

2010 STAFFORD MOTOR SPEEDWAY SK MODIFIED® DIVISION RULES

ALL RULE REVISIONS FOR 2010

CHECK YOUR CORRESPONDING RULE BOOK

FOR COMPLETE EXPLANATION

SK MODIFIEDS

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MYLAPS AMERICA	www.mylaps.com	1-678-816-4000
Master Frequency List		1-207-571-9165
Racing Electronics	www.racingelectronics.com	1-800-272-7111
Hoosier Tire East		1-860-646-9646
Dave Lind Racing		1-800-562-9527
Reliable Welding & Speed	www.reliableweldingandspeed.com	1-888-225-7223
New England Racing Fuel	www.newenglandracingfuel.com	1-860-673-9555

Track Frequency Channel #1 SK Modified®, Late Model 464.50000

Track Frequency Channel #15 SK Light, Limited L.M., D.A.R.E. Stock 461.13750

PREFACE

The rules in this book are intended to make racing less expensive and keep competition as equal as possible. While these rules offer a good outline, every item cannot be covered by a written rule. If you come up with something not covered in the rules, PLEASE ASK FIRST!

All rules in the NASCAR Rulebook will be enforced with the following changes and additions. These rules are for Stafford Motor Speedway only with no expressed or implied agreement with any other speedway as to the interpretation, implementation and method of inspection by the technical inspectors and officials.

No equipment will be considered as having been approved by reason of having previously passed through inspection unobserved. No car will be considered as having passed inspection for the event until the finish is made official.

NOTE: All engine models, equipment changes, or modifications not specifically addressed in these rule books by Stafford Motor Speedway must be submitted to the track for consideration of approval on or prior to September 2, 2010 unless otherwise authorized by Stafford Motor Speedway to be considered for competition for the 2011 season. All equipment is subject to the approval of the track officials. Track officials may assess penalties including but not limited to weight, fines, points, or handicapping for cars, car parts, components, and/or equipment deemed as not in compliance with these rules. Car parts, components, and/or equipment will not be considered as having been approved by reason of having passed through inspection at any time or any number of times unobserved or undetected. Any car, car part, component, and/or equipment which does not conform to specifications or tolerances contained in the 2010 rule books or is not otherwise approved by Stafford Motor Speedway may not be used in competition in 2010. Any new part or component to be considered for approval for competition must be submitted to Stafford Motor Speedway. The owner/driver must provide all information and/or parts or components to Stafford Motor Speedway and must provide any part or components to be used as comparison items for inspection purposes.

DEFINITION OF STOCK: In the following Rules you will see the term OEM Stock used. This means Original Equipment Manufacturer. The parts must come on a standard production car. Special "Off-Road" or racing parts will not be permitted unless pre-approved. No carbon fiber or titanium engine, chassis or body parts unless approved by track officials.

ILLEGAL ITEMS - Absolutely NO removal of, alteration of, or covering of casting numbers, part numbers, manufacturers name, logo, insignia, etc., from any item on the race car. To do so makes a part illegal and will be treated as such. If you come up with a rare part that we cannot find listed for passenger car use, the burden of proof is on you. At any time you may be asked to remove a head, manifold or possibly an entire engine for inspection. Failure to comply will result in the same penalty as if it were illegal.

INSPECTION - All model, engine or equipment changes or modifications not specifically addressed in this rulebook must be submitted to Stafford Speedway for consideration of approval. All equipment is subject to the approval of Track Officials. Equipment will not be considered as having been approved by reason of having passed through inspection unobserved. Any equipment that does not conform to specifications or tolerances contained in this rulebook or is not otherwise approved by Stafford Speedway may not be used in competition.

POST RACE INSPECTION - Once a car has been presented to Stafford Technical Inspectors for post race inspection the entire car and all its parts become subject to inspection. This includes but is not limited to items designated for inspection following a particular event.

SCALES - For purpose of post race inspection drivers must seated in their cars in a racing position with helmet either on or placed in their lap. No leaning or hanging on bars is permitted. The driver must remain in his/her car until it is removed from the scale area.

ABSOLUTELY NO SMOKING ALLOWED IN THE FENCED IN TECH AREA

The rules in this book may be added to, deleted from or changed at any time with the only notice to be given at the event drivers meeting or via technical bulletin. All officials' decisions are final, non-appealable and non-litigable. Technical bulletins will be issued as needed.

UPDATES - All changes and updates made during the course of the season for the current rulebook will be posted to the Stafford Motor Speedway website. This will serve as the only form of official notification until the printing of next Stafford Motor Speedway rulebook.

STAFFORD SPEEDWAY TRACK RULES

NOTICE Alcohol will not be permitted in the Stafford Speedway pit or paddock areas at any time. The consumption of alcohol before, during or after a race event in the pit or paddock areas is prohibited

SECTION 1-4

All NASCAR Rules will be enforced with the exception of the following STAFFORD SPEEDWAY TRACK RULES. These rules supersede any similar NASCAR Rules and are in effect for all auto racing events unless otherwise posted and/or announced prior to the event.

SECTION 6 SAFETY

Stock car racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. The risk of serious injury or death cannot be eliminated and in fact will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety is generally everyone's concern, Stafford Motor Speedway cannot be, and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows.

All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis, before, during and after the event. Competitors must report to Stafford Motor Speedway management promptly any inadequacy in the facilities, personnel, equipment or conditions at the track.

PASSENGERS are not permitted in or on a racecar at any time. No one shall ride with any part of his or her body outside the racecar. No riding on trailers or car haulers or pit carts anywhere on the speedway property.

NEITHER STAFFORD MOTOR SPEEDWAY NOR TRACK OFFICIALS CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACECAR, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

SECTION 9 RACE PROCEDURE

1. All cars must go into the infield before turning into the off-track paddock gate except at the conclusion of the feature event. No right turn from the track to the paddock. All cars must go through the infield road after each warm-up session and qualifying event. After feature events cars may go directly into the paddock area without going through the infield. The first three (3) cars in the feature finish must report to victory lane. **DO NOT DO BURNOUTS OR DONUTS ANYWHERE ON THE RACE TRACK OR INFIELD AFTER THE FEATURE EVENT OR AT ANY OTHER TIME.**

2. The track crew, officials, wrecker or push truck drivers are not allowed to work on race cars on the track, infield, pit or paddock areas.

3. No car will be permitted to pass the caution vehicle unless instructed to do so by NASCAR Officials.

4. No car will be permitted on the track at any time without a hood.

5. All owners of cars that the oil pan cannot be removed with the engine in the chassis must have a carb flange lift plate or other device for the removal of the engine.

6. At no time shall a car be jacked up without jack stands with pads being placed under it except for normal tire changes during the race event. At no time shall a person be permitted to go under a car without jackstands. This rule applies to both the infield pit and paddock areas.

SECTION 9.5 HANDICAPPING **Note:** Some rules do not apply to **DARE STOCK Division.**

All drivers must complete a Number Application form before signing in.

For all events your car must be signed in **45 MINUTES** before the first heat race is scheduled. Once the line-ups are posted no additional cars may be added. If your car is signed in but does not arrive you may be credited with two wins for handicap purposes.

When you sign in your car state your division, assigned car number and the driver's name. If you bring two cars, one as a BACK-UP CAR you must decide and indicate which car will be your primary car when you sign in. Drivers will be handicapped on a 3-week money won system. For handicapping purposes regular feature event purses will be used. Any driver that misses an event will be credited with a regular feature win in money plus **1/2** feature win in money for handicapping purposes. Any driver disqualified from a feature event will be credited with a regular feature win plus **1/2-feature** win in money for handicapping purposes. The top **18 drivers** in points will be handicapped ahead of drivers not in the top **18** for the main feature only.

No current season feature-winning driver may be posted to start higher than fifth position in a feature event.

Note: For some events the top ten cars in points may be considered as pre-qualified. The car must still be signed in 45 minutes before racing starts to take advantage of being pre-qualified.

All alternate feature cars will be taken from the consolation event. If a car is disqualified from a heat additional cars will not be taken from heats but from the consolation or 'B' feature.

If in the opinion of the Racing Director a car is not competitive on a given night, he has the authority to deny that driver a front starting position.

For additional handicapping information please ask handicapper for clarification.

PAST CHAMPION'S PROVISIONAL POSITION

One additional starting positions have been established which will be available to the most recent Stafford Motor Speedway Champion who has not qualified for the starting field. If a former Stafford Motor Speedway champion is not assigned this starting position, it will then be assigned to the next eligible driver who did not qualify for one of the original starting positions based on the current Stafford Motor Speedway championship point standings.

PROVISIONAL POSITIONS

Two additional starting positions have been established which will be available to the highest drivers in the current Stafford Motor Speedway Championship Point Standings who have not qualified for the starting field.

ROOKIE RULES

A. Rookie Rules apply to SK Modified®, SK Light Modified, Late Model, and Limited Late Models divisions. To be considered as a rookie you must not have competed in more than five, (5) feature events in this or a higher division at Stafford Motor Speedway.

B. All cars driven by rookies must have a yellow stripe on the rear bumper. Rookies may not have another driver qualify a car for them.

C. The current Rookie of the Year as determined from the previous season, will be awarded \$100 each event starting with the first event of the current calendar year and continuing each consecutive event until the total award amount for each division is distributed. To be eligible for the Rookie of the Year award the driver must attempt to qualify. If the current Rookie of the Year as determined from the previous season is not eligible for this award, the award will then be available to the next highest finishing eligible rookie driver in the previous season Rookie of the Year points standings.

SECTION 9.6 STARTING LINE-UP & RESTARTS

If a car(s) drops out of the posted starting line-up, all cars in that row will move straight up to fill the spots in all events. No crossing over. If a restart occurs with ten, (10) laps or less to the end of the feature, all lapped cars will be removed from and started behind the lead lap cars in the restart line up.

