ADAMS COUNTY SPEEDWAY 2026 SPORT MOD RULES & SPECIFICATIONS

(Revised December 18, 2026)

(New or altered rules will be 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 at bottom right rear of motor plate 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 ~~SA2015~~ SA2020 or SA2025 helmet required.
C. Roll bar padding required in driver compartment (Fire retardant recommended).
D. SFI-approved full one or two piece fire suit required. No visible rips or tears in fabric allowed.
E. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. No visible rips or tears in fabric allowed.
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. Each car must be equipped with a minimum of an SFI 16.1 or 16.5 approved safety belt restraint system. 5-point design and minimum 2-inch-wide belts. The restraint system will be eligible for use in competition for 4 years (Recommended 2 years) from the date of manufacture. Safety belt restraint systems should be installed and used in accordance with the manufacturer's instructions.
H. 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.
I. Battery disconnect switch required. Recommended location is in reach of the driver and 12" of gear shift levers and clearly marked "OFF" and "ON".
J. **ALL** drivers and cars are required to pass a safety inspection and receive a sticker for passed inspection before allowed to compete.
K. It is recommended that all safety equipment must stay on and in place until the car has exited the racing surface.
L. Car and safety equipment are subject to random inspections throughout the season. Safety inspector or official(s) hold the right to give a 2-week period to fix something or rule it is unsafe to race and must be fixed before any lap is turned. (i.e. partially cut seat belt or improper seat mounting/fitting)
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: Frame

A. 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames.
B. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front cross member may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal.
C. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside cockpit.
D. Minimum wheelbase 108 inches, maximum 112 inches, maximum one inch difference from side to side.
E. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire.
F. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness. No part of body can be lower than 4 inches. No part of frame or body can be lower than four inches or higher than 7.5 inches from ground except front cross member and rear underslung.

Section 3: Roll Cage

A. Roll cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, *low carbon or mild steel recommended*.

B. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops.
C. Driver's head must not protrude outside cage with helmet on.
D. Roll cage must be securely supported and braced with minimum one cross bar in top halo.
E. Foot protection bar required. Main cage no further forward than rear of engine.
F. All bars forward of cage must be lower than hood.

Section 4: Door Bars

A. All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness.
B. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage.
C. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness.
D. Steel door plate, 18 gauge or 0.049 inch minimum thickness must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

Section 5: Body

A. No unapproved composite or plastic body panels allowed. Approved composite doors, rear quarters, nose (FMVSS302 burn rating), rock guard, hood scoop, and filler panel allowed. (MD3 or Stakt Products body panels)
B. Body and interior deck must be same width, front to rear, and parallel to OEM frame.
C. Nose panel must be flat.
D. Maximum 2.250 inch side fins allowed on aluminum nose.
E. MD3 plastic nosepiece, part#020-410 allowed. Cooling holes allowed.
F. Nose panel must remain within confines of front bumper (exception is plastic valance), same width front to back, and no lower than four inches below frame horns.
G. Engine compartment must remain open (no side panels).
H. Hood must be level or sloped down at front and be enclosed with maximum two inches above interior deck at rear. Air cleaner top maximum six inches above hood.
I. No panel in front of right door to engine compartment. No inner panels. No car covers.
J. Must have front windshield and rear window support posts. May use full windshield.
K. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body. May use lexan in window side panels.
L. Roof must be fiberglass or aluminum, full size and rounded down in all directions and mounted within 0.5 inch of main hoop. No dished roofs allowed.
M. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Minimum 2" & Maximum 4" roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Window side panels must resemble all aspects of drawing and may not extend ahead of back of seat.
N. Rear spoiler (optional) may be minimum one inch to maximum five inches in material height and maximum 66 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No fins, lips, wings or vortex generators allowed. One piece rear spoiler allowed, maximum 5 inches (crate engine) or maximum 3 inches (claim engine) in material height and same width as interior deck.
O. Maximum four inch plastic skirting allowed on bottom of doors, quarters and nose. No reflective doors or quarter panels.
P. Tires must be widest part of car. Car number must be minimum 4 inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.
Q. *Bodies must conform to IMCA type race cars unless stated otherwise.*

Section 6: Driver's Compartment

A. Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel,
B. Complete floor pan required.
C. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail.
D. Driver must be sealed off from track, driveline, engine, and fuel cell canisters, and pumps.
E. Accumulators cannot be mounted between driver and left-side door bars.
F. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind permitted.

