

**ADAMS COUNTY SPEEDWAY**  
**2026 STOCK CAR RULES & SPECIFICATIONS**

(REVISED December 18, 2025)

**(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.

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

**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 the fabric allowed.
- E. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required. No visible rips or tears in the fabric allowed.
- F. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style. Must be mounted to roll cage to latch is at the top front of the 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 the manufacturer's recommendations for installation, usage, and replacement of all safety equipment.***

**SECTION 2: ROLL CAGE, FRAME, AND WHEEL BASE AND/OR DOOR PLATE**

- A. All cars must have a four-point roll cage welded to the frame. Must be minimum .095-inch wall thickness tubing and minimum 1.75" O.D. tubing in diameter. The front down bars and rear hoop must be welded to the OEM frame. Main cage must be continuous hoop. (low carbon or mild steel recommended)
- B. A minimum of 3 door bars on the driver's side and 3 bars on passenger side of car. All door bars and uprights must be a minimum of 1.75-inch O.D. with 0.095-inch wall thickness. No off-set cages allowed.
- C. 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 OD tubing. Foot protection bar required.
- D. All bars front and rear must be inside the body.
- E. The driver's head must not protrude above the roll cage when strapped into seat.
- F. Drivers side steel door plate, 18 gauge or .049" minimum thickness must be welded to and 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.
- G. No jeep, bronco, SUV, or 4-wheel drive type frames allowed.
- H. No tubular frame components. Stock stub and frame rails with the exception of rear frame rails (behind driver) may be replaced with 2" x 3" tubing.

- I. You may stub a unibody car. Inter-marriage of frames will be allowed.
- J. No shot ballast, sand, liquid, or any other material shall be added to the inside of frame rail.
- K. Minimum wheelbase will be 107.5", maximum 1" difference from side to side.
- L. You may use 1988 – 1996 Cutlass, Grand Prix, Lumina, Regal, or Monte Carlo body on 1978 -1987 GM.
- M. Frame must be a minimum of 4 inches from the ground at all points except the 78-88 monte Carlo frame which is a minimum 7 inch, maximum 9-inch frame ground clearance measured under the oval frame holes.
- N. 1978-1988 Speedway Motors metric OEM replacement frame (part no. 91678880) allowed.

### SECTION 3: SUSPENSION

- A. All front and rear suspension and steering components must be unaltered OEM in stock position and be replaceable by OEM parts. Heavy duty parts allowed. All suspension parts must be steel except where noted.
- B. Conventional top mount weight jacks are required and must be in original center line of spring tower. Weight jacks permitted on both front and rear of car.
- C. Upper and lower A-Frames must remain in stock position. Upper A-frames can be stock or tubular non-adjustable. A-Frame cross shafts must be mounted inside of jack bolts.
- D. Lower A-Frame cannot be altered or moved. OEM or OEM replacement rebuildable ball joints allowed. No screw-in lower ball joints.
- E. Front shocks must be mounted outside spring pocket on lower A-frame; maximum one, three-inch-wide opening on side of spring pocket for shock clearance. **Single hole adjustable shock mount allowed.** No suspension stops of any kind allowed.
- F. Limited to one steel, non-progressive closed end spring per wheel only, all coil springs must be a minimum of 4 1/2" O.D. Front coil springs must be 9.5-inch free height with 0.5-inch tolerance. Rear coil springs must be 11/16-inch free height with 0.5-inch tolerance. No spring rubbers allowed.
- G. One steel non-adjustable unaltered shock per wheel allowed. Racing shocks allowed. No horizontal mounted shocks. Rear shocks may be moved, but must use single hole welded shock mount, remain behind housing. **and have minimum 4.5 inches of extension travel at ride height during inspection.** Rear shocks only may use adjustable upper shock mount.
- H. Maximum 7-inch stroke on front shocks and maximum 9-inch stroke on rear shocks. All shocks must be completely collapsible at any time.
- I. No bumpers or stops. No threaded body, front and rear coil-over, air or remote reservoir shocks.
- J. No shock can pre-load or pin any spring.
- K. No Schrader valves or adjustable shocks. Front half may be shielded. No coil over eliminators.
- L. Steering box must be steel OEM and in stock location, and use original bolt pattern for frame used.
- M. Rack and pinion steering is not permitted.
- N. Steel steering shafts and knuckles only. Swedge tubes allowed.
- O. Steering may be altered to suit the driver. Steering quickener allowed, steering wheel and quick release (Required) may be aluminum.
- P. Collapsible steering shaft allowed.
- Q. No devices allowed that would enable the driver to adjust or alter the wheelbase or for weight jacking the car while in competition. No pan hard bars allowed.
- R. Trailing arms must remain the same length as OEM. No shortening of trailing arms allowed. No offset bushing, rubber or urethane bushing only.

