

LATE MODEL ENGINES

The Super Series dry sump engine can be used with a Holley 500 c.f.m. two barrel carburetor part #0-4412 and a Canton Racing Products part # 85-060 phenolic adapter. No modifications to carburetor. Jets and power valve may be changed. Accelerator pump discharge nozzles may be changed utilizing straight type only. Removal of choke parts allowed. Two throttle return springs are mandatory. HP Series (80583-1) carburetor not allowed. The use of an air box is mandatory. No modifications to the air box area inward of the air cleaner element except lowering to attain hood clearance. Note: The NASCAR Canadian Tire Series spec engine is not allowed. Chev crate engine (88958604) is allowed. Other crate engines are allowed as well. Call for details. Engine need not correspond with body used. For example a Ford engine may be used with a Dodge body. Ultimate Custom Fiberglass bodies are allowed.

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The Technical Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviations of these rules is left to the discretion of the Technical Director.

Note: Some engines rules may vary as designated by the NSCA. Contact Technical Director Bob Morris for details (morrisc21@sympatico.ca) or (519) 870-8820.

Mufflers are mandatory and are subject to approval by NSCA. Mufflers must be removable for inspection. Mufflers must remain unaltered. A decibel reading of 92 or less at a 100 foot distance will be enforced.

- For Sale signs are not allowed on race cars.
- Headlight decals are mandatory; taillight and grill decals are recommended and may be mandated in the future.
- Outer tie rods may be steel rod ends (heim joints).
- N.S.C.A. approved aluminum seats are mandatory. Kirkey seats are highly recommended.
- Tires are to be purchased through N.S.C.A. Only N.S.C.A. approved and N.S.C.A. identified tires are permitted. The tires will be available at the track and beforehand from our supplier Sid McDonald. 15" steel racing wheels with a maximum width of 8" are allowed. Same offset wheels must be used side to side (not necessarily from front to back). Competitors must start the race on tires used for qualifying.

Chevrolet Late Model engine:

Block – 350 cu. in. Stock production 4 bolt main blocks or Chev performance part #10066034 or #12480047 or 10051183 or 10185047. 10051183 and 10185047 blocks may use 10051118 seal adaptors. 10051183 block may use 3932482 or 14011072 main bearing caps. All dimensions of the block must remain stock other than the permissible overbore to .060 max. Block may be deburred.

Cylinder Head - No substitutions. Part # 10134392 or #12480034. Heads may not be altered in any way. No grinding, No coating, except for the following: 3 angle valve job allowed. You may not enter the bowl area to more than .500" from top of seat. Minimum cylinder head chamber volume is 62 c.c. Intake runner volume may not exceed 190 c.c. Replacement guides and seats may be installed in exact locations. Valve stem diameter is optional. Head gasket thickness of no less than .039" after disassembly.

Crankshaft – Stroke 3.48", stock O.E.M. production cast crank or GM Performance parts steel crank part # 3941184 permitted (stock weight 50 lbs.). No modifications allowed except for heat treating and balancing. Crankshaft must weigh within 5% of factory weight. Crankshaft may be removed for inspection. harmonic balancers must be GM part or ATI part #917781 or BHJ #CH-IBS-7. No fluid damper devices allowed.

Connecting Rods – 5.7 length – stock O.E.M. rods must retain stock identification. Deburring of stock rod is permissible. Rod bolts optional. Manley rod part # 14101C, 141150C-8 and 14350C-8 are approved. EAGLE part #CRS5700B3D is allowed. Manley rods must retain identification on rod side beam and may not be altered in any way.

Pistons – Manley or JE allowed. Minimum weight of piston, wrist pin and circlips - 590 grams. Maximum overbore 4.060. 0 deck height.

Camshaft – Solid flat tappet. Stock diameter straight barrel lifters only. Optional grind. Only sprocket and chain drive allowed.

