Canadian Short Track Nationals

Pro Late Model Rules

2019

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 altercation 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.

* 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 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.

* 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 172" from the furthest forward point of the front nose. Let us know if you will need one for the event when you register.**

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. rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves and shoes 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**
   - 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.
   - 1.5. Fire Control: It is HIGHLY recommended that cars have an on-board fire system. On- board fire systems should be a 5LB system and spray into driver's compartment. All entries must at least have a CSA approved fire extinguisher "ABC" rating, dated for the current year, which accompanies the car at all times. Fire Extinguishers, whether a suppression system or a stand- alone extinguisher, must be mounted in such a manner so the gauge is visible when looking in from outside the car**.**
   - 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.

1.10. Dash: Car must have a fabricated full dash from left to right. All gauges must be installed directly in front of driver and on a vertical plane of dash. No part of dash shall continue to floor panel.

1.11. Steering Wheel: All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded. 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: Aluminum full containment seat mandatory. 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. Seat must be completely to the left of the centerline of the car and inside frame.

1.14. Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.

2. RADIOS:

2.1. 2-way radios are mandatory.

2.2. All spotters must monitor race control and scoring officials by scanner or stand-alone radio at all times during the event.

2.3. All radio frequencies MUST be registered at the start of the event.

3. BODY:

3.1. All vehicles will conform to the 2018 ABC body rules and templates. Refer to 2018 ABC Rulebook and guidelines for details. Minimum tolerances will be enforced both before and after events. Tire pressure will be set at 20lbs for roof height measurement. The car body must be acceptable to Speedway Officials at all times. No car will be allowed to start a race without a full body.

3.2. No carbon fiber components.

3.3. All body panels and windows must be mounted and properly braced on the chassis to prevent deflection under racing conditions.

3.4. Roof must be mounted to conform to template and exhibit no side-to-side rake. The placement of the roof will be compared to the location of the spoiler using an "X" measurement from the top corners of the windshield to the outside edges of the spoiler.

3.5. Rear deck must not be dished or raked side to side.

3.6. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may not be carbon fiber and no wider than 29" inches.

3.7. 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). Only exception is that tape MAY be used on the radiator grill opening and brake ducts in the nose.

3.9. Rear view mirror permitted inside of car only, an optional left side mirror that is no larger than 4" may be installed. The left side mirror may not extend or protrude outside the vehicle.

3.10. 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.

3.11. Rear bumpers: No bars below rear bumper body cover.

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:

4.1. Perimeter chassis, Straight rail and OEM front clips permitted.

4.2. Speedway Officials must approve roll cage designs. Round steel tubing 1 ¾" OD round tubing by .090" DOM minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.

4.3. Front clip and main frame 2" x 3" x .095" minimum.

4.4. Minimum four left-side horizontal door bars. Door bars to be plated with minimum 16-gauge magnetic metal.

4.5. Leg protection bar mandatory. Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section.

4.6. Driver to be protected from left-rear trailing arm intrusion by 1/8" plate.
4.7. Towing Loops recommended front and rear strong enough to lift the car securely fastened.

5. SUSPENSION - STEERING:

5.1. Upper Control Arms: Any stock or aftermarket tubular Upper Control Arms. Magnetic steel only.
5.2. Lower Control Arms: O.E.M. type or approved tubular steel aftermarket lower control arms accepted. All control arms and mounting hardware must be magnetic steel
5.3. Springs: Steel coil over or bucket type springs permitted only. No titanium or carbon fiber. Non-metallic spring spacers are allowed between coil windings.
5.4. Sway Bar: 2" maximum bar size. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Helm joints may be used for attaching the sway bar arms to the lower control arms.
5.5. Shocks: Single adjustable with no cannisters/reservoirs. One shock per wheel and no part of suspension or shocks may utilize electricity.
5.6. Steering components and spindles must be magnetic steel (UNLESS USING CRA APPROVED COLEMAN SPINDLE). Magnetic steel Steering arms only. Hubs with a 5 x 5" bolt pattern or wide five hubs allowed. Stock or aftermarket. Rack and pinion steering allowed. MAGNETIC Steel heim ends must be used for tie rods (5/8-inch minimum).
5.7. ALL Steering/Suspension mounting hardware must be magnetic steel. NO TITANIUM.
5.8. No chassis/suspension adjustments permitted from inside of car. All chassis/suspension adjustments must be made from outside cockpit.

