



2010
RULE BOOK
SUPER STOCK

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SUPER STOCK DIVISION RULES

GENERAL

The word stock shall be defined as any part for that particular make, model, and year as found in the manufactures catalogue. Unless specifically noted all stock parts shall be mounted in both the stock location and stock position as engineered by the manufacture. In addition to the location and mounting, only parts identified in the manufactures catalogue for that particular make, model, and year shall be eligible. Any deviation to the above mentioned rule shall be superseded by written updates and duly noted in the specific sub-section of the rules and in accordance with the rules.

Any driver, car owner, chief mechanic who refuses a claim will surrender all prize money and points for that race and may subject themselves to an immediate and indefinite suspension and or fine.

AIR CLEANERS

Any type permitted. Must fit under the hood. No ram tubes or ducting allowed. Cars must have air cleaner to act as a flame arrestor. No cowl induction system allowed. No high velocity or stack type air cleaner assembly. Maximum air cleaner size 14" x 4-1/2". Must have solid air cleaner top. All air boxes, and or extensions from the air cleaner as described above shall maintain a minimum of four inches between any part of the fire wall and any part of the air cleaner and/or air box assembly. There shall be no sealing devices anywhere on the air cleaner and/or air box with the exception of the gasket between the carburetor and air cleaner. The height of the add-on devices (air box, cowl, and deflectors) shall not exceed the height of the air cleaner installed on the vehicle when measured with reference to the carburetor center line.

APPEARANCE

Race cars participating in racing events must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by the tech committee at any event. No battered cars.

BATTERY

Must be anchored securely and separated from gas tank compartment by firewall and enclosed in a closed spill-proof container. Minimum two 5/16" mounting bolts must secure the battery. The battery container must be fastened using non corrosive materials. Both the battery and spill-proof container must be independently fastened.

BODY STYLE

Open to any make of North American built car (1966-1997) inclusive with a minimum wheelbase of 110" as factory listed for that year model.

Other than 110" Approved Models:

Chrysler Models: 70-75 Duster and Demon
76-81 Volare and Aspen
Ford Models: 75-81 Granada and Monarch
80-88 Thunderbird and Cougar

G.M. Models: 89-97 Thunderbird and Cougar
83-92 Lincoln Mark VII
78-87 Buick Regal Coupe
78-87 Chev Monte Carlo
78-81 Chev Malibu
78-87 Olds Cutless Coupe
78-87 Pontiac Grand Prix
78-81 Lemans Coupe
75-80 GM X-Body (Nova)
70-81 Camaro and Firebird

Only 2-door hardtops or 2 door sedan models allowed to compete. No interchange of body and frame.

BODY AND APPERANCE

1. Body must be straight, sound, stock appearing and in stock position on frame. Body mount insulators may be removed.
2. Alterations or customization to gain any advantage is prohibited. Aluminum or other light-weight material may not be used to replace heavier items on car. All crush panels and rear filler panels must be made of magnetic steel.
3. All chrome moldings, ornaments, door handles, glass or plastic components must be removed. No plastic grills. All door handle, tail lamp and headlamp openings may be filled in with replacement magnetic steel panels.
4. All hood and trunk seams must stay original.
5. Original wheel arches must be retained.
6. No removal of interior metal including door posts, roof, inner panels, bracing, etc.
7. Aluminum side skirts of no more than 5" (five) will be allowed. Original body must remain in place if skirts are installed.
8. Five Star nose and tail is acceptable for associated year, make and model design.
9. 5" rear spoiler no wider than the trunk optional.
10. A minimum ground clearance of four inches must be maintained with driver on every part of the car with the exception of tires, exhaust and flanges, and bell housing.
11. Note: a minimum amount of stock hood bracing 3" wide from the outside should be maintained (hood & deck lid cannot be "floppy" when opened. See hood rule for further clarification Optional approved non-functional hood scoop / budge for extra throttle clearance is allowed.
12. Unless otherwise specified all body materials must be made of magnetic steel.