### SECTION 4: TIRES AND WHEELS

- A. IMCA stamped Hoosier G60-15 tires permitted only.
- B. No softening or conditioning of tires allowed.
- C. Tires may be ground, straight sided, or grooved.
- D. Factory built 15" x 8" steel wheels only. Wheels cannot exceed 8" in width. All wheels must be unaltered.
- E. Bead lock allowed on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only.
- F. 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. Aluminum inner mud cover allowed on left rear only.
- G. Aluminum wheel spacers only. Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel.

### SECTION 5: TRANSMISSION AND CLUTCH

- A. OEM production type transmissions including 2, 3, 4, speeds and automatics allowed. No 5 speeds or quick change devices allowed.
- B. Must have at least two (2) working forwards gears and reverse, plus a neutral. No "in and out" boxes.
- C. Driver must be able to engage transmission in a forward and reverse gear and move the car backwards and forward.
- D. Starter must bolt in OEM location and directly engage flywheel
- E. Flex plates must be full, steel unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between

crankshaft and clutch assembly. All driveline components within bellhousing must rotate while car is in any gear.

- F. Transmission must follow one of the following options:
- **Clutch Type Transmissions:** Must be equipped with explosion-proof steel bell housing. Bellhousing can have only a hole for throw-out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Must use a standard OEM case and working disc type clutch. One flywheel only. Must have OEM or OEM replacement and working disc-type clutch. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. The diameter of clutch disc must be a minimum of 5.5 inch.
  - **Automatic Transmissions:** Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Must have approved scatter shield. Scatter shield must be constructed of minimum of .125 inch by 3-inch steel, 270 degrees around flex plate.
  - **Aftermarket Manual Transmissions:** Must bolt to explosion-proof scatter shield and use full steel unaltered OEM or OEM replacement flexplate with starter mounted in OEM location. No paint or coatings allowed on transmission case. Approved aftermarket internal clutch transmissions utilizing aluminum case including Bert #LMZ, Bert generation II models 1300 and 1400, Brinn # 70001, Brinn Predator # 70600, Falcon # 60100, Jerico # JER0021, RaceGator # 140002 or Mitchell Machine Bullet Internal Clutch. Use of a non-approved transmission will result in disqualification.
- G. Steel driveshaft (minimum 2" diameter) and yokes only, must be painted white.
- H. A 360 degree drive shaft loop is required and must be constructed of at least 1/4" x 2" steel strap or 1-inch tubing mounted 6-inches behind the front u-joint.
- I. No ball-spline transmissions.

#### Section 6: DRIVESHAFTS, DIFFERENTIAL, AND BRAKES

- A. Driveshaft must be steel, with a minimum O.D. of 2".
- B. Driveshaft must be painted white.
- C. Steel yokes and joints only.
- D. A 360-degree drive shaft loop is required and must be made of at least .25" X 2" steel strap, or 1" tubing. Loop must be mounted 6" behind front u-joint, rear chain required on rear.
- E. Rear end, any approved OEM rear end allowed. No heavyweight axle tubes (max .250" wall) or housing braces.
- F. Passenger car or truck rear ends allowed. (no quick changes)
- G. Floaters permitted. No bleeder valves, steel lug nuts only.
- H. NO aluminum allowed, except lowering blocks, axle caps, u joint caps. one piece drive flange.
- I. Welding of rear end spider gears allowed. Mini or full spools allowed. Steel spools allowed. No scalloped ring gears, cambered rear ends, crowned drive plates or axles, heavyweight axle tubes (max .250" wall) or housing braces.
- J. Four-wheel hydraulic brakes in good working order are mandatory.
- K. All calipers must be OEM. No lightening allowed. (No brake floaters)
- L. Disc brakes allowed on front or rear.
- M. All components must be steel.
- N. Adjustable brake bias allowed. (Front to rear only) no brake shut off or pressure sensitive devices.
- O. Aftermarket pedals allowed.
- P. No traction control devices of any kind allowed.

