



ENGINE:

- 1. BLOCK** – Only engine allowed is American made, production, Chevy Gen 1, V-8 with a standard displacement of 350 cubic inches. Maximum .060 overbore allowed for max. displacement of 363 inches. Must be O.E.M. cast iron block with all factory numbers showing. **NO** 400 blocks or Bowtie blocks allowed. **NO** machine work on outside of block or on front or rear of camshaft. Engine must be mounted in standard position and must be level across intake manifold.
- 2. CYLINDER HEADS** – Must be stock production, O.E.M. cast iron 23 degree heads from same manufacturer as engine block with all casting marks untouched. Sand blasting, bead blasting, porting, polishing welding, port matching or angle milling of heads is prohibited. World Products S/R Torquer #4266 and Vortec and Bowtie heads are allowed.
- 3. PISTONS** – Only flat top pistons are permitted. Valve reliefs may be cut into pistons. Pistons may not protrude above block head surface. No domed.
- 4. CONNECTING RODS** – Solid steel connecting rods only. **NO** titanium, lightened steel, plastic or aluminum rods allowed.
- 5. CRANKSHAFT** - May be steel or cast iron; must be stock stroke of 3.480 with max tolerance of +/- .015. **NO** polishing or knife edging allowed. Vibration dampener must be stock O.E.M. type. Must be minimum of 38 lbs.
- 6. CAM & LIFTERS** – Can be hydraulic or solid lifters. **NO** overhead or roller cams allowed. **NO** mushroom lifters; lifter bore must remain O.E.M. stock; **NO** Ford lifters. **MAX** cam lift allowed is .500 at the valve.
- 7. VALVE TRAIN** – Valves must be steel and stock diameter for head being used. Roller rockers are allowed. Screw-In studs are allowed. **NO** stud girdles are allowed. **NO** titanium or carbon fiber components of any kind allowed.
- 8. INTAKE MANIFOLD** – The only eligible intake manifold is current design Edelbrock Performer Series #2101 or #2116. Manifold must remain exactly as manufactured. **NO** port matching, acid dipping or flow work permitted. Manifolds may not be painted, inside or outside. **NO** water transfer tubes allowed. Manifold may be subject to exchange by track officials.
- 9. FUEL PUMP** – Only stock type, mechanical pumps allowed, mounted in stock location. **NO** electric pumps.
- 10. CARBURETOR** – Only acceptable is one two barrel Holley #4412 500 CFM carb. Only a single piece, straight bore, solid carburetor adapter, one inch maximum thick is allowed. Only single, maximum .070 thick gaskets allowed, one above and one below adapter. **NO** vacuum leaks between intake valves and top of carburetor. **NO** alterations and or metal removal from carburetor except enlargement of idle hold in throttle plate. Choke tower may not be removed. Choke “butterfly” may be removed. Jets, power valve and accelerator pump squirters may be changed. Only one 4” x 14” or less air cleaner element is allowed. No scoops or forced air induction allowed.
- 11. CRATE ENGINES – Option A** – Chevy CT355 ZZ4 circle track engine Part #88958603 may be used. All technical specs as supplied by GM must be retained. This engine may use a single, unaltered Holley 650CFM, 4 barrel carb #0-80541-1. A one inch thick straight bore spacer with one maximum .070 thick gasket above and below spacer allowed. **603 crates may use “beehive” valve springs. A 604 Crate Motor that is used in competition must use Restrictor plate supplied by RPM must be used and is subject to exchange by track. Car may run 650 CFM 4 BBL carb and will meet 603 option weights.**
- 12. IGNITION SYSTEM** – Any battery powered ignition system which is produced for highway use is allowed. **NO** crank trigger systems, **NO** magnetos, boosters or other devices allowed. One working coil only. **NO** systems with external box allowed. Battery must be securely fastened inside the main frame rails and outside of the cockpit. Battery must have a protective cover.
- 13. OIL SYSTEM** – Oil pan must be made of steel. Oil pan may be enlarged providing that it remains within the belly pan under the engine compartment. **NO** dry sump systems, external oil pumps or tanks and **NO** oil coolers allowed.
- 14. COOLING SYSTEM** – All radiators and cooling devices must be mounted in front of driver cockpit. Water is only coolant, **NO** anti-freeze allowed. Cooling system must have a two quart or larger can or recovery unit located in engine compartment.
- 15. EXHAUST** – All exhaust pipes on each side shall run into a common collector. Header shall be kept away from possible fuel spillage areas. All parts of exhaust must remain inside of nerf bars. Mufflers shall be welded on the end of the header pipes. As a **MINIMUM**, all cars must run **fully functional, unaltered** Schoenfeld 103535K 10” mufflers. Highly recommended are Moroso #95051 or #95052. **NO** home made mufflers or baffle systems allowed. Proper installation are subject to final track approval. Cars without proper exhaust systems **WILL NOT** be allowed to run at anytime.