BRAKES

1. Four wheel hydraulic brakes are mandatory.
2. Lightening of backing plates brake drums and/or shoes by cutting or trimming metal is not permitted.
3. Lightening or cooling holes in backing plates must be drilled in such a manner that they do not weaken the unit.
4. Factory disc brakes allowed on the year and models available.
5. Brake system may be interchanged from the older model cars to newer model car or visa versa as long as they are the same make and model car (e.g. Chevelle to Monte Carlo, Ford to T-bird, NOT Olds or Cadillac to Monte Carlo) and doesn't require any fabrication or modification to existing suspension parts.
6. Stock OEM or stock type after market rotors. After market slotted, vented, grooved rotor will be allowed on vehicles equipped with rear drum brakes.

7. Any stock-type master cylinder may be used on any car. Brake biased is allowed as long as the biased switch is located at the master cylinder and can not be controlled or adjusted from the drivers seat or while the vehicle is in motion.
8. Only one master cylinder is allowed.
9. For 2011, rear disc brakes will be allowed on any vehicle however only in cases where they are installed on a full floating 9" rear end assembly, and will have a weight penalty applied.

BUMPERS

- Stock-type bumpers or equivalent in stock position. Metal guards extending from bumper to body panel and riveted in place may be used to prevent bumper gouging.
- Support bars may be installed between the bumper and upper portion of the front hoop. All support bars must measure less than 3/4" O.D., and are subject to the approval of the tech committee.
- Fiberglass / plastic front and rear bumpers approved from Five-Star or Larry Knott Fiberglass.
- Homemade at discretion of Delaware Speedway. You must submit both the blueprint and materials to the race director in accordance with technical rules as listed in the general section.

CHASSIS AND SUSPENSION

- All suspension parts are to be stock with no modifying, with the exception of approved tubular upper control arm not of equal length (no needle bearing or monoball cross-shaft) or equivalent.
- No repositioning of the shocks, upper control arms, and lower control arms.
- Coil, torque bars and sway bars may be interchanged provided they fit original mounting and are not altered from stock appearance and position.
- Spindles may be interchanged from the older model cars to newer model car or visa versa as long as they are the same make and model car. Left and right side spindles must be the same. (E.g. Chevelle to Monte Carlo, Ford to T-bird, not Olds or Cadillac to Monte Carlo) and doesn't require any fabrication or modification to existing suspension parts.
- Unibody cars must be reinforced between front and rear sub-frame. Hubs may be drilled for larger wheel studs.
- Minimum ground clearance of 4" (with driver) must be maintained on every part of the vehicle with the exception of tires, exhaust, and flange of safety bell housing. If a flat occurs, no part of the chassis may touch the ground.
- NO spring spacers are allowed between coil winding.
- Shock absorbers (one per wheel), must be sealed steel with stock-type mounts, and no altering of shock and/or painting allowed. \$100.00 maximum per shock.
- No rod end or ball mounts.
- Unless otherwise specified all chassis and suspension parts are to be constructed of magnetic steel.

GM METRIC FRAME CARS

Stock Measurements (Engine Locations):

Inside of right front frame rail to fuel pump mounting surface of engine block 7”

Left side of engine block at cylinder head surface joint to outside of L frame 9-1/2”

Accepted modifications to GM Metric Frame cars:

Front Suspension

Stock upper control arm mounts may be re-positioned laterally and rotated to align the control arm shafts. Mounts may be parallel to frame rail.

Frame openings above the lower control arms at the inner end mounting bolt area may be trimmed to prevent “bottoming out”.

Rear Suspension (GM METRIC CARS OR CARS ORIGINALLY EQUIPED COIL SPRING REAR SUSPENSION)

9-inch Ford rear end can be used as an option. An approved aftermarket third link is allowed and may be no longer than lower trailing arms. Lower trailing arms must remain stock or magnetic steel aftermarket of the stock length +/- 0.5 inches and in stock position on frame.

Optional Panhard bars are to be fabricated from steel. Rod ends (Heim joints) must be steel. Bar length may be adjustable to maintain the rear axle housing centered in the chassis. Bar attachment to be fabricated from steel and mounted with the pivot point on the rear axle tube no further than the inside of the rear spring and not lower than the bottom of the axle tube. Frame bracket may be braced towards the chassis. Bar attachment to the frame bracket may be a steel or aluminum slider type. Panhard bar may have a fixed adjustment.