Section 7: Front Suspension

A. All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; OEM replacement stamped steel

lower A-frames; rubber, nylon or steel lower A-frame bushings.

B. No offset or bearing type; one welded shock mount on lower A-frame permitted. No screw jack type shock mounts.

C. OEM or OEM replacement rebuildable ball joints allowed.

D. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in OEM location. No screw-in lower ball joints.
E. No sway bar.
F. No suspension stops of any kind allowed.

Section 8: Steering

A. No rack and pinion permitted.
B. All components must be steel, unaltered OEM, in OEM location, exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles with IMCA raised cast; replacement spindle with Speedway Motors raised cast – part numbers 91034501 and 91034511; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side.
C. Spindles must be right and left, and of same design.
D. Quick release steering required – steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

Section 9: Shocks

A. One steel, nonadjustable, unaltered shock per wheel only. All shocks must be completely collapsible at any time.
B. Maximum 7 inch stroke on front shocks and maximum 9 inch stroke on rear shocks. Maximum 2.125 inch O.D. shock body.
C. All shock mounts must be welded.
D. No shocks allowed on screw jacks. No external or internal bumpers or stops.
E. No shock can pre-load or pin any spring.
F. No coil over, air, bulb-type, threaded body or remote reservoir shocks. No Schrader valves or bladder type valve allowed. Front half of any shock may be shielded.
G. One or all shocks may be claimed per event for $50 each following shock claim procedures

Section 10: Springs

A. One steel coil or multi-leaf (rear) closed end spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only.
B. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-13 inch free height with 0.5 inch tolerance.
C. No torsion bars, air bags, inner liners or spring rubbers allowed.

Section 11: Rear Suspension

A. All components must be steel. All mounts and brackets must be welded or bolted solid.
B. One steel coil or multi-leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., maximum 11 - 13 inch free height, non-progressive coils only.
C. Coil springs must remain vertical and over center line of rear-end housing.
D. No coil-over eliminators allowed. No chains, cables or tethers. Exception is: solid safety chains securely mounted from upper frame rails directly to top of axle tubes required (must have slack during inspection), no springs or rubbers allowed. Must have slack during inspection.
E. Rear shocks must be mounted to bracket below bottom of axle tube and to upper frame rail, and must be located behind rear-end housing. All rear control arms and pan hard bars must be straight.
F. Must utilize one of the following designs:
   (A) Aftermarket three link design requirements: Must use 16 inch minimum, 19 inch maximum lower control arms. Rear lower control arm must be centered under axle tube (1 inch tolerance) and bolted minimum 2 inches to maximum 5 inches from bottom of housing. Must use one upper control arm, solid tube only, located at top center of rear end housing and remain centered (one inch tolerance) on housing over drive shaft. Must use minimum 23 inch pan hard bar located behind rear end housing. Lower spring perch must be welded or securely bolted, and level to rear-end housing. Bottom of rear spring must remain within 0.75 inch of the axle tube. Must use steel upper weight jack. No floating or bearing rear spring perches/cups allowed. No suspension stops or adjustable underslung of any kind allowed.
   (B) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.
   (C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

Section 12: Dynamic Deck Height Droop

A. In post race inspection, the car will be jacked up under the left rear trailing arm mount forward of the axle until a .040 inch piece of sheet metal can be slid under the left rear tire. The left rear deck height cannot be higher than 48 inches measured at 6 inches inboard of the left deck edge.
B. Chain must be solidly mounted to upper frame rail on axle tube at 12 o'clock and between the bell and birdcage during inspection.

Section 13: Rear Ends

A. Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed.
B. All components must be steel, except lowering blocks, axle cap, u-joint caps and drive flange. Safety hubs (floater) allowed.
C. Inspection hole in housing required. Mini-spools only. No heavyweight axle tubes (max .250" wall) or housing braces. Ring gear, center section, pinion and yoke cannot be lightened. No scalloped ring gears.
D. Solid steel axles and one piece drive flanges only.