#### Section 7: ENGINES, CAMSHAFTS, AND ROCKER ARMS

- A. All engines used in competition must be able to be used in a conventional passenger car without alterations.
- B. Casting and fittings must not be changed or altered.
- C. No machine work done on the outside of the engine block.
- D. No big blocks allowed.
- E. Inter-marriage of engines to frames allowed.
- F. Furthest forward spark plug hole must be a minimum of 2" ahead of the center of upper ball joint.
- G. No engine offset allowed.
- H. Aftermarket motor mounts allowed.
- I. Steel OEM engine blocks only, no aluminum blocks allowed.
- J. Any steel OEM or aftermarket heads with an intake runner of 200cc or less allowed.
- K. No aluminum heads. OEM valve angles only.
- L. Screw in studs allowed. Stud girdles allowed.
- M. OEM or Roller / roller tip rocker arms allowed.
- N. Solid Flat tappet camshafts and lifters only, no roller cams or lifters allowed. No mushroom lifters.
- O. No titanium engine parts allowed, except valve spring retainers.
- P. Any piston allowed.

- Q. Engine must be self-starting.

#### Section 8: ENGINE OPTION 1 – LOW COMPRESSION

- A. Engines will compete with a compression ratio no greater than 11.0 to 1, with no tolerance allowed.
- B. Engine sizes will be limited to 361 cid for GM/AMC and 364 cid for Ford and 370 for MOPAR.
- C. Must use max **7,400 rpm** rev limiter chip.
- D. ACS Carburetor Rule:  
500 cfm Holley – Part #0-4412 (**casting no. 6R3250B**) or 0-4412SA (aluminum casting no. L6R199B and metering block no. 707 only), may be modified to Holley HP Dorton Part #0-80583-1 specs only. All float bowls must face forward. Carb adapter/spacer allowed, max 1.2-inch thick, including gaskets
- E. This motor option will no longer be allowed in competition after the completion of the 2026 race season.

#### Section 8: ENGINE OPTION 2 – (UNLIMITED COMPRESSION / 1967-1981 Camaro Leaf Spring Cars ONLY)

- A. Engines allowed unlimited compression with no limit on cubic inches.
- B. ACS Carburetor Rule:  
500 cfm Holley – Part #0-4412 or 0-4412SA (aluminum casting no. L6R199B and metering block no. 707 only), may be modified to Holley HP Dorton Part #0-80583-1 specs only. All float bowls must face forward. Carb adapter/spacer allowed, max 1.2-inch thick, including gaskets.
- C. Camaro style racecars, if they were not raced at ACS in 2024 will not be grandfathered in 2025 and beyond. Camaro style racecars will no longer be allowed after the completion of the 2026 race season.
- D. **No aluminum 350cfm carburetors.**

#### Section 9: INTAKE MANIFOLD OPTIONS

- A. Intake manifold, the following are the ONLY intakes allowed.  
Edelbrock part #5001 or 2101 on SB Chevy  
Edelbrock part #5081 or 2181 on Ford Winsor 351  
Edelbrock part #2915 for Chrysler  
Edelbrock part #5021, #7121, #7181, or #7183 on Ford 289 or 302  
Edelbrock part #5076 or #2176 on Mopar  
Edelbrock part #2760 or #2181 on Ford Cleveland 351  
Edelbrock part #2701 and #2716 for GM  
Weiand GM7547-1, Ford #7515, #8023, or 7516 Chrysler 7545  
B and A Track Boss on Ford Winsor/Cleveland
- B. All above listed aluminum intakes must remain unaltered and unpainted. No modifications allowed of any kind.

#### Section 10: WATER PUMP, OIL PUMP, AIR CLEANER, AND EXHAUST

- A. Aluminum water pumps allowed.
- B. No dry sump oil systems allowed.
- C. OEM Pushrod style fuel pumps only. No electric pumps.
- D. Top of air cleaner housing must be metal. Air cleaner top, stud and base cannot direct air into carburetor. No top flow housings, air cleaner inserts, cold air boxes or duct work.
- E. Headers must be mounted in a way to direct spent gases away from driver. No Zoomies or 180-degree headers allowed. No anti-reversion headers or mufflers.
- F. Mufflers recommended.
- G. No oil coolers, remote oil filters, external oil lines, or vacuum pumps.

