

**ADAMS COUNTY SPEEDWAY**  
**2024 HOBBY STOCK RULES & SPECIFICATIONS**

(Revised December 19th, 2023)

(New or altered rules will be in red and underlined)

The rules are written to create competitive and fair racing. In the interest of competitive and fair racing, they may have to be adjusted from time to time. If the Adams County Speedway race director(s) feel the rules need to be adjusted the affected competitors will be notified with a bulletin before any adjustments or changes are made.

All drivers are required to have a NASCAR license for sanctioned events.

Raceceiver & Transponder are mandatory. Drivers without a transponder or Raceceiver are subject to fine and disqualification. Transponders are to be mounted to bottom right side of firewall in a transponder pouch and securely attached with the transponder facing the race track surface.

**Section 1: Safety**

- A. Rules apply at all times car is on track. Any safety rule will always take precedence.
- B. Snell-rated ~~SA2010~~, SA2015 or SA2020 helmet required.
- C. Roll bar padding required in driver compartment (Fire retardant recommended).
- D. SFI-approved full one or two piece fire suit required.
- E. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.
- F. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net.
- G. Minimum two inch wide SFI-approved five point safety belt assembly required, must be mounted securely to roll cage, as prescribed by manufacturer.
- H. Recommended: Safety belts no more than 2 years old. Any safety belt or safety net deemed to be unsafe by signs of weathering, fraying, or other reason by officials or race director(s) will be illegal and unable to race.
- I. A protective screen is required on the driver's side of the windshield opening. At least 3 vertical braces for support of this screen are required. Minimum screen size is ½ by ½ inch openings and maximum of 2 by 2 inch.
- J. Battery disconnect switch required. Recommended location is in reach of the driver and 12" of gear shift levers and clearly marked "OFF" and "ON".
- K. **ALL** drivers and cars are required to pass a safety inspection and receive a sticker for passed inspection before allowed to compete.
- L. It is recommended that all safety equipment must stay on and in place until the car has exited the racing surface.
- M. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. ACS and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.
- N. *ACS recommends all competitors to follow manufacturer's recommendations for installation, usage, and replacement of all safety equipment.*

**Section 2: Frames**

- A. Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody.
- B. Frame must match body.
- C. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with min. 0.083, max. 0.125 inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. No Station Wagons, Camaros, Firebirds, or Mustangs.
- D. **Minimum 7inch, maximum 9 inch frame ground clearance measured under the oval frame holes in the 78-88 monte Carlo frame.**

**Section 3: Roll Cage**

- A. Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch, low carbon or mild steel recommended. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.
- B. Driver's head must not protrude outside cage with helmet on.
- C. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between front and rear down bars at top of door

panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo.

- D. Top halo must be minimum 40 inches across, outside to outside.
- E. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns.
- F. Rear kickers (down bars) and engine hoop required, and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing.
- G. All tubing will be limited to .125 wall thickness.
- H. All bars must be inside body.

#### **Section 4: Door Bars and Plate**

- A. All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- B. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from Frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

