**Office use only:**

Control Number: T18

Assigned Group:

Initial Screening:

**Ballot:** Pass: / Fail:

**Effective for Race Year**: 2019

**2019 Inboard Rule Change Proposal**

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**Date: 11/27/2018**

### Note: Proposals must be submitted to the Inboard Office by December 1, 2018 to be considered. Save and E-mail completed form to: [inboardracing@apba.org](mailto:inboardracing@apba.org) or [melildon@yahoo.com](mailto:melildon@yahoo.com) US mail to APBA Inboard Office 8039 Stone Barn Dr, West Chester, Ohio 45069

*Check all* that *apply:* General Safety Rule General Racing Rule

Stock Class Technical Rule \* X Modified Class Technical Rule \*

Affected Class(es): **JSS**

# *Specific Rule Information*: [Note: All fields must be completed for consideration.] Author’s VERY BRIEF Summary of Proposed Action:

### Allowing additional connecting rod manufacturers that also offer 5.7” rods in addition to the Manley rod, that is the only option currently.

**Affected Rule:**

**54.4.4 Pistons and Rods** - Pistons must be cast or forged replacement parts and are not to be machined in any way other than for clearancing of wrist pins or balancing (wrist pin bosses or back side of piston tops). Tops of pistons may be machined, but the distance from the top of the piston to the top of thr first ring minimum of .245 thousandths. Pistons shall have flat tops, four (4) valve recesses, stock dimensions and weights of wrist pins.

Any full complement of rings may be used provided no alteration is done to the ring grooves in pistons. Pistons may be rotated 180 degrees in the cylinder. Rods must be stock forged steel (5.7 inches in length). Flashing removal, shot-peening and polishing rods is permitted. Any stock replacement rod bolt and nut that fits without machining or drilling may be used. Any replacement bearings, rod and main may be used.

In addition to the above, the J/E Piston Part #174004, Pin #9272850-1551S and Manley Connecting Rod #14112A-8 may be used. No changes or alterations can be made to these parts. This includes balancing. These parts must be embossed with the APBA logo.

# Proposed rule:

**54.4.4 Pistons and Rods** - Pistons must be cast or forged replacement parts and are not to be machined in any way other than for clearancing of wrist pins or balancing (wrist pin bosses or back side of piston tops). Tops of pistons may be machined, but the distance from the top of the piston to the top of the first ring minimum of .245 thousandths. Pistons shall have flat tops, four (4) valve recesses, stock dimensions and weights of wrist pins.

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In addition to the above, the J/E Piston Part #174004, Pin #9272850-1551S, Manley Connecting Rod #14112A-8, ***Scat Pro Stock Rod # 2-ICR5700P, Eagle SIR # SIR5700BPLW*** may also be used. No changes or alterations can be made to the **J/E, Manley, Scat or Eagle rods.** This includes balancing.

# Reason for change:

### Trying to lower the cost of building a 305 by offering additional connecting rod manufacturers that also offer 5.7” rods at a much lower cost than the Manley rod at $750/set. The Scat rod is $281/set and the Eagle rod is $232/set. That is a savings of $500 or more depending on which one you choose. None of these rods are power producing, just more cost effective over the Manley. These are additional options to the Manley, not replacement for Manley. Just giving more economical options for the builder. Also removing the need for any of these rods to be embossed with the APBA logo which just adds additional delay in getting rods from the manufacturer. These items are in red ink that should be removed.