Valve Train – Valve spring diameter maximum 1.550. Retainers – steel only. Valve stem diameter is optional. Valve – stock production or stainless steel only. No Titanium. Push rod length and diameter are optional. Rockers – stamped steel or aftermarket roller rockers allowed. Rocker arm ratio maximum 1.65. Intake valve 2.02, exhaust valve 1.60. Rocker stud girdles or any type of mechanical assistance exerting a force to close the lifter and/or push rod, commonly known as "Rev Kits" are not permitted.

Intake – No substitutions. Edelbrock #2972. No Modifications. No grinding. No coating. No match porting. It is recommended that two (2) adjacent intake bolts on each side of the manifold be drilled for sealing.

Carb air cleaner box – N.S.C.A. approved air box is mandatory. No modifications to the air box area inward of the air cleaner element except lowering to attain hood clearance. Filter element diameter 14 . Filter element 4½" high maximum. N.S.C.A. approved element cover must be used. Air cleaner box must mount directly to the carb. No spacers. Air cleaner must fit under the hood without raising or distorting the hood contour.

Flywheel – GM part # 14085720 O.E.M. only. 153 tooth. Minimum weight 13 lbs.

Ignition - stock O.E.M. or GM part # 1103436 distributor with coil part # 10037380. Ignition module may be externally mounted. Ignition control GM part #10037378 or any MSD series 6. Dual units permitted. Optional distributors accepted GM part # 10134355, # 10093387, and MSD # 8356.

Oiling System –

Option 1 – Wet sump internal oil pump or single stage external pump. Aluminum or steel pans. Oil accumulator pressure reservoir systems are acceptable. Electronic or manual valving allowed.

Option 2 – Dry sump oiling must consist of a single engine mounted, engine driven, three stage oil pump not to exceed 7" in body length (including relief valve and fasteners, excluding shaft) and 3¼" in cross section. Two sections of this to scavenge from the oil pan only. Oil reservoir location to be behind the driver's seat and ahead of the rear axle. It must be positioned between the frame rails and it must be isolated from the driver with 22 gauge leak proof sheet metal. Access to the tank from the car interior must be securely covered with a steel lid. No quick disconnect fittings will be permitted. Oil may not pass through or against the exhaust pipes.

Pulleys – V- belt configuration recommended. May be aluminum or steel. Oil pump drive excepted.

Waterpumps – Stock O.E.M. type aluminum or cast iron. Barrett/Race Mate combination water pump and alternator part # CS11V with diode box permitted. Amperage rate optional.

DODGE Late Model engine:

Block – Any stock production “A” block. “R” block prohibited. All dimensions must remain stock. Maximum bore 4.060”. Block may be deburred.

Cylinder Heads – No substitutions W-2 part #'s P4529994, P4529995, P4529446, P5249769, or 5007355. Heads may not be altered in any way (i.e. no match porting, no grinding, no coating) except for the following: 3 angle valve job allowed. You may not enter the bowl area to more than .500” from the top of the seat. Combustion chamber volume may not be less than 64 c.c. Intake runner volume may not exceed 205 c.c. Replacement guides and seats may be installed in exact locations. Valve stem diameter is optional. Head gasket thickness of no less than .039” after disassembly.

Crankshaft – Stroke 3.58” 6 bolt flanged. Stock O.E.M. or part #'s P4529006, # 5007253AB or # P 5249147 (50 lbs.). No modifications allowed except for heat treating and balancing. Crankshaft must weigh within 5% of original production weight. Crankshaft may be removed for inspection. Harmonic balancers must be O.E.M. part or ATI part #918281 & #918446E or BHJ #MP-IBS-7 & #MPIBWCS-7. No fluid damper devices allowed.

Connecting Rods – 6.123” - 6.125” length stock O.E.M. 6.123” length rod must retain stock identification. Deburring of stock rod is permissible. Rod bolts optional. Manley rod part # 14139C, 14355C-8 and 14155C-8 are approved. EAGLE part #CRS6123C3D or #CRS6125B3D are allowed. Manley rods must retain identification on rod side beam and may not be altered in any way.