SECTION 10.4 YELLOW & RED FLAG/LIGHT RULE

The Yellow & Red Flag condition will be used for feature events where the yellow flag laps are being counted. If in the opinion of the officials the yellows are using up too many laps the red caution will be used. The laps will not count against the feature total but if you pit you will lose the amount of laps you are in the pits.

SECTION 10.8 CHECKERED FLAG - RACE END

All FEATURE races will end with a GREEN, WHITE, CHECKERED unless in the opinion of the officials the track is no longer safe for racing.

SECTION 11.1 OFFICIAL SCORING

SK Modifieds®, Late Models, SK Light Modified and Limited Late Models must have a scoring transponder assigned and attached to the racecar for practice or racing. (Please see installation specifications on page 7). All competitors will have 15 minutes after their feature event is announced and posted to file an inquiry. Once the inquiry is satisfied the official finish will be posted. No changes will be made once the finish is official. Transponders are required to be on the car and working for all race events including practice sessions.

FOR SALE SIGNS

For Sale Signs are not permitted on cars in feature events.

BACK-UP CARS – Separate number registration is required for back-up cars. No cars competing in the same division will be allowed in the paddock area with the same number.

INFIELD PITTING

1. Infield pitting will be used for all SK Modified and Late Model features. All crewmembers that go to the infield pit area will be required to have a NASCAR license. During race conditions, any crewmember who steps into the car servicing area must wear a helmet. All people on the infield must wear long pants with a minimum short sleeve shirt and closed toe footwear at all times. You must pit in your proper pit stall.

2. NASCAR pit rules will apply including the amount of crewmembers over the wall, etc. A stop & go official will be at the exit of pit road only. You may not enter pit lane until the pace car picks up the leaders and the pit road is opened. You may pull up to but not pass the pace car.

3. No crewmember may go into the pit box until the car has come to a complete stop.

4. Pit stalls will correspond to the starting positions of the feature line up.

5. The speed limit on pit road at all times including qualifying and practice will be 25 MPH.

Speeding in the pits may result in disqualification.

6. Absolutely no fueling of cars on the infield. No gasoline containers will be permitted on the infield.

7. Wreckers and push trucks are not permitted to bring pit materials to the infield to set up your pit stalls.

8. All cars out of the event must go behind the wall on the infield.

6- 4 PERSONAL SAFETY EQUIPMENT

See NASCAR WEEKLY SERIES RULE BOOK

20F - 3.2.3 Side Window Glass / Window Screen

A. All door window glass must be removed. A window screen must be installed in the left side door window opening and should be positioned to cover the entire window opening. Window screens should not be used beyond three (3) years from the date of manufacture. The window screen must be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a minimum one (1) inch and a maximum 2-1/4 inches square opening between the ribs. Window screens are recommended to meet the SFI 27.1 specifications. The minimum window screen size must be 22 inches wide by 16 inches high. The forward edge of the window screen, when in the closed position, must be in line or forward of the steering wheel. All window screen mounts must be a minimum 1/2 inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by 3/16 inch thick flat steel or a minimum 1/2 inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a lever-type quick release latch acceptable to Track Officials. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only - pins or clips will not be permitted. The latch must be mounted at the top in the front to roof bar (#3) or at the top of front roll bar leg (#2A) near roof bar (#3) and release from the inside.

6- 4-1 HELMETS- HEAD AND NECK RESTRAINT DEVICES

See NASCAR WEEKLY SERIES RULE BOOK

6- 4-2 SEAT BELTS

See NASCAR WEEKLY SERIES RULE BOOK

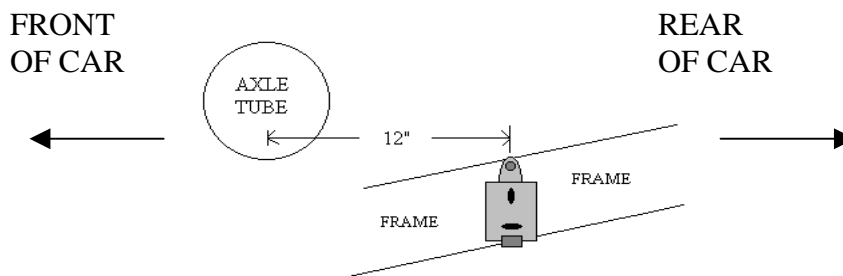
6- 4-3 SEATS

See NASCAR WEEKLY SERIES RULE BOOK

SCORING TRANSPONDER LOCATION

Transponder mounting brackets will be installed on the inside (or outside) of the right rear frame rail. The round post of the bracket must be on top and the square tab on the bottom flush with the lower edge of the frame rail. The bracket must be mounted with its center line exactly 12" to the rear of the rear axle centerline and must be completely vertical to the ground. Keep exhaust directed away from transponder.

Transponders are available from
MYLAPS AMERICA
32 Highlands Parkway, Suite 104
Smyrna, GA 30082
Tel 678-816-4000 Fax 678-816-4001



SK MODIFIED® DIVISION

ALL 2010 NASCAR RULES FOR THE WHELEN MODIFIED TOUR ARE ENFORCED FOR THE SK MODIFIEDS® WITH THE FOLLOWING CHANGES AND ADDITIONS.

DRIVER ELIGIBILITY – All drivers must have a NASCAR FDD (Feature Division Driver) or higher driver's license. Drivers competing in the SK MODIFIED® division will not be permitted in the SK LIGHT MODIFIED, LIMITED LATE MODEL, or D.A.R.E. STOCK division on the same event date. Drivers must be a minimum 16 years of age to compete in the SK Modified® division.

20E- 1.3 APPROVED COMPETITION MODELS

Approved model bodies are listed in the NASCAR Rulebook. Other models both Domestic and foreign steel passenger cars may be approved for the SK Modified® division providing they are the same in body configuration and meet the spirit and intent of competitive racing in the SK Modified division.

20E- 2.2 OVERALL CAR WEIGHT - All specified weight requirements will be with the driver. The minimum weight at all times will be **2600 pounds for GM, 2625 for non GM**. Mopars with engines of over 359 cubic inch displacement must add 6.8 pounds per cubic inch over 359. No car will be allowed to have more than 56% of the total weight as the left side weight. Proper bore & stroke for engine type must be maintained. **Any car found to be under the minimum overall car weight allowance will be penalized one position for every pound under the minimum weight. This does not apply to left side weight requirements.**

20E- 2.3 ADDED CAR WEIGHT - Added weight must be in block form magnetic steel or lead only of no less than five (5) pound blocks (no pellets). Added weight must be securely bolted to the frame rail and painted white with the car number stenciled in black. No added weight will be permitted inside the driver's compartment. Weight must be welded in a box or attached with two or more "grade 8" bolts minimum 7/16 dia.

20E- 2.4 CAR WEIGHTS AFTER RACE - Nothing may be added to or taken from the car to make total or left-side weight. Gas, oil or water may not be added. Wheels and tires cannot be changed, but an amount equal to **one half of one percent (.5%) of the gross weight will be added for loss in weight due to race wear.**

20E- 3.2.3 SIDE WINDOW GLASS/WINDOW SCREEN – All door window glass must be removed. A nylon window screen must be installed in the left side door window opening. And be positioned to cover the entire window opening. The window screen must be rib type, made from minimum 3/4 inch, maximum one (1) inch wide nylon material with a minimum one (1) inch and a maximum 2-1/4 inches square opening between the ribs. The minimum window screen size must be 22 inches wide by 16 inches high. All window screen mounts must be a minimum 1/2 inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by 3/16 inch thick flat steel or a minimum 1/2 inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a lever-type quick release latch acceptable to Track Officials. The lever must be secured by a detent ball in the lever and may be supplemented by Velcro® fastener only – pins or clips will not be permitted. The latch must mounted at the top in the front to roof bar (#3) release from the inside.

20E- 3.2.5 REAR VIEW MIRROR - One (1) rear view mirror that must be mounted at the top of the windshield. **If running a head and neck restraint system, you may run a 14" X 2" mirror.** If not, the mirror must be no larger than 8" X 2". No multi-image or side mirrors. Oversized mirrors may be blacked out by the use of paint only, to obtain the 8" X 2" maximum reflective area. **Any size or type of spot mirror is not permitted in any location.**

20E- 3.5 DOORS – Door panels may be made of magnetic steel or aluminum. For additional specifications see the NASCAR Rulebook.

20E- 3.6 QUARTER PANELS – All quarter panels may be made of aluminum or magnetic steel. For additional specifications see the NASCAR Rulebook.

20E- 3.8 HOODS / ROOF – All roof panels must be made of magnetic sheet steel. For additional specifications see the NASCAR Rulebook.

20E- 3.11 IDENTIFICATION – All car number configuration and design is subject to approval by the Race Director. Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by NASCAR Officials at all times. Numbers must be solid color, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap and must have a minimum of 3/4 inch separation. A solid number 18 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the passenger side. A solid number a minimum of 12 inches high, excluding borders and silhouettes reading from the passenger side neatly attached to or painted at a 45 degree angle on the right front corner of the roof is also acceptable. Solid numbers, as large as possible, must be attached to or painted on the right outer nose and taillight covers. The use of number decals is acceptable if NASCAR Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.

20E- 5 GENERAL ENGINE REQUIREMENTS - Engine must be OEM cast iron V8 production block, heads and intake. **The maximum compression ratio allowed will be 11.5 to 1. Any engine found to exceed the 11.5 to 1 compression ratio limit will be deemed illegal and will refer to Whelen Modified Tour rule 20D-5.4 B for verification.** The ONLY approved engine for GM is the CHEVROLET 350, FORD is the 351, MOPAR is the 360. No deflashing, grinding, welding or painting of any internal area. Maximum overbore for Chevrolet and Ford is .045". Maximum overbore for MOPAR is .030". No block may have more than two (2) cylinder sleeves installed and they must be made of cast iron material.

20E- 5.5 PISTONS/RODS

A. Any flat top three (3) ring round aluminum piston with three (3) rings in place are permitted. Valve reliefs for valve clearance only may be cut into the pistons. All three rings must be of magnetic steel. No portion of piston may protrude above the top of the block. No self-centering connecting rod type pistons. (Rods must align off the crankshaft rod journals). All three rings must be of flat magnetic steel. (No Dykes type Rings).

The minimum ring thickness permitted is as follows:

Compression rings = .043 inch Oil ring assembly = 3.0 mm

B. Only magnetic steel piston pins maintaining a minimum diameter of .0927 inch are permitted. They can only be contained by bushings only. (No bearings of any type). Full floating pins are permitted. No coating of wrist pins. (DLC etc.)

C. Piston pin holes must be in a fixed location in the piston and connecting rods.

D. Only two-piece insert style connecting rod bearings are permitted.

E. Only solid magnetic steel stock type connecting rods are permitted. Hollow beam connecting rods are not permitted. All after-market connecting rods must be steel sportsman rods. Only normal engine balancing and the use of after-market bolts and nuts are permitted. No deburring, deflashing, polishing, grinding or lightening.

Billet connecting rods are not permitted. All rods must maintain the minimum/maximum rod lengths listed below:

MANUFACTURER	MINIMUM	MAXIMUM
Dodge	6.000	6.250
Ford "Cleveland"	5.778	6.250
General Motors	5.700	6.250

All connecting rods of an engine must be the same length.

F. Titanium and stainless steel connecting rods are not permitted

G. Minimum weight for piston, pin, ring, bearing and rod assembly is 1075 grams.

20E- 5.5.4 OIL PAN - NO dry sumps, external oil pumps or tanks or accu-sump systems allowed. Windage trays of any type will be allowed. Oil coolers are allowed. Only OEM type in the pan oil pumps. No pumps of any type may be used in the evacuation system.

20E- 5.6 HEADS - OEM CAST IRON. The only CHEVROLET heads allowed will be the "492" castings or the "old style 461 or 462 type heads". Angle plug, Bow-tie or Vortec heads are not permitted. Effective for 2008 the DART part number 10024266 head is permitted. Intake valve must be a maximum of 2.02". Exhaust valve must be no larger than 1.60". FORD CLEVELAND or WINDSOR must run heads of two barrel design that came on a passenger vehicle, with a maximum intake valve of 2.05 and exhaust valve of 1.66. FORD Motorsports heads are not permitted. The MOPAR permitted head is the passenger car version of casting number 3418915 with a maximum intake valve of 2.02 and exhaust valve of 1.60. W2 or TA heads are not permitted Approved replacement MOPAR Heads are ENGINEQUEST Chrysler P/N 318B. IMPORTANT -All CHEVROLET and FORD heads must have a minimum of 60cc combustion chambers. MOPAR must have a minimum of 64cc combustion chambers. When heads are checked at the track you will be responsible for cleaning and carbon removal to make the respective cc limit. The only modifications ALLOWED will be the installation of valve guide sleeves and milling of the gasket surfaces, however angle milling, changing the angle of the head gasket surface in relationship to the rest of the head, is not permitted. Additionally altering the position or angle of the valve guide is not permitted. The addition of screw-in studs, guide plates, valve spring seats, optional valve seals, Poly-Locks or jam-nut devices are permitted. The only machining of valve guide bosses allowed is for seals only. Coolant return lines are allowed to be placed on the ends of the heads. No lines will be allowed on the sides of the head. Any other head must be approved. All other head modifications ARE NOT ALLOWED including but not limited to: porting, polishing or ANY grinding in ports or combustion chambers, chemical milling, glass beading or removal of any flashing or casting marks. No welding or sectioning. No internal modifications of any kind, including painting or Teflon coating. No more than two intake-mounting holes may have HeliCoils. Intake or exhaust manifold mounting holes may not be added or relocated. Holes must take standard intake manifold bolts.

Head gasket surface milling tolerance for SK Modified® is **0.00" to 0.050" from true 23.00 degrees** of stock valve position.

VALVES - All valves must be identical in appearance and construction as an OEM type valve. No air directional devices will be permitted on any of the valve surfaces. Valve stems must have a minimum diameter of **11/32 inch**. Stainless steel replacement valves are permitted.

VALVE JOB - Three (3) angle valve jobs are permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide should still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head. Un-shrouding of valves is not permitted.

VALVE SPRINGS & RETAINERS - Any type steel valve springs allowed. Double springs are permitted. Steel valve spring retainers only.

20E- 5.7 CRANKSHAFT

A. Only stock production OEM crankshafts allowed. The main and rod journal size must be stock for the block being used. Original bore and stroke combination must be maintained. The maximum allowable stroke tolerance for Chevrolet and Ford will be +/- **.015"**. Mopar will have +/- **.005"**. **Minimum main journal size .020 under stock. Minimum rod journal size .030 under stock.**

B. After-market crankshafts, knife-edge crankshafts, small journal crankshafts will NOT be permitted.

C. NO machining or polishing of the crankshaft counterweights allowed. NORMAL engine balancing will be the ONLY acceptable modification that can be performed on this component. No painting or Teflon coating. NO drilling of rod journals.

D. Minimum crankshaft weights are **Chevrolet engines 50 lb., Ford and Chrysler 54 lb.**

E. Fluid harmonic balancers will be permitted.

20E- 5.8.1 CAMSHAFT

A. Only magnetic steel camshafts will be permitted. The maximum camshaft bearing journal size must not be more than 1.870 inches (47.5mm).

B. ANY type chain will be permitted. Belt-drive and gear-drive systems will not be permitted.

C. Only standard production sleeve type cam bearings will be permitted and must be standard diameter for the production block being used. Needle roller bearings will not be permitted.

D. Camshafts must be driven in the same direction of rotation as the approved standard production engine. The camshaft must maintain the same firing order as the NASCAR-approved production engine

The approved firing orders using approved cylinder identification are as follows:

Dodge 1-8-4-3-6-5-7-2

Ford 1-3-7-2-6-5-4-8

General Motors 1-8-4-3-6-5-7-2

E. The manufacturer's cylinder identification sequence is as follows:

Dodge and General Motors	Ford
(Front)	(Front)
1 2	5 1
3 4	6 2
5 6	7 3
7 8	8 4

F. The front engine cover material must be acceptable to NASCAR Officials

G. Maximum lift at the valve with **zero (0) lash is .550"**.

20E- 5.8.2 VALVE LIFTERS - Stock lifter diameter must be maintained. No roller, mushroom, oversize, convex, concave or ceramic lifters. Only flat bottom magnetic steel straight barrel lifters of the same diameter and length as stock.

20E- 5.8.3 ROCKER ARMS - Roller rocker arms permitted. Rockers must be independent and stud type for Chevrolet and Ford. Stud girdles are permitted. Stock type shaft rocker system is allowed on Chrysler only. No aftermarket shaft rocker systems.

20E- 5.9 INTAKE MANIFOLD - Stock cast iron passenger car manifolds of 2 barrel design only! Manifold must be one that was used with an OEM two-barrel carburetor. No throttle body manifolds allowed. **Throttle bores** can measure no more than **1.730" dia**. **Intake ports must meet the following requirements a vertical height of 1.910" and a horizontal measurement of 1.175." Runner size between ports must measure between .250" & .300"**. You are required to have an unaltered stock manifold. No porting, polishing, acid dipping, deburring, de-flashing, abrasive cleaning, internal painting, milling, cutting, drilling holes, enlarging bolt holes, matching of ports or welding. Absolutely no modifications of any kind. A track supplied stock intake manifold must fit your engine complete with stock gaskets. All bolt holes must be in alignment and same size as stock. Absolutely no coolant lines in the intake manifold.

20E- 5.10 CARBURETOR - The only approved carburetor shall be the Holley two-barrel model # 4412. All parts must be a Holly part for the 4412.

(1) Body of Carburetor: No polishing, grinding or drilling of holes permitted.

(2) The choke may be removed, but all screw holes must be permanently sealed.

- (3) Choke Horn: Choke horn may not be removed.
- (4) Boosters: Boosters may not be changed. Size or shape must not be altered. Height must remain standard.
- (5) Venturi: Venturi area must not be altered in any manner. Casting ring must not be removed.
- (6) Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will not be permitted.
- (7) Base Plate: Base plate must not be altered in shape or size.
- (8) Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shaft but screw heads must remain standard.
- (9) Throttle Shaft: Shaft must remain standard and must not be thinned or cut in any manner.

20E- 5.10.2 CARBURETOR SPACER - Only one solid spacer made of aluminum or phenolic plastic of a maximum height of 1" permitted. Only one .075" max. gasket per side. No wedge shaped mounting surfaces, both top and bottom surfaces must be parallel. Spacer can be no larger than base of carburetor. Port holes or hole must be vertical to the surface with no beveling, tapering, or flaring. No additional openings for the induction of air allowed. Track Officials must approve all spacers.

20E- 5.12.1 CARBURETOR AIR FILTER / AIR FILTER HOUSING

- A. Only a round dry type paper air filter element maintaining a minimum 12 inches and maximum 14 inches diameter will be permitted. The air filter element must maintain a minimum of 1½" inches, maximum five (5) inches in height. All air must be filtered through the element.
- B. Only a round metal filter housing will be permitted. The top and bottom of the air filter housing must be solid with no holes. A maximum of one (1) inch lip will be permitted from the air filter element to the outer edge of the air filter housing top and bottom. The air filter housing carburetor mounting ring must have only one (1) round hole a minimum of five (5) inches in diameter. It is permissible to attach a shield to the front area of the air filter housing up to a maximum of one half of the air filter circumference. The shield must not be higher than the height of the air filter element. The air filter housing metal top and bottom must be of the same diameter. The air filter housing must be centered side to side and set level on the carburetor. No air induction, ducts, baffles, tubes, funnels or anything else which may control the air entering inside of, or between the air filter and carburetor. No plastic air filter housings or parts.
- C. The bottom of the air filter element must measure within one (1) inch of the carburetor's top flange. A spacer may be used between the carburetor and the air cleaner so long as the one (1) inch specification is not exceeded.
- D. No portion of the hood may be higher than the bottom of the air cleaner.

20E- 6.1 IGNITION SYSTEM – NASCAR APPROVED IGNITION SYSTEMS ONLY

- A. Electronic distributors are permitted. All electronic distributors must be in stock type housings, have stock type controls and modules, be equipped with a magnetic pickup, be gear driven, and be mounted in the stock location. Billet distributor housings are permitted
- B. Single or dual point camshaft driven distributors are permitted.
- C. Only one (1) ignition coil is permitted and must be mounted on engine side of the firewall.
- D. Electronic firing module amplifier box is NOT permitted.
- E. Computerized, multi-coil, dual electronic firing module box or crank trigger systems are not permitted. Magnetos are not permitted. All ignition systems are subject to approval by Track Officials.
- F. Adjustable timing controls are not permitted.
- G. Retard or ignition delay devices will not be permitted.
- H. Only MSD # 8728 External RPM limiter with the violet wire cut back flush to the unit's housing, with the green and the white wires run directly to the coil negative, mounted on the engine side of the firewall in plane view, will be permitted (if used.)
- I. Accessories to regulate the power supply are not permitted.
- J. The tachometer wire must run from the distributor to the tachometer along the #8 dash bar separate from any other wires and in unobstructed view for inspection. The tachometer wire must be isolated from any other wires, connections or devices. The entire length of the tachometer wire must be visible from distributor to the gauge.
- K. The Vacuum advance unit may be replaced with a manual non-electronic timing adjuster that does not extend more than two inches beyond the distributor housing.

20E- 6.4 STARTER - Stock type starter only. Must be in stock position and operative at all times.

20E- 6.5 BATTERY - Only a single 12 - 18 volt OEM automotive type or an automotive type gel-battery will be permitted. The battery must be located between the frame rails under the hood or the floor of the car. If located under the floor, the battery must be completely encased, if located under the hood the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing of the car. The battery location must be acceptable to NASCAR Officials.

20E- 6.7.1 RADIOS - Are MANDATORY for communication between driver and crew. Stafford Speedway reserves the right to monitor and broadcast radio communications between the drivers and crews as well as the right to revoke any and all communication privileges of the driver and crew if at their sole discretion and judgment that communication is being misused in any way.

NOTE: Frequency listing available from; Master Frequency List.

Master Frequency List **1-207-934-0588.**

20E- 6.7.2 SPOTTERS – Are MANDATORY. Every car must have a spotter monitoring race control by way of scanner or radio, located in front of race control with radio communication to their car unless otherwise directed by NASCAR Officials.

20E- 6.7.3 TRANSPONDERS – Transponder are required on the cars at all times. See Track Rules section for locating transponders properly. Any car not registering a transponder signal during practice will be black-flagged to be made aware of their scoring transponders failure and is required to remedy it before proceeding further in the event.

MYLAPS AMERICA www.mylaps.com **1-678-816-4000**

20E- 7 ENGINE COOLING SYSTEM - Only Water or Stafford Speedway Approved coolants or additives may be used in the cooling systems.

20E- 7.1 WATER PUMP

- A. Steel or aluminum OEM type only. Electric pumps are not permitted.
- B. Modifications of stock impellers are not permitted.
- D. Any serpentine, cog or V-belt pulley system are permitted.

20E- 8 ENGINE OIL SPECIFICATIONS - The use of combustion enhancing oils or additives is not permitted.

20E- 9 ENGINE EXHAUST SYSTEM

- A. Headers are permitted. Headers must be a commercially manufactured header.
- B. 180-degree headers, Tri-Y headers and Multi-merge headers are not permitted.

C. The exhaust header flange must mount directly to the cylinder head with no spacers between the flange and the cylinder head. A maximum header flange thickness of ½ inch is permitted.

D. Inserts are not permitted in any part of the header or collector. Only one (1) collector allowed per side.

E. Exhaust pipes must come out of engine at cowl and must extend a minimum of six (6) inches past the cowl. Right exhaust pipe may run beneath the car, but must turn down and out toward the bottom of the right side frame rail.

F. 1. NON-SPEC ENGINE: LOBAK # RCM 30-12-30 or LOBAK # 35-12-35 mufflers are required at all times. Modifications or repairs of any type are not permitted on the muffler. Both muffler flanges must be intact. Stainless steel mufflers are not permitted. Mufflers must be removable for inspection.

2. SPEC ENGINE: Kooks P/N R3530-10 Stainless Steel muffler required at all times. Modifications or repairs of any type are not permitted on the muffler. Both muffler flanges must be intact. Mufflers must be removable for inspection. This rule may need to be adjusted as needed.

G. Thermal wrap is not permitted anywhere on exhaust system.

H. Only one muffler and exhaust pipe allowed per side.

I. Exhaust system subject to approval by Track Officials.

J. Interior coatings are permitted.

NOTE: It should be noted that the life expectancy for all mufflers is two years. All owners are responsible to make sure their mufflers are in proper working order. If found not to be, the muffler will be deemed illegal (i.e. missing one or more of the internal baffles).

20E- 10 ENGINE DRIVE TRAIN - FLYWHEEL AND CLUTCH - Stock OEM dimension steel flywheel for engine type. Replacement billet flywheel of OEM stock dimensions may be used. OEM type steel pressure plate and steel disc only. Solid type disc only, no paddle or button type discs. Minimum 10" clutch and pressure plate. Drilling or lightening of any part is not permitted. Steel bolts only. Flat surface machining allowed only on the face of the flywheel, any cutting on the back side of the flywheel will deem the part illegal.

The following weights are the minimum allowed for each part:

Flywheel only (no bolts) – Non-Spec Motor **12.5 LBS.**

Flywheel only (no bolts) – Spec Motor **9 LBS.**

Pressure plate, Cover, & Solid Disc (no bolts) **16 LBS.**

The steel solid disc (no bolts) must maintain a minimum weight of **2.5 pounds** and a maximum weight of **3.8 pounds** after the combined weight has been determined. For Spec Engines only, available from 10,000RPM is a flywheel part number **SMS10**, and part number **SMS10-3** for a full clutch assembly.

20E- 10.3 BELL HOUSING – Only a special production all magnetic steel bell housing can be used. The bell housing must enclose the flywheel 360 degrees with minimum ¼ inch magnetic steel. Any changes to the bell housing must be made with ¼ inch magnetic steel and welded in place. All welds must be done inside and outside of the bell housing. No bolt on pieces. An opening no larger than **3 ½ x 4** inches may be used for throw out bearing access. This hole may be covered with sheet metal.

20E- 10.4 TRANSMISSION -

A. Only OEM production stock 3 & 4 speed transmissions with OEM production gear ratios or Richmond 2-speed transmissions as produced by Richmond. Modification of the dog-ring and slider only of high gear only, in Richmond 2-speed transmissions is permitted. No other modifications of any kind are permitted. The 2-speed Richmond transmission is the ONLY aftermarket transmission allowed. The following Richmond 2-speed transmission part numbers are the only approved part numbers: **7020010X, 7020026X, 7027010X, 7027026X**, the X representing Richmond's ratios letter designator. The following Richmond produced gear ratios are the only approved ratio for use in the Richmond 2-speed transmission: **1.2250, 1.3391, 1.4588, 1.5956, 1.7442**. Top loader transmissions are not permitted.

B. Only cast iron, aluminum or magnesium transmission housings are permitted.

C. Only OEM type, steel, angle cut forward gears are permitted in non-Richmond 2-speed transmissions. Square cut forward gears are not permitted, except in the Richmond 2-speed transmissions

D. Removal of first gear, or replacement of first gear with a metal spacer, in 4-speed transmissions is permitted. All other forward and reverse gears must be in working order, and they must be operational from inside the driver's compartment. All transmissions must have a constant engagement of the input shaft with gear and countershaft with cluster gears.

E. Five-speed transmission, with gears removed is not permitted.

F. Quick change transmissions is not permitted.

G. Automatic or semi-automatic transmissions is not permitted.

H. Machining or lightening of any internal rotating or non-rotating parts including gears, shafts and case are not permitted. Gun drilled transmission shafts are not permitted. Welding on any internal part will not be permitted.

I. Additional or different from OEM bearings other than the tail-shaft, which may have roller bearings, are not permitted.

J. Auxiliary, over or under drive transmissions are not permitted. High gear must have a ratio of **1 to 1** and no other gear may have a ratio higher than **1.20 to 1**.

20E- 10.6 REAR AXLE

B. Full floating magnetic steel double splined rear axles must be used.

B-1. All axles must be a minimum of **7.250** pounds while still maintaining a **1.250-inch manufactured** outside shank size and a **.6875-inch** inside hole diameter.

E. Only magnetic steel axels, bearings, and axle housings are permitted.

L. Only ten (10) **inch ring gear** rear ends are permitted.

M. Thermal dispersant coatings are not permitted.

GEAR RULE - 5.04 maximum and **4.56** minimum for quick-change rears. **4.86** maximum and **4.56** minimum for straight rears.

20E- 10.8 TIRES – HOOSIER Tire East of Manchester Connecticut will be the sole supplier of tires for the SK Modified® and SK Light Modified Divisions. The size and compound numbers are **26.0/13.0-15 M45** on the left side and **27.0/13-15 M46** on the right side.

Initial purchases of Tires prior to the first scheduled race of the season may be made at Hoosier Tire East. After that all tires used at Stafford Motor Speedway must be purchased at the track on race day.

The following terms which appear periodically throughout this rule have the following meaning:

(1) "Race Inventory" - The total allotted amount of tires allowed for weekly competition and warm-ups.

(2) "Scrap Tire" - A tire that is either damaged or of no further use to the driver. Once a tire is designated as scrap it can no longer be used or placed on any tire list.

(3) "Scrub Tire" - A tire that has been in a driver's race inventory and has been removed but not scrapped. This tire may be returned to the driver's race inventory.

(4) "Test/Extended Practice"-. These tires are designated for track rental or pre-season practice. At no times are these tires allowed to be entered into a race inventory unless approved by the Tire Director. No more than six (6) tires allowed in this inventory. (EIRI)

Each tire will carry a special bar coded serial number. This number will be scanned and entered into a database designating it as a tire for use at Stafford Motor Speedway. Each scanned serial number will be placed on a Tire Inventory Card (Driver Race Inventory) that will be assigned to the driver that the tires have been purchased for. In the event a driver changes cars for practice, heat, consi, or feature racing, his tire inventory must accompany him to the new car.

On the first race attended and each week thereafter all drivers must have their race inventory card filled out with the serial number of the tires they are going to use for the event and submit it to the Track Tire Director or delegate. The maximum number of tires allowed in driver race inventory is ten (10) for the SK Modifieds® and eight (8) for the SK Light Modifieds. This number is the maximum number of tires that can be registered for use each week. Only the ten (10) tires on the race inventory card for the SK Modifieds® and the eight (8) tires on the SK Light race inventory card will be allowed into the paddock area. (EIRI)

Drivers may continue to add tires to their race inventory until the maximum allowed is reached. The allowable replacement, once max inventory is reached is two (2) tires per week for the SK Modifieds® and one (1) per week for the SK Light Modifieds.

If a driver competes in an event and does not purchase any tires for that event, the driver will be issued a tire credit for that particular event which can be applied to the next attended event for that driver. It is up to the Race Director as to what constitutes an attended event. The maximum tire credits allowed will be eight (8) for the SK Modifieds® and six (6) for the SK Light Modifieds. Once these levels are reached no further credits will be issued. Use them or lose them.

Once drivers add tires to their race inventory only these tires are eligible for replacement. If a tire/s is damaged and the purchase allotment of tire/s has been already met they may elect to remove the damaged tire from their inventory card and replace it with a tire from their scrub inventory.

Drivers may elect to keep their scrubs once removed from their race inventory. The scrubs must not be brought to the track unless they are added to the inventory for the current race event. These tires may be brought back into the race inventory only when tires in the current race inventory are removed.

Drivers should return the tires they have deemed as scrap to the tire truck and have them removed from their inventory card.

If a race is canceled before the Feature Event and is scheduled to be made up before the following weeks regular schedule of events, drivers must use the same race inventory card with the identical numbers for the re-scheduled feature. Only after that feature is completed can a driver remove and add tires to their race inventory. Races that are not made up the following week may have different restrictions to be determined by the Race Director.

The amount of extra tires allowed for longer distance events (100/150 Laps), will be determined by the Race Director and announced in a timely manner.

After a designated number of weeks into the season and at the discretion of the Race Director, any new driver will only be allowed to start their season off with six (6) new tires in the SK Modified® Division and four (4) in the SK Light Division. On the next event entered new tires may be purchased up to the weekly max allowed for their division.

For purposes of testing and extended practice each driver will be allowed to keep an inventory of tires designated TEST/ EXTENDED PRACTICE. Drivers wishing to add their scrub tires to this inventory may do so. Once a scrub tire is added to this inventory it may not be brought back into the race inventory.

Drivers will be ultimately responsible for maintaining accurate and complete inventory of their tires. Each driver will be responsible for three inventory cards.

1 Race inventory

2 Scrub inventory

3 Test/Extended practice inventory

Stafford Management and /or the Race Director at their discretion may change or amend this rule at any time.

If for any reason the Stafford Motor Speedway Tire Director or his delegates cannot identify a tire, the tire will be deemed an illegal part and the driver may become subject to a penalty (EIRI).

20E- 10.8.1 PHYSICAL REQUIREMENTS

E. Minimum circumference of right rear tire @ 20 psi. is 84".

F. Minimum Tire Pressures for all inspection purposes are ten (10) psi for both left side tires and fifteen (15) psi for both right side tires. Air may be added to the tires to achieve only the minimum tire pressures during inspections, per a track provided tire pressure gauge.

NOTICE: A participant competing in any race at Stafford Motor Speedway specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is subject to suspension.

20E- 12.3 COIL OVER SHOCKS - All shocks subject to Speedway approval. Double adjustable shocks are not permitted. No remote adjustable shocks. Shocks with a published Racers Net price greater than \$300.00 are not permitted. Approved shocks must be available to all competitors within the price limit. Approved shocks must be within the price limit in their complete on car form, less any separate coil-over kits or parts.

20E- 12.5 SPINDLES, WHEEL BEARINGS and HUBS - Front spindles must be linked to frame per NASCAR Rulebook. Low drag spindle or hub kits will not be permitted.

E. Oil filling of any spindles, wheel bearings or hubs is NOT permitted.

20E- 12.8.2 GROUND CLEARANCE REQUIREMENTS – The frame rail and sheet metal ground clearance will be a minimum of two (2) inches. All ground clearance requirements will be measured with the driver in the car. Frame heights will no longer be checked at the conclusion of feature events. The frame heights will be checked prior to the start of heat races and prior to the start of the feature.

20E- 14.1 BRAKE COMPONENTS

A. Four wheel disk brakes mandatory. Only magnetic cast iron or cast steel round circular rotors permitted. Only metal brake calipers will be permitted. Drilled, slotted or grooved rotors are not permitted. Only factory dust cleanouts are permitted. Dust cleanouts should not exceed .038 in depth. If the dust cleanout exceeds .038 in depth, the rotor will be deemed illegal. The brake rotors must be bolted to the hubs. Floating brake rotors will not be permitted. All rotors and brake components subject to Track Officials approval

20E- 15 FUEL SPECIFICATIONS -

A. Stafford Motor Speedway has instituted an approval process for all racing gasoline. The intent of this rule is to help control costs, to eliminate very expensive fuel blends and fuel additives, to prevent engine damage from untried concoctions, and to insure that the fuels used are available to all.

Only the specific fuels listed alphabetically below are permitted for use in the SK Modified division for practice or competition at Stafford Motor Speedway. Any blending of fuels either of or not of the approved fuels list or use of any additives is not permitted. This list may be updated or amended from time to time.

Brand Name	Grade of Fuel
Power-Mist Race Fuels	TWS
	T112
Rocket Brand Racing Fuel (Formerly 76 Brand)	111L
Sunoco Race Fuel	260GTX **
	Standard **
	Supreme **
Turbo Blue Race Gas	Turbo Blue Leaded
VP Racing Fuels	VP C-12

**These fuels are available for purchase at the speedway.

Several testing procedures will be utilized to insure that all racers use only one of the approved fuels. Competitors are required to indicate the single approved fuel used to NASCAR officials at the time of sampling Any and all fuel samples taken must exactly match all of the manufacturer's printed specifications for that brand and grade of fuel, or penalties will result.

B. Icing or cooling of the fuel system is not permitted in the garage, pit or racing area.

C. Gasoline may be tested and certified at any event through the application of various chemical analyses as considered appropriate by officials. Gasoline may be checked before, during and after the racing events.

D. Nothing may be placed in the fuel line other than a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering devices is prohibited.

20E- 16 FUEL SYSTEM – See NASCAR Rule Book

20E- 16.1 FUEL CELL – Must meet NASCAR specifications with a fuel cell bladder made of a material that returns to its original size and shape after deformation. Rotational molded bladders are not permitted. It is highly recommended that the fuel cell bladder be no more than five years old. Competitor must provide bladder model, serial number and date(s) to Track Officials before competing. If a gas cap is used it must be painted white with the car number on it for identification. For additional specifications see the NASCAR Rulebook. The minimum requirement for approved fuel cells at Stafford Motor Speedway are as follows: ATL Super Cell “100” FB1 - Series Bladders. (Note: the complete cell will be the SU1- Series), and the Fuel Safe Sportsman Cell (**SM Series**). Any cell that is rated above these cells (ATL 200 & 500 series), and the Fuel Safe Pro Cell (PC Series), will also be approved for competition at Stafford Motor Speedway. For additional specifications see the NASCAR Rulebook.

20E- 16.2 FUEL CELL CONTAINER – See NASCAR Rulebook

20E- 16.5.3 FUEL SHUT-OFF – A 1/4-turn fuel shut-off valve of minimum 3/8-inch NPT with minimum 4-inch handle is required in the fuel line. The fuel shut-off valve must be located 8-inches inboard of the passenger side frame rail’s outside edge and 24-inches forward of the main roll bar (#1 bar). The fuel shut-off valve must be mounted securely to the under side of the driver’s compartment sheet metal. The fuel shut-off valve shank must protrude through a maximum 1-inch diameter hole in the sheet metal to the interior of the driver’s compartment. The fuel shut-off valve handle must be parallel with the sheet metal that the valve is mounted to. The fuel shut-off valve handle must be a minimum of 4-inches in length, red in color with a minimum of 1-inch clearance from the sheet metal throughout its full travel. A minimum 6-inch by 6-inch square area must be painted white with the fuel shut-off valve’s ON and OFF positions clearly labeled with 1/2-inch tall, black in color lettering. The shut-off valve must rotate clockwise from a ON position with the handle parallel with the frame rail, pointing towards the rear of the car, to the OFF position with the handle perpendicular to the frame rail pointing toward the driver.