#### **Section 5: Body**

- A. All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame. Maximum 31 inches from back of engine block to front edge of GM metric roof. Body panels may be gutted, including fenders, doors, hood, roof, quarter panels, and trunk but must remain original size. Metric cars may use OEM appearing aftermarket fiberglass roof and A-pillars, Shell Valley part #F1015-81-88MCRW, allowed; B and C-pillars must remain OEM dimensions.
- B. Front body mounts must be visible.
- C. Sunroofs and T-tops must be enclosed.
- D. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car), minimum 9 inch ground clearance. OEM appearing aftermarket plastic tailpiece allowed (~~recommended to~~ **must** match body). No metal fabricated rear tailpieces allowed. Maximum 40 inch rear height measured at the top of tailpiece.
- E. No spoilers, hood scoops, ground effects or skirting altering OEM appearance.
- F. OEM STEEL hood or aluminum aftermarket replacement hood allowed, maximum 63 x 58 inches. With a maximum 3 inch bow.
- G. OEM STEEL trunk lids or aluminum aftermarket replacement trunk lid allowed, maximum 35 x 62 inches.
- H. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal.
- I. Hood must be separate from fenders.
- J. Front inner and rear wheel wells may be removed.
- K. Trunk floor directly over rear end housing must be removed.
- L. Trunk floor may be replaced, frame rail to frame rail, with 0.049 inch thick steel, must be located on top of frame rail. Overlapping of body panels permitted.
- M. All glass must be removed, all windows in body must remain open; maximum seven inch metal sun visor allowed across top of windshield opening.
- N. All doors must be securely fastened.
- O. Fenders and quarter panels may be trimmed for tire clearance, ONLY.
- P. No reflective body panels.
- Q. Car numbers must be minimum of 4 inches thick and 20 inches tall and clearly visible on both side and roof. Also 6 inch tall numbers on rear and front if possible.
- R. No Station Wagons, Camaros, Firebirds or Mustangs.

#### **Section 6: Driver Compartment**

- A. Minimum three windshield bars in front of driver.
- B. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts.
- C. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell.
- D. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049 inch thickness. Front firewall may be no further back than rear oval frame hole, must be vertical and 24-26 inches tall. All holes in firewalls and floors must be covered.
- E. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18 gauge or

minimum 0.049 inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. Firewalls must extend to body.

- F. No mirrors of any kind.
- G. Fuel line in drivers' compartment must be in a pipe or conduit and recommended that it be painted red and have the word FUEL on it.

#### **Section 7: Front Suspension**

- A. All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- B. OEM rubber lower A-frame bushings only.
- C. OEM or OEM replacement ball joints allowed. No screw-in or rebuildable ball joints.
- D. No sway bars, spring spacers, chains or cables. Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), must display "IMCA approved" decal on top of rear tube of A-frame; bolt on spindle savers allowed. Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind.

#### **Section 8: Steering**

- A. All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5" steel tube; replacement spindle with Speedway Motors raised cast – part number 91034501; bolt on spindle savers allowed. OEM steering column may be replaced with steel steering shafts (collapsible steering shaft recommended).
- B. Steel knuckles only.
- C. No steering quickeners (minimum 2.5 turns lock to lock) or remote power steering reservoirs.
- D. Steering wheel and quick release (required) may be aluminum.

#### **Section 9: Shocks**

- A. One unaltered steel, nonadjustable, OEM-mount shock in OEM location per wheel with no external or internal bumpers or stops.
- B. All shocks must completely collapse at any time.
- C. No shock can pre-load or pin any spring.
- D. No bulb-type, threaded body, coil-over, air or remote reservoir shocks.
- E. Shock body, stroke and extended length must match both sides. Maximum 8 inch stroke, 21 inch extended length and 2.125 inch O.D. shock body.
- F. No Schrader, gas port or bladder type valve allowed.
- G. No coil-over eliminators.
- H. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket.
- I. \$50 claim and swap on any shock. Refer to General Rules for complete shock claim procedure. One or all shocks on car may be claimed per event, counting as one claim, following shock claim procedures and penalties as outlined in general rules.

#### **Section 10: Springs**

- A. One steel closed end spring per wheel only in OEM location. All coil springs must be minimum 4.5 inches O.D. and non-progressive. Maximum 13" spring free height. Rear spring heights must match.
- B. NO SPRING SPACERS ALLOWED.
- C. NO SPRING RUBBERS ALLOWED.
- D. Top of spring buckets may be rebuilt with a steel plate, but must be equal size (thickness) on both sides of car and must be welded in place.

