

PUTNAM E-MODS

This is a protest Division No Radios | Receivers are mandatory!

SAFETY General Safety Rules

1. The Putnam Raceway Inc. officials may inspect any car and equipment at any time for compliance.
2. RaceCeiver one way radios are required at every sanctioned event. Failure to have a RaceCeiver(or equivalent one way device) could result in disqualification.
3. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver only communication device permitted. Drivers caught with any other communication devices will be disqualified for that event.
4. No in-car lap timers, track issued transponders only!
5. No mirrors are allowed at any location on the car!
6. All cars must have an extensive safety inspection each season before they race.
7. All required safety equipment and apparel must be in use while the car is on the track.
8. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
9. Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the racetrack. Helmet and seatbelt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in the rulebook. Contact your local track officials for more information regarding this.
10. All participants are solely responsible to meet the requirements in the specific division.
11. NO exceptions. Roll bar padding must be installed around driver.
12. All cars must have a fire extinguisher minimum 2 lbs. with a working and visible gauge securely mounted within easy reach of the driver. 5lb minimum automatic fire suppression system highly recommended.
13. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
14. All cars must have a quality fuel cell with roll over valve (check valve) in fuel cell vent.
15. If it's not stated in the rules it doesn't mean it's approved. Please consult with tech official for approval. All tech decisions are final. The track reserves the right to add weight to any driver in the fairness of competition. You need to understand all safety requirements.
16. Track Management as well as the Tech official reserves the right to disqualify any car and/or driver that does not comply with all safety requirements. Competition will not and cannot come before safety. Keep it inexpensive, easy and fun. The general rules apply to drivers eligible for this division.

Protective Clothing

1. NO EXCEPTIONS! Fire suit, fire shoes, and fire gloves required. Neck brace is recommended.
2. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform. Damaged uniforms will not be allowed.
3. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
4. Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Helmets

1. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, FIA 8860- 2018, Snell SA 2015, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

Seats & Belts

1. 5-point safety harness must be mounted securely to the cage.
2. A full containment type constructed of aluminum or approved carbon fiber seats is Highly Recommended.
3. Seats must be used as supplied and installed following instructions provided by the seat manufacturer. Seat Belt and Restraint SystemA. Each car must be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
4. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
5. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

Head and Neck Restraints

1. A head and neck restraint SFI 38.1 approved is highly recommended. (50lb weight break)

Weights

1. All lead ballast must be painted white with the car number and secured with two ½" bolts no matter the weight. Will be inspected.
2. If weight falls off of your car on the track at any time you are immediately disqualified from the event. All cars must have front and rear hook ups for towing.

BODY

1. UMP OR IMCA Body rules apply

2. Spoilers are allowed. Maximum height of 6 inches, bends will not count as long as they are 90 degree or at level bends if they have any angle upward they will be counted in spoiler height.
3. If spoiler is not incorporated into sail panels the end piece maximum height will be 6 inches x 10 inches long.
4. Center spoiler brace 6 inches height x 10 inches long One (1) only.

CHASSIS & SUSPENSION

1. UPM or IMCA chassis & suspension rules apply

ENGINE

1. All internal components cannot exceed factory OEM specs. It is your responsibility to provide factory data to back up your specs and not the tracks. No high-performance parts of any kind unless noted otherwise herein.
2. **In place of a GM Sealed 602 Crate Motor you may run The Quick Silver Sealed Crate Motor (Part Number 8M0156572). Available through the Speed Store.**
3. CHEVY 602 Crate Engine Approved. Must be factory sealed/Crate Racing Approved rebuilder sealed. All other rules apply.
 1. Any competitor caught tampering with crate engine. 1st offence ~ two weeks' suspension, 2nd offence ~ suspended for remainder of season. Will be teched by G.M. Specifications.
 2. Crate Engine Carburetor: Holley 1850 or 650 CFM -NO SPACERS-Max gasket thickness .125 total. No billet parts. Must remain within Holley specifications. Must pass track NO/GO gauges.
 3. Crate may run aftermarket distributor. HEI only-No printed circuit boards.
 4. Any air cleaner. No cold air boxes or devices to force air into carb.
4. FORD S347JR Crate Engine Approved. Must be factory sealed. All other rules apply.
 1. Any competitor caught tampering with crate engine. 1st offence ~ two weeks' suspension, 2nd offence ~ suspended for remainder of season. Will be teched by FORD Specifications.
 2. Crate Engine Carburetor: Holley 4412 500 2BBL with 1.125" adapter inc gaskets. May run 4412XP. No part of spacer may protrude into intake manifold. No billet parts except on XP. Must remain within Holley specifications. No alterations. Must pass track NO/GO gauges.
 3. Any air cleaner. No cold air boxes or devices to force air into carb.
5. No electronic enhancing devices-No traction control. No Rev limiters. No adjustable timing boxes. The Markings on the front face of the counterweight of the cast replacement 350 crankshaft have been changed over the years.
6. Built Motors: Stock cast iron production blocks only. Chevrolet 350; Ford 351 maximum. Four bolt main engines o.k.