CLUTCH AND FLYWHEEL

- Stock O.E.M. type friction disc steel clutch units utilizing dampening springs only.
- NO triple disc, NO double disc.
- NO extensively modified stock units allowed.
- NO turned, NO drilled, NO aluminum, NO special speed equipment flywheels permitted.
- Clutch disc diameter minimum 10 inches. If hydraulic clutch is utilized only one slave cylinder is allowed.
- Flywheels may not weigh less than 13 lbs. Clutch and pressure plate assembly may not weigh less than 17 lbs.
- Total combined weight must be 30 lbs minimum.

DRIVE LINE

Drive shaft and universals MUST be stock steel standard production type. Steel, 360-degree retainer loops, 1/4 inch thick x 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U- joint. Drive shaft must be painted white.

DOORS

Must be welded or bolted securely front and back, inner panels may be removed. Replacement sheet metal 22-gauge may be used.

EXHAUST SYSTEMS

Manifolds and Pipes:

Only stock, cast iron or approved manifolds permitted (approved manifolds are True-Flow replacement ram horn or the stock Ford 302 shorty header). Exhausts pipes must extend back under car, and exit behind driver and outside of the vehicle and be flush with the outside of the vehicle. No inverting manifolds. Exhausts system will consist of 2 exhaust pipes max 3" O.D., 2 mufflers (Magnaflow part #11219, IMCO part #7403 or Midas SK124) and one or 2 tail pipes max 3" O.D. Balance tube between exhaust pipes is optional max 3" O.D. (IMCO part #21213 allowed). A decibel reading of 92 or less at a 100 foot distance will be strictly enforced. NO 'X', no merge collectors. All components must be magnetic steel.

Headers (Crate Engine Only):

Crate engine only may use approved header Schoenfeld part #185 or #165 or Dyantech part #01-21900 or #01-20900. No merge collectors. All components must be magnetic steel.

FLYWHEEL SHIELDS - BELLHOUSING

- SFI 6-1 Flywheel shield or a 1/4" steel scatter shield that is positioned between the floor and bellhousing, covering the top part of the bellhousing, 180 degrees around, is required on all cars with manual (stick shift) transmission.
- An inspection hole of no less than one (1") inch in diameter must be drilled in the bellhousing to allow for flywheel and clutch assembly inspection.
- Bellhousings must be magnetic steel.

FIREWALLS

Front firewall must be original and in original location, with all holes filled. Rear firewall and top shelf must be completely closed off from the trunk compartment with 22 gauge steel. No metal screws permitted. Must be welded or riveted.

FIRE CONTROL

- Race cars must have an approved fire extinguisher, with a recharge slip dated back no later than 9 months, mounted on the right side and within reach of the driver when seat belts are fastened.
- This extinguisher must be mounted to an approved mounting bracket.

FRAME

Frame or sub frame must be stock for body used. Sub frames on unibody cars MUST be joined under the car. For full frame cars the rear sections behind the axle can be fabricated.

FUEL PUMP

Stock-appearing mechanical pump only. Absolutely no electric fuel pumps. No plastic or glass fuel filters allowed.

FUEL

Delaware Speedway approved pump gas only. No additives. Fuel will be subject to testing.

FUEL CELL

- No stock tanks.
- Safety cell mandatory.
- Fuel cell is to be securely mounted in trunk compartment, behind rear firewall, between frame rails, forward as near as possible to the rear axle-housing hump, but no lower than the center of rear axle-housing tube.
- Filler must be inside trunk unless a proper fender, filler assembly is used.
- Vent line exiting rear of vehicle.

FUEL LINE

- A neoprene or steel fuel line may be used and must be securely fastened under floor.
- NO copper lines. No plastic or glass fuel filter containers.
- If line runs through cab it must run through steel tube and must be painted red or yellow in direct contrast to the colour of the car.

FLOOR

- Floor must be stock, complete and in original position from the front firewall into the trunk compartment.
- All holes must be covered with sheet metal.
- Floor can be raised on right-hand side no higher than driveshaft tunnel to provide clearance for exhaust.
- Must retain stock driveshaft tunnel.