6. WHEELBASE - TRACKWIDTH:

6.1. 101 Inch wheelbase min.
6.2. Wheelbase must not exceed 1/2" from one side to the other.
6.3. Track width: Measured with referee at spindle height 67.5" maximum all cars (zero tolerance).

7. WHEELS - TIRES:

7.1. Steel wheel stud threads must protrude through steel nuts.
7.2. Bleeder or pop-off valve devices are not permitted.
7.3. No Blowers or hoses will be allowed to blow air on the tire or wheel
7.4. 10" Racing steel wheels only.
7.5. Wheel rims must be identified with team # on ALL wheel rims.
7.6. No soaking or altering of tire in any manor allowed. Drivers/teams soaking or altering tires will receive major penalties. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
7.7. All tires MUST be purchased at track from approved tire vendor.
7.8. Tire manufacturer American Racer EC84. Tire rules in race procedures.

8. BATTERY:

8.1. One battery permitted and must be anchored securely and separated from driver by a firewall.
8.2. Maximum 16 Volt Battery. Car must be capable of being started with a 12 Volt Battery. Vehicle must start under own power.

9. IGNITION SYSTEM - ELECTRICAL:

9.1. **No Traction Control devices, electronic or otherwise will be permitted.**
Any tampering, alterations, or violations with respect to the ignition box and related components will result in the immediate disqualification and suspension from future racing events.
9.2. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews. It must be located on the dash in the center in clear view, or must be mounted on roll bar behind driver within reach of window. "On" and "Off" switch must be clearly marked.
9.3. All cars must have any of the following ignition boxes. All ignition boxes must be mounted on the right side of the dash, out of reach of driver.

- MSD 6AL or 6ALN, MSD 6425 - Digital 6AL Ignition Control
- MSD 6CT - 6427
- Crane Cams Ignition part # 6000-6701
- FAST ignition system part # FST6000-6700 or FST6000-6701.

9.4. The operational rev chip must be accessible through the passenger window all ignition wiring to remain open and clearly visible for inspection. All ignition modules must have 6400 RPM limit chip or ignition module set to 6400 RPM.

9.5. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional or stock type MSD distributor. Only one (1) ignition box, one coil, and one wiring harness per vehicle. No other electrical devices are allowed anywhere on the vehicle.

9.6. All ignition wiring to remain open for inspection. All 6AL wiring to be standard:

- Red wire/ ignition switch
- Use a brown wire/ tach output
- Black wire/ coil negative
- Orange wire/ coil positive
- Green wire/ dist. Negative
- Purple wire/ dist. Positive
- Connectors to be within 12 inches of the ignition box.
- Battery pos. and neg. may be hard wired to master disconnect and
- chassis ground

9.7. Distributor pickup positive (Purple/violet wire) & Distributor pickup negative MUST be routed separately from all other wiring & MUST remain open for inspection. Both wires must be routed directly from ignition box to distributor and CAN NOT be connected to any other wires/components.

10. AIR CLEANER:

10.1. Filter element diameter 14" maximum, height maximum 4-1/2".

10.2. All air shall be filtered through element. Top of air cleaner must be solid, no holes.

10.3. Element may not be sprayed or soaked with any type of chemicals or liquids.

10.4. Cowl induction will be acceptable, the front of the cowl must seal to the back of the hood when the hood closes. A rectangular opening maximum 20 inches long by 3 inches wide may be removed from the sheet metal at the center of the cowl.

