



Engine Rules
Jersey Shore Boat Racing
Updated: March 14, 2025

IF IT IS NOT IN THE RULES, IT ISN'T LEGAL. CONSULT THE TECH/ENGINE COMMITTEE AHEAD OF AN EVENT IF YOU ARE UNSURE. "ITS NOT IN THE RULES" WILL NOT FLY.

315 Cubic Inch SKIFF

If anyone has a question or needs an explanation about any rule in this class, refer to the Executive Committee for verification. Every engine must have two intake bolts drilled (across from each other) for sealing purposes.

All 2023 Certified APBA Legal Engines are Legal and Permitted.

In the event that there are 3 or more 2023 APBA Legal Skiffs at a race, they shall run as their own class.

Note: The Executive Committee will be the determining party on a protest as to the legal status of any engine. No V-Drives. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Block must be stock OEM cast iron with a bore not to Exceed 315 CID
OEM Lifter Bores are mandatory
OEM Cam location is mandatory
Line Boring is allowed
Decking is allowed, with the average Deck Height to be zero or less

Block Bore Specs	Oversize
Chevy 305-307	.060
Chevy 283	.060
Ford 289	.060
Ford 302	.060
AMC 304	.060
Mopar 273	.060

Crankshaft

Strokes are to be OEM and In-Kind to selected block

- No stroking or de-stroking

Aftermarket Crankshafts meeting OEM Specifications are allowed
Journal Sizes must meet OEM Requirements

- Can be cut up to 0.04 under the OEM Standard

Drilling for oil will be allowed

Balancing will be allowed

Crankshaft must be stock in appearance

- No Ultra Light, Cut Down, or Knife-Edge

Crankshaft must be cast iron or steel, no titanium

Connecting Rods

Connecting Rods may be OEM or Aftermarket with OEM or aftermarket rod bolts

Connecting Rods must be of Stock OEM Length

- Measured center to center
- Must contain an OEM Rod Journal Bore for Block being used

Connecting Rod pinhole may be bushed

Connecting Rods may be Steel, Sportsman

No Titanium Rods

No Aluminum Rods

Pistons

Pistons must be Cast or Forged minimum weight 475 grams (without pins)

305 CID Chevy minimum Piston weight is 420 grams

Pin weight minimum is 100 grams

Flat Top Pistons may have 4 Valve reliefs

Any Three Ring Combo is allowed

Reversing of pistons is allowed

Fly cutting of pistons is allowed

Camshaft and Timing Chain

Camshaft shall be any OEM style

- Hydraulic only

No mushroom or roller style cams allowed

Hydraulic Lifters only

- Lifters must function hydraulically with 0.050 min. piston travel

Lifter must be OEM stock size

No belt or gear drives allowed

OEM style chain drives only

- Double Roller acceptable

Oiling System

Any Wet Sump System is allowed

External Oil Coolers are allowed

Remote Oil Filters are allowed

No Dry Sumps

Cylinder Heads

Any Cast Iron OEM Head is allowed

No Bowtie, SVO, Direct Connection, or Aftermarket Heads permitted

Heads must be within 7% of OEM C.C

No Porting or Port Matching of any kind on either Heads or Intake Manifold

Heads may be Milled on Deck Surface only

- Up to 0.020 Maximum

No Acid Porting or Spray Welding may be performed

Roller Rockers are permitted. Ratios are as follows:

- Chevy-1.50
- Ford-1.60
- Chrysler-1.60

Shaft Rockers are not allowed

Dual Coil Valve Springs are permitted

Any Valve Keepers or Retainers may be used

Screw-in Studs and Stud Girdles are permitted

Valves

Type	Intake	Exhaust	Rocker Arm Ratio
Chevy	1.84	1.50	1.60
Ford	1.84	1.55	1.60
Chrysler	1.88	1.50	1.60
AMC	1.88	1.50	1.60

Valve Stem must be stock OEM Diameter

Swirl Finish is allowable

Pro-Flo and Stainless Steel Valves are allowed

No Titanium Valves

Carburetion

Any Carburetor Up to 750 CFM may be used with any Intake Manifold

No Tunnel Rams

Venturis are to be OEM with no Polishing or Modifying permitted

Oversized Jets and Power Valve Modification will be allowed

Removal of Choke Butterfly and related hardware is allowed

Removal of Air Horn is not permitted

No Porting or Match Porting allowed

No Acid Porting or Spray Welding permitted

No Sheet Metal Intakes allowed

Ignition

Any OEM or Aftermarket Distributor, Coil, HEI, or MSD type allowed
No Magnetos allowed

