

# 2012 Late Model Sportsman (limited/crate/steel block Im)

(regular event rules)



All cars must have wrecker hookup. All cars should have 5 pound minimum fire extinguisher in reach of driver. All drivers should wear flame retardant fire suit, shoes and gloves. Window nets are highly recommended for all cars. No radios, communication equipment or mirrors permitted, including pit boards. No computer controlled equipment.

ALL CARS rules that are not highlighted apply for all cars at all events including the Top Category!

**Green highlighted rules apply for all Steel Block 2,475 weight cars at all events indicated by LM Sportsman or Semi-LM Sportsman.**

**Blue highlighted rules apply for all Limited 2,375 weight cars at all events indicated by LM Sportsman or Semi-LM Sportsman.**

**Purple highlighted rules apply for all Crate 2,200 or 2,300 weight cars at all events indicated by LM Sportsman or Semi-LM Sportsman..**

## 1. MOTOR

Weight limits may be adjusted during the season for competition.

**ALL CARS—V8 motors only. Motor must be based on factory design and naturally aspirated. 1 spark plug and 2 valves per cylinder. No titanium or exotic metals except titanium retainers—OK. No fuel injection, turbo chargers or blowers. 6" maximum setback measured from center of left front spark plug to center of ball joint OR 25 1/2" maximum setback measured from center of ball joint to front of motor plate.**

**Limited 2,375 weight—358 cubic inch limit. Block must be standard factory production cast iron block that was originally less than 358 cubic inches. Chevrolet Bowtie, Mopar-R and Ford SVO blocks—OK. World products Mowtown #084011 or #084111 for Chevrolet or World Products ManOwar #087150, #087152 or #087172 for Ford are permitted. Dart Sportsman Little M #3115 111 or Dart High Performance #316111 for Chevy are allowed. All factory ID letters and numbers must be on blocks. No other blocks permitted.**

**Any Limited 2,375 weight car with CNC lightened heads or CNC lightened block must mount a 20 pound weight on or in front of the motor midplate for 1 of those parts and 40 pounds of weight on or in front of the motor midplate for 2 of those parts.**

**Flat top pistons only with 0 deck tolerance—pistons may not be above the block. Crankshaft must retain stock stroke for make and model. 3.5" stroke crankshafts are acceptable if the displacement does not exceed 358 ci. Crankshafts may be turned to maximum of .040" undersize. No lightweight crankshafts. Aftermarket steel crankshafts allowed with 46 pound minimum weight—no pendulum cut counterweights or star cut flanges. Flat tappet cams with .400" maximum lobe lift. No mushroom or roller lifters. No ceramic or high dollar billet lifters. Lifter bores must remain stock. No needle bearing cam, crankshaft or rod bearings permitted. No cam belt drives or externally adjusted cam timing devices. No 180 degree headers.**

**Any approved intake except smoke or tunnel ram. Any stock length steel connecting rod. Aftermarket steel connecting rods—OK. Chevrolet, Ford and Mopar may use 6 inch connecting rod. All 358 engines must have a 3/4" inspection hole in the left side of the oil pan opposite the number one rod journal OR oil pan must be removed for inspection.**

**World Products Sportsman II or Roush 200, Chevrolet Bowtie, Mopar W2, Ford N steel heads or any factory production cast iron head except Vortec #25534351 and #35534371 allowed with the following specifications: World Products casting number i-037 for GM and i-051 for Ford. No head angle milling. Combustion chambers can be ground or polished on heads, but must have 60 cc minimum. Rocker arm studs may not be relocated. Shaft-style rocker systems—OK. Port matching on the head intake runner is acceptable up to maximum 3/4" depth from the intake manifold interface and on the head exhaust runner up to maximum 3/4" depth from the head interface. Valve seat area can be cleaned up and blended no deeper than 3/4" from the seat. No other hand or machine work on ports permitted. Head runner CC measurements must remain stock with the exception of port matching. Steel or stainless steel valves only—no titanium or hollow stem valves. Any spring, any retainer and any valve lock permitted. Roller rocker arms permitted.**