10.5. No forward mounted air ducting allowed.

10.6. Air cleaner base must mount directly to carb, a thin gasket will be allowed.

10.7. Air cleaner must fit under hood without raising or distorting hood contour.

10.8. No sheet metal heat shields or any other type of hot air deflection device or airflow deflection device allowed past the backside of the radiator or in engine compartment.

11. CARBURETOR:

11.1. Holley 650 HP 4150-80541 four-barrel. **No alterations**.

11.2. Body of carburetor – no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor. Must pass go – no – go gauge test.

11.3. Any attempt to pull outside air other than down through venturis is not permitted.

11.4. A minimum of two return springs is required. Throttle stops recommended.

12. FUEL LINE(S) & FUEL SYSTEM, FUEL CELL

12.1. Must be a single AN-8 Max Armored/Kevlar hose.

12.2. If fuel line is routed through cab and must run through a steel tube and painted either yellow or red in direct contrast to the colour of the car. The conduit will extend at least 2 inches beyond each firewall

12.3. The conduit in the car in addition to being painted in the contrasting colour will also be labeled" Fuel line, Do Not Cut".

12.4. In-Line Fuel Safety Check Valve MANDATORY, OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV mounted near cell and after fuel filter.

12.5. Fuel Pump: Mechanical block mounted pump only

12.6. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

12.7. **Bladder-type fuel cell mandatory**, 22 U.S. gallons maximum size allowed.

12.8. **Fuel cell** is to be mounted in the trunk area behind firewall area between the frame rails. The fuel cell and or cell guard will be no lower than 8" from the ground.

12.9. Fuel cell must be complete with safety flap foam and safety valve in vent line. Vent line must exit rear of the car.

12.10. A minimum of 22-gauge magnetic steel is to be used for fuel cell case. Dry break system allowed. If used, filler system to be located on the left side rear quarter panel behind the rear wheel FIRMLY supported from within. Filler cap assemblies must be grounded to the chassis for the prevention of static build- up.

12.11. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container. No "U" Shaped or non-standard-shaped fuel cells.

13. FUEL:

13.1. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, or other additives are not permitted. Use of such substances or additives will result in immediate D.Q.

14. COOLING SYSTEM:

14.1. Radiator must remain stock in appearance and remain in standard position.

14.2. Stock type water pump only.

14.3. Radiator dust screens permitted.

14.4. Radiator must include liquid over flow can (minimum capacity 1 liter) mounted ahead of engine firewall. Over flow vent must exit the vehicle at the base of the windshield.

14.5. No anti-freeze allowed in the cooling system.

14.6. No cool down units, pumps, exotic fans allowed. <u>If you have to ask it's not legal.</u>

15. EXHAUST SYSTEM:

15.1. Any type single flange steel tubular header permitted.

15.2. Exhaust system must exit behind driver. If exhaust exits through the door pipes must be flush to the body.

15.3. <u>Mufflers are mandatory</u> and be able to remove for inspection. Decibel reading of 98 or less.

16. CLUTCH ASSEMBLY:

16.1. Triple or Twin disc of a 5.5-inch minimum diameter and flex plate permitted. Solid magnetic steel clutches and pressure plates only.

16.2. All cars must have magnetic steel or aluminum steel bell housing. 16.3. No carbon fiber or extensively modified units.

16.4. Clutches found not to meet this definition will be deemed illegal.

17. TRANSMISSIONS:

17.1. Must have transmission with at least two forward and one reverse working gears. Jerico type transmissions permitted. No Rankin or direct drive type, quick-change or automatic transmissions permitted.

17.2. All transmissions will have final drive at 1:1 ratio. Transmissions may have no other gear closer to 1:1 than 1.18:1.

17.3. Shifter: Conventional-type shifter or rods. Shifter must have boot or cover at all times. Shifter boot must have a wire wrap sealing the top of the boot to the shifter.