TIRES AND WHEELS

- Tire compounds for 2018 season will be announced by Jan. 1, 2018.
- A two tire per week rule will be in effect for 2018. Tires that are purchased must be run on that race night, no stockpiling of tires. Teams will be permitted to purchase 8 tires before opening day, 4 for opening night and 4 which will be designated practice and have serial numbers removed.
- Wheels must be steel only, max 10” wide, any offset allowed. No aluminum, magnesium or carbon fiber wheels. **NO** bead locks or screw fastening devices of any type allowed. Wheels may not be any wider than 10”.
- NO** soaking, grinding, buffing or altering of markings on tire. **NO** tire softening solutions allowed. Questionable tires will be confiscated by track officials. Teams caught with tire softener will lose all points and money for that night plus will be docked an additional 50 points from up to date points.

5. Tires are available, with service, at Star Speedway from Little Webb's Tire & Fuel Sales.

DRIVETRAIN / CHASSIS

1. FRONT END – Independent front suspension is legal beginning with the 2018 race season.
2. REAR END – Any passenger car or truck rear end may be used. Quick change, posi-traction or locked rear end may be used. A max, final drive ratio may be established if deemed necessary by track officials.
3. DRIVESHAFT – Driveshaft shall be made of steel and shall be painted white for ease of visibility should it become detached from car. **TWO** driveshaft loops are required and shall be constructed of at least ¼" x 1 ½" material. Driveshaft shall be accessible for ease of final drive inspection.
4. BRAKES – All cars must have four wheel hydraulic brakes in good working order. Brake rotors must be ferrous alloy only.
5. FIREWALL – There shall be a firewall between engine compartment and the cockpit. Firewall shall be constructed of at least 20 gauge steel or aluminum and bolted or welded to the frame. Rear firewall is required in addition to fuel cell container.
6. WEIGHT – Minimum weight, immediately after heat or feature, with driver strapped in, shall be 1900 LBs for Engine Option A or 604 Crate Option. 2000 LBs for built motor option. No fuel can be added to car at scales to make weight. **NO** bolt on weight allowed outside frame rails, all ballast must be **painted white** and securely bolted or welded to frame, outside drivers compartment. **NO** filling of nerf bars or bumpers. Max. allowable left side weight is 65% of cars total weight for engine option A, 64% for engine option B. Cars found to be underweight or over % will forfeit trophy, points and prize money for that event. In the event of maximizing competition, cars may be required to add weight or deduct left side % after third win and each win there in after. **Starting in 2018 we will implement weighing cars on all four corners, not just right side.**
7. BUMPERS – Front and rear bumpers capable of supporting the weight of the car are mandatory.
8. NERF BARS – Are mandatory on both sides, minimum of 1 ¼" OD. Bars shall not extend beyond outside edge of front or rear tires.
9. ROLLAGE / CHASSIS – Rollcages may be constructed of mild steel, DOM steel or chromoly tubing with a min. OD of 1 ½" and a min. wall thickness of .095", rollcage shall be gusseted in all four corners. **NO** sharp edges shall be left anywhere on the roll cage. Cages must be constructed with an inverted "V" or "X" type behind the drivers head. There shall be no sheet metal on the rollcage whatsoever. Padding around helmet area is mandatory.
10. FUEL / FUEL TANKS – All cars must be equipped with a fuel cell in good working order. There shall be a check valve or PCV valve located within the fuel vent line. Fuel cell must be mounted within the main frame rails, fully enclosed in a steel container. Any type of gasoline is allowed, Sunoco Race Fuel available at track is recommended. **No additives, oxygenators, methanol or alcohol allowed. Fuel samples may be randomly taken anytime.**