**Vortec cast iron heads #25534351 and #25534371 or RHS ProAction cast iron heads #35301, #35302 or #35303 allowed with the following specifications: 60 cc minimum combustion chamber with no grinding in chamber. No relocating rocker arm studs. No porting or polishing. Port matching on the head intake runner is acceptable up to maximum 3/4" depth from the intake manifold interface and on the head exhaust runner up to maximum 3/4" depth from the head interface. Valve seat area can be cleaned up using a maximum 80 degree grinding stone. No additional hand or machine work permitted. CC measurement of intake runner of head to remain stock with the exception of matching port. Stock production or production replacement steel or stainless steel valves only—no titanium or hollow stem valves. Any spring and any retainer permitted. Roller rockers permitted. Stock valve guide angle. No relocating valve guides.**

**Steel Block 2,475 weight—430 cubic inch limit. Cast iron block. Cast iron or aluminum heads and any approved intake permitted. Any type of cam and pistons allowed. Motors over 358 cubic inches with aluminum heads must have a 50 pound weight securely mounted on or in front of the motor mid-plate. Motors over 358 cubic inches with cast iron heads do not require the mid-plate weight. Motors with 358 or less cubic inches and aluminum heads do not require the mid-plate weight.**

**604 Crate 2,300 weight—GM crate motor part #88958604. 10:1 maximum compression ratio.**

**602 Crate 2,200 weight—GM crate motor part #88958602. 9.1:1 maximum compression ratio.**

**Wet sump only. No external oil pumps. Motor must be purchased from an authorized dealer and MUST remain sealed at all times. GM factory encrypted bolts cannot be altered, removed or changed except by an authorized repair center. Absolutely no modification of any internal engine part. All motor parts included with the motor as shipped from GM must remain OEM and may NOT be modified including but not limited to: valve springs, push rods, harmonic balancers, rocker arms, valve covers etc. No upgrades are allowed that may produce power via performance enhancing methods including breather system modifications. No machine work permitted. Any motor modification will result in one year suspension and loss of all points and winnings. Any GM bolts that have been copied is considered trademark infringement and will be reported to the manufacturer for legal proceedings. Motor service or reassembly after tear down may only be performed at an authorized repair center and motor must be resealed with GM factory encrypted bolts. All motor repairs must be done with the same GM motor parts, listed in GM book part #88958668. By using a crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.**

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## 2. CARBURETOR

Limited 2,375 weight—One 2 or 4-barrel open carburetor.

604 crate 2,300 weight and 602 Crate 2,200 weight—One 2 or 4-barrel open carburetor.

Steel Block 2,475 weight carburetor rule for regular events—One maximum 750 cfm 4-barrel carburetor with 1.435 maximum venturi and 1.693 maximum diameter base plate opening OR one 2-barrel carburetor with with TBA maximum venturi and maximum 1.750 diameter base plate opening.

## 3. FUEL

ALL CARS—Gasoline or alcohol. No nitrous oxide, nitro-methane or propylene oxide. No electric fuel pumps or pressurized fuel systems. Mechanical or belt-driven fuel pumps only. Fuel lines should not pass through driver's compartment.

## 4. DISTRIBUTOR

ALL CARS—Any battery powered ignition, MSD, Accel, Mallory or equivalent system permitted. No coil pack or individual cylinder systems.

Limited 2,375 weight—No magnetos.

604 Crate 2,300 and 602 Crate 2,200 weight—No magnetos.

Steel Block 2,475 weight—Magnetos permitted.