HOOD

- Must be stock-type magnetic steel.
- Optional, stock appearing, non-functional (closed) hood scoops / bulges are allowed.
- There shall be no sealing devices, air deflectors, and/or air management systems installed to the underside of the hood.
- Hood must not be “floppy” and must retain some bracing inside (approximately 3” wide of stock bracing). To clarify floppy, while in the open position the hood must maintain both stock appearance and stock strength as intended by the manufacture.
- Steel exterior hood hinges allowed. Must have front / rear hood pins, (If fiberglass hood is used, weight penalty may apply).

IGNITION and ELECTRICAL

1. Car must be self-starting.
2. Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.
3. The only switches allowed are: (a). Master on/off mounted in the centre of the car. (b) Push button start switch. (c) Main power other than master on/off. (d) fan switch if so equipped with an electrical fan
4. All cars must have MSD soft touch rev control part #8728 installed on right-hand side of dash, out of driver's reach within 6" of right-hand A-post bar. An operational 6300 rpm chip must be installed. All MSD wiring to remain open for inspection.
5. A claim rule of \$100.00 will be mandated on all MSD modules. In the event of a claim the technical team shall deem that both MSD boxes are in working order prior to the switch. The team having its MSD box claimed shall be awarded the \$100.00 claim fee in addition to the others competitors MSD box. In order to claim both MSD boxes will have to be the same vintage and model.
6. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional.
7. Electrical system will have a max. of 15V (fifteen) with the vehicle running.
8. No other electrical devices are allowed anywhere on the vehicle.

INTERIOR

All interior of car that is flammable (Plastic and Fabric) must be removed. All metal inner quarter panels must be retained or covered with magnetic steel (see "Doors"). Full dash must be retained in car. Dash must be made of magnetic steel.

INSTRUMENTS

Oil pressure and heat gauge mandatory.

MIRRORS

1. Mirror is optional, however if used it must be in the stock location and a maximum size is 3' X 10".
2. If either a full containment seat and or a head/neck support restraint system is used a 3" X 14" mirror mounted in the stock location is permitted. In addition to the larger mirror, an optional left side mirror that is no larger than 2 1/2" maybe installed. The left side mirror may not extend or protrude outside the vehicle.

PAINT AND LETTERING

All cars must be neatly and brightly painted. Numbers, assigned by the track, must be painted or decaled on both sides of car and roof (readable from right side) in a colour offering distinct contrast to colour of the car. Numbers must be a minimum of 20" high and 3" wide. Numbers must be legible (subject to approval of Head scorer.) **Front fenders must be kept clear of markings or lettering from the door number to the headlight area.**

PEDAL ASSEMBLY

Pedal must be within 10" of stock firewall in neutral position.

RADIATORS

- Radiators must be in stock location.
- Large rads are permissible only if they are safely installed in a rad cradle.
- Rad must include liquid overflow container minimum of 1 liter mounted ahead of engine firewall.
- Aluminum radiators allowed.
- Electric fans are allowed.

RADIOS

Approved 1-way radio receiver mandatory. Must receive frequency UHF 451.7125

REAR ENDS

Stock passenger car unit for that make only (excluding coil spring cars), must have same wheel bolt pattern as front end. Integral type rear end with horseshoe clips holding the axles in may be tack welded to prevent fall out. C clip eliminator kit may be used on rear axle assembly. Integral type rear ends may be replaced with larger integral units of same make providing the track width dimensions stay the same for that year/model of car. Magnetic full spool highly recommended.

For 2011 a 9" (nine) floater rear end complete with disc brakes will be allowed however a weight penalty will apply. For 2010 the weight penalty will be 100 lbs (one hundred pounds) applied to the total weight as found in this document.

