver Out)
- Exhaust System (1,5/8”), Primary Tube Headers – Header to Muffler. 3” Pipe Muffler to Exit. 5” Pipe Cross Overtype Allowed.
- Carburetor – 650CFM or 500CFM Allowed 1/4 Spacer, (650 may require Restrictor).

SEE 602 ENGINE ALLOWEDS SPECIFICATION

*Minimum height of **46”**, measured 10” behind top of windshield at centerline of roof (Without Driver).

*Ground Clearance: No part of the body can be any lower than **4”** (With Driver Out).

1. SAFETY

Safety will continue to be our number one priority – i.e., Belts, fuel cell, or debris on track. We will be working to ensure safety continues to be a non-issue.

2. DRIVER PROTECTION:

2.1 Drivers are required to wear full coverage; one-to two-piece Nomex multi-layered fire suits, which are S.F.I 3.2A/a rated. Fire retardant undergarments are recommended. Fure retardant gloves are mandatory. Driver helmets must be full face and conform to Snell SA-2015 of higher SA standards and have a certification sticker visible inside the helmet. Head and Neck restraint is mandatory (i.e., Hans, Necksgen) with an SFI rating 38.1.

3. BELTS AND HARNESS:

3.1 A quick release 5-point safety harness with a 3” wide lap and a minimum 2” shoulder harness, and a 2” width anti-submarine harness in good condition is mandatory. Shoulder harnesses must be mounted and secured at the driver’s shoulder height. Belts must be securely fastened to the frame, cross-, member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in direct line with the direction of pull. Belts may not be any older than 3 years (manufacturer’s date). Belts with new style SFI tags expire at the end of the month indicated on the tag. All belts and mounting will be subject to inspection approval.

4. FIRE CONTROL

4.1 It is recommended to have a CSA approved 2 ½ LB Fire Extinguisher dated for the current year. Either a steel or aluminum head mounted, in a steel mounting bracket and must be bolted down, and within the driver’s reach, with seat belt fastened, which always accompanies the car.
*****Every car must have one 5LB Fire Extinguisher in their pit.**

5. WINDOW NET

5.1 An approved nylon ribbon type net must be installed in driver’s side window opening. Net sizing must be at least 16” x18”. The net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick release type. Lever-latch releases are highly recommended.

6. STEERING WHEEL

6.1 All cars must be equipped with a quick release steering wheel. The center of the wheel must be padded. Steering shaft must have a minimum of two (2) U-joints phased and installed properly. Collapsible column highly recommended.

7. ROLL BAR PADDING

7.1 All roll bars within the driver's area **MUST** be covered with approved roll bar padding. No sharp edges, intrusions, or bare metal near driver.

8. SEAT

8.1 An Aluminum racing seat must be used. (Full containment seat recommended). Aluminum seats must be bolted, secured, so that seats will not loosen or shift on impact. A minimum 6 bolts, minimum 3/8" or larger will anchor the seat. An approved padded side head rest is mandatory and must be securely mounted. The seat must be completely to the left of the car and inside the frame.

9. RADIOS

9.1 2-Way radios are allowed. You may be asked about your radio frequency. Race receivers are mandatory. Channel specific to track.

10. BODY

10.1 Body must be steel of fiberglass stock in appearance to the original vehicle. When using fiberglass body, (If body is not factory original), it must be a template approved body as listed below. No car will be allowed to start a race without a full body.

11. BODY HEIGHT

11.1 Minimum height of 46" measured 10" behind top of windshield at centerline of roof (Without Driver).

12. BODY TYPE/MANUFACTURER

12.1 Cars must be North American Cars. Wheelbase 108 or Larger. Minimum Height of 46" (Without Driver). No Part of the body can be Lower than 4" (Without Driver). Must be Stock Front and Rear Clip, Suspension Pick Up Points.

13. HOOD & TRUNK SPOILER

13.1 Absolutely No Openings in Hood Cowl, (Induction Closed). Must be securely Fastened (Hood & Trunk), Maximum of one 5" High Spoiler on the Rear Non-Adjustable. **Max 60" Wide Center of Body.

14. SCRUB RAILS

14.1 Side Bars must extend no further than the rear of front wheel opening, and no further rearward that front of the rear wheel opening and must be mounted 1” above center of front and rear hub. Maximum (1” x 2”) welded or bolted to roll cage with no sharp edges. When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hexes are used, they must be counter sunk. V-type Lexan scrub rails allowed.