## 5. TIRES

ALL CARS—11" maximum tire treadwidth. 16 3/4" maximum cross section. Tire hoop must pass freely over tire. 93" maximum circumference. Tires must have all manufacturer's stamps intact. 32 minimum tire hardness after race, verified by durometer. Only American Racer 44, Hoosier 15/1300 or harder compounds permitted—no softer compounds allowed. Hoosier FT200, FT400 and FT600—OK. The track durometer is the official measuring device. 11" maximum circumference grooving—no tolerance. No buffing or taping over tire size markings.

## 6. WHEELS

ALL CARS—14" maximum steel or aluminum wheels only. No plastic wheels, fiberglass or carbon fiber wheels. Bead locks allowed. Wheels must be held on by bolt-type lug nuts, no knock-off type mounting permitted. 90" maximum outside width at wheels with wheels pointed straight.

## 7. TRACTION CONTROL

ALL CARS—All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are NOT permitted.

## 8. REAR AXLE

ALL CARS—Any rear end permitted. Quick change—OK. No live-axle rear ends. Aluminum axle tubes permitted. Only floater wide-five hub assembly permitted.

## 9. TRANSMISSION AND DRIVE SHAFT

ALL CARS—Any aluminum or steel transmission permitted. Racing and automatic transmission—OK. Transmission and clutch should have explosion-proof bell housing or 358 degree 1/2" steel scatter shield securely mounted to car. Any type clutch permitted and clutch should have scatter shield. Multi-disc clutch permitted and can have aluminum bell housing. No in and out boxes. Transmission should be bolted to the motor and must have working reverse gear. Only one drive shaft permitted. All drive shafts should be painted white and should be surrounded by two 3" steel safety loops or sling mounted to frame.

## 10. BODY

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive a 2" tolerance on quarterpanel length and top deck width.

ALL CARS—Body must meet all specifications listed on diagram. All body panels must be solid and must be made of metal or plastic—no holes, gaps, slots, perforated materials etc. Body line must be a flowing line from front to rear. 38" maximum rear deck height. 37" maximum front fender and door height. 48" maximum rear quarterpanel length measured from center of rear wheel. 54" maximum length from center of rear wheel to top corner of quarterpanel. 3" minimum ground clearance. 2" minimum clearance around all wheels. No ridges, fins or raised edges on body except roof bead rolls.

ALL CARS—Fenders must be level from side to side. Quarterpanels must be same length and cannot extend higher than rear deck. Rear deck must be level 20" forward from rear of quarterpanel and must extend between quarterpanels. Quarterpanels and doors may not dish inward. Skirting may not extend behind quarterpanel.

ALL CARS—76" maximum body width at top deck. 82" maximum body width at bottom of doors measured at the center of the car. 86" maximum width at rear of quarterpanels from bottom to 19" off ground. All body width variations must taper evenly on both sides.

ALL CARS—All fenders, doors and quarterpanels should roll inward 1/2" to 1" at top, with sides over upper body. No sharp or jagged edges, fasteners, etc. No wings or tunnels permitted under body or chassis. Unapproved bodies may be assessed a 50 pound weight penalty.

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## 11. ROOF

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive a 5" tolerance on the front roof post bracing.

ALL CARS—Approved roof and roof supports should match nosepiece. Minimum 44" long x 48" wide, maximum 54" long x 52" wide. 45" minimum height from ground, 48" maximum. Roof must be mounted near center of car, parallel to the deck and level. Roofline and side panel window contours should be stock appearing and match nosepiece. Roofline MUST be rounded—no flat, wedge, bellied or hollow roofs.

ALL CARS—Rear roof and front roof supports mandatory. Rear roof supports may extend 43" from rear of driver's side window. Rear roof supports must taper downward evenly from outside edges of roof with a 2" maximum outward bow both to the sides and rear. 17" maximum at top of rear roof support. 10" high x 15" long minimum rear support window is optional and recommended for appearance. Rear support window may be filled with clear lexan. 2" minimum front roof post width, 4" maximum. Front roof post bracing may extend 7" vertical and horizontal. Front roof posts must extend forward to the rear of hood. ½" maximum bead rolls permitted on roof running from front to rear in direction, 4 maximum including edge bead rolls.