ROLL BARS

- Steel roll cage must be constructed of no less than 1 3/4" O.D. x .095" at top and bottom as well as both sides at seat height.
- Main roll cage loop may not exceed 3" inward from interior sheet metal door panel or window post. Front window bars may not exceed 3" inward from windshield post. Side bars are compulsory.
- Minimum of 4 bars on left side (must extend into door panels) and 3 bars on the right side. A diagonal bar must be added to the roof hoop as well as the main hoop (behind the driver seat).
- Both front and rear hoops are required, hoops are not to be outside the inside of the tires, and any body supports off these hoops are to be no larger than 3/4" o.d.
- All support bars extending to the body panels must be at 90 degrees and welded at both ends.
- Threaded pipe, Pipe fillings, lap weld pipe, magnesium or aluminum are NOT permitted.
- Flush grinding welds are not permitted.
- All roll cage welds must be gusseted.
- All roll bars (any bar which can be touched by any extremity while sitting in the seat) in driver's area MUST be padded and taped with foam rubber.
- No square tubing, channel and angle iron will be permitted in the construction of the roll cage or bracing.
- No exterior bars permitted.
- Bars may be extended forward and rearward of roll cage.
- All roll bars are to be made of magnetic steel.

STEERING WHEEL & COLUMN

Steering shaft must have a minimum of two u-joints phased and installed properly. Collapsible column section is highly recommended. Steering wheel may use an approved quick-release mechanism and must have a steering wheel pad installed.

SAFETY BELTS AND HARNESS

A quick release SFI approved 5-point harness of no less than 3" in width, in good condition are mandatory. Belts must be securely fastened to the frame, cross member or roll cage by means of suitable reinforced mounting, in such a manner that all fittings are in a direct line with the direction of pull, as per manufacturer's instructions. No inertia reel allowed and under no circumstances is bolts inserted through belt webbing accepted for mounting. Anti-submarine V-belt highly recommended. Belts may not be any older than 3 years. (Manufacturers date). All belts and mounting will be subject to technical inspection.

SAFETY HELMET AND APPAREL

Drivers are required to wear full coverage, one or two piece Nomex firesuits which are S.F.I. rated. Fire retardant gloves are mandatory. Fire retardant undergarments are strongly recommended. Driver's helmets must conform to SA 2005 or newer standards, SA 2010 strongly recommended and has a certification sticker visible inside the helmet (SA-05 Snell highly recommended). It is highly recommended that drivers wear eye protection designed for auto racing. Driver's apparel must be clean at all times. NO nylon shoes allowed.

Note: 2010 is the last year for SA-2000

SEATS AND HEADREST

Approved aluminum bucket seat is mandatory. NO home made seats allowed. Seats must be bolted or secured solid so that the seat will not shift or loosen on impact. All retainer bolts must be min. 3/8". Seat must completely to the left of the centerline of the car and inside the frame rail. An approved padded headrest is mandatory and must be securely mounted. Head and shoulder containment seat highly recommended.

TIRES

Only Delaware Speedway approved tires are permitted. Altering of tires by treatment (softeners etc.) is illegal. All tires are subject to approval of the officials in charge. A tire inventory rule may be implemented apply for 2010.

TRANSMISSION (MANUAL)

Transmission must be 3 or 4 speed. Must have reverse gear. Transmission must be stock with no internal lightening of parts, not altering of shift patterns and or ratios, and original brass syncro's must be installed. Rod-type shifter optional.

TRANSMISSION (AUTO)

- Automatic transmissions may be strengthened.
- Modifications to shifting patterns are permitted, provided full shift pattern is retained.

Camaro and Firebird maximum left side weight is 54%

If a leaf spring car is deemed to have a Camaro / Firebird front clip it will fall under Camaro / Firebird handicaps.

WHEELS

- 15" diameter wheels with a maximum width of 7" measured from bead seat to bead seat will be allowed.
- Stock passenger wheels reinforced or racing wheels allowed.
- No home-made aluminum or mag-style wheels allowed.
- Same offset wheels must be used from left side to right side (not necessary from front to back).
- A minimum of two (2) wheel stud threads must protrude through wheel nut in the installed position.
- Spacers will be considered as part of the wheel and measured as such.
- NO lightweight aftermarket racing wheels allowed.

WHEELBASE - TRACK WIDTH

All cars must retain the stock wheelbase and tread width for the body used, as per manufacturer's nominal specifications. Front valances must not extend outside of the front tires. Variance may not exceed one inch (1") on wheelbase and one inch (1") on track width.