15. BUMPERS

15.1 **MUST** be stock. Must be in stock position both front and rear and securely fastened with no sharp edges exposed, no cut offs. Minimum height 15”, Maximum height 18” to center. Plastic covers may be stock appearing, no wedge or late model type front noses.

16. WINDSHEILD

16.1 Windshields **MUST** be full width safety glass or minimum 1/8” thick Lexan. All other glass **MUST** be removed. Glass windshields **MUST** have a minimum of four (4) safety clips composed of at least 1/8” x 1” x 6” Steel. Lexan **MUST** be securely fastened with 3/16” diameter pop rivets with ½” heads spaced a maximum of 8” apart. All windshields **MUST** have a minimum of two (2) safety rods on the inside of the windshield, ½” diameter rods or 3/8” black pipe spaced a minimum of 10” apart.

17. SIDE WINDOWS

17.1 Rear quarter windows allowed. Vent windows allowed and the maximum size is 12” measured straight back form the point where the A pillar meets the door and can only have 1 inch of straight-line deflection. If officials deem this restricts access to driver compartment, you will be asked to alter size.

18. PAINT & LETTERINGS

18.1 Number on both doors (minimum 18”) and roof (Minimum 24”). Numbers must contrast with body color. Number on Front and Rear of Car. Anything offensive will be removed.

19. AIR DEFLECTORS

19.1 No types of underbody air deflectors are allowed. Air may not be blown or forced onto the tire or bead. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (Unless approved for repairs). No air deflectors (Other than vent windows) are allowed in the side windows.

20. MIRRORS

20.1 Rear view mirror permitted inside 17” x 3” max. and one 3” convex side mounted mirror allowed.

21. NUMBERS

21.1 Numbers must be on the roof of car, readable form the right side of the car and both doors, at least 18” high and 3” wide. All numbers must be dark in a light background, or light in a dark background. A number must be placed in front of the car somewhere visible to the officials.
21.2 Race cars must always be presentable in appearance. Cars that are considered improperly prepared may be rejected by track officials.
21.3 **NO PANNING PERMITTED**
*** In design layout and composition, panning can have a significant influence on how elements are arranged and perceived.
Here’s how it impacts design:

- Balance and alignment: Panning allows you to adjust the positioning of elements such as text, images, or stickers, to create a sense of balance. Proper Panning ensures the layout feels intentional and harmonious, rather than cluttered and lopsided.
- Focus and Emphasis: By strategically panning elements, designers can direct the viewer’s attention to key areas, like a logo, headline or focal image. This helps in guiding the viewer’s eyes through composition in a purposeful way.
- Spatial Relationships: Panning impacts the spacing and relationships between elements. It ensures that objects have enough breathing room, avoiding overcrowding while maintaining a cohesive flow.

22. CHASSIS, ROLL CAGE AND SUSPENSION

22.1 All frame components must be stock, if not stated otherwise with no lightening. Stock frame and Sub-frame. Non-Uni-Body chassis can reinforce rotted side rails with 2” x 3”.095 tubing inside the rail in order for a better/safer mounting point for the roll cage. You must utilize the vertical (outside of rail) and the bottom of rail (Lshape). Uni-Body cars must install frame connectors (min 2” x 3”.095 thick) or uni-body cars can be joined from the lowest part of the front clip to the rear of the car with a fabricated minimum 2” X 3” steel tube with a minimum thickness of .095. It **MUST** conform to original chassis. All mounting points must be located in the original locations. Front and rear spring mounts must be located in the original locations. Full frame cars can replace rear frame rails from rear kick up rearward with minimum 2” X 3” X .095 steel.

23. FRAME HEIGHT

23.1 Minimum Frame height is 5" (**Driver in Car**). (See Engine Rules)

24. ROLL CAGE

24.1 A full roll cage constructed out of 1 ¾ X .095 min. round steel tubing is mandatory and no square, angle iron or channel can be used anywhere including cage support. Roll cage must be symmetrical in all directions. Leg protection bar must be installed. A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar and ant-intrusion plates must be welded on the outside of bars (min. 16 gauge). 3 door bars or "X" type bars with a top cross bar will be allowed on the passenger side. Dash bar required, along with an "X" type member across and behind the driver and a "Pretty Bar" is recommended. Both Front and rear hoops are required, hoops are not to be outside the inside of the tires. All welds must be electric or MiG and will be subject to the approval of tech Inspectors.