ALL CARS—Door window opening height should be minimum 12" measured from deck to roof. 1.5" maximum roll down permitted along front and rear edge of roof. Roof may not turn upward. 4" maximum hinged sun shield permitted in front of driver. 25 pound penalty for unapproved roofs.

## 12. NOSEPIECE, FENDER FLARES AND HOOD

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive a 2" tolerance on fender flare height and nosepiece length.

ALL CARS—Approved stock appearing molded nosepiece required and should match roof and roof supports. Nosepiece must be made of flexible material. 15" minimum nosepiece height measured from bottom of nosepiece to where sheet metal is attached, following the angle of the nosepiece. Nose must be mounted level. 2 piece nose cannot be widened. 52" maximum nosepiece extension measured from center of front hub with wheels turned straight. 3" minimum ground clearance. Nosepiece may not be modified or cut. Unapproved nosepieces will be assessed a 50 to 125 pound penalty. Tech inspector may require that any unapproved nosepiece must be changed.

ALL CARS—37" maximum front fender height from ground. Plastic front fender flares permitted, but cannot alter original shape of nosepiece and must have collapsible support (no steel supports). Fender flares may extend 1" outside front wheels when pointed straight. 90" maximum fender flare width. Fender flares may extend maximum 2" above fenders.

ALL CARS—Hood must be level from side to side. Scoop may be maximum of 1" above air cleaner. No raised edges on scoop.

## 13. SPOILERS

*Spoiler measurements may be adjusted during the season for competition.*

ALL CARS—Spoiler and braces must meet all specifications listed on diagram. 72" maximum width. Maximum 3 solid side spoilers permitted. Side spoilers must be mounted at rear of deck and outer side spoilers must be at outside edge of deck. Side spoiler must taper down evenly from maximum to minimum height and may be rounded or triangular in shape. 2 additional 1" open aluminum braces permitted. Spoiler should be clear lexan or aluminum. No driver-adjustable spoilers. Spoiler must be mounted at rear of deck. Spoiler may not be suspended to create a wing. No other spoilers or wings.

Limited 2,375 weight—8" maximum vertical spoiler height measured from top of rear deck and 8" maximum spoiler length measured along the angle of the spoiler. 8" maximum side spoiler height from rear of side spoiler to 6" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum side spoiler length.

Steel Block 2,475 weight—8" maximum vertical spoiler height measured from top of rear deck and 8" maximum spoiler length measured along the angle of the spoiler. 8" maximum side spoiler height from rear of side spoiler to 6" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 18" maximum side spoiler length.

604 Crate 2,300 weight and 602 Crate 2,200 weight—12" maximum vertical spoiler height measured from top of rear deck and 12" maximum spoiler length measured along the angle of the spoiler. 12" maximum side spoiler height from rear of side spoiler to 10" forward of rear of side spoiler. 4.5" maximum height at front of side spoiler. 24" maximum side spoiler length. 4" high x 32" long spillboard with 1" ridge on top permitted on the nosepiece. Spillboard measured at mounted angle. No other ridges allowed on the nosepiece.

## 14. FRAME

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive a 1" wheelbase tolerance.

ALL CARS—103" minimum wheelbase, 108" maximum. All frames should be constructed of 2"x 2" square steel tubing or 1 ¾" outside diameter round steel tubing, with .083" minimum material thickness. All round tubing frame cars should use 4130 chrome molly steel or DOM in frame construction. No holes may be cut in frame. All other chassis tubing should 1 ¾" at outside diameter and have a minimum thickness of .083".

ALL CARS—Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any rear bumper that extends more than 8" from the rear of frame should be rounded and directed toward the front of car. Bumper should not have sharp edges. No external rub rails.

