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SPRINTCAR CONTROL COUNCIL OF AUSTRALIA INC

A.B.N. 69 903508263

HOME of THE AUSTRALIAN SPRINTCAR CHAMPIONSHIP® SINCE 1963

SCCA Racing Rules, Regulations and Specifications – August 2017

ADDENDUM – Effective 10 November 2017

Rule 8.19 360 Sprintcars

(1) Engines

(ii) LS1 Engines:

- a) Only LS1 Standard Blocks Allowed
- b) Must be Standard Stroke Length
- c) May be 30 oversize bore
- d) Must have Flat Top Forged Pistons
- e) After Market Cranks Allowed (no lightweight cranks allowed)
- f) After Market Rods allowed (no Tie or Lightweight Rods allowed)
- g) Only Hydraulic Roller Cam Shafts Allowed
- h) Only LS1 Cylinder Heads Allowed must have Cathedral porting
- i) Only Stainless Valves Allowed
- j) Must have a Wet Sump Oil System
- k) Must have a 4 Barrel Throttle Body Injectors
- l) Must Run On Methanol
- m) Must run a Timing Chain
- n) Only a Standard GM LS1 Computer System is to be used

(iii) 305 Engines:

- a) Engine: 315.9 cubic inches (maximum bore of .060 over on 305 blocks).
- b) Blocks: Stock Chevrolet 305 block (no bow-tie, dart, after market blocks) Canadian block okay.
- c) Approved casting numbers: 361979, 460776, 460777, 460778, 14010201, 1410203, 1408851 and 14016381. No lightning of block of any type; must retain entire factory casting.
- d) Pistons: Flattop pistons. Valve relief piston is acceptable.
- e) Crank: Stock Chevrolet cast-iron or steel crank; 3.480 or 3.500 strokes. No knife-edging or drilling, except to balance. Stock weight 48 pounds. Aftermarket 48-pound cranks accepted.
- f) Rods: O.E.M. Stock appearing I Beam or H beam only, 5.7 Chevrolet Rods. No Aluminium or Titanium. Oil pan inspection hole required to view rods.
- g) Drive: Double roller type chain; no gear or belt drive allowed. Short or long steel or aluminium water pump; must be in stock location.
- h) Hub: Damper or steel hub. If damper is run must meet SFI-approval

- i) Cam/Tappets: Flat-tappet cam, stock-diameter tappets (no rollers, mushroom, radius type tappets)
- j) Oil Pump: Wet sump internal pump only (no crankcase vacuum systems).
- k) Rockers: Roller rockers allowed (no shaft system) 3/8" or 7/16" stock or screw in studs mount rockers.
- l) Valve Train: May run stud girdles, but no rev kits allowed.
- m) Lifter Boxes: May be machined or bushed for repositioning, alignment and straightening of lifter box. Original stock diameter bore must be maintained.
- n) Valve Sizes: Maximum 2.02 intake and 1.600 exhaust sizes, 11/32" stock stem length (no altered systems).
- o) Valve Spring Sizes: Maximum valve spring diameter is 1.460".
- p) Steel: The following must be steel only: valves, retainers, keepers, push rods, springs, tappets, crank, rods, wrist pins, fasteners, main caps. No titanium, composites or ceramics internal engine parts.
- q) Heads: Any of the following Chevy steel head castings with are the only ones allowed; stock "305" Chevy produced head, World Product Head #042650, DART head #s 10110010F and 10310010F. Minimum combustion chamber is 49ccs; maximum 200cc intake runner. All of the above are to be UNTOUCHED meaning no machining, milling*, grinding, polishing, welding*, acid-etching, shot-penning, glass beading or any other process that alters the original production machined surfaces or natural casting finishes. The head must retain ALL original dimensions and configurations, including valves, stems and guides. Heads and/or head studs are allowed as long as they retain the stock diameter.
*The only work allowed is re-seating the valves (no under-the-seat relief cuts or enlarging the delivered throat size), Port-matching the intake to the head to a maximum depth of 1/2", straight-cut milling to repair obvious damage and/or square the deck (no angle-cut milling for any reason).
- r) Compression Ratio: 11: 1 is absolute maximum. Compression ratio will be tested using the Whistler static engine compression meter.
- s) Ignition Systems: Magnetos, Electronic or Kettering-type only (no crank triggers). No MSD Pro-Magnetos will be allowed.
- t) Fuel Injection or Carburetion: Constant-Flow fuel injection or any four-barrel carburettor. Injection can be no larger than 2-3/16" If you are running a set of stacks they have to be straight 2-3/16" with no funnelling or venturing.