#### **Section 11: Rear Suspension**

- A. All components and mounts must be steel, unaltered, OEM, in OEM location and match frame.
- B. OEM rubber control arm bushings only. No steel, neoprene or offset bushing allowed.
- C. Trailing arms must be OEM. No altering of trailing arms allowed.
- D. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing.
- E. No independent rear suspension. No sway bars, panhard bars, spring spacers, chains, cables or extensions.
- F. No suspension stops of any kind allowed.

#### **Section 12: Rear End**

- A. Any steel-approved OEM passenger car or truck rear end (housing and carrier) allowed, but must be mounted like OEM rear end (centered) for that make and model. Safety hubs (floater) allowed.
- B. OEM or OEM Replacement solid steel racing axles only.
- C. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model.
- D. One inch inspection hole in housing required.

- E. No lightened ring gears, center section, yoke or pinion. Must be welded spider gears or mini spool.
- F. Steel or aluminum u-joint caps allowed.
- G. No scalloped ring gears, cambered rear ends, **crown drive plate or axles** heavyweight axle tubes (max .250" wall) or housing braces.

### Section 13: Bumpers/Rub Rails

- A. Front bumpers must be mounted minimum (6) inches from front frame horns. Steel bumper mounts only.
- B. Bumpers must follow one of two options and must be OEM Height:  
**OEM:** Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, & capped with steel to fender, welded or bolted.  
**Aftermarket:** Fabricated tubular bumpers (front and rear) allowed but must be covered by plastic nose or tail piece and bent to fit with ends rounded. Main bumper bar must be minimum 1.50" O.D. (max 2") with 0.083" (max 0.125") wall thickness
- C. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body.
- D. Front and rear tow hooks mandatory.
- E. No sharp edges allowed on bumpers, rub rails or bolts.
- F. No bars past outside edge of body other than rub rails.

### Section 14: Tires and Wheels

- A. Unaltered OEM 205/75, or 205/70, 14 inch or 15 inch passenger car tires only.
- B. All four tires and wheels must be same size.
- C. Tires must be inside body. No racing, snow, or all-terrain tires.
- D. No softening, conditioning, siping, grinding or grooving.
- E. Bead lock allowed on right rear only.
- F. One inch O.D. steel lug nuts required. No bleeder valves.
- G. Maximum seven inches wide, three to four inch offset, unaltered, D.O.T.-stamped steel wheels with standard bead bump - must weigh minimum 21 pounds.
- H. No wheel spacers.

### Section 15: Brakes

- A. Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Rear rotors may be aftermarket 0.81" thickness (new). Vented solid surface rotors only, no scalloped or ceramic coated rotors. Rear caliper brackets must be welded to rearend housing. Rear disc brakes are allowed.
- B. Master cylinder must be in OEM location.
- C. No antilock brake systems.
- D. No aftermarket brake pedal assemblies, brake shut-off, bias adjuster or pressure-sensitive devices.
- E. Steel brake lines only, must be visible.
- F. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

### Section 16: Exhaust

- A. **Crate engines may use Schoenfeld header part no.1485-CM2-22 or OEM exhaust manifold with maximum 2.25 inch exhaust pipe. Claim engines may use Schoenfeld part no.1485-20 or OEM exhaust manifold with 2 inch exhaust pipe on altered painted header only.**
- B. OEM cast iron exhaust manifolds only.No center dump type manifolds.
- C. Exhaust must extend past firewall and turn towards ground.
- D. Exhaust manifold can be ported and drilled to fit. No adaptor allowed between manifold and head.
- ~~E. Maximum two inch O.D. exhaust pipes with open engine. Maximum two inch O.D. exhaust pipes with crate engine.~~
- F. Must remain dual exhaust, no crossover or 'Y' pipes. No exhaust sensors, pan evac systems or coatings. Mufflers recommended.

### Section 17: Fuel System

- A. Racing fuel cell required, maximum 22 gallon capacity (Recommended:12 gallon), must be in minimum 20 gauge steel container. Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick.
- B. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage.
- C. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
- D. Fuel lines through driver compartment must run through metal pipe or metal conduit.
- E. One fuel filter allowed, cannot be in driver's compartment. No cool cans.
- F. Air cleaner top/stud cannot direct air into carburetor.No top flow air cleaner housings, cold air boxes or air cleaner ductwork.
- G. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators.