## 15. SUSPENSION

ALL CARS—No straight front axles. Any type steel or aluminum shocks allowed. Coilovers—OK. Suspension must be mechanical—no computer or electronic components. Front suspension must be stock configuration. No center steering. No torsion bar suspensions.

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## 16. BRAKES

ALL CARS—All cars must have 4 wheel braking system. Steel brake rotors only. No plastic brake lines. Steel braided brake lines—OK.

## 17. EXHAUST

ALL CARS—Headers permitted. Exhaust pipes may NOT point towards ground. Mufflers are HIGHLY recommended for all cars.

## 18. STARTER AND BATTERY

ALL CARS—All cars must be self starting. Failure to start during a race will result in disqualification. Battery should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor highly recommended mounted in reach of driver and should be clearly labeled for safety crew.

## 19. ROLL CAGE

ALL CARS—4-post, box-type roll cage should be constructed of 1 ½" minimum outside diameter and .095 minimum material thickness steel tubing. Roll cage should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels with 2 vertical bars between each horizontal bar as additional support. An extra vertical side brace bar is recommended on the left side in line with steering wheel. Door bars should be 1 ½" in diameter with a minimum thickness of .065. Both door window areas should remain open and unblocked by roll cage bars for easy exit. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be welded to frame in at least 6 places (in addition to diagonal bracing) and welded together at all intersecting points. Diagonal bars should brace roll cage at rear, and should run from frame to top of roll cage.

ALL CARS—Top of roll cage should be at least 2" above top of driver's helmet. All areas of the cockpit should have at least 11" to 12" of clearance below the roll cage and roof. All roll cage bars within reach of driver should be covered with non-flammable foam padding certified to SFI spec 45.1. Other than padding, roll cage must remain exposed above top of door with no aerodynamic effects. Right-side padded headrest or head net recommended attached to roll cage. Bars or wire mesh in windshield and driver's side quick-release window net certified to SFI spec 27.1 are highly recommended.

## 20. FUEL CELL

ALL CARS—Racing-approved fuel cell should have 35 gallon maximum capacity and should be securely mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over. Fuel cell should be mounted in square tubing frame. Fuel cell should be mounted behind the rear axle and between the rear tires, at least 4" in front of the rear bumper. 9" minimum fuel cell ground clearance. No part of the fuel cell should be lower than the rear end housing. Car number must be displayed on fuel cell, 6" minimum height. No pressurized fuel systems.

## 21. FIREWALLS AND INTERIOR

ALL CARS—A full metal firewall constructed from 18 guage steel or 1-1/8" thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior may be maximum of 3" below top of doors. The start of the dropped interior should remain closed as part of the firewall. The interior must taper up gradually to be even with the rear quarterpanel and level for 20" from rear of deck and quarterpanel. Interior must be mounted flush with outside body panels. Interior clearance should be 11" to 12" minimum below roll cage at all points for easy exit. Onboard fire suppression system recommended.

## 22. SEAT AND SAFETY BELT

ALL CARS—Full containment, metal racing-approved seat with padded headrest should be securely attached to frame. 3", 5, 6 or 7-point, quick release racing belt with double harness certified to SFI spec 16.1. 7-point system is highly recommended. Seat and belts should be mounted to the chassis with grade 5 or better hardware. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if 2 years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used.

## 23. FIRE SUIT AND HELMET

ALL CARS—Drivers should have flame retardant firesuit certified to SFI spec 3.2A/5 and racing approved full-face helmet with face shield certified to Snell SA2000, SA2005 or SA2010 standard or SFI spec 31.1A, 31.1/2005 or 31.1/2010. Gloves certified to SFI spec 3.5/5 highly recommended. Nomex shoes, socks, and hood highly recommended. Head and neck restraint system certified to SFI spec 38.1 and arm restraints are highly recommended.