Section 14: Bumpers

A. Steel bumpers must be on front and rear at all times and welded, or mounted with minimum .375 inch bolts.
B. Rear bumper must be constructed of minimum 1.25 inch O.D. tubing with 0.095 wall thickness, and similar to diagram, maximum six inches beyond rear deck no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.
C. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

Section 15: Tires

A. Must use IMCA stamped Hoosier G60-15 tire only.
B. No chemical softening, or conditioning of tires**.**
C. No re-caps
D. All tires tested for conditioning must conform to applicable tire benchmark.
E. Tires may be ground, straight siped or grooved.

Section 16: Wheels, Lug Bolts, Lug Nuts, and Mud Covers

A. All wheels must be three or four inch backspace. No wheel adapters, spacers or bleeder valves.
B. May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches.
C. Must use only steel bolts.
D. Must use minimum one inch O.D. steel lug nuts.
E. Mud plugs allowed. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel.
F. Aluminum inner mud cover allowed on left rear only.

Section 17: Brakes, Calipers, and Hubs

A. Must be steel approved OEM, operative four wheel, drum or disc.
B. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Rear rotors may be aftermarket 0.81 inch thickness (new). Vented solid surface rotors only. No scalloped or ceramic coated rotors.
C. One proportioning device allowed (one-to-one ratio), front to rear only.
D. Brake lines must be visible and must connect directly from master cylinder to calipers with no devices in between.
E. Rear caliper brackets must be welded or bolted solid to rear-end housing.
F. No oil bath front hubs.
G. Bolt pattern may be changed. Larger studs allowed.

Section 18: Exhaust

A. Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header.
B. Turn down allowed. Collector and turn down length maximum nineteen inches total.
C. Non-stepped, painted headers only.
D. No heat wrap on headers.
E. Mufflers recommended.
F. No exhaust sensors, merge collectors, cross-overs, extensions, inserts, or balance tubes permitted.

Section 19: Fuel, Fuel Cell and Fuel System

A. Gasoline only, maximum E15. Racing fuel allowed. No E85. *Pump grade recommended*. No performance enhancing or additives of any kind. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.
B. Racing fuel cell required, maximum 32 gallon capacity (*12 gallon recommended*), must be in minimum 20 gauge steel container. Must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground. Must mount with a minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. 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.
C. Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans.
D. Mechanical OEM type push rod fuel pumps only.
E. Maximum 0.100 inch thick carburetor gaskets only.

Section 20: Carburetor and Air Cleaner

A. **CLAIM ENGINE:** Must use naturally aspirated, unaltered 500 c.f.m. Holley – part no. 0-4412 (casting no. 6R3250B) or 0-4412SA (aluminum casting no. L6R199B and metering block no. 707.) may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers.
B. **GM CRATE ENGINE**: may use any Holley 4 barrel carburetor, all components (float bowls and main body) must be

Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. Any carburetor spacer allowed, maximum 1.20 inches thick, including gaskets.

C. All carburetors, may be exchanged, style for style only, following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night.

E. Air cleaner top/stud and base cannot direct air into carburetor. No top flow air cleaner housings, air cleaner inserts or cold air boxes.

Section 21: Weight

A. Minimum weight limit of 2,500 pounds (claim engine), 2450 pounds (crate engine), no tolerance, after race with driver in car.

B. Weights must not be used in driver compartment or outside body. All weights must be securely mounted with at least two 0.5 inch bolts and painted white with car number on it. No titanium, magnesium, carbon fiber or tungsten components. Solid steel fasteners only.

Section 22: Battery and Starter

A. One 12 volt battery only. No lithium batteries. Must be securely mounted between frame rails, and positive terminal must be covered. Sealed batteries are recommended and NO lithium batteries.

B. Starter must bolt on block in OEM location and directly engage flexplate/flywheel.

C. Car must have capability of starting without being pushed or pulled.

D. Car must leave initial staging area on demand, unaided, or may be required to go to rear of that race.

Section 23: Gauges and Electronics

A. No unapproved transmitting or listening devices (exception is mandatory one-way raceceiver radio), timing retard controls, digital gauges (including tach) or cell phones.

B. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.

C. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor.

D. No billet housings or crank triggered ignitions permitted.

E. Ignition rotor, cap, coil and module must remain OEM appearing.

F. Crate engine must use OEM appearing HEI distributor with unaltered MSD #8727CT rev-control and maximum **6,200 rpm** limit.

G. Claim engine must use OEM appearing HEI distributor with unaltered MSD #8727CT rev-control with maximum **6,600 rpm** limit.