### Section 18: Fuel

- A. Gasoline only. Racing fuel allowed. No E-85.
- B. No performance enhancing or scented additives.

- C. Fuel must pass both dielectric meter and chemical tests.

#### **Section 19: Weight**

- A. No ballast allowed. Any item deemed by officials as ballast will be required to be replaced or removed. I.e. fuel cell straps, fuel cell cans, battery boxes, rear support bars etc.
- B. No titanium, magnesium, carbon fiber products or tungsten.
- C. No gun-drilled, tubular, hollow bolts or studs.
- D. Steel fasteners only.

#### **Section 20: Battery/Starter**

- A. One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Sealed batteries are recommended and NO lithium batteries.
- B. Battery must be in Marine type case if mounted in driver compartment.
- C. Starter must bolt in OEM location.
- D. Car must have capability of starting without being pushed or pulled.
- E. Car must leave initial staging area on demand, unaided, or go to rear of that race.
- F. Battery disconnect switch required within reach of the driver and 12" of gear shift levers and clearly marked "OFF" and "ON".

#### **Section 21: Gauges/Electronics**

- A. No unapproved transmitting or listening devices except the required Raceceiver radio.
- B. No timing retard controls, digital gauges (including tachometer) or cell phones.
- C. No electronic monitoring computer devices capable of storing or transmitting information except analog tach.
- D. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM-appearing.
- E. Crate engine must use OEM appearing HEI distributor with unaltered MSD #8727CT rev-control and maximum **6,200 rpm** limit.
- F. Claim engine must use OEM appearing HEI distributor with unaltered MSD #8727CT rev-control with maximum **7,200 rpm** limit. Rev-control must be mounted under hood on engine firewall and accessible for inspection with rev limiter facing upward.
- G. No ignition control boxes. OEM ignition only. All ignition rotors, caps, coils and modules must remain OEM-appearing. All wiring must be visible for inspection.
- H. OEM type alternator with internal regulator allowed.
- I. No electronic traction control devices

#### **Section 22: Transmission and Driveshaft**

- A. All forward and reverse gears must be operational. Three speeds will have three forward gears, and a four speed will have four working forward gears.
- B. **Manual:** Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing - minimum 270 degrees around top of clutch and flywheel area.
- C. No lightweight bell-housings.
- D. Hydraulic clutch release bearing is allowed.
- E. Steel unaltered flywheel only - 16 pound minimum. \$150 fine if illegal.
- F. **Automatic:** Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with the aftermarket explosion-proof steel or aluminum bellhousing. Minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid - \$150 fine if illegal.
- G. Torque converter must have a minimum 0.125 inch plug.
- H. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate.
- I. Flexplate must be full, unaltered OEM, or OEM replacement.
- J. No manual bump starts allowed.
- K. Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only.
- L. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.
- M. Rear chain required at rear of driveshaft.

#### **Section 23: Engine Compartment**

- A. Engine must be in OEM location.
- B. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame).
- C. Ford metric frames must have back of fuel pump in front of cross member.
- D. Frame and cross member may not be altered for engine placement.

- E. Engine mount holes cannot be removed or altered on block.
- F. Aftermarket steel engine mounts allowed.
- G. No mid-plate allowed.
- H. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler.
- I. Minimum two-core radiator must be mounted in front of engine. Overflow tubes must be directed to ground.
- J. Steel or aluminum V-belt pulleys only.
- K. No electric fans, surge tanks or vacuum pumps.

**Section 24: Engine Specifications**

- A. Any American make engine allowed.
- B. Steel heads, block and oil pan only.
- C. OEM passenger vehicle production block only.
- D. No GM Bowtie, Ford SVO or Chrysler W components.  
GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
- E. Stroke must match block.
- F. No 400 or larger cubic inch parts allowed.
- G. Maximum 361 cubic inches (GM/AMC); 363 cubic inches (Ford); 370 cubic inches (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification and other penalties may be put in place by officials or race director.
- H. Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection, such as part/casting numbers and flat top or dish pistons (track option which method is used).
- I. Flat top or dish pistons only. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened.
- J. Cylinder heads must be unaltered approved OEM and minimum 76 cc combustion chamber.
- K. Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126 or may use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH350I, DART Speedway Motors part number 91624360, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads head must remain as produced, valve sizes and seat angles can not be changed; three angle valve job only (absolutely no casting removal in valve pocket of EQ, DART or World Products head, for any reason); Ford - no after-market or SVO heads; Chrysler - no after-market or W-2 heads, 360 cubic inch heads only.
- L. No porting, polishing or alterations of any kind to heads or intake, disqualification and \$250 fine if illegal.
- M. Flat tappet cam/lifters only. Cannot alter lifter bores.
- N. No beehive valve springs allowed. Guide plates and screw-in shouldered studs (0.375 inch max) allowed.
- O. No stud girdles. Steel roller tip rocker arms allowed. Poly locks allowed.
- P. Unaltered OEM type harmonic balancer only.
- Q. OEM firing order cannot be changed.
- R. OEM type steel or aluminum water pumps only. 'Wet' sump oiling system only.
- S. Racing oil pans allowed.
- T. Accumulator allowed, must be mounted under hood.
- U. A one inch inspection hole will be required in the oil pan and crankshaft must be stock OEM.

**Section 25: Claim Engine Option**

- A. All engines must use unaltered Rochester two barrel carburetor, except: booster I.D. may be machined to maximum 0.25 inch, venturi I.D. machined to 1.375 inch and throttle bore I.D. machined to 1.6875 inch and 0.625 inch minimum booster height.
- B. Must remove carburetor choke plate.
- C. Must use unaltered (no porting or polishing) aftermarket aluminum intake. Allowed intakes are Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. No cooling lines allowed.
- D. Must use unaltered Speedway Motors carburetor adaptor part #135-3502G required with maximum 0.25 inch carburetor gasket and 0.100 inch spacer gasket.
- E. GM - 1.250 inch (± .015 tolerance) maximum O.D. valve spring with magnetic steel retainer and maximum 5/16 inch pushrods.
- F. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing

replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps.

- G. \$50 cash claim plus swap on ALL carburetors, following carburetor claim procedures and penalties. Refer to General Rules for complete claim/swap rules.

**Section 26: Crate Engine Option**

- A. All cars with a GM602 crate engine must clearly identify on both front posts the word “CRATE”. Must be contrasting color body, minimum 2 inches tall. Markers not acceptable.
- B. Must use unaltered sealed GM #88958602, #88869602 (Chevy cap seal), or #19258602 crate engine. All GM 602 Crate engines part #88869602 with Chevy cap seals must have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of all points for the season, \$1,000 fine and one year suspension.
- C. GM seal bolt exception is an ACS approved cable-lock rebuild system, and oil pan may be replaced with Kevko pan #1087NRHw/ISP and Kevko pick-up #1003-1 3/4. \$250 fine for any crate engine not using required spacer, distributor, rev limiter, pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.
- D. GM CRATE ENGINE: must use unaltered Speedway Motors carburetor adaptor part #135-3502G required with maximum 0.25 inch carburetor gasket and 0.100 inch spacer gasket.
- E. Any driver using crate engine cannot claim engine or have engine claimed.
- F. During same season, no driver is allowed to claim an engine after competing with a crate.
- G. If a driver switches to a crate after claiming or attempting to claim an engine, the crate engine is then claimable.
- H. \$50 cash claim plus swap on ALL carburetors, following carburetor claim procedures and penalties. Refer to General Rules for complete claim/swap rules.