25. FRONT SUSPENSION

25.1 All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. Mounts for upper control arms can be changed to any location or height. Stock lower or stock replacement control arms only. One (Left or Right) lower control arm can be lengthened or shortened up to 1" to achieve desired camber. Measurement will be from center of lower ball joint to center line of inner mounting points and must have no more than a 1" variance form stock location (longer or shorter). No interchanging of manufacturer lower control arms. Any tubular non-adjustable upper control arms allowed. Upper and lower control arm rubber bushings may be replaced with urethane pr heavy plastic, steel, aluminum, or brass. Mono-ball type bushings will not be allowed. Front load bolts are permitted, and front shocks can be relocated. Any ball joints are allowed, except mon0-ball joints. Larger stock spindles allowed (same side to side) with minor modification but must be 1973 or newer. No corvette spindles allowed. Spindle holes can be enlarged to fit larger ball joint. Any steel center link allowed, including adjustable. Steel or aluminum rods with steel rod ends minimum 5/8" thread allowed to replace stock tie rod ends.

26. SWAY BAR

26.2 **-** OEM or one-piece aftermarket Sway bar allowed. May be mounted as a slapper bar Maxx diameter 1,3/8".

27. REAR SUSPENSION

27.1 All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. Aftermarket bushings allowed, not offset bushings, no mono-ball bushings. Load bolts allowed and rear sliders within 2” of stock location are permitted on leaf spring cars. Racing leaf springs permitted and must be replacement for stock type leaf springs, for year and make of front clip being used. Stock type coil springs 4” minimum diameter.

28. **4 LINK REAR SUSPENSION

28.1 Adjustable rear arms +/-1”. Rear lower control arms must be stock or can be manufactured (1 x 2 or 2 x 2) steel tubing or adjustable steel rods with minimum 5/8” steel Heims and can be no longer than stock length. Adjustment allowed by redrilling holes on rear end bracket, front mounting must remain in stock location.

- **Leaf spring cars will use leaf springs or 4 link suspensions only allowed on original G.M. Stock Clip care equipped with coil spring suspension.**

29. WHEELBASE AND TRACK WIDTH

29.1 Wheelbase must be a minimum of 108” +/-1” from side to side. Maximum track width to be 77,1/2” to be measured at the bulge of the tire at spindle height.

30. REAR END

30.1 No cambered rears. Welded locked, steel spools or aluminum non scalloped allowed. No Posi-trac or locker type rears. No lightweight components. No scalloped gear sets. “REM” polished gear sets permitted. Integral type rear end with horseshoe clips, holding the axles in may be tack and welded to prevent fall out. C clip eliminator kit may be used on rear axle assembly. If using an integral rear, you must use a hardened steel aftermarket racing axle. A9” in Floater rear end complete with disc brakes will be allowed. You must maintain stock mounting locations. The rear end must be centered in chassis. Steel or aluminum hubs are allowed. Gun drilled axles are permitted. No coating or lighting of any parts that are not mentioned.

31. BRAKES

31.1 Dual racing master cylinders or stock or racing single master cylinder. Four-wheel hydraulic brakes are in good working condition. Brake proportioning valve is allowed. OEM type single piston calipers, Howe single piston calipers allowed. Two-piece steel hub and straight fin rotor allowed, no electric blowers. Cooling fan plates are allowed. Minimum of .810 thickness rotors on rear.

32. SHOCKS

32.1 Aftermarket steel bodied, non-adjustable racing shocks such as PRO TA series, QA1 or Afco 10 or 12 Series. No high-pressure gas shocks. NO BUMP STOPS of any type/anywhere allowed. Shocks can be relocated. One **Shock per wheel**.

33. SPRINGS

33.1 Stock type springs 5" minimum diameter. Non-Pig tail springs permitted. No coil binding permitted. Spring pockets in lower control arms must remain stock and unaltered. Coil bind inspection will be Front of car will be inspected with driver in car on ¾ inch board and pushing down until noise is on the ground by crew member. The rear of the car will be inspected with the driver in the car by measuring the rear spring, the compression 1,1/2". Spring rubbers allowed in front suspension.

