



2019 SUPER STOCK RULES



GENERAL RULES

The rules and/or regulations set forth herein 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 such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

* Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in Social Media deemed detrimental to Jukasa Motor Speedway, or sponsors may subject the driver and/or team to sanctions. UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.

* Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.

* Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to penalties.

* Any driver who, in the judgment of track officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.

* Any driver who intentionally causes a caution condition, without safety being an issue, by stopping, spinning, or any other action, is subject to a 1-lap penalty.

*** WHEN SAFETY WORKERS OR OFFICIALS ARE ON THE TRACK NO SCUFFING TIRES AROUND THEM WILL BE ALLOWED OR YOU WILL BE PARKED, THIS IS YOUR WARNING.**

* Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

*All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.

- **Westhold transponders will be used mounted 14' (168") from the furthest forward point of the front nose. Let us know if you will need to rent a transponder.**

The Super Stock division is open to any make of North American built automobile having a factory listed wheelbase of 108" or more, for the make, model and year being raced. No front wheel drive vehicles, four-wheel drive vehicles, convertibles or station wagons will be allowed. The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book. Any part of the car not specifically covered in these rules must remain stock.

1. **SAFETY** will continue to be our number one priority – i.e. belts, fuel cell, on track. We will be working to ensure safety continues to be a non-issue.

- 1.1. Safety: In the pits and on the track, takes precedence over all else.
- 1.2. **Pit Safety:** In the pits, safety will be greatly enhanced by attention to the basics including the wearing of protective clothing and eye wear at appropriate times; fire safety practices and the presence of a class "BC" fire extinguisher; proper storage and disposal of flammables, chemicals and wastes; elimination of distractions and horseplay and safe working practices such as the use of jack stands.
- 1.3. **Driver Protection:** Drivers are required to wear full coverage; one or two-piece Nomex multi-layered fire suits which are S.F.I 3.2A/1 rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves are mandatory. Driver helmets must be full face and conform to Snell **SA-2010** or higher SA standards and have a certification sticker visible inside the helmet. **Head & Neck restraint mandatory (i.e. Hans)**
- 1.4. **Belts and Harness:** A quick-release 5-point belt (shoulder and lap) of no less than 2" in width, and 2" width anti-submarine harness in good condition are 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). All belts and mounting will be subject to inspection and approval.
- 1.5. **Fire Control:** All entries must at least have a CSA approved 2 ½ lb. fire extinguisher dated for the current year with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened, which accompanies the car at all times.
- 1.6. No refueling during the race conditions.
- 1.7. Pit Paddock: Fueling on jack stands is not allowed in the paddock. Fueling in the paddock area shall not be done in trailers, buildings, or under pop up tents. It is highly recommended that anyone handling fuel, wear appropriate safety attire.
- 1.8. All teams are required to keep at least one 10 lb. "BC" rated fire extinguisher in the pit paddock and on pit road. 20lb "BC" rated fire extinguisher highly recommended
- 1.9. **Window Net:** An approved nylon ribbon type net must be installed in driver's side window opening. Net sizing must be at least 16" x 18". 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. Net must be permanently anchored at the bottom and release at the top. Lever-latch releases are highly recommended.
- 1.11. **Steering Wheel:** All cars must be equipped with a quick release steering wheel. Centre 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.
- 1.12. **Roll Bar Padding:** All roll bars within driver's area must be covered with approved roll bar padding. No sharp edges, intrusions or bare metal near driver.
- 1.13. **Seat:** An aluminum racing seat must be used, (full containment seat recommended). Aluminum seats must be bolted or secured solid, so that seat will not shift or loosen on impact. A minimum 6 seat bolts, min .3/8 inch or larger will anchor the seat. An approved padded side headrest is mandatory and must be securely mounted. Seat must be completely to the left of the centerline of the car and inside frame.

2. RADIOS:

- 2.1. 2-way radios are allowed. You may be asked for your radio frequency.