Pistons – Manley or JE. Minimum weight of piston, wrist pin and circlips - 605 grams. Maximum overbore 4.060. 0 deck height.

Camshaft – Solid flat tappet. Straight barrel lifters only. Optional grind. Only sprocket and chain drive allowed.

Valve Train – Valve spring diameter maximum 1.550. Retainers – steel only. Valve stem diameter is optional. Valve – stock production or stainless steel only. No Titanium. Push rod length and diameter are optional. Rockers – stamped steel or aftermarket roller rockers allowed. Rocker arm ratio maximum 1.65. Intake valve maximum 2.02, exhaust valve maximum 1.60. Rocker stud girdles or any type of mechanical assistance exerting a force to close the lifter and/or push rod, commonly known as “Rev Kits” are not permitted.

Intake – No substitutions. Edelbrock W-2 #2920 or MOPAR part #P4529408. No Modifications. No grinding. No coating. No match porting. It is recommended that two (2) adjacent intake bolts on each side of the manifold be drilled for sealing.

Carb air cleaner box – N.S.C.A. approved air box is mandatory. No modifications to the air box area inward of the air cleaner element except lowering to attain hood clearance. Filter element diameter 14”. Filter element 4½” high maximum. N.S.C.A. approved element cover must be used. Air cleaner box must mount directly to the carb. No spacers. Air cleaner must fit under the hood without raising or distorting the hood contour.

Flywheel – QuarterMaster part # 501201 (6 bolt) or O.E.M. 130 tooth. Minimum weight 13 lbs.

Ignition - Stock O.E.M. or part # P4286510 ignition kit. Ignition control Mopar part #4876728 or any MSD series 6. Ignition coils Mopar part # P4876732 or P4876733. Dual units permitted. Optional distributors accepted Mopar part # P5249776, # P5249779, # P4876735 and MSD # 8533.

Oiling System –

Option 1 – Wet sump internal oil pump or single stage external pump. Aluminum or steel pans. Oil accumulator pressure reservoir systems are acceptable. Electronic or manual valving allowed.

Option 2 – Dry sump oiling must consist of a single engine mounted, engine driven, three stage oil pump not to exceed 7" in body length (including relief valve and fasteners, excluding shaft) and 3¼" in cross section. Two sections of this to scavenge from the oil pan only. The oil pump must be approved by N.S.C.A. Oil reservoir location to be behind the driver's seat and ahead of the rear axle. It must be positioned between the frame rails and it must be isolated from the driver with 22 gauge leak proof sheet metal. Access to the tank from the car interior must be securely covered with a steel lid. No quick disconnect fittings will be permitted. Oil may not pass through or against the exhaust pipes.

Pulleys – V- belt configuration recommended. May be aluminum or steel. Oil pump drive excepted.

Waterpumps – Stock O.E.M. type aluminum or cast iron. Barrett/Race Mate combination water pump and alternator part # CS11V with diode box permitted. Amperage rate optional.

FORD Late Model engine:

Block – 351 cu. in. stock production block or F.R.T. M-6010-A351 9.5" deck or M-6010-N351 9. " deck or M-6010-S351. All dimensions must remain stock. Permissible overbore to .060 max. Block may be deburred.

Cylinder Heads – No substitutions Ford part # M6049-N351. Heads may not be altered in any way (i.e. no match porting, no grinding, no coating) except for the following: 3 angle valve job allowed. You may not enter the bowl area to more than .500" from the top of the seat. Combustion chamber volume may not be less than 60 c.c. Intake runner volume may not exceed 200 c.c. Replacement guides and seats may be installed in exact locations. Valve stem diameter is optional. Head gasket thickness of no less than .039" after disassembly.

Crankshaft – Stroke 3.50. Stock O.E.M. production cast or F.R.T. M6303-H351 or M6303-D351 (minimum weight 50 lbs.). No modifications allowed except for heat treating and balancing. Crankshaft must weigh within 5% of factory weight. Crankshaft may be removed for inspection. Harmonic balancers must be O.E.M. part or ATI part #917515, #917511 or BHJ #FO-IBWS-7 & #FO-IBSFO-7. No fluid damper devices allowed.

Connecting Rods – 5.99" length - Stock O.E.M. rod must retain stock identification. Deburring of stock rod is permissible. Rod bolts optional. Manley rod part # 14137C, 14138C, 14354C-8 and 14154C-8 are approved. EAGLE part #CRS600B3D allowed. Manley rods must retain identification on rod side beam and may not be altered in any way.

Pistons – No substitutions. Manley 597130. Minimum weight of piston, wrist pin and circlips - 620 grams. Maximum overbore 4.060. 0 deck height.

Camshaft – Solid flat tappet. Straight barrel lifters only. Optional grind. Only sprocket and chain drive allowed.

Valve Train – Valve spring diameter maximum 1.550. Retainers – steel only. Valve stem diameter is optional. Valve – stock production or stainless steel only. No Titanium. Push rod length and diameter are optional. Rockers – stamped steel or aftermarket roller rockers allowed. Rocker arm ratio maximum 1.65. Intake valve 2.02, exhaust valve 1.60. Rocker stud girdles or any type of mechanical assistance exerting a force to close the lifter and/or push rod, commonly known as "Rev Kits" are not permitted.

Intake – No substitutions. Edelbrock #2981 or #9424-V351. No Modifications. No grinding. No coating. No match porting. It is recommended that two (2) adjacent intake bolts on each side of the manifold be drilled for sealing.

Carb air cleaner box – N.S.C.A. approved air box is mandatory. No modifications to the air box area inward of the air cleaner element except lowering to attain hood clearance. Filter element diameter 1". Filter element 4½" high maximum. N.S.C.A. approved element cover must be used. Air cleaner box must mount directly to the carb. No spacers. Air cleaner must fit under the hood without raising or distorting the hood contour.

Flywheel – QuarterMaster part # 501300 or O.E.M. 157 tooth. Minimum weight 13 lbs.

Ignition - stock O.E.M. production or control module M-12199 – E351 with coil M12029 – A351 or M12029-E351 or any MSD series 6. Dual units permitted. Optional distributors accepted MSD # 8384.

Oiling System –

Option 1 – Wet sump internal oil pump or single stage external pump. Aluminum or steel pans. Oil accumulator pressure reservoir systems are acceptable. Electronic or manual valving allowed.

Option 2 – Dry sump oiling must consist of a single engine mounted, engine driven, three stage oil pump not to exceed 7" in body length (including relief valve and fasteners, excluding shaft) and 3¼" in cross section. Two sections of this to scavenge from the oil pan only. The oil pump must be approved by N.S.C.A. Oil reservoir location to be behind the driver's seat and ahead of the rear axle. It must be positioned between the frame rails and it must be isolated from the driver with 22 gauge leak proof sheet metal. Access to the tank from the car interior must be securely covered with a steel lid. No quick disconnect fittings will be permitted. Oil may not pass through or against the exhaust pipes.

Pulleys – V-belt configuration recommended. May be aluminum or steel. Oil pump drive excepted.
Engine oil drive belts and pulleys can be used in either cog or serrated form.

Waterpumps – Stock O.E.M. type aluminum or cast iron. Barrett/Race Mate combination water pump and alternator part # FS11V-R or FS11V-L with diode box permitted. Amperage rate optional.

NSCA RESERVES THE RIGHT TO IMPOUND ANY CAR FOR INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY RESULT IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICIAN INSPECTOR OR NSCA DIRECTORS WILL BE FINAL. ALL RULES ARE SUBJECT TO INTERPRETATION BY NSCA OFFICIALS. A COPY OF THE RULES WILL BE ISSUED TO MEMBERS UPON REQUEST.

ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES IS TO BE SUBMITTED TO NSCA, 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.

NSCA reserves the right to increase or decrease the weight of a race car to equal competition if necessary.

RULES APPLY TO ALL RACE EVENTS.

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