1. Maximum overbore allowed is .060 + .010 for clearance. Piston must not protrude above cylinder deck surface.
2. May use 1 or 2 piece rear main seal block
3. NO aftermarket blocks of any kind 4. NO aftermarket blocks of any kind.
5. NO stroking or de-stroking.
6. Block may be zero decked; piston can NOT protrude above deck surface.
7. Block may be 2 or 4 bolt
8. NO splayed main caps.
9. Block may be bored 0.60
10. No painting

CRANKSHAFT

1. Factory OEM Stock steel or cast
2. May use aftermarket steel or cast
3. Must weigh minimum of 48lbs
4. May use speedway part #15-15350 or SCAT part# 915-104420
5. May balance rotating assembly
6. May add weight to balance
7. No knife edge crank 8. Chevy 3.48 stroke
9. Harmonic balancer, minimum 6.75-inch diameter, must be modular iron OEM style, with elastomer insert. No fluid dampers or 1 piece dampers, must be steel.

RODS

1. Factory stock appearing rod.
2. No H Beams
3. May use floated pin.
4. Scat or eagle stock replacement I beam rods.

PISTONS

1. Any stock appearing 2 or 4 eyebrow piston, may be cast or forged.
2. The total minimum weight of piston, bearings, caps, rings, rod and wrist pin = 1194 grams.

CAMSHAFT AND LIFTERS

1. 390/410 hydraulic only, any flat tapped hydraulic lifter allowed. Factory firing order only
2. No 4/7 swap cams. Timing chain and gear, double roller ok, cam button ok, rear bearing on cam gear ok. Must maintain 390/410 lift at valve

PUSH RODS

1. May use 100/1000 longer push rods

ROCKER ARMS

1. Stamped steel 1.5 ratio 1.52, 1.6 roller tips, may use speedway part # 287-11801. May run or 1.6 roller tip rockers steel only

OIL PAN

1. May use any oil pan

HEADS

1. OEM factory open chamber ONLY
2. Valve size 194/150. No angle Milling of heads
3. No Vortex heads
4. No Clevelands heads
5. No closed chamber heads
6. No angle plug heads
7. Options
 - 350 I spec IMCA or Stock Cast Iron 72cc
8. 72cc minimum
9. Pinning of studs
10. Maximum stud diameter 3/8 inch
11. Guide plates OK
12. Minimum valve stem diameter 11/32, Valve springs maximum diameter 1.260
13. Valve length 4.900 inch, 3 angle valve cut OK

HEAD GASKETS

1. Minimum thickness 0.40, NO TOLERANCE!

DISTRIBUTOR

1. Must remain factory stock except for the following options:
 1. May re-curve distributor
 2. May us MSD module part # 547-83641
 3. May lock vacuum advance
 4. May run hot coil, may us MSD part # 547083641
 5. May use MSD distributor part # 910-12341
 6. NO small body distributors
 7. NO MSD boxes
 8. NO traction control
 9. May run bronze gear

CARBURETOR

1. Single Feed Allowed Carbs as follows:
 1. Holley 4412, must be as it came from the manufacturer stock production, except for the following options:
 1. May use 50cc accelerator pump
 2. May change power valve
 3. May change jets
 4. Must be stock metering block.
 5. No high performance metering blocks
 6. No billet metering blocks
 7. Must have stock air horn, unaltered.
 8. Must pass NO GO gauges.
 2. Holley 0-1850 VAC. SEC. ONLY. Factory stock except for the following options:
 1. May use 50cc accelerator pump
 2. May change power valve
 3. May change front jets.
 4. May use fuel log. SINGLE FEED Front metering block must be stock.
 5. May run center hung float bowls
 6. No high performance metering blocks
 7. May open rear jet orifices to adjust secondary fuel circuits
 8. May use rear jet plate SMI part # 85-599 No rear metering block.
 9. Must have stock air horn, unaltered.
 10. Must pass NO GO gauges
 3. Quadra jet must be OEM factory stock except for the following:
 1. Removal of choke plates, shaft, and choke mechanism.
 2. Side load or front load OK.
 3. No internal drilling to modify metering circuits.
 4. 602 must run 1850 Holley or 650 CFM
 5. Holley 1850 with center float bowls must use Mr. Gasket dual line fuel line max diameter 3/8 inch; no fuel log, no return line, no secondary metering block