## 24. WEIGHT

*Weight limits may be adjusted during the season for competition.*

Any motor over 358 ci with aluminum heads must securely mount a 50 pound weight on or in front of the motor mid-plate. 2,475 pound minimum weight for Steel Block motors

2,375 minimum weight for Limited 358 ci cast iron head motors meeting all listed specifications.

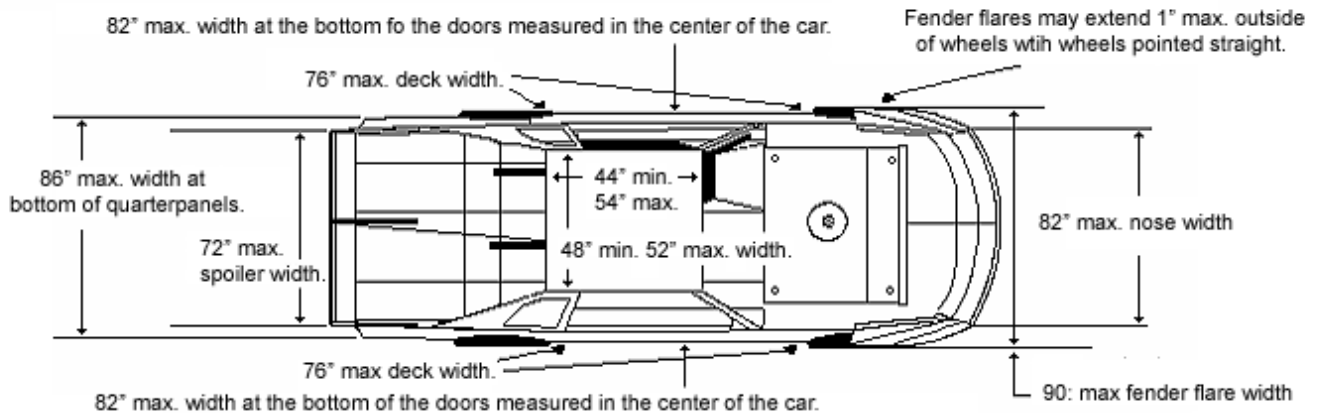
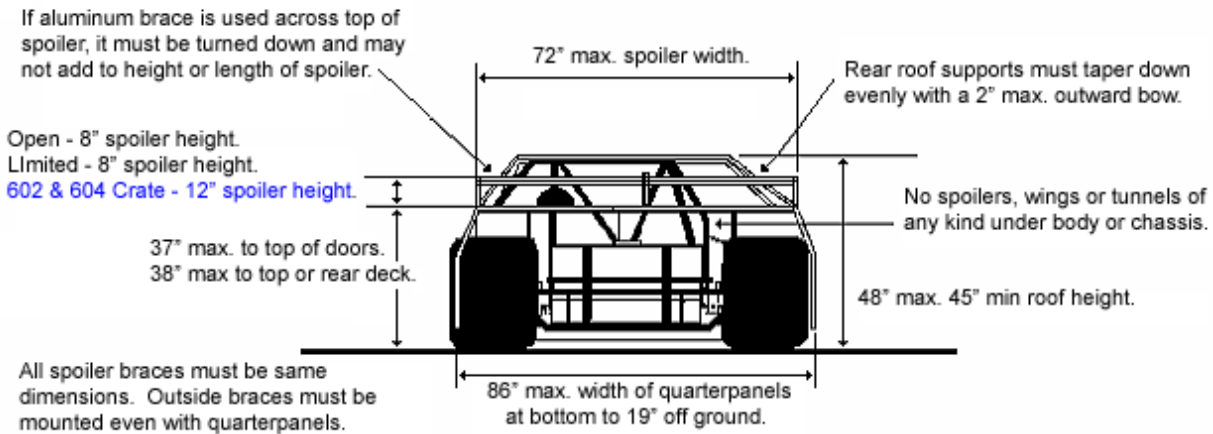
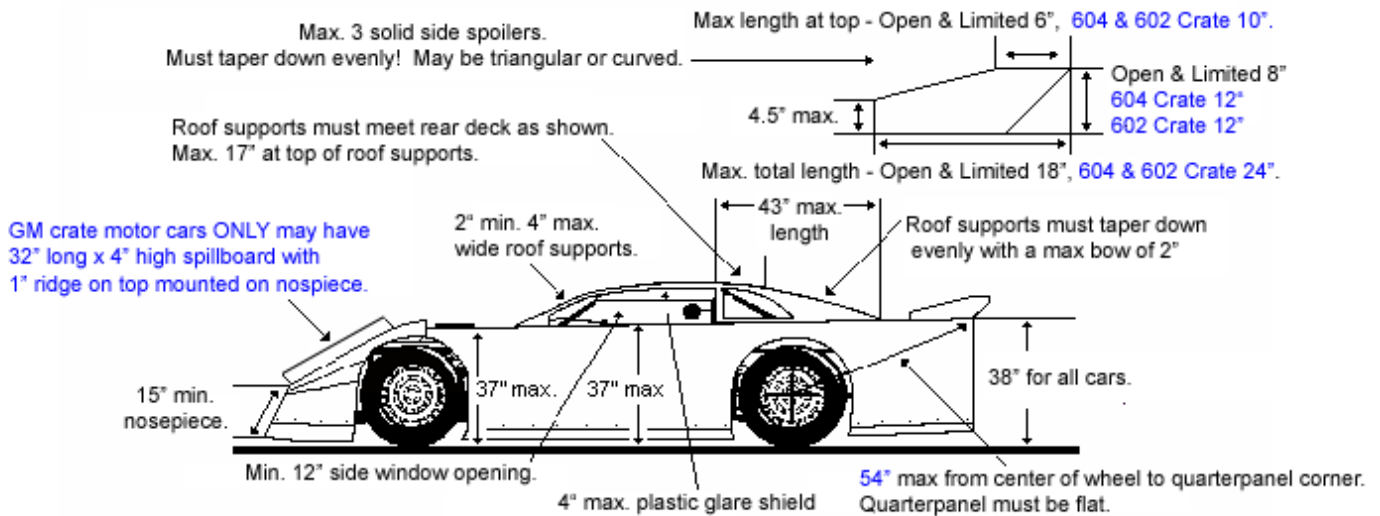
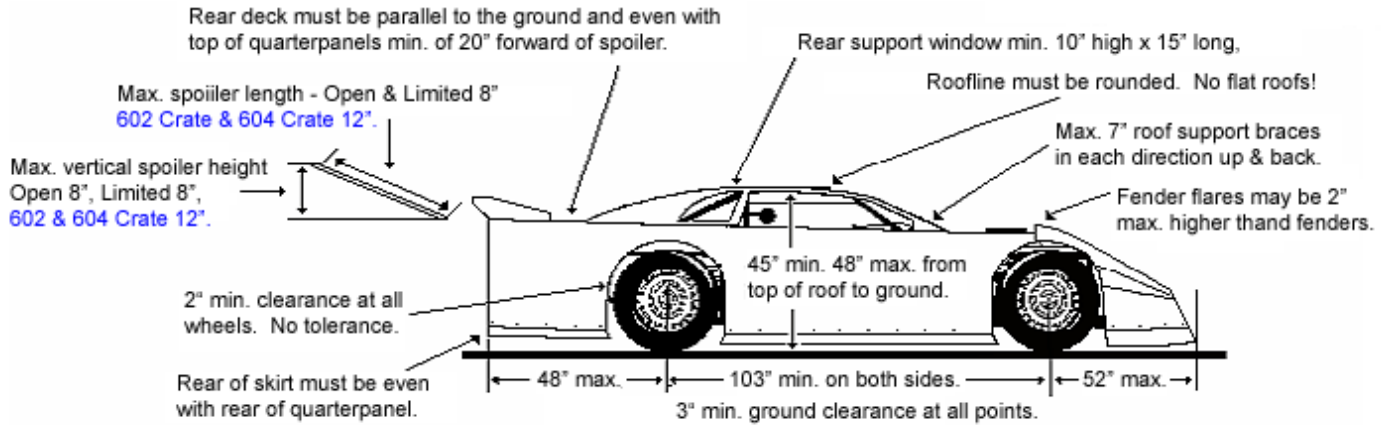
604 Crate motors—2,300 pounds. 602 Crate motors—2,200 pounds. No tolerance.