Miscellaneous Specifications

Any Gasoline type Fuel

- Example Fuels VP, CAM 2, Torco, Sunoco

No Fuel Additives permitted

Fuel Injection, NOS (Nitrous Oxide Systems and other brands), Propane, Oxygen, and Alcohol are not permitted

Any Wet Exhaust is allowed

Any Starter Flywheel Combo is allowed

Block Filler in Cooling System is allowed

Any Mechanical or Electric Fuel Pump is allowed

Oil Restrictor and Screen Kits are allowed

Transmission or Direct Drive Prop System is allowed

=====

375 Cubic Inch SKIFF

If anyone has a question or needs an explanation about any rule in this class, refer to the Executive Committee for verification. Every engine must have two intake bolts drilled (across from each other) for sealing purposes.

All 2023 Certified APBA Legal Engines are Legal and Permitted.

Note: The Executive committee will be the determining party on a protest as to the legal status of any engine. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Any Cast Iron Block, OEM, or Aftermarket, as long as it meets General Motors 350 Cubic Inch, OEM Specifications
Motors 350 Cubic Inch, OEM Specifications
No 400 Cubic Inch Blocks may be used
OEM Lifter Bores are mandatory
OEM Cam Location is mandatory
Block Bore is not to exceed Chevy 350-4.065
Splayed Main Caps are allowed
Line Boring is allowed
Decking is allowed

Crankshaft

Strokes are to be OEM and In-Kind

- No stroking or de-stroking

350 GM Stroke: 3.48
Aftermarket Crankshafts meeting OEM Specifications are allowed
Journal Sizes must meet OEM Requirements

- Can be cut up to 0.040 under OEM Standard

Drilling for oil is allowed
Balancing is allowed
Crankshaft must be stock in appearance

- No Ultra Light, Cut Down, or Knife-Edge

Crankshafts must be Cast Iron or Steel. No Titanium

Connecting Rods

Connecting Rods may be OEM or Aftermarket, with OEM or Aftermarket Rod Bolts
Connecting Rods must be of Stock OEM Length

- Measured center to center
- Must contain an OEM Rod Journal Bore for Block being used

Connecting Rod pinhole may be brushed
Connecting Rods may be Steel, Sportsman, or Aluminum
No Titanium Rods

Pistons

Any Piston may be used. There is no compression limit

Camshaft and Timing Chain

Camshaft shall be any OEM style Hydraulic or Solid Lifter Cam

No mushroom or Roller Style Cams permitted

Lifters must be OEM stock size

No Belt or Gear Drivers permitted

OEM style Chain Drives only

- Double Roller acceptable

Oiling System

Any Wet or Dry Sump System is allowed

External Oil Coolers are allowed

Remote Oil Filters are allowed

Cylinder Heads

Any Cast Iron OEM Head is allowed

Bowtie Heads are allowed (Cast Iron only)

No Porting or Porting Machining of any kind on either Heads or Intake Manifold

Heads may be milled on the Deck Surface only

No Acid Porting or Spray Welding may be performed

Roller Rockers are permitted. Ratios are as follows

- Chevy- 1.60
- Ford- 1.60
- Chrysler- 1.60

Shaft Rockers are allowed

Dual Coil Valve Springs are permitted

Any Valve Keepers or Retainers may be used

Screw-In Studs and Stud Girdles are permitted

Part Numbers for Approved Aftermarket Heads:

World Products	Dart Heads
#955-011150A	#301-10310010
#955-011250A	#301-10320010
	#301-10311111
	#301-10311112
	#301-10321111

Valves

Type	Intake	Exhaust	Rocker Arm
Chevy	2.02	1.60	1.60
Ford C	2.04	1.71	1.60
Ford W	1.94	1.60	1.60
Chrysler	2.02	1.60	1.60
AMC	2.02	1.60	1.60

Valve Stem must be stock OEM Diameter
Pro-Flo and Stainless Steel Valves are allowed
No Titanium Valves

Carburetion

Any Carburetor may be used with any Intake Manifold
No Tunnel Rams
No Sheet Metal Intakes permitted

Ignition

Any OEM or Aftermarket Distributor, Coil, HEI, or MSD type allowed
No Magnetos allowed

Miscellaneous Specifications

Any gasoline type fuel (Example: VP, CAM 2, Torco, Sunoco)
No Fuel Additives permitted
Fuel Injection, NOS, Propane, Oxygen, and Alcohol are not permitted
Any Wet Exhaust is allowed
Any Starter Flywheel Combo is allowed
Block Filler in the Cooling System is allowed
Any Mechanical or Electric Fuel Pump is allowed
Oil Restrictor and Screen Kits allowed
Transmission or Direct Drive is allowed (must be a 1:1 ratio)

=====

315 Cubic Inch Stock Garvey

If anyone has a question or needs an explanation about any rule in this class, refer to the Executive Committee for verification. Every engine must have two intake bolts drilled (across from each other) for sealing purposes.