3. BODY:

- 3.1. Body must be steel or Fiber Glass stock in appearance to the original vehicle. When using a Fiber Glass Body, it must be a template approved body as listed below. No car will be allowed to start a race without a full body. Tires must be inside fenders & scrub rails.
- 3.2. **Body Height:** Minimum height of 48" measured 10" behind top of windshield at centerline of roof (without driver).
- 3.3. **Ground Clearance:** No part of the body can be any lower than 4" with driver out.
- 3.4. **Approved Fiber Glass Body Type and Manufacturer.**
 - 5 Star S2 Bodies
 - Ultimate Custom Fiberglass
 - AR Bodies, XYG Metric Muscle Cars or the SPORTSMAN BODY
 - Any other Fiber Glass Bodies must be approved by Speedway CONTACT US BEFORE YOU enter. Let us know what your home track allows.

- 3.5. **Hood, Trunk & Spoiler:** No hood openings allowed. Inner hood and trunk lid bracing may be removed. Five hood pins required - three fronts and two back on hood and a minimum of 4 on trunk. Rear spoiler allowed but may not extend beyond rear edge of rear deck panel and must follow the contour of the rear deck lid. Maximum 5" high and no wider than rear deck. No side gussets or rear vanes, spoiler braces are allowed.
- 3.6. **Scrub Rails:** Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, and must be mounted 1" above center of front & 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 hex head bolts are used, they must be counter sunk. V type Lexan scrub rails allowed.
- 3.7. **Bumpers:** 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 used must be stock appearing no wedge or late model type front noses.
- 3.8. **Windshield:** Lexan windshield must be a minimum of 1/8" thick, rear Lexan windshield optional. All body panels and windows must be mounted and properly braced on the chassis to prevent deflection under racing conditions. Minimum of 2 center braces securely mounted.
- 3.9. **Paint & Lettering:** Numbers 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.
- 3.10. No types of under-body 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).
- 3.11. **Mirrors:** Rear view mirror permitted inside 17"x3" max. and one 3" convex side mounted mirror allowed.
- 3.12. **Numbers** must be on the roof, readable from the right side of the car and both doors, at least 18" high and 3" wide. All numbers must be dark on a light background, or light on a dark background. A number must be placed on the front of the car somewhere visible to officials.
- 3.12. Race cars must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by track officials.
- 3.13. NO panning permitted.

4. CHASSIS, ROLL CAGE & SUSPENSION:

- 4.1. **Chassis:** All frame components must be stock if not stated otherwise with no lightening. Stock frame and sub-frame. 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 an original chassis. All mounting points must be located in the original locations. Front of rear leaf spring mounts, rear of rear leaf spring mounts and rear shocks 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. Springs and shock mounts must be in stock location. 5-inch minimum ground height must be maintained at all times. Frames can be notched for fuel pump or shock clearance. Chassis must be symmetrical, no offsets. Manufactured replacement Metric frames allowed only if built and OSA stamped and serialized by McColl, DCM or Brian MacDonald, no exceptions
- 4.2. **Frame Height:** Minimum frame height is 6" with driver out.
- 4.3. **Roll Cage:** A full roll cage constructed out of 1 3/4 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 passenger side. Dash bar required, along with an "X" type member across and behind driver and a "Petty 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.
- 4.4. **Front Suspension:** All suspension and frame components must be stock if not stated otherwise. No modification of stock suspension locating points unless otherwise stated. Stock lower and stock or tubular upper control arms permitted, upper and lower control arm rubber bushings may be replaced with urethane or 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. No mono-ball type ball joints allowed. 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 center link allowed including adjustable. Any idler and pitman arm allowed and adjustable idler permitted. Steel rods with steel rod ends minimum 5/8" thread allowed to replace stock tie rods. One-piece aftermarket sway bars allowed and may be mounted as a slapper bar. Stock type springs, 4" minimum diameter. If your designated home track has a different **spindle** rule that is what you can go by.