18. DRIVELINE:

18.1. Drive shaft and universals must be similar to standard production type.

18.2. Steel, 360-degree retainer loops, minimum 1/4" x 1", must be positioned at the front and rear of shaft, and within 12 inches of each U-joint.

18.3. No carbon fiber drive shafts.

18.4. Magnetic steel or aluminum drive shaft allowed and must be painted white or silver.

19. REAR AXLE ASSEMBLY:

19.1. Rear axle ring and pinion may be of any gear ratio. Full floating quick-change or 9-inch permitted.

19.2. No locker type differentials. <u>If using a locker type differential, you must install a Lock Up Plug, aftermarket spools are permitted.</u>

19.3. Matching white lines are to be painted on each hub to indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side – i.e. both lines would run from the 3 to the 9 o 'clock position.

19.4. No fifth (5^{th}) coil, torque arm or lift bar suspensions will be permitted. No birdcage set- ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end.

19.5. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. Rubber bushing/biscuit permitted. No hydraulic or spring devices allowed. The wheelbase difference from left to right may not exceed ½ inch.
19.6. Cambered rear ends permitted with a 1.5 degree maximum. 25-lb. weight penalty will apply.

20. BRAKES:

20.1. Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only.
20.2. Maximum one caliper per wheel.
20.3. Only cast steel rotors permitted. Rotors must maintain a minimum of ¾" thickness and cannot be drilled or slotted completely through.
20.4. No carbon fiber, fiberglass or titanium brake parts allowed.
20.5. All cooling ducts must be routed from the front nose or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake.
20.7. Electronic wheel speed sensors or brake activators will not be permitted. An on-board brake bias adjustor is allowed.

21. WEIGHT & HEIGHTS:

21.1. Ford engine minimum weight is 2800 lbs. Maximum left side is 57.0%.
21.2. Chevrolet engine minimum weight is 2775 lbs. Maximum left side is 57.0%
21.3. If using a GM 602 crate engine minimum weight is 2650 lbs. Maximum left side is 57.0%
21.4. If using a GM 603 crate engine minimum weight is 2750 lbs. Maximum left side is 57.0%
21.5. All weights will be checked before race with car race ready
21.6. All weights will be measured with driver sitting in driver seat with hands on steering wheel, helmet on driver lap & driver sitting fully in driver seat.
21.7. Front center of crankshaft to ground must be a minimum of 10”
21.8. All Engines must be located so the forward most spark plug is no more than four inches (4”) from the center line of the upper ball joints. Engines may not be offset more than one inch (1”) from centerline of car.
21.9. No ride height rule. However, a car that continues to bottom out or rub the track will be sent to the pits to raise the car so as not to damage the track’s racing surface.

22. WEIGHT LOCATION:

22.1. Weight must be no lower than frame rails and in block form, no less than 10 lb. pieces.
22.2. No weight to be added rearward of fuel cell.
22.3. All ballast weight must be either fastened to or encased within the frame rail.
22.4. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted.
22.5. All added weight must be double bolted and painted white, with car number clearly marked on each piece.
22.6. Loss of add-on weight will result in a severe penalty.
22.7 If stacked or bolted weight exceeds 30 lbs. it must be bolted into an approved weight tray.

APPROVED ENGINES (Sealed)

- GM “604” Crate Engine: Part # 88958604
- Ford 347 Sealed Crate Engine Part # M-6007-D347SR/D347SR7
- GM “602” Crate Engine: Part # 889586602/19258602 Changes allowed are listed in section 25 below.
- GM “603” Crate Engine: Part # 88958603
- Ford 425 LM (see CRA Engines)
- NO BUILT ENGINES PERMITTED.