INTAKE

1. Any steel or aluminum 2bbl or 4bbl
2. Untouched out of the box
3. No gasket matching
4. No porting
5. Must use only 1 gasket per side
6. No gasket stacking
7. May drill and tap intake for bypass cooling hoses if necessary
8. No home made or custom intakes
9. All intakes MUST have legible casting numbers

INTAKE ADAPTERS

1. In the event the carb and intake combination you are using requires an adapter it must be a Maximum thickness of 1 inch including gaskets, it must be a MR GASKET inexpensive part. No spacers of any kind.
2. If carb will bolt to intake without an adapter the maximum thickness of gasket is 5/16 inch

FUEL PUMP

1. Any stock mechanical type OK
2. No piston style pumps
3. No vane type
4. Fuel pump must be mounted in stock OEM location on engine block

FUEL

1. Race Fuel or Pump Gas

POWER STEERING PUMP

1. Pump must be mounted in stock or close to stock location on front of engine. NO rear fuel pumps.

EXHAUST

1. Any header must run parallel to ground

FLYWHEEL, CLUTCH, PRESSURE PLATE

1. May use hydraulic release bearing
2. Highly recommend blow proof bell housing.
3. Stock. No lightened or aluminum flywheels are allowed. The minimum weight of the flywheel is fourteen (14) lbs. Stock clutch and pressure plate. No racing type. May use solid clutch disk (no springs)

TRANSMISSION

1. Automatic must be completely factory stock, must have full size torque converter.
2. Bert, Brinn, or racing type OK, must add 100lbs
3. No shift kits
4. No power glides
5. No torque converter eliminators
6. Steel drive shaft only painted white

WHEELS and TIRES

1. American Racer 8" Mediums or Hard Tires (may purchase at the track or The Speed Store in Deland).
2. 8" steel wheel only
3. May use bead lock in any location. Wheel spacers allowed. Offset may be (2",3",4")
4. No grooving, no siping, no treating,
5. No needling

DISCLAIMER:

It is stated in the rules above what you can do to your car. Please consult tech-man for certification only. If not in writing, no "he said/she said" is acceptable by management. All tech decisions are final and a disqualification means ALL money, prizes, and points are forfeited.

All drivers visiting track for first time must go through Pre-Tech and state their package and weight. Tech-man will inspect, evaluate, and make a decision on accepted package and weight. Sticker will be applied to car for post-race with weight. Tech-man will record and compare after each race. If you change your package, you must go back through tech to record.

No grinding or defacing of any casting numbers. Any engine parts with missing or altered casting numbers are illegal regardless of the reason.

Tech inspector will weigh and inspect various parts of Top finishing cars every week after heats and features. A competitor may file a protest to further inspect cars and engines.

Chassis Protest: Tear down and inspection of Chassis and suspension (shocks, springs, and all mounting points) will be \$500 (of which \$100 will go to tech inspector.)

Built Engine Protest: To pull a head, the protest will be \$250 (of which \$50 will go to tech inspector. To pull a engine out to check the bottom end will be \$500 (of which \$100 will go to the tech inspector).

Crate Engine Protest: \$150 to vacuum test, rate valve springs, compression test and verify seals. (Further inspection and teardown will be decided by track officials and tech inspector).

Crate Engine Claim: \$3850 claim rule on 602 GM crate engine-\$150 to track. Will be delivered as it comes from GM-no accessories. Must finish in TOP 5 to claim-May only claim a higher finishing competitor.

All Protests must be Submitted to Tech Inspector at Scale Shed within 10 minutes of completion of feature.

All Protest must be submitted in writing and have the cash in hand. All Counter Protest must be submitted in writing and with cash in hand with in 10 minutes of original protest.

Track officials and tech inspector reserve the right to inspect and teardown any car at any time.

Management is committed to maintaining a fair and even playing field for all competitors and will consistently be researching and evaluating all facets of tech inspection.