

2.1 Cylinder Heads in Group 2 (/MS)

NRC Outcome: Approved / Approved with Modification / Not Approved

NOTES:

RULEBOOK REFERENCE:

3.10 SUPER STOCK ELIMINATOR, page 122-145.

RULE SUBMISSION INTENT:

1. To address the unavailability of part numbers currently listed in the Rulebook.
2. To also clarify the intent of the requirements regarding the relationship (lineage) between the engine block and cylinder head.

PROPOSED ADMENDMENT:

Existing Text

- a. Chevrolet:** Part No 14044861 (Casting No 14044861),
Part No 14044862 (Casting No 14044861),
Part No 14011076 (Casting No 14011077),
Part No 12363410 (supersedes 14011076-7)
- b. Chrysler:** Part No P4529335 (Stage V1), Part No 4349600.
- c. Ford:** Part No TFS-A460 or M-6049-B460,
Part No M-6049-A429 or M-6049-B429

Proposed Text

- a. Chevrolet:** Part No 14044861-2 (Casting No 14044861) – may no longer be available.
Part No 14011076 (Casting No 14011077)
Part No 12363410 (supersedes 14011076-7)
Part No 19331427 (TBC)
Edelbrock 60547 (TBC)
- b. Chrysler:** Part No P4529335 (Stage V1), Part No 4349600
- c. Ford:** Part No TFS-A460 or M-6049-B460
Part No M-6049-A429 or M-6049-B429

Existing Text

Cylinder Heads: All permitted cylinder heads must have a standard port configuration and valve angle ("configuration" includes valve stem angle and port arrangement).

Proposed Text

Cylinder Heads: All permitted cylinder heads must have a standard port configuration and valve angle ("configuration" includes valve stem angle and port arrangement) as well as having a direct relationship to the brand of engine block.

CLASSES AFFECTED:

All Super Stock Eliminator

Cylinder Heads in Group 2 (/MS).

<i>How does this rule protect the safety of participants and spectators?</i>
Not applicable.
<i>How is this rule a positive step for the sport?</i>
Opens up avenues into the class and will hopefully bring more competitors into Group 2.
<i>What is the positive impact of the rule on other classes and brackets?</i>
Same as above, applicable to all of Super Stock Eliminator.
<i>How does the rule ensure increased opportunity for even competition?</i>
Will hopefully bring more competitors into Group 2.
<i>Describe how the rule is practical and enforceable.</i>
Easily enforceable through Tech Inspections and pre/post-race scrutineering.
<i>Describe how the cost of complying with the rule is reasonable for competitors.</i>
No apparent additional cost to the competitors of the classes affected.