ALL CARS— Weight limits are after race and include driver. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two ½" Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight.

**RULEBOOK 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 EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS 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 race director shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

# 2012 Late Model Sportsman Body Specifications

604 Crate 2,300 and 602 Crate 2,200 weight cars will receive the following tolerances: 2" on quarterpanel length, nosepiece length, top deck width and fender flare height. 5" on front roof post brace. 1" on wheelbase.



## 2012 Late Model Sportsman - Crate Motor Specifications



### GM 602 350/350

Block part number: #10105123  
Block type: cast iron with 4-bolt main caps  
Bore x stroke (in): 4.00 x 3.48  
Camshaft duration (@.050 in): 212 degree intake / 222 degree exhaust  
Camshaft lift (in): .435 intake / .460 exhaust  
Camshaft part number: #24502476  
Camshaft type: hydraulic flat tappet  
Compression ratio: 9.1:1  
Connecting rod part number: #10108633  
Connecting rods type: powdered metal steel  
Crankshaft part number #14088526  
Crankshaft type: nodular iron  
Cylinder head part number: #12558060  
Cylinder head type: vortec iron; 64cc chambers  
Displacement (cu in): 350  
Engine name: Circle Track 350/350  
Engine type: Chevy small-block V-8  
Ignition timing: 32 degree total @ 4000 rpm with vacuum advance disconnected  
Maximum rpm: 5500  
NOTE Distributor included with 350/350 engine has melonized steel gear part number: #10456413. This MUST be used with engines with steel camshafts, or engine damage will occur.  
Piston part number: #12514101  
Pistons type: hypereutectic aluminum  
Recommended fuel: 92 octane  
Rocker arm ratio: 1.5:1  
Rocker arms part number: #10089648  
Rocker arms type: stamped steel  
Valve size (in): 1.94 intake / 1.50 exhaust

### GM 604 350/355

Block part number: #10105123  
Block type: Cast iron with 4-bolt main caps  
Bore x stroke (in): 4.00 x 3.48  
Camshaft duration (@.050 in): 208 degree intake / 221 degree exhaust  
Camshaft lift (in): .474 intake / .510 exhaust  
Camshaft part number: #10185071  
Camshaft type: Steel hydraulic roller  
Compression ratio: 10:1  
Connecting rod part number: #10108688  
Connecting rods type: powdered metal steel  
Crankshaft part number: #12556307  
Crankshaft type: forged steel  
Cylinder head part number: #12556463  
Cylinder head type: Aluminum; 58cc chambers  
Displacement (cu in): 350  
Engine name: Circle Track 350/355  
Engine type: Chevy small-block V-8  
Ignition timing: 10 degree BTDC @ 800 rpm 32 degree total @ 4000 rpm with vacuum advance disconnected  
Maximum rpm: 5800  
NOTE Distributor included with the 350/355 engine has a melonized steel gear part number: #10456413. This MUST be used with engines with steel camshafts, or engine damage will occur.  
Piston part number: #10159436  
Pistons type: hypereutectic aluminum  
Recommended fuel: 92 octane  
Rocker arm ratio: 1.5:1  
Rocker arms part number: #10089648  
Rocker arms type: stamped steel  
Valve size (in): 1.94 intake / 1.50 exhaust