#### Section 11: FUEL

- A. Gasoline only, **maximum E15**. Racing fuel allowed. No E85. *Pump grade recommended*. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.
- B. No methanol, nitrous oxide, nitro, or any oxygen bearing additives allowed.
- C. Fuel line in drivers' compartment must be in a pipe or conduit and recommended it be painted red and have the word FUEL on it.
- D. Racing fuel cells mandatory and must be mounted with minimum one-inch square tubing or two solid steel straps 2" wide and 0.125" thick around fuel cell. No adjustable fuel cell mounts.
- E. Fuel cell must be enclosed in a minimum of 20-gauge steel container and must be mounted behind the rear axle and between the rear frame rails, no lower than centerline of rear-end, protected by roll cage tubing.
- F. Protective tubing must cover the rear and extend past both ends of the fuel cell.
- G. All lines must come out of the top of the fuel cell and must have check valves in return and vent lines to prevent leakage in the case of a rollover.
- H. No vented caps.
- I. Racing fuel cell is mandatory with maximum capacity of 22 gallon (*12 gallon recommended*).

## Section 12: WEIGHT RULE

- A. Camaros – Minimum weight, 3100 pounds after race with driver. NO tolerance.
- B. IMCA Package – Minimum weight, 2950 pounds after race with driver. NO tolerance.
- C. All weight must be in block form no less than 5# blocks.
- D. All weight must be securely fastened to frame with at least two grade 5 or better 1/2” bolts. No redi-rod. No welding bolts to cage allowed. No ballast weight or lose objects in driver compartment or outside body.
- E. Clamp on weight brackets recommended. No gun-drilled, tubular, hollowed bolts or studs. Steel fasteners only.
- F. All weights are to be painted white with car number on them. No titanium, magnesium, carbon fiber or tungsten products.

## Section 13: BODIES, SPOILERS, AND BUMPERS

- A. All bodies must be stock appearing. Metric bodies 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. OEM replacement steel Camaro and Chrysler 300 type fenders allowed.
- B. Stock appearing aftermarket nose pieces and tail pieces allowed. Minimum 8-inch ground clearance. Maximum 3-inch plastic skirting allowed on nose and tail pieces. Maximum 42-inch rear height measured at top of tailpiece.
- C. No station wagons, convertibles, or rear engine cars allowed.
- D. Camaro style racecars, if they were not raced at ACS in 2024, they will not be grandfathered in 2025 and beyond. Camaro style racecars will no longer be allowed after the completion of the 2026 race season.
- E. IMCA approved MD3 Stock Car kit (part no. 33131-10200-X) is allowed. This Camaro kit must remain as produced, complete and unaltered. The kit components may not be used with any other body style.
- F. No altering or channeling of the body allowed. Hood and deck lid must remain stock appearing and be securely fastened. Air cleaner top maximum 3.5 inches above hood.
- G. No spoilers, wings, rudders, or anything that alters the appearance of the car will be allowed. Aluminum or plastic rocker skirt/flare allowed on doors and rear quarter panels (must match side to side).
- H. Firewall between driver and engine can be moved but can be no further back than the “A” pillar and must be steel fabricated full firewall.
- I. All holes must be plated over. Flat steel .049 minimum firewalls permitted.
- J. Rear firewall must be full rear firewall and may be steel or aluminum between driver and fuel cell must remain intact and all holes covered. **May be located no further forward than rear halo supports, no further back the C-Pillar and no higher than the bottom of the rear opera windows.**
- K. All glass, plastic, upholstery, rear seat, lights, mirrors, and chrome must be removed.
- L. All doors must be securely fastened shut.
- M. Interior must remain open. No tinning in.
- N. Full floorboards must be in place but may be replaced with suitable and approved materials. (Nothing less than .049 steel and securely welded to frame)
- O. Trunk floor may be removed or altered enough for fuel cell clearance.
- P. Fenders may be trimmed for tire clearance.
- Q. All inner wheel wells may be removed.
- R. Front and rear bumpers may be stock or fabricated. No sharp edges.
- S. Side rub rails optional but must be rounded on each end and be mounted with round headed hardware. Lexan allowed.
- T. All cars will have a tow hook on front and rear.
- U. OEM or aluminum aftermarket replacement trunk lid and hood allowed. Quarter panels and trunk lid must slope down minimum 1-inch toward tailpiece.

## Section 14: DRIVERS COMPARTMENT

- A. Aluminum high back seats only and must be bolted in next to left side frame rail using minimum 0.375” bolts. No mirrors allowed.
- B. Seat must be mounted to frame and cage not to the floor pan. Bottom of seat can be no lower than the bottom of the frame rail.
- C. Driver must be completely sealed off from racetrack, driveline, engine, fuel cell, canisters, and pumps.
- D. Accumulators cannot be mounted between driver and left side door bars.
- E. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, extend from door to door, rear can be no higher than front, except for cowl in front of driver.