WINDSHIELD/WINDOWS

1. All windows/glass must be removed.
2. Windshield used must be lexan, and must cover full area. Lexan rear windows optional
3. All windows must have sufficient bracing to prevent the window from deflecting. A Minimum of two interior support beams (NO PLASTIC) no more than 1" wide and 1" deep to follow contour of inside windshield are mandatory.
4. All windshields will be measured with protractor plus or minus one degree from stock.
5. No un-approved markings allowed on windows (this includes driver's name manufacturer identification etc.). No tint allowed on front or rear windows.
6. You may paint the upper 7" (seven inches) of the windshield or rear window black.

ENGINE OPTIONS

ENGINE LOCATION -- Must be stock location on stock-type solid engine mounts. For GM Nova Style ('75 – '79), centre of rear axle housing tube to rear of engine block 95-1/2". Inside of right frame rail to fuel pump mounting surface of engine block 7-1/2". All cars must have a minimum crank height of 12 inches.

WATER PUMP -- Stock O.E.M. water pumps only (refer to stock definition for further clarification). NO anti freeze allowed in the cooling system. No special racing pumps and must use stock-type v-belt drive. Stock serpentine belts are allowed. No after market serpentine belts allowed. SEE STOCK DEFINITION FOR FURTHER CLARIFICATION

OPTION A: CRATE ENGINE

1. Only approved, sealed, unaltered engines.
2. No changes, substitutions or modifications to engine.
3. No rebuilding allowed (only approved repair of crate engines allowed).
4. It is the competitor’s responsibility to have paperwork of where the engine was purchased and competitors will be held accountable for alterations to engine.
5. Any tampering, alterations, or violations with respect to the crate engine program will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by the technical committee. The tampered engine which must be removed at the team’s expense will be impounded at both the team’s expense and risk until the ruling is finalized. The speedway reserves the right to destroy all tampered with parts

Approved engines are:

Chevrolet 350/350hp Circle Track Crate Engine Part # 88958602 may be used in any approved make or model of car in competition. If at any time when the engine is being repaired and or the oil pan is removed an inspection plug of 1 ¼” must be installed prior to the engine being re-sealed either by an approved Delaware speedway vendor or the Speedway itself.

CARBURETION: One Holley 500 CFM Two Barrel Part #0-4412-S or HP equivalent. Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changes utilizing straight type only. NO other modifications may be made and all parts are to remain stock. Two throttle return springs mandatory. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to “go, no go” gauge test.

CARBURETOR ADAPTER: Adapter plate and gaskets may not exceed 1-1/4” (i.e. the distance from the bottom of the carburetor to the top of the intake manifold where the carburetor sits no taller than 1-1/4” including gaskets). The adapter used is Canton Racing Products part #85-060 with no modifications or equivalent (i.e., Bicknell #BRP376 / Wilson #044111).

OPTION B: BUILT ENGINE

No interchange of engine between makes (i.e., must be a Ford engine in Ford, Chev in Chev and Plymouth in Plymouth etc.).

MAKE OF CAR	ENGINE	MAXIMUM OVERBORE	MAXIMUM DISPLACEMENT
Chev	350	.045	358 inches
Dodge	360	.045	368 inches
Small block Ford	351	.045	360 inches

A) CYLINDER BLOCK ASSEMBLY (Short Block)

- All engine blocks must be product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted.
- The engine block must retain all engine dimensions with the exception of the maximum allowable overbore and the surfacing of the engine block deck.
- Angle cutting of the engine block will not be permitted.
- Aluminum blocks will not be permitted.
- Only iron cylinder sleeves may be used to repair.
- Must maintain stock lifter bore: Dodge .904 inch, Ford .875 inch, Chevrolet .842 inch.
- Repair sleeving of lifter bores permitted to a maximum of 4.
- Deburring of block permitted. Excessive grinding, lightening, polishing, painting or coating internally, screening or vent stacking is not allowed.
- Crankshaft must be stock OEM-type. Must have factory I.D. numbers that are legible through inspection hole in oil pan (except Chrysler). Only standard magnetic steel or cast-iron production design crankshafts will be permitted. No lightening, knife edging or polishing allowed. Balancing okay.
- Harmonic balancer stock iron elastamer-type only. No aftermarket or aluminum. Must maintain stock dimensions and weight.
- Connecting rods. Stock-type I-Beam rods only of stock length for manufacturer: General Motors 5.7 inches, Ford 5.956 inches, Chrysler 6.125 inches. Must be magnetic steel, iron or powdered metal. No titanium, aluminum, stainless or exotics.
- Must use OE-type insert bearings. No rollers.
- Piston. Stock-type or flat-top three ring pistons with all rings in place. Must use stock pin and mounting (i.e., pressed fit if equipped). Must not protrude through deck.
- Head Gasket. Any composite gasket allowed. **MUST MAINTAIN 9.5-1 COMPRESSION RATIO MAXIMUM.** To be determined by tech officials.