34. FUEL CELL & SYSTEM

34.1 Racing fuel cells is mandatory steel box. Must be mounted between the rear frame rails and bolted securely no lower than the rear axle housing Fuel cell must be separated from the driver's compartment by an all-steel firewall. There can be no openings in the firewall and nay holes must be filled with metal. The fuel cell must be firmly secured with steel straps to the floor of the trunk. Minimum two straps front and back, one side to side (straps must be steel and a minimum of 1" x 1/8" flat strap or equivalent). A fuel cell protection bar is mandatory. Minimum 1,/3/4-inch O.D. .095 Inches thick. Steel cased fuel filters only. Clee ground strap and fuel cap attaching device are mandatory. No car will be permitted to run if any sign of fuel leakage is found. The mounting of the fuel tank is at the discretion of the tech inspector. **Minimum 0.125-inch (1/8") thick magnetic steel or 0.250-inch 9(1/4") thick aluminum intrusion plates must be mounted on the rear of the fuel cell. Intrusion plates must protect the entire rear and front of the fuel cell.**

35. FUEL AND FUEL SYSTEM

35.1 Stock appearing mechanical pump only. Absolutely no electric fuel pumps. No plastic or glass fuel filters are allowed. Fuel line can run through interior if in a conduit pipe and must be labelled **"Fuel Line Do Not Cut**". Petroleum based pump fuels only. Gasoline shall not be blended with alcohol, either or other oxygenates. It shall not be blended aniline or its derivatives, nitro compounds or other nitro containing compounds.

*** No NOS Systems. Pump or track fuel only. An-line fuel Safety Check Valve must be installed such as OBERG FILTERS #SV-0828 FUEL SAFETY CHECK VALVE or SRI Inline Fuel Safety Valve #FPF-FSV mounted close to the fuel cell.**

36. RADIATORS

36.1 Must be or resemble OEM, must be in stock location and include one-liter metal overflow can mounted ahead of the engine firewall. The overflow tube must exit the body at the base of the windshield. No antifreeze is allowed in cooling systems. Pressure release caps are recommended. Aluminum radiators may be used. Electric fans optional with wiring exposed for inspection. Aluminum pulleys are allowed.

37. DRIVELINE

37.1 Drive shaft and universals MUST be stock steel standard production type. Drive shaft must be painted white.
37.2 Steel, 360-Degree retainer loops, ¼-inch-thick X 2 inches wide. Must be positioned at the front and rear of shaft, and within 12 inches of each U-joint
37.3 No lightweight material allowed. Minimum outside diameter of driveshaft can't be less than 2".

38. TRANSMISSION

38.1 Any manual, unaltered OEM transmission, 3, 4 or 5 speed steel transmission allowed. All gears must be operational, including revers. No aftermarket transmissions.
38.2 Transmission must be stock with no internal lighting of parts, no altering of shift patterns and or ratios. Original brass synchro's must be installed. Any shifter allowed.
38.3 Automatic transmission is allowed. No racing transmissions or aftermarket valve bodies allowed. Powerglide transmissions are allowed. Torque converter must be stock and a minimum of 11" in diameter for 8-clynder engines. Aftermarket and shift kit permitted. Transmission coolers are allowed but can't be mounted in the driver's compartment.

39. CLUTCH AND FLYWHEEL

39.1 Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock steel type clutch disc and pressure plate, minimum 10" diameter. Stock type solid clutch disc is permitted, pressure plates with holes and scallops not permitted. If hydraulic clutch is utilized, only one slave cylinder is allowed.
39.2 Nodular steel flywheels. Flywheels may not weigh less than 13lbs. Clutch flywheels and pressure plate assembly may not weigh less than 30lbs, total. No turned drilled, aluminum or special speed equipment flywheels allowed.
39.3 Must have an NHRA steel bell housing, SEMA SFI 6.1 flywheel shield or scatter shield of ¼" magnetic steel. Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor. At your own option, bell housing should have an inspection plate for easy inspection of clutch. If there is no inspection plate on the bell housing, you may be required to remove the transmission for clutch inspection.

40. EXHAUST

40.1 Mufflers are mandatory and should be able to be removed for inspection. Decibel reading of 98 or less. Howe 2 into 1 muffler is permitted with a maximum of 18” long tail pipe with a maximum O.D. of 5”.
40.2 Exhaust pipes must exit behind the driver ahead of the rear wheels or out the right side past the center of the door. Exhaust pipes must be securely mounted under floor pans and have no sharp edges or protruding outside bodyline.
40.3 Maximum 3” O.D. pipe size before muffler and maximum 5” O.D. after muffler.
40.4 Headers with a maximum 1,5/8” tubes to 3” collector crossover headers allowed.

41. WHEELS & TIRES

41.1 15” steel racing wheels on all four corners mandatory. Maximum rim width bead to bead -8”.
41.2 Minimum 5/8” studs required. Wheel stud threads must protrude through wheel nuts.
41.3 Wheel spacers up to 1 inch in thickness may be used.
41.4 Tire Rule- Specific to each Track

42. IGNITION & CHARGING SYSTEM

42.1 Stock Distributors only HEI type for G.M
42.2. All Cars: must have M.S.D. soft touch Rev Control Part (8728 or #8727).
602 Rev limit – 6200. Built Engine Rev limit – 6400.
42.3. 1 G Nitrone & Charging System.

43. ENGINE HEIGHT LOCATION

43.1 Engine height will be a minimum of 13” measured from the ground to center of crankshaft. (Driver out).
43.2 Engine location: One spark plug of engine must be in line or ahead of upper ball joint and center in the frame. Cross members may be altered to achieve this.
43.3. Solid engines and transmission mounts permitted.

44. CARBURETOR

44.1 ** Built Engine – (One two Barrel 500CFM). 602 Crate –(Two Barrel 500CFM OR One 650CFM Four Barrel – may require a 1” restrictor plate).
44.2 Cold air boxes allowed. No ‘ram air’ type systems allowed. Solid top air cleaners only.
44.3 A 1” carburetor adapter/spacer can be used with the use of a maximum of two 1/8” thick gaskets.

45. G.M. CRATE ENGINES

45.1 Sealed crate part #88958602 & 19258602 modifications allowed.
45.2 **Engine must be sealed by an approved builder that your home track allows. Please have documentation with you.**
45.3 Only modifications are allowed.
45.4 Double roller timing chain.
45.5 6-3/4 Steel non-fluid balancer
45.6 7Inch, 7-quart steel oil pan allowed – no upper kick outs.
45.7 All crate engines must meet original specifications as per G.M. Performance (9.1-1 Compression Ratio).
45.8 Technical Inspectors reserve the right to inspect a Crate Engine at any time regardless of seals.

*** **Rebuilding of 602 is allowed**. It must be the same competition ratio. It must have the same cam as a 602. 3 angle valve job allowed. Screw in rocker studs allowed, (No Guide Plates). A rotating assembly is allowed. Block must remain (.015 Deck Height. Head Gasket of .039), compressed thickness must be used, permissible over bore of .040, Engine will not be resealed with G.M. tamper or professional bolts. Owners must produce Build Sheet or car will be subject to a 50Lb increase in weight.

46. BUILT ENGINES

46.1 Block Assembly
46.2 No interchange of engine between makes (i.e., must be a Ford engine in Ford, Chev in Chev, and Dodge in Dodge etc.). No stroked or de-stroked engines allowed. Factory specs for bore, stroke and rod length. **No modifications to engine block unless specified**.
46.3 **Block**: can be zero decked.
46.4 Compression ratio: for built engines will not exceed 9:5:L1, if using GM Vortec heads, it can't exceed 9:3:1. This will be calculated by the track Whistler or a physical measurement, to the discretion of the tech. V8 engines only.
46.5 Maximum original cubic inch allowed. GM-350C.I.D., Ford – 351 C.I.D., Chrysler, or AMC – 360 C.I.D.
46.6 Maximum over bore of 0.040" allowed. No aluminum blocks or rods.
46.7 **Crankshaft:** must be stock OEM steel Or cast iron only, production number must be visible. NO lightning, knife edging or polishing allowed. Balancing is allowed.
46.8 Harmonic balancer stock iron elastomer-type only. No aftermarket, fluid, or aluminum. Must remain stock dimensions and weight.

46.9 Connecting Rods: OEM stock rods for engine being used or aftermarket replacement rods as long as they are no lighter in weight or a different design. Stock-type I-Beam rods only of stock length and weigh for manufacturer: General Motors 5.7inches, Ford 5.956 inches, Chrysler 6.125 inches. Must be magnetic steel, iron or powdered metal. No titanium, aluminum, stainless or exotics.
46.10 Pistons: OEM cast or forged pistons with 2 or 4 eyebrows allowed, no dome pistons, no high-performance pistons allowed. You must use piston with equal weight of original.

47. CAMSHAFT

47.1 Hydraulic flat tappet cam only. No roller, solid lifter or mushroom cams allowed.
47.2 Vortec head engines must use crate camshaft part #24502476 only.
47.3 Must run stock size lifter bore for the engine to run, no sleeving.
47.4 Must use stock-type timing chain and gears. No belt drives.
47.5 Must use manufacturer's firing order.
47.6 Stock rocker arms only. No Roller Rockers.
47.7 Hydraulic Lifters must be operational.

48. CYLINDER HEADS

GM: Stock OEM cast iron heads 64cc DART 10024361 Heads -0551-2003-4040 Piston must be used 13cc Dish. World Products #043600, Dart Iron Eagle #10021070. Vortec Head must use .039 head gasket. (No Double Bump or 292 castings).
Ford: Stock OEM cast iron heads, World Products #053030, Dart Iron Eagle #13300080 58cc or 13310080 62cc. Dish piston must be used.
OTHER: Stock OEM
Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed.
No porting, polishing and or relieving under the valves. No angle milling. No special lightened valves. No titanium valves, no angle plug heads.
The maximum valve sizes as measured across the face of the valve are as follows. Stock valve stem diameter for head being used. A machined go-no-go gauge will be used to inspect valve stem diameter. No turning of valve stems permitted. Undercut or light weight valves are not permitted.

Cylinder Head Valve Size Guide:

	INTAKE	EXHAUST
GM	1.94	1.50
Ford (Windsor)	1.94	1.60
Ford (Cleveland)	2.04	1.65
Chrysler	1.94	1.60

Lock nuts, valve springs and rocker studs may be changed for safety purposes. Screw in studs and guide plates allowed. Stock rocker arms and ratio only, maximum of 1.5 for Chevy and 1.6 for Ford.

49. INTAKE MANIFOLD

49.1 Must be stock cast iron two (2) barrel intake, or an Edelbrock Performer Series Second Generation only. Chevy #2101 or GM #12366573 or Edelbrock #7116 if using Vortec heads.

- Chrysler #2176
- Ford Cleveland #2750
- Ford Windsor #2181

49.2 No port matching or painting the intake. No alterations allowed. No older manifolds permitted.

50. OIL PAN

50.1 Aftermarket racing-type kick out oil pan permitted. The oil pan must be wet-sump type. All bolt holes and bolt hole flanges must be visible. Minimum 1 ½" inspection plug required.

51. WEIGHT

51.1 All weight will be painted white and clearly marked with the car number.
51.2 When adding ballast, it must be in blocks of no less than 5 pounds, bolted securely, painted white, be numbered, and mounted no lower than flush with bottom of frame rail.

52. WEIGHT PACKAGES

ENGINE PACKAGE:	TOTAL WEIGHT
Built Engine	**3150 Lbs.**
Built Engine With Dart Heads	**3175 Lbs.**
Built Engine - Vortec Heads (See Vortec guidelines)	**3200 Lbs.**
Ford Engine - Built	**3175 Lbs.**
Ford Engine Built - With Dart Heads	**3200 Lbs.**
Crate Engine - GM Factory Specs	**3025 Lbs.**
Crate Engine - Original GM Seals & Track/APC sealed (See Rule 16.6)	**3000 Lbs.**

**** Automatic transmission is allowed, a 40lb weight break.**
**** Maximum left side weight – 55.0% & Maximum Rear Weight – 49.0%**

The RULES are laid out to make for fair and equal opportunities of competition. The competition Director will reserve the right to a competitor that is consistent of being 4 tenths of a second faster than the Top Three competitors participating in the competition.

*First Phase: - Reducing the RPM chip to a maximum of 200RPM reduction.
*Second Phase: - Restrictor plate under carburetor.
*Third Phase: - Request to add weight to a maximum of 3200Lbs.
*Only one of each can be imposed at any one time.

*** The Same procedure in revers can be imposed to any competitor that is consistently slower than 4 tenths off the pace of the Top 5 Competition.
*Phase 1: - Removing Weight if possible.
*Phase 2: - Increasing RPM chip.
*Phase 3: - Allowance for Carburetor change.