## Section 15: Electrical

- A. Battery operated ignitions only. Only one ignition box allowed. No more than one ignition coil permitted.
- B. No magnetos or crank triggered ignitions allowed. No adjustable ignition control boxes.
- C. No transmitting or listening devices in cars, except the required raceceiver radio.
- D. No timing retard controls, digital gauges (including tachometer) or cell phones.
- E. No electronic monitoring computer devices capable of storing or transmitting information except tachometer.
- F. Only change allowed to ignition box is one high end rev-limited setting. This setting can be changed through one chip only, or an internal setting inside box.

- G. All 500 C.F.M Carb Engines MUST use max **7,400 rpm** rev limiter chip.
- H. All non-Camaro Leaf Spring Cars MUST use max **7,400 rpm** rev limiter chip.
- I. One 12-volt battery only, must be in a marine-type case securely mounted to frame or roll cage in a metal frame. behind the seat or in trunk area. Sealed batteries are recommended and NO lithium batteries. Positive terminal must be covered.
- J. Car must be able to start under own power, without being pulled or pushed.
- K. Car must leave initial staging area on demand, unaided, or may be required to go to the rear of the race.

#### Section 16: IMCA OPTION

- A. Any car competing under the complete IMCA Stock Car rule package must weigh at least 2,950 pounds after race with driver. NO tolerance.
- B. Complete rule package means “complete”, and that car must adhere to every rule stated for the class.

#### Section 17: IMCA ENGINE OPTIONS AND SPECIFICATIONS

- A. All cars must clearly display on both front roof posts which carburetor/engine option they are competing with, 350 or 500. Must be contrasting in color from body, minimum 2-inch tall and display 350 or 500. Markers not acceptable.
- B. Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Casting and fittings cannot be changed, no machine work on outside of engine. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No electric water pumps allowed. ‘Wet’ sump oiling system only. Accumulator allowed – cannot be located between seat and door bars.
- C. **INTAKE:** Unaltered, approved OEM cast iron low rise, two or four-barrel. Only aftermarket aluminum intakes allowed are: Weiland GM #7547, #7547-1; Ford #7515, #8023 or #7516, Chrysler #8022, Edelbrock GM #2701, #2716, Ford #7121m, #7181, #7183, Chrysler #2176. No porting, polishing, or milling allowed on any intake. Exception is OEM cast iron plenum webbing may be removed, maximum 1-inch down. Cooling lines allowed on aluminum intakes. Disqualification, loss of points, and \$250 fine if any unapproved alterations are found to intake.
- D. **350 CFM Carburetor Engine:** No cubic inch or compression limit. Flat tappet cam/lifters and stud-mounted rocker arms only. No shaft, offset, or pedestal rocker arms. No titanium engine components. No stud girdles. No mushroom lifters, lift diameter and configuration must match OEM passenger block. Full roller rocker arms allowed. **No aluminum 350cfm carburetors.**
- E. **500 CFM Carburetor Engine:** Max Maximum 361 cubic inches (GM), 363 (Ford): 370 (Chrysler). 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, and 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Cubic inch limit may be verified by removal of head. Violation of cubic inch limit will result in disqualification, loss of all Adams County Speedway points for the season, \$1,000 fine and 30-day suspension. Maximum compression ratio is 10.5 to 1, no tolerance.  
Flat top or dished pistons only. OEM or OEM appearing replacement steel crankshaft only –cannot be lightened. 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. Conventional flat tappet cam and lifters only, cannot alter lifter bores. Mandatory one inch inspection hole in all pans –no obstructions to crank and rods.
- F. **CYLINDER HEADS:** Steel only. Must be unaltered approved OEM and original minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3933454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum sized values on these heads are 2.02-inch intake 1.60 exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I. (EQ) Chrysler part number CH318B, World Products Fort part number 53030 –1.250 inch (+-.015 tolerance) maximum O. D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing or unapproved alterations allowed to ANY cylinder head, disqualification and \$250 fine if illegal. (Exception is flat milling allowed.) Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed. No stud girdles. Full roller rocker arms allowed. GM- 1.250-inch (+-.015 tolerance) maximum O.D. valve springs with magnetic steel retainer and maximum 5/16-inch pushrods, no beehive valve springs allowed. Unaltered OEM type harmonic balancer only.
- G. 350 CFM Engine Claim Rules: Refer to Adams County Speedway General Rules, Section 6: Claims
- H. 350 Carb Engine option is claimable and 500 carb engine option is not claimable.