- 4.5. **Rear Suspension:** 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, no offset bushings, no mono ball bushings. Load bolts allowed and sliders permitted on leaf spring cars. Racing leaf springs permitted. Stock type coil springs, 4" minimum diameter.
- 4.6. **4 link Rear Suspension** - Adjustable rear upper 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 and 3 link or 4 link suspensions only allowed on original GM Stock Clip cars equipped with coil spring suspension.**
- 4.7. **3 link rear suspension with pan hard bar** - 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. Upper arm cannot be longer than lower arms and must be solid steel upper arm with heim joints no absorbers and mounted in stock mount on frame. Pan hard bars are to be fabricated from magnetic steel front or rear mounted. Rod ends (Heim joints) must be steel. Bar length may be adjustable to maintain the rear axle housing centered in the chassis. Bar attachment to be fabricated from steel and mounted with the pivot point on the rear axle tube no further than the inside of the rear spring and not lower than the bottom of the axle tube. Frame bracket may be braced towards the chassis. Bar attachment to the frame bracket maybe a steel or aluminum slider type. No external adjustments allowed, and any access holes to allow such adjustments must be sealed, solid links allowed only. No rubber pucks or spring type absorbers of any kind. **Leaf spring cars will use leaf springs and 3 link or 4 link suspensions only allowed on original GM Stock Clip cars equipped with coil spring suspension.**
- 4.8. **Wheelbase & Track Width:** 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.
- 4.9. **Rear End:** No cambered rears. Welded locked or steel spools allowed. No posi trac or locker type rears. No light weight components. Integral type rear end with horseshoe clips holding the axles in may be tack 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. A 9" in. floater rear end complete with disc brakes will be allowed. You must maintain stock mounting locations. Rear end must be centered in chassis. Only steel hubs allowed and no gun drilled axles. No coating or lightening of any parts.
- 4.10. **Brakes:** Dual racing master cylinders or stock or racing single master cylinder. Four-wheel hydraulic brakes in good working condition. Brake proportioning valve allowed. OEM type single piston calipers, Howe single piston steel calipers allowed. Two-piece steel hub and straight fin rotor allowed. No curved or angle fin rotors. No drilled or grooved rotors. Cooling ducts allowed, no electric blowers. Cooling fin plates allowed. If your home track allows a different rotor, that is what you go by. Minimum of .810 thickness rotors on rear.
- 4.11. **Shocks:** After-market steel bodied non-adjustable racing shocks will be allowed such as Koni, Pro TA Afco 10 or 12 series, & QA1. NO high-pressure gas shocks. NO BUMP STOPS of any kind ALLOWED internal or external.

5. FIREWALLS & INTERIOR:

- 5.1. All upholstery materials and trim and padding must be removed. The car must have a complete steel floor and front and rear steel firewalls must have all holes and openings filled with sheet metal. Tunnel and floor may be raised no more than 13" on right side to accommodate exhaust and transmission. Area between fender and firewall must be filled with sheet metal. Rear firewall may start behind seat at base of roll cage and extend rearward to base of rear window opening. Rear firewall may not exceed height of rear deck.

Any and all fabricated interior must be built with a minimum of .022-gauge magnetic sheet metal. No plastic gauge lines. Roll bar padding is mandatory. No sheet metal screws, pop rivets or welded only.

6.. FUEL CELL & SYSTEM:

6.1. Racing fuel cell in steel box mandatory must be mounted between the rear frame rails and bolted securely no lower than the center of 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 any holes must be filled in with metal. The fuel cell must be firmly secured with steel straps to the floor of the trunk. Minimum of 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. Cell 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.

6.2. **Fuel & Fuel System:** Stock-appearing mechanical pump only. Absolutely no electric fuel pumps. No plastic or glass fuel filters allowed. Fuel line can run through interior if in a conduit pipe must be labelled "fuel line do not cut". Petroleum based unleaded fuels only. The gasoline shall not be blended with alcohols, ether or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. No lead additives or NOS systems. Pump or track fuel only, there will be fuel for sale at the speedway. ***There must be a fuel shut off valve mounted in the main fuel line in working order and easily accessible by safety personal. It must be brightly and neatly marked "ON" and "OFF".***

**Highly Recommended: In-Line fuel Safety Check Valve such as OBERG FILTERS SV-0828 FUEL SAFETY CHECK VALVE.

7. RADIATOR:

7.1. Must be or resemble O.E.M. must be in stock location and include a one-litre metal overflow can mounted ahead of engine fire wall, the overflow tube must exit the body at the base of the windshield. No antifreeze allowed in cooling systems. Pressure release caps are recommended. Aluminum radiators may be used.