Note: The Executive committee will be the determining party on a protest as to the legal status of any engine. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Block must be stock OEM cast iron with a bore not to exceed 315 CID
OEM Lifter Bores are mandatory
OEM Cam location is mandatory
Line Boring is allowed
Decking is allowed, average Deck Height to be zero or less

Block Bore Specs	Oversize
Chevy 305-307	.060
Chevy 283	.060
Ford 289	.060
Ford 302	.060
AMC 304	.060
Mopar 273	.060

Crankshaft

Strokes are to be OEM and In-Kind to selected block

- No stroking or de-stroking

Aftermarket Crankshafts meeting OEM Specifications are allowed

Journal Sizes must meet OEM Requirements

- Can be cut up to 0.040 under OEM Standard

Drilling for oil will be allowed

Balancing will be allowed Crankshaft must be stock in appearance

- No Ultra Light, Cut Down, or Knife-Edge

Crankshaft must be cast iron or steel

Connecting Rods

Connecting Rods must be OEM or Aftermarket with OEM or Aftermarket Rod Bolts

Aftermarket Rod Weight must equal or exceed OEM Weight

- Scat #942-35700, #942-35700P & SCA-25700716 are permitted
- Eagle #356-SIR5700BBLW, 356-SIR5700BPWL, ESP-5700BPLW & ESP-5700BBLW are permitted

Connecting Rods must be of Stock OEM Length

- Measured center to center
- Must contain an OEM Rod Journal Bore for Block being used

Connecting Rod may be Side Clearanced

Connecting Rod pinhole may be bushed

Connecting Rods must be Steel

No Aluminum Rods

Pistons

Pistons must be Cast or Forged

Pistons must be flat top, with four valve relief

Any Machining to pistons will not be allowed except for balancing

Fly Cutting of Valve Reliefs only is allowable

Pin weight minimum is 100 grams

Pin height must remain OEM

Floating Pin is allowed

Three Ring Combo Size is 5/64, 5/64, 3/16

No thermal coatings on top

Skirt coated pistons are allowed

Reversing of pistons is allowed

Camshaft and Timing Chain

Camshaft shall be any OEM style, Hydraulic only, Flat Tappet

No mushroom or roller style cams allowed

Hydraulic Lifters only

- Lifters must function hydraulically with 0.050 min. piston travel

Lifter must be OEM stock size

Degreeing of Cam is allowed

Gear Drives are allowed

No Belt Drives permitted

OEM style chain drives only

- Double roller permitted

Oiling System

Any Wet Sump system is allowed

External Oil Coolers are allowed

Remote Oil Filters are allowed

No Dry Sumps

Cylinder Heads

Any Cast Iron Non-Vortec OEM Head is allowed. must meet 7% of OEM C.C.

No Bowtie, SVO, Direct Connection, or any aftermarket Heads permitted

No Porting or Port Matching of any kind on either heads or intake manifold
Heads may be milled on the Deck Surface only (up to 0.020 maximum)

No Acid Porting or Spray Welding may be performed

Roller Rockers are permitted. Ratios are as follows:

- Chevy- 1.50
- Ford- 1.60
- Chrysler- 1.60

Shaft Rockers are not allowed

Dual Coil Valve Springs are permitted

Any Valve Keepers may be used. Retainers must be steel

Screw-In Studs and Stud Girdles are permitted

Long Slotted Rockers and Grooved Pivot Balls are allowed

Valves

Type	Intake	Exhaust	Rocker Arm Ratio
Chevy	1.84	1.50	1.50
Ford	1.84	1.55	1.60
Chrysler	1.88	1.50	1.50
AMC	1.88	1.50	1.50

Valve Stem must be stock OEM Diameter. + or - .010

Swirl Finish is allowed

Stainless Steel Valves are allowed

No Titanium Valves

Carburetion

Carburetor must be a two barrel (Holley Mod.#2300) and is not allowed to exceed 650 CFM

No milling of Intake Manifold permitted

No Oversized Throