

2010 SK SPEC ENGINE RULES

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 BHI #CH-IBF-6-C (NOTE: The ATI & BHI 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 bolt holes must be in alignment and same size as stock. Coolant lines are only approved from the water neck to the back side 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 crank shaft

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 at this point & time 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 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. Kooks P/N R3530-10 or the Flow-Right P/N FR350 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)

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

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!

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** 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.

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