11. CAR DIMENSIONS / BODY – Cars shall be constructed with a min. wheelbase of 88" and a max. wheelbase of 102" The track width (measured outside to outside of tire bulge) on the front or rear shall be a max. of 84". Bodies shall be constructed of aluminum, steel or fiberglass. Body styles should resemble current ISMA body designs. **No side panels higher than drivers shoulders are allowed, when strapped in, race ready.**
12. WINGS – Max. length of nose wing shall be 34" from axle to most forward point of front bumper. Max. width of nose or canard wings will be 2" min. clearance inside of each tire. **NO** end panels within 4" of front of nose wing. Wings shall be constructed of aluminum or steel with side panels no larger than 24" high. Wing must be no larger than 24 SF of surface area. Fixed or movable, air strut wings are allowed. Only one roof mounted wing allowed. No other wings allowed, including wing built into tail bodywork, except nose mounted canard wings.
13. SHOCKS – **NO** external canister or reservoir shocks are allowed.
14. DRIVERS SEAT – Must be either steel or aluminum and provide support for both left and right side of driver. Head rest with support on both sides of helmet is required.
15. DRIVERS BELTS – A five point harness system is required. Belts shall be bolted to the frame. Each belt shall be fastened separately to a common quick release device. Belts must be dated no older than three years. **Date tag MUST be visible on the belt.** Complete belt assembly must be worn at all times on the track. All belts will be inspected for proper installation before being allowed to race.
16. FUEL SHUT OFF / IGNITION SWITCH – Shall be mounted within reach of driver and be clearly marked "ON" and "OFF". An ignition kill switch is mandatory and should be mounted in area of steering wheel.
17. FIRE EQUIPMENT – All drivers are required to wear full firesuit, gloves and full face helmet. A fire bottle with pull pin located with drivers reach when strapped in is mandatory. One nozzle must point at engine and minimum one nozzle pointing towards driver. "SEE DISCLAIMER"
18. APPAREL – Full face helmet with proper fastenings and protective eyeshield is mandatory. **NO snowmobile helmets. It shall meet SNELL Foundation testing standards with no less than a SNELL 2010 rating.** Firesuit properly fastened at the neck, wrist and ankles is mandatory. Safety neck collar or hans type device is highly recommended. "SEE DISCLAIMER".
19. **NO** radios and **NO** mirrors allowed. A Receiver for one way communication from race control is **MANDATORY.** Available at Race Parts NH @ 603-659-2442 for a discounted price. **A transponder, mounted in conjunction with pics to be posted at starspeedwaynh.com is also mandatory.**

APPEARANCE

1. All cars must be neatly painted and lettered. Major body damage and paint work must be repaired by next race meet.
2. Numbers will assigned by track officials, no letters or 3 digit numbers, track may re-assign to avoid duplication.
3. A contrasting, legible number must be painted min. 18" two stroke width on top surface of wing in addition to min. 8" numbers on both sides of wing, nose and rear of car. No reflective or chrome numbers on top of wing.

VIOLATIONS

1. RULES INFRACTIONS – Any car illegal will not be awarded points, trophy or money for that race. Car must be made legal before racing again.
2. Drivers are responsible for the actions of their crew members. Driver or crew members entering another teams pit and causing a disruption to the racing program may result in that team being docked points, payoff or suspension / probation.

POST-SEASON AWARDS

In order to qualify for any post-season awards, driver must compete in 75% of events run and must be present at banquet for awards presentation.

DISCLAIMER – Any person entering the sport of auto racing must acknowledge that it is a dangerous enterprise and no responsibility assumed by Action Racing North East Inc., Star Speedway, their officials or affiliates for any loss or injury sustained as a result or in spite of following the foregoing rules and specifications. All participants agree to abide by all rules of Action Racing North East, Inc.