23. APC SERIES CRATE ENGINE RULES:

23.1. APC Series crate engines rules apply.

24. MARITIME PRO STOCK TOUR CRATE ENGINE RULES:

24.1. MPST crate engine rules apply except the following:

- Ford D347SR/SR7 engine must be equipped with a one piece, 4 hole, 1” thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.250” base plate inserts PN# ALL26066 produced by Allstar Performance. Base plates & inserts must NOT be altered.

25. WESTERN SPEED ASSOCIATION CRATE ENGINE RULES:

25.1**.** WSA crate engine rules apply.

26. PRO ALL STARS SERIES CRATE ENGINE RULES:

26.1. Please call for clarification.

27. CRA JEGS ALL-STAR ENGINE RULES:

Re-built engines must have the Sealed Engine Alliance Leaders (S.E.A.L.) seals from a re-builder on the current S.E.A.L. approved list.

The following CRA Jegs All-Stars Tour engines may be used in competition: GM Part #88958604 / Ford M-06007-D347-SR / Ford 425 LM

27.1. The above engines must be raced as produced by the Manufacturer or within the rebuilder guidelines…EXCEPT WHERE NOTED IN THESE RULES.

27.2. The GM Engine may utilize 1.6 rocker arms, GM valve spring kit #12586484, Comp Cams valve spring kit #941-16, Champ Oil Pan # CP106LTRB, and may have the balancer replaced with an SFI approved aftermarket balancer. The GM Engine must be equipped with a one piece, 4 hole, 1" thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.250" base plate inserts PN# ALL26066 produced by Allstar Performance with 1 paper gasket per side, not to exceed.065" thickness. Spacer must be open or 4-hole. The GM engine may also use the Chevrolet Performance FastBurn upgrade cam part ##24502586.

27.3. The Ford D347 Engine may utilize the KEVKO Oil Pan & Pick-up #F201 & F201-1, as well as an SFI approved aftermarket balancer. The Ford Engine must be equipped with a one piece, 4 hole, 1" thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.250" base plate inserts PN# ALL26066 produced by Allstar Performance with 1 paper gasket per side, not to exceed.065" thickness.

27.4 The Ford 425 LM engine must use 1.5 rocker arms and must be equipped with a one piece, 4 hole, 1" thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.250" base plate inserts PN# ALL26066 produced by Allstar Performance with 1 paper gasket per side, not to exceed.065" thickness.

27.4. Ford 347 engine can use either 1.5 or 1.65 rocker arms.

27.5. All Engines must be located so the forward most spark plug is no more than four inches (4") from the center line of the upper ball joints.

27.6. Front center of crankshaft must a minimum of 10" of ground clearance.

27.7. No crankcase evacuation systems allowed.

27.8. 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.

27.9. Ford and Chevrolet maximum RPM is 6400.

**Allstar base plates and inserts must be exactly as supplied from the manufacture. Any non-factory modifications, taper, bevels, sanding, polishing and/or polishing marks (even from cleaning) will not be allowed.

28. GM "602" CRATE ENGINE:

28.1. Engines MUST meet factory GM specifications.

28.3. Engines must have factory seals or be sealed by your track or series approved engine builder.

28.4. Approved 602 Crate engine changes:

- Double Roller Timing Chain
- 7" deep oil pan (7 quart), kick-out allowed.
- 6-3/4" magnetic steel, non-fluid balancer

28.5. 1" carburetor spacer permitted with maximum .065 gaskets on either side

28.6. Must have an operational 6400 RPM rev chip installed.

29. GM "603" CRATE ENGINE:

29.1. Engines MUST meet factory GM specifications.

29.2. Engines must have factory seals or be sealed by an approved engine builder.

29.3. 1" carburetor spacer permitted with maximum .065 gaskets on either side.

***** PLEASE DIRECT ANY TECHNICAL QUESTIONS YOU MAY HAVE REGARDING THE ABOVE RULES TO***

Technical Director - Ricky Brooks @ Rickybrooks5@aol.com 08/06/19 V3