7.2. Electric fans optional with wiring exposed for inspection. Aluminum pulleys allowed.

8. DRIVE LINE:

8.1. Drive shaft and universals MUST be stock steel standard production type. Drive shaft must be painted white.

8.2. Steel, 360-degree retainer loops, 1/4-inch-thick x 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U- joint.

8.3. No light weight material allowed. Minimum outside diameter of driveshaft can't be less than 2.5",

9. TRANSMISSION:

9.1. Transmission must be manual transmission (Stock), 3 or 4 speeds. All gears must be operational, including reverse.

9.2. Transmission must be stock with no internal lightening of parts, no altering of shift patterns and or ratios, and original brass synchro's must be installed. Any shifter allowed.

10. CLUTCH & FLYWHEEL:

10.1. Stock type steel single disc clutch and flywheel units must not be drilled or machined. Stock type clutch and pressure plate, minimum 10" diameter. If hydraulic clutch is utilized only one slave cylinder is allowed.

10.2. Nodular or steel flywheels. Flywheels may not weigh less than 13 lbs. Clutch and pressure plate assembly may not weigh less than 17 lbs. (30 lbs. total). No turned, drilled, aluminum or special speed equipment flywheels allowed.

10.3. Must have an NHRA steel bell housing, Sema SFI 6.1 flywheel shield or scatter shield of 1/4" 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.

11. EXHAUST:

- 11.1. Mufflers are mandatory and be able to remove for inspection. Decibel reading of 98 or less.
- 11.2. Exhaust pipes must exit behind 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 protrude outside of the bodyline.
- 11.3. Maximum 3" O.D. pipe size before muffler and maximum 3" O.D. after muffler.
- 11.4. Headers with a maximum 1 5/8" tubes to 3" collector allowed. No stepped headers, no "X" or merge collectors allowed. No Tri-Y headers. Balance tube (H or X) between exhaust pipes is optional max 3" O.D. If your home track allows something different it will be accepted.

12. WHEELS & TIRES:

- 12.1. 15" steel racing wheels on all four corners mandatory. Maximum rim width bead to bead - 8".
- 12.2. Minimum of 5/8" studs required. Wheel stud threads must protrude through wheel nuts.
- 12.3. Wheel spacers up to 1/2 inch in thickness may be used.
- 12.4. Tire Rule - American Racer AR 870 (tire procedure will be announced soon)
- 12.5. TIRE SOAKING is NOT permitted. Tire softener, conditioner, or any other substance to treat tires is not permitted. The use of solvents to enhance tire performance is completely prohibited.

13. IGNITION & CHARGING SYSTEM:

- 13.1. Any tampering, alterations, or violations with respect to the ignition box and related components will result in the severe penalties.
- 13.2. All cars must have MSD soft touch rev control part #8728 installed on right- hand side of dash, out of driver's reach within 6" of right-hand A-post bar. An operational 6200 maximum rpm chip must be installed for all crate engines. An operational 6500 maximum rpm chip is allowed in all built engines except those with Vortec heads (if your track allows) must have an operational 6400 maximum rpm chip installed. All MSD and ignition wiring to remain open and clearly visible for inspection.
- 13.3. OEM 12-volt stock ignition. Ignition must consist of stock or stock replacement parts only. No aftermarket high performance ignition systems or printed circuit type modules.
- 13.4. If an alternator is used, it must be engine driven, and mounted on the front of the engine unless your home track allows it to be mounted on the rear diff (such as Peterborough)
- 13.5. Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.
- 13.6. 12-volt battery only.

14. CARBURETOR:

- 14.1. One Holley 500 CFM Two Barrel R4412 (No HP's). Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changed utilizing straight type only. NO other modifications may be made and all parts are to remain stock. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to "go, no go" gauge test. No screens allowed in and or under the carburetor. No altering of the intake manifold with respect to the fuel atomization is allowed.
- 14.2. Two throttle returns springs mandatory. One spring pulling in each direction.
- 14.3. Cold air boxes allowed. No `ram air' type systems allowed.
- 14.4. A 1" carburetor adapter/spacer can be used with the use of a maximum of two 1/8" thick gaskets.

15. ENGINE HEIGHT & LOCATION:

- 15.1. Engine height will be a minimum of 13" measured from ground to center of crankshaft.
- 15.2. Engine Location: # one Spark plug of engine must be in line or ahead of upper ball joint and center in the frame & cross member may be altered to achieve this.
- 15.3. Solid engine and transmission mounts are permitted.

16. G.M CRATE ENGINES:

- 16.1. Sealed Crate part 88958602 & 19258602.
- 16.2. **Engine must be sealed by factory or by approved seal installing engine builder that your home track allows, please have documentation with you.**
- 16.3. Only modifications allowed are:
 - Double Roller Timing Chain.
 - 6-3/4 steel non-fluid balancer.
 - 7" – 7 quart steel oil pan allowed – no upper kicks outs.
- 16.4. All crate engines must meet original specifications as per G.M. Performance (9.0 -1 compression)
- 16.5. **JMS reserves the right to inspect a crate engine at any time regardless of seals.**

17. BUILT ENGINES:

If your home track is different please contact us for clarification

Block Assembly

- 17.1. No interchange of engine between makes (i.e., must be a Ford engine in Ford, Chev in Chev and Dodge in Dodge etc.). **No modifications to engine block unless specified.**
- 17.2. Compression ratio for built engines will be what each individual home track rule allows BUT with no home track rule exceeding 9.5:1. This will be calculated by the track Whistler or a physical measurement, to the discretion of the tech official. V8 engines only.
- 17.3. Maximum original cubic inch allowed. GM - 350 C.I.D, Ford - 351 C.I.D, Chrysler or AMC - 360 C.I.D.
- 17.4. Maximum over bore of 0.060" allowed. No aluminum blocks or rods.
- 17.5. Crankshaft must be stock OEM-type. Must have factory I.D. numbers that are legible through inspection hole in oil pan (except Chrysler). Only standard magnetic steel or cast-iron production design crankshafts will be permitted. No lightening, knife edging or polishing allowed. Balancing okay.
- 17.6. Harmonic balancer stock iron elastomer-type only. No aftermarket, fluid or aluminum. Must maintain stock dimensions and weight.
- 17.7. Connecting rods. Stock-type I-Beam rods only of stock length and weight for manufacturer: General Motors 5.7 inches, Ford 5.956 inches, Chrysler 6.125 inches. Must be magnetic steel, iron or powdered metal. No titanium, aluminum, stainless or exotics.
- 17.8. Pistons. OEM cast or forged pistons with 2 or 4 eyebrows allowed, stock type or flat-top only and no high-performance pistons allowed. If using Vortec heads you must use pistons with GM part # 88894280 or piston with equal weight or dish.

18 - Camshaft

- 18.1. Hydraulic flat tappet cam only. No roller, solid lifter or mushroom cams allowed.
- 18.2. Must run stock size lifter bore for the engine being run, no sleeving.
- 18.3. Must use stock-type timing chain and gears. No belt drives.
- 18.4. Must use manufacturer's firing order.
- 18.5. Stock rocker arms only. No Roller Rockers.
- 18.6. Hydraulic lifters must be operational.
- 18.7. If using Vortec heads you must use camshaft with GM part #24502476.

19 - Cylinder Heads

- 19.1. Only stock O.E.M. cast iron heads allowed. Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed. No GM Double Bump or 292 casting heads.
- 19.2. GM Vortec 64 cc heads allowed with **ONLY IF** allowed at your home track with 1.90 intake and 1.50 exhaust valves.
- 19.3. No porting, polishing and or relieving under the valves. No angle milling. No special lightened valves. No titanium valves, no angle plug heads.
- 19.4. 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 1.60 (except Vortec see rule 19.2)

Ford (Windsor) 1.94 1.60

Chrysler1.94 1.60

19.5. Lock nuts, valves 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.

20 - Intake Manifold

20.1. Must be stock cast iron two (2) barrel intake, or an Edelbrock Performer Series Second generation only - part # Chevy 2101, Chrysler #2176, Ford #2750, or W#2181. No Alterations allowed. No older manifolds permitted.

20.2. No port matching or painting the intake.

21 - Oil Pan

21.1 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 1/2" inspection plug recommended.

22. WEIGHT:

22.1. All weight will be painted white and clearly marked with the car number.

22.2. 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 .

22.3. Built Engine: 3100 lbs.

22.4. Crate Engine: 3050 lbs.

22.5. Sunset crate engine purchased & sealed through Sunset Speedway – 3025 lbs.

22.6. Maximum Left: 55.0% & Maximum Rear: 50.0%

These rules have some combined rules from your home tracks and some will be referred to as (your home track rules). Please contact us with any questions at info@jukasamotorspeedway.com