B) CAMSHAFT

- Mandatory flat tappet hydraulic camshafts. Maximum valve lift .500 inch measured at valve with zero lash. No mushroom lifters. No rollers. Must use stock-type timing chain and gears.
- Cams with excessively steep ramping and high overlap will not be allowed.
- Must use manufacturer's firing order.

C) CARBURETOR

- One Holley 500 CFM Two Barrel Part #0-4412-S or HP equivalent. Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changed utilizing straight type only. NO other modifications are allowed and all parts are to remain stock. Two throttle return springs mandatory. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to "go, no go" gauge test.
- CARBURETOR ADAPTER: Adapter plate and gaskets may not exceed 1-1/4" (i.e. the distance from the bottom of the carburetor to the top of the intake manifold where the carburetor sits no taller than 1-1/4" including gaskets). The adapter used is Canton Racing Products part #85-060 with no modifications or equivalent (i.e., Bicknell # BRP376 / Wilson # 044111).

D) CYLINDER HEADS

- Only stock O.E.M. cast iron heads allowed. Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed.
- Must use 11/32" stem. No undercut valves. No hollow valves. No titanium. No sodium.
- Maximum valve size: General Motors 1.94" intake and 1.50" exhaust, Ford and Chrysler 1.94" intake and 1.60" exhaust

- Ford may use Windsor Jr. 180 #053030 or stock iron heads.
- No GM camelback or angle plug heads. No aluminum heads.
- Must use OE-type valve spring and retainers (i.e., maximum diameter 1.255" for standard spring / 1.310 for beehive spring).
- Stock rockers, push rods and valve train to be used. Guide plates on Ford and GM optional. Shafts mandatory on Chrysler. No aluminum, titanium exotic metals allowed.

E) DISTRIBUTOR

- Stock distributor and stock coil allowed. NO dual points. Electronic ignition may be used only if stock unit in that make. Note: Must have MSD Soft Touch Rev Control part # 8728 installed on right-hand side of dash within 6" (six inches) of the 'A' post, out of driver's reach, and wiring must not be in a loom. 6300 rev chip mandatory. An aftermarket GM HEI-type from DUI permitted. See ignition and electrical section for further details and clarification.

F) INTAKE MANIFOLD

- Chevrolet engines may use Edelbrock part #7101 or #7116. Dodge engines may use Edelbrock part #7176 or Mopar #P4876335 or P5007381. Ford engines may use Edelbrock part #7181. Manifold must remain stock and unaltered. No port matching, grinding, acid dipping or porting.
- Two adjacent intake bolts on each side of manifold must be drilled for sealing.

G) OIL PAN

- **Option 1:** Any O.E.M. factory production oil pan permitted. No altering of stock oil pan permitted. Windage tray may be used. Oil filter must be directly attached to block. Minimum ground clearance must be retained.
- **Option 2:** Aftermarket racing-type kickout oil pan permitted. The oil pan must be wet-sump type and must be manufactured using a production-type pan with only a wet sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kickouts will not be permitted between the bolt-on flanges and the top of the added sump. Spacers other than sealing gaskets will not be permitted between the oil pan side rails and the engine block surface. Must be made of magnetic steel only.
- 1-1/4"-inch NPT inspection hole mandatory or oil pan may be subject to removal for inspection. Inspection hole must be located so crank shaft numbers can be inspected.

NOTE: Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. Delaware Speedway reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR DELAWARE SPEEDWAY EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL. ALL RULES SUBJECT TO INTERPRETATION BY DELAWARE SPEEDWAY OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS. ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO DELAWARE SPEEDWAY, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.