H. Rev-control must be out of reach of driver, but accessible for inspection.

I. No ignition boxes, remote coil or additional unapproved ignition accessories.

J. All wiring must be visible for inspection.

K. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach.

L. OEM type alternator with internal regulator allowed.

M. No electronic traction control devices.

Section 24: Transmission and Driveshaft

A. All forward and reverse gears must be operational, plus a neutral position.

B. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward.

C. Only OEM production transmissions allowed. No 'in and out' boxes or quick change devices allowed.

D. Functioning shift levers must be in OEM location.

E. One steel or aluminum OEM style/size flywheel or steel OEM style/size flex plate allowed, must be bolted directly to end of crankshaft.

F. ***Automatic transmission:*** Must be unaltered, two or three speed, OEM production case with a functioning OEM appearing pump.

G. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing.

H. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flex plate.

I. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inch minimum) only. No bump starts.

J. ***Manual transmission:*** Must be unaltered, three or four speed, OEM production case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flex plate. These components must rotate, consistent with engine rpm, while car is in any gear.

K. Must use explosion-proof steel bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flex plate area. Hydraulic clutch pedal allowed with manual transmission only.

L. Drive Shaft must be a minimum two inch diameter, white, steel drive shaft. Steel slip-yokes only.

M. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

Section 25: Engine Location, Pulleys and Belts, and Radiator

A. Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle.

B. Engine offset must be kept within two inches of centerline of front crossmember with engine level.

C. Minimum 11 inch engine height from ground to center of crankshaft.

D. V-belt aluminum or steel pulleys only.
E. Copper/brass or aluminum radiator only and must be mounted in front of engine.
F. No vacuum pumps, pan evac systems, oil coolers, oil pan vents, remote oil filters, external oil lines, or sprinkler systems.

Section 26: Engine Options and Specifications

A. All cars must clearly display on driver side front roof post which engine they are competing with. Must be contrasting in color from body, minimum 2-inches tall and display CLAIM or CRATE. Markers not acceptable.
B. ***CRATE ENGINE:*** 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 ACS approved Cable-Lok seals. Upon inspection, any different, altered or missing GM seal bolts may result in disqualification, loss of all points for the season, $1,000 fine and a one year suspension.
C. GM seal bolt exception is ACS approved Cable-Lok repair system. Oil pan may be replaced by ACS approved repair center with Champ pan #CP57LTRB and Champ pickup #1012SB, or Kevko pan #1090NRHw/ISP or IMCA90 and Kevko pick-up #1003-3/4. $250 fine and disqualification for any crate engine not using required spacer, distributor, rev limiter, pushrods, valve springs or rocker arms.
D. Any driver using crate engine cannot claim engine or have engine claimed. During same season.
E. No driver is allowed to claim an engine after competing with a crate during the same season. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.
F. ***CLAIM ENGINE:*** All engines must be able to be used in conventional passenger car without alterations.
G. External engine casting and threaded holes cannot be altered.
H. BLOCK: OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. 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.
I. Stroke must match block.
J. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches, (GM); 363 (Ford); 370 (Chrysler).
K. Violation of cubic inch limit must be verified by removal of head and may result in disqualification, loss of all points for the season, $1,000 fine and a 30-day suspension.
L. 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 of part and/or casting numbers, pistons, etc. (track option which method is used).
M. Flat top or dished pistons only.
N. OEM or OEM replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws.
O. Cap screw allowed. OEM or OEM cast appearing replacement steel rods only - GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. No splayed main caps.
P. Conventional flat tappet cam and lifters only, cannot alter lifter bores.
Q. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).
R. May use oil restrictors.
S. 'Wet' sump oiling system only.
T. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods.
U. Accumulator allowed.

Section 27: Cylinder Heads and Intake Manifolds

A. Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber. 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. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust.
B. 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, head must remain as produced, seat angles and valve sizes 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). No porting, polishing or unapproved alterations allowed to ANY cylinder head. Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. No beehive valve springs allowed.
C. Unaltered, approved OEM cast iron low rise intake manifold, two- or four-barrel permitted.
D. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547 or #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. Cooling lines allowed on aluminum intakes. Disqualification, loss of points, purse and $250 fine if any alterations are found to heads/intake. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.
E. GM - 1.250 inch (± .015 tolerance) maximum O.D. valve spring with magnetic steel retainer and maximum 5/16 inch pushrods.