NOTICE – Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

CONTINGENCIES – Contingencies are a valuable part of Stafford Motor Speedways program. Contingency stickers must be displayed for either product or monetary considerations. Each division will be notified as to what stickers are required. To be eligible for contingency rewards the stickers must be displayed on both sides of the car in such a manner as to be clearly visible in a photograph.

20E – 18 ROLL BARS – RULE EFFECTIVE FOR THE 2010 SEASON

(8) - (A) The door bars (**#9 A & B**), on both the left and right sides, must have a minimum of **four (4) bars** equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (**#1**) and the front roll bar legs (**#2 A & B**). The top door bar on each side must maintain a minimum vertical height of **15-1/2 inches** from the top of the main frame rails to its centerline and match up with the intersection of the dash panel bar (**#8**) at the roll bar legs (**#2A & #2B**) at the front and the intersection of the horizontal shoulder bar (**#7**) at the main roll bar (**#1**) at the rear. All door bars must be convex in shape. The door bars (**#9 A & B**) must have a minimum of **six (6) vertical** supports per side with **two (2) equally** spaced between each door bar. These supports must be made from a minimum of **1-3/4 inches by 0.090 inch** wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of diagram #3). Right side door bars must cover a minimum of **25 inches** of door length and may be either **four (4) horizontal** bars with **six (6) vertical** studs or **two (2) horizontal** bars and **two (2) bars** configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame.

(B) A 13 gage (0.0897 inch thick) magnetic steel anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). The plate(s) must be formed to match the curvature of the door bars. Plate(s) welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with one (1) inch of weld followed by a maximum of three (3) inches of surface not welded and followed again by a minimum one (1) inch weld. To facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations: The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support (see Diagram #9A, in the rear pages of the Rule Book).

(9) All cars must have a foot protection bar acceptable to NASCAR Officials installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame.

SK SPEC ENGINE RULES

ALL RULES IN BLUE FROM THIS POINT FORWARDS APPLYS TO SPEC ENGINE ONLY!

20E- 4 GENERAL ENGINE REQUIREMENTS - Engine must be OEM cast iron V8 production block #10066034, the Dart SHP, or any two-piece rear main seal block that is equal to previous part number. No aftermarket or bow tie blocks. The only approved engine for GM is the CHEVROLET 350, the maximum decking of the block is 9". No angle milling of block deck. No offset dowel pins. No de-flashing, grinding, welding, or painting of any internal area. **Maximum overbore is .045"**. A max static compression ratio of **11.0 to 1** will be allowed.

20E- 5 DETAILED ENGINE REQUIREMENTS - All parts for this spec engine must maintain manufacturers’ overall dimensions and weight with no exceptions!

The approved part numbers are as follows:

GM BLOCK - #10066034

PISTONS- Wiseco Pro Tru- #PT003H - JE SPR- #157076 - Manley-#59053

Rods- Manley-14104-8 - Crower Sports Rods- sp3205

Oil pan - any pre-approved Aluminum oil pan (see engine builders).Also

Caton-Steel #11-196

Valves - Manley Intake #11596 & #11864 - Manley Exhaust #11543 & #11863

Crank- Scat Cast or Steel - #9-350-3480-5700 & Callies comp star Series

Intake – Edelbrock #2701

Harmonic Balancers- Power Bond #PB 1012-SS, ATI #917260 & 917320

or BHJ #CH-IBF-6-C (NOTE: The ATI & BHJ can be rebuilt)

Carburetor Spacers- #85-060 , #85-065 , #85-060S, & #85-065S

20E- 5.5 PISTONS/RODS

A. The approved piston part numbers are Wiseco Pro Tru # PT003H, JE SPR #157076, and MANLEY #59053. JE and Manley must maintain a **2.5” length pin only**.

Wiseco must maintain a **3" pin length**. No gas porting of any type. No coating of wrist pins and may only be contained by bushings (No bearings of any type). All three rings must be working and of flat magnetic steel. No stainless, no z-gap, no gapless, or Dykes. No portion of piston may protrude above the top of the block. The minimum ring thickness permitted is as follows:

Compression rings **1/16"**

Oil ring assembly **3/16"**

B. Only magnetic steel piston pins maintaining a minimum diameter of **.0927"** are permitted. Full floating pins are permitted.

C. Piston pin holes must be in a fixed location in the piston and connecting rods.

D. Only two-piece insert style connecting rod bearings are permitted.

E. The only solid magnetic steel stock type connecting rods that are permitted will be the Manley # **14101-8** and the Crower Sports Rod # **SP3205**. Hollow beam connecting rods are not permitted. Only normal engine balancing and the use of after-market bolts and nuts are permitted. No de-burring, de-flashing, polishing, grinding or lightening. Billet connecting rods are not permitted. The only rod length permitted will be **5.7"**.

F. Titanium and stainless steel connecting rods are not permitted.

G. Minimum weight for piston, pin, ring, bearing and rod assembly is **1185 grams**.

20E- 5.5.4 OIL PAN - NO dry sumps, external oil pumps or tanks or accu-sump systems allowed. All pre-approved Aluminum oil pans will be permitted, and the Canton #**11-196 (steel)**. Oil coolers are allowed. Only OEM in the pan magnetic steel type oil pumps are permitted. No pumps of any type may be used in the evacuation systems.

20E-5.6 HEADS - CAST IRON. The only CHEVROLET head allowed will be the DART casting part # **10024266**. Angle plug, Bow-tie or Vortec heads are not permitted. Intake valve must be 2.02" only. Exhaust valve must be 1.60" only. The head must have a minimum of **60cc** combustion chambers. When heads are checked at the track you will be responsible for cleaning and carbon removal to make the respective cc limit. The only modifications **ALLOWED** will be the installation of valve guide sleeves and milling of the gasket surfaces. Milling of Exhaust flanges, angle milling, changing the angle of the head gasket surface in relationship to the rest of the head, altering the position or angle of the valve guide is not permitted. The addition of screw-in studs, guide plates, valve spring seats, optional valve seals, Poly-Locks or jam-nut devices are permitted. The only machining of valve guide bosses allowed, is for seals only. Coolant return lines are allowed to be placed on the ends of the heads. No lines will be allowed on the sides of the head. Other head modifications that are not permitted include but are not limited to: Porting, polishing, any grinding in ports or combustion chambers, chemical milling, glass beading or removal of any flashing or casting marks. No welding or sectioning. No internal modifications of any kind including painting or Teflon coating. No more than two intake-mounting holes may have HeliCoils. Intake or exhaust manifold mounting holes may not be added or relocated. Holes must take standard intake manifold bolts. All external dimensions must remain as provided by the manufacturer.

A. All heads will be subject to max port volumes. Max Intake volume will be **177cc**. The max Exhaust port volume will be **71cc**.

B. Head gasket surface milling tolerance for SK modified is **0.00" to 0.050" from true 23.00** degrees of stock valve position.

The Intake to pin measurement must be no less than **6.050"**, no exceptions!

VALVES - The only valves that are permitted will be the Manley valves, Intake # **11596 @ 111 grams**, Intake # **11864 @ 114 grams**. Exhaust # **11543 @ 95 grams**, and Exhaust valve # **11863 @ 102 grams**. No air directional devices will be permitted on any of the valve surfaces. Valve stems must have a minimum diameter of **11/32 inch**. Valve lifters can weigh no less than **85 grams**. All parts must maintain production grams!

VALVE JOB - When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide should still be the same configuration as far as shape and finish as it was from the manufacturer. The bowl area must pass the "ball" check. Intake must pass a **.787 ball**. The exhaust must pass a **.531 ball**. These ball sizes must not be able to pass through the bowl area. Surfaces and/or edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head.

VALVE SPRINGS & RETAINERS - The only steel retainers allowed will be of a weight no lighter than **30 grams**. No barrel wound, conical wound springs, or beehive type springs will be allowed. ALL windings must be parallel. Valve spring retainers must be OEM steel or stock or stock replacement steel only. Double valve springs with a max diameter of **1.450"** and a minimum diameter of **1.437"** will be allowed. Valve springs must have a height of **1.700" min to 1.800" max**. No lightweight retainers will be allowed. The only locks that will be allowed will be the Machine **7 degree, Super 7 degree, and the 10-degree magnetic steel only!**

20E- 5.7 CRANKSHAFT

A. The only allowed Crankshafts will be the Scat Cast or Steel Crank # **9-350-3480-5700** and the **Callies Comp Star series**. The main and rod journal sizes are **.020" under for the main and .030" under** for the Rod journals. The only stroke will be the **3.480"**.

B. Small journal, or Honda pin crankshafts will NOT be permitted.

C. NO machining or polishing of the crankshaft counterweights allowed. NORMAL engine balancing will be the ONLY acceptable modification that can be performed on this component. No painting or Teflon coating. No more than two of the counterweight holes can be capped at all times. Crankshafts must maintain the manufacturers' appearance.

D. Minimum crankshaft weight will be **47 lbs** with timing gear, and pilot bearing.

E. The only OEM magnetic steel elastomer type harmonic balancers will be the Power Bond # **PB1012-SS**, ATI # **917260 & 917320** and the **BHJ # CH-IBF-6-C** (NOTE: The ATI & BHJ can be rebuilt).

20E- 5.8.1 CAMSHAFT - Only magnetic steel camshafts will be permitted. The maximum camshaft bearing journal size must not be more than **1.875" (475mm)**. Camshaft must not exceed **.550 lift** at the valve with zero lash.

A. ANY type chain will be permitted. Belt-drive and gear-drive systems will not be permitted.

B. Only production sleeve type bearings will be permitted and must be standard diameter for the production block being used. Needle bearings will not be permitted.

C. Camshafts must be driven in the same direction of rotation as that of the approved production engine.

E. Solid cam and lifters may be used.

20E – 5.8.2 VALVE LIFTERS

A. **.842"** diameter magnetic solid steel valve lifter will be the only diameter permitted. Roller tappets, ceramic valve lifters, mushroom valve lifters and any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod commonly known as rev-kits will not be permitted.

B. Valve lifters can weigh no less than **85 grams**.

20E- 5.8.3 ROCKER ARMS - Aluminum or stainless stud mounted roller rocker arms are permitted. **7/16" studs** may be used. **Steel 5/16" x .080"** wall push rods must be used. Chevrolet must run **1.5 ratio rockers**. Stud-girdles are permitted. No aftermarket shaft rocker systems.

20E- 5.9 INTAKE MANIFOLD - The only Intake manifold that will be allowed will be the Edelbrock #**2701**. You are required to have an UNALTERED manifold. NO porting, polishing, acid dipping, deburring, de-flashing, abrasive cleaning, internal painting, milling, cutting, drilling holes, enlarging bolt holes, matching of ports or welding. Absolutely no modifications of any kind. A track supplied stock intake manifold must fit your engine complete with stock gaskets. All boltholes must be in alignment and same size as stock. Coolant lines are only approved from the water neck to the backside of heads.

NOTE: THAT STAFFORD SPEEDWAY RESERVES THE RIGHT TO SWAP OUT ANY COMPETITORS INTAKE MANIFOLD AS PART OF TECH

INSPECTION.

The maximum thickness allowed for the Intake gasket will be **.064"**, no exceptions!

20E- 5.10.2 CARBURETOR SPACER - The approved spacers for this motor will be the Canton # **85-065**, # **85-060**, #**85-065S** or the **#85-060S** with a maximum height of **1"** permitted. Only exception, **.075" max. gasket** per side. The port holes of these spacers can be modified as long as it does not exceed a width of **1.730"** and a length of **3.600"** with each end maintaining the manufacturer's radius. No additional openings for the induction of air will be permitted. All spacers must be approved by Track Officials.

20E- 15 FUEL SPECIFICATIONS - The only approved fuel will be the **Sunoco Supreme no exceptions!**

A. Icing or cooling of the fuel system is not permitted in the garage, pit or racing area.

B. Gasoline may be tested and certified at any event through the application of various chemical analyses as considered appropriate by officials. Gasoline may be checked before, during and after the racing events.

C. Nothing may be placed in the fuel line other than a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering devices is prohibited.

The only approved labor will be as follows:

Bore & hone block w/plates **.045 over.**

Cut flats of block.

Deck block **9"** max.

Prep block

line hone block

Boil cam bearings and plugs

Balance engine /normal no capping of holes

Fit 8 rods and side clearance

Hang 8 pistons and pin fit

Clean and polish crankshaft

Touch seats on new heads

Cut 4 sides of new heads/NO ANGLE MILLING

Head gasket surface milling **0.00" to 0.050" from true 23.00 degrees** of stock valve position.

Cutting for valve seals & spring pockets will be permitted |

Fit 16 guides

No other labor will be allowed!

The only procedure that will be grandfathered in will be SLEEVES FOR THE LIFTER BORES in the old blocks. IF YOU ARE USING A NEW BLOCK AND WANT TO INSTALL LIFTER BORES, IT WILL INCREASE THE TOTAL COST BY A FEW HUNDRED DOLLARS.

These SMS SPEC MOTOR rules are intended to create a standardized rule package to cut costs and increase the level of competition. If these rules are not followed as written above, Stafford reserves the right to determine stiffer forms of penalties then we have in the past.

20E- 9 ENGINE EXHAUST SYSTEM

A. The only headers permitted for the SK Spec Motor will be the Flowrite Part Numbers

Troyer #**3025**

C.D. #**3035**

SPAFCO #**3055**

RACE WORKS #**3045**

Kooks Part Numbers

Troyer #**SMS1048**

C.D. #**SMS1438**

SPAFCO #**SMS1348**

RACEWORKS #**SMS1253**

B. 180-degree headers, Tri-Y headers and Multi merge headers are not permitted.

C. The exhaust header flange must mount directly to the cylinder head with no spacers between the flange and the cylinder head. A maximum header flange thickness of 1/2 inch is permitted.

D. Inserts are not permitted in any part of the header or collector. Only one (1) collector allowed per side.

E. Exhaust pipes must come out of engine at cowl and must extend a minimum of six (6) inches past the cowl. Right exhaust pipe may run beneath the car, but must turn down and out toward the bottom of the right side frame rail.

F. Kooks P/N **R3530-10** or the **Flow-Right P/N ER350** Stainless Steel muffler required at all times. Modifications or repairs of any type are not permitted on the muffler. Both muffler flanges must be intact. Mufflers must be removable for inspection. This rule may need to be adjusted as needed. **NOTE: This is NOT the Whelen Modified Tour muffler.**

NOTE: THIS IS FOR SPEC ENGINES ONLY!

This program was designed to promote a better technical atmosphere by involving the engine builders in the process of technical inspection. This will help keep the full integrity of the Spec Engine program intact. Any published engine builder whose engine finishes in the top three will be involved in the tech process.

STAFFORD MOTOR SPEEDWAY SK MODIFIED®

SPEC ENGINE PARTS PRICE LIST BREAKDOWN

(All prices are taken from 3 different warehouse suppliers)

(PARTS IN THIS SECTION ARE ALL **MANLEY PARTS**)

<i>VALVES - SEVERE DUTY - INTAKE - #11596</i>	<i>\$23.95 ea = \$191.16 set of 8</i>
<i>EX - #11543</i>	<i>\$23.95 ea = \$191.16 set of 8</i>
<i>RACE MASTER - INTAKE - #11864</i>	<i>\$15.76 ea = \$126.08 set of 8</i>
<i>EX- #11863</i>	<i>\$15.76 ea = \$126.08 set of 8</i>
<i>PISTONS - PLATINUM SERIES - #590530</i>	<i>\$559.95 set</i>

RINGS - #46353	\$144.00 set
RODS - #14101	\$627.00 set
CAM BUTTON	\$7.00
CAM LOCK PLATE & BOLT KIT	\$5.00
VALVE SPRINGS - #22408	\$159.00 set
#22407	\$159.00 set
RETAINERS - 7 DEG - #23645	\$50.72 set
10 DEG - #23635	\$50.72 set
LOCKS - 7 DEG - #13090	\$64.39 set
10 DEG - #13194	\$45.00 set
SUPER 7 - #13083	\$60.69 set
SPRING LOCATORS - #42126	\$61.95 set
GUIDE PLATES - #42355	\$21.95 set
VALVE STEM SEALS - #24035	\$19.95 set
#24037	\$19.95 set
PUSH RODS - 5/16 .080 wall	\$7.95 ea = \$127.20 set of 16
ROCKER STUDS - #42277	\$55.39 set
BOLTS	
MAIN - #???	\$36.76 set
HEAD - #42171	\$33.95 set
WASHERS - #42127	\$13.95 set
TIMING COVER - #42174	\$10.53 set
OIL PAN - #42173	\$11.69 set
BALANCER BOLTS - #42223	\$32.00 ea
STUDS	
MAIN - #???	\$66.76
HEADS - #42190	\$122.00 set
TIMING COVER - #42134	\$29.80 set
OIL PAN - #42148	\$64.00 set
TIMING CHAINS - #73181	\$109.95
#73161	\$104.39
OIL PUMPS - #71089	\$80.60
OIL PUMP STUD & DRIVE SHAFT - #42339	\$5.50 ea
#42328	\$13.95 ea
FUEL PUMP PUSH ROD - #42236	\$20.00 ea
OIL RESTRICTOR KIT - #42237	\$5.00 ea
LIFTER VALLEY - BREATHER TUBES - #42235	\$23.60 ea

Price (with Race master valves, Super 7 locks, and Bolts) = \$2,528.24

Price (with Severe Duty valves, 7 deg locks, and studs) = \$2,826.98

(ALL OTHER PARTS NEEDED)

GM ENGINE BLOCK # 10066034	\$832.00 NEW / \$200.00 USED
2 Dart Cylinder heads- # 10024266	\$540.00
Crank - SCAT /Cast	\$229.29
Crank - SCAT / Steel #4-350-3480-5700	\$429.99
Callies /Steel	\$620.00
Intake Manifold - Edelbrock - #2701	\$200.00

<i>Bearings</i>	
<i>Clevite 77 Main</i>	<i>\$58.95</i>
<i>Rod</i>	<i>\$57.95</i>
<i>Cam</i>	<i>\$19.00</i>
<i>Lifter/ bushings</i>	<i>\$80.00</i>
<i>Set of brass freeze plugs</i>	<i>\$8.00</i>
<i>Bolts</i>	<i>•</i>
<i>ARP Engine kit accessories bolts (Includes all bolts for all external parts)</i>	<i>\$50.00</i>
<i>Studs</i>	
<i>Valve Cover - #2007601</i>	<i>\$14.00</i>
<i>Carburetor - #200-2402</i>	<i>\$13.95</i>
<i>Balancers Pro Product #90010</i>	<i>\$197.00</i>
<i>ATI</i>	<i>\$445.00 (re-buildable)</i>
<i>Timing cover</i>	<i>\$30.00 to \$59.00</i>
<i>Aluminum valve covers</i>	<i>\$112.00 to \$125.00</i>
<i>Filler Cap</i>	<i>\$20.00</i>
<i>1 or 2 Edelbrock breathers</i>	<i>\$25.00 per breather</i>
<i>Oil Pan</i>	
<i>Aluminum Moroso Box Pan</i>	<i>\$725.00</i>
<i>Steel Canton</i>	<i>\$552.00</i>
<i>Moroso Oil Pump Pick Up Tube</i>	<i>\$45.00</i>
<i>Moroso Debris Screen Kit</i>	<i>\$17.00</i>
<i>Moroso vally splash tray</i>	<i>\$34.00</i>
<i>Moroso magnet kit</i>	<i>\$15.00</i>
<i>Gaskets (An average price from CARQUEST, Mr. Gasket, & Fell-Pro)</i>	
<i>valve cover</i>	<i>\$30.00</i>
<i>Oil Pan</i>	<i>\$12.75</i>
<i>Head</i>	<i>\$134.00</i>
<i>Intake</i>	<i>\$15.00</i>
<i>Gasket set- Fuel Pump, Header, Water Pump, Distributor, Water Neck, & Timing-Cover</i>	<i>\$20.00</i>
<i>1.5 Rocker arms</i>	<i>\$145.00 to \$445</i>
<i>Carb Adapter</i>	<i>\$50.00</i>
<i>Moroso Stud Girdle</i>	<i>\$250.00</i>
<i>Camshafts (average from three Cam Co.'s)</i>	<i>\$169.00 to \$250.00</i>
<i>Lifters</i>	<i>\$98.00 to \$160.00 a set</i>
<i>Oil Filter</i>	<i>\$14.00</i>
<i>Set of Spark Plugs</i>	<i>\$20.00</i>
<i>Assembly Lube</i>	<i>\$5.00</i>
<i>One Tube of Silicone Sealer</i>	<i>\$4.00</i>
<i>Break-In Oil</i>	<i>\$40.00</i>
<i>OTHER AVABLE PARTS / BHJ -BALANCER</i>	<i>\$380.00</i>
<i>PISTIONS - WISECO PRO TRU#PT003H</i>	<i>\$563.98</i>
<i>JE SPR - #15706</i>	<i>\$560.98</i>
<i>RODS - CROWER SPORTS ROD #SP3205</i>	<i>\$626.77</i>

<i>RODS- SCAT RODS #SCT-25700</i>	<i>\$259.99</i>
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TOTAL: \$6513.21 to \$7829.45 (These prices are with new block & Steel crank). There will be another savings of \$532.00 buy using a pre-used block. There are also many other parts that can be used from current motors. (Heads, oil pans, pistons, & rods etc.)

THE ONLY APPROVED LABOR FOR SK MODIFIED@

NO OTHER LABOR WILL BE ALLOWED!

- 1. BORE & HONE BLOCK W/PLATES .045 OVER*
- 2. CUT FLATS OFF BLOCK*
- 3. DECK BLOCK 9.000 MAX*
- 4. PREP BLOCK*
- 5. LINE HONE BLOCK*
- 6. BOIL CAM BEARINGS AND PLUGS*
- 7. BALANCE ENGIN /NORMAL NO CAPPING OF HOLES*
- 8. FIT 8 RODS AND SIDE CLEARANCE*
- 9. HANG 8 PISTONS AND PIN FIT*
- 10. CLEAN AND POLISH CRANK SHAFT*
- 11. TOUCH SEATS ON NEW HEADS*
- 12. CUT 4 SIDES OF NEW HEADS/NO ANGLE MILLING*
- 13. FIT 16 GUIDES*

NOTE: SK ENGINES WILL ALSO HAVE TO RUN A PAIR OF FLOW-RITE HEADERS AT A COST OF \$875.00 OR A PAIR OF KOOKS HEADERS AT A COST OF \$858.00 A SET WHICH IS A SAVINGS OF \$600.00 TO \$1,000.00. (THESE WILL HAVE NO MERGE COLLECTERS).

Flowrite P/N Troyer #3025

C.D. #3035

SPAFCO #3055

RACEWORKS #3045

Kooks P/N Troyer #SMS1048

C.D. #SMS1438

SPAFCO #SMS1348

RACEWORKS #SMS1253

FLOW-RITE: 1-866-356-9783

KOOKS: 1-866-586-5665

WILL BE ABLE TO RUN THE KOOKS P/N R3530-10 STAINLESS STEEL MUFFLERS.

NOTE: This is NOT the Whelen Modified Tour muffler.

THIS PROGRAM WAS ALSO DEVELOPED TO SAVE ON REBUILD COST, (THESE ENGINES WILL ONLY NEED TO BE REFRESHED ONE TIME A YEAR) FOR BOTH DIVISIONS!

NOTE: THIS IS FOR SPEC ENGINES ONLY!

*This program was designed to promote a better technical atmosphere by involving the engine builders in the process of technical inspection. This will help keep the full integrity of the Spec Engine program intact. Any published engine builder whose engine finishes in the top three * will be involved in the tech process.*

** Until the program is fully in place. If there is not more then one spec engine builder, the Tech Official will pick an alternate builder to be part of the process.*

ENGINE BUILDER LIST AND QUOTES

✓ BREAK IN DYNO TIME INCLUDED

✓ AT TRACK SUPPORT

(TAX NOT INCLUDED IN PRICE QUOTES)

IF YOU WOULD LIKE TO BE ADDED TO THE LIST OR HAVE ANY QUESTIONS. CALL STAFFORD SPEEDWAY R & D AT (413) 786-2926 OR SPEEDWAY OFFICES AT (860) 684-2783.

<p>DON WOOD 80 RAVENWOOD DR. LUDLOW, MA 01056</p>	<p>RaD AUTO MACHINE (413)-583-4414</p>	<p>SK - \$11,800 ✓ ✓ LM - \$9,300 TO \$9,800 ✓ ✓ DEPENDING ON CRANKSHAFT</p>
<p>TONY ALTERI 124 HILL TOP ROAD PLANVILLE, CT 06062 EMAIL: ar5558@comcast.net</p>	<p>T/A ENGINES (860)-747-6713</p>	<p>SK - \$11,800 ✓ ✓ LM - \$9,300 TO \$9,800 ✓ ✓ DEPENDING ON CRANKSHAFT</p>
<p>BILL MATHES 79 HAYES STREET TORRINGTON, CT 06790 EMAIL: performanceengines@sbcglobal.net</p>	<p>PERFORMANCE ENGINES BY BILLY THE KID (860)-489-0363</p>	<p>SK - \$12,000 ✓ ✓ LM - \$11,000 ✓ ✓</p>
<p>LES LUGINBUHL 3A COURTNEY DRIVE ELLINGTON, CT 06029 EMAIL: HorsePowerEngineering@yahoo.com</p>	<p>HORSEPOWER ENGINEERING (860)-871-2020</p>	<p>SK - \$9,250 TO \$11,250 ✓ DEPENDING ON UPGRADES LM - \$9,300 TO \$9,800 ✓ DEPENDING ON CRANKSHAFT</p>
<p>MIKE PETTIT 44 OLD STATE ROAD UNIT 38 NEW MILFORD, CT 06776 EMAIL: magicmike1331@aol.com</p>	<p>PETTIT RACING ENGINES (860)-354-3339</p>	<p>SK - \$X,XXX LM - \$X,XXX</p>
<p>GARY ESPINOSA 30 TAUGWONK SPUR RD. STONINGTON, CT 06378 EMAIL: larryspower@aol.com</p>	<p>LARRY'S AUTO MACHINE (860)-535-3173</p>	<p>SK - \$X,XXX LM - \$X,XXX</p>
<p>BILL CARLQUIST 98 FALLS AV. OAKVILLE, CT 06779</p>	<p>CARLQUIST COMPETITION ENGINES (860)-247-0742</p>	<p>SK - \$12,050 ✓ ✓ LM - \$10,050 ✓ ✓</p>
<p>PETER CHILLEMI 59 OLD BROADWAY NORTH HAVEN, CT 06473 E-MAIL: EastCoastMachine@yahoo.com</p>	<p>EAST COAST MACHINE (203)-996-8767</p>	<p>SK - \$X,XXX ✓ LM - \$X,XXX ✓</p>
<p>DAVE MILLER 55 NEWBERRY ROAD EAST WINDSOR, CT 06088</p>	<p>AUTOMACHINE LLC. (860) 627-9244</p>	<p>SK - \$X,XXX LM - \$X,XXX</p>
<p>ANDY KRAWIEC 48 LEWIS STREET PLAINVILLE, CT 06062 E-MAIL: andrewkrawiec@snet.net</p>	<p>ANDY'S AUTO MACHINE (860)-793-2455</p>	<p>SK - \$12,050 ✓ ✓ LM - \$9,800 ✓ ✓</p>
<p>NORM CASE 9 HERMAN DRIVE SIMSBURY, CT 06070 EMAIL: mrmrsmotor@aol.com</p>	<p>PRECISION AUTOMOTIVE (860)-651-3418</p>	<p>SK - \$X,XXX LM - \$X,XXX</p>
<p>BRIAN KOWALYSHYN 160 OLIVER ROAD LEBANON, CT 06249 EMAIL: specialtyperformanceengines@hotmail.com</p>	<p>SPECIALTY PERFORMANCE ENGINES (860)-642-9050</p>	<p>SK - \$9,500 ✓ LM - \$8,500 TO 9,000 ✓ DEPENDING ON CRANK</p>
<p>BOB LECCE 537 OLD COLCHESTER ROAD SALEM, CT 06420 EMAIL: rclecce@yahoo.com</p>	<p>ROBICO RACING ENGINES (860)-859-0804</p>	<p>SK - \$X,XXX ✓ LM - \$X,XXX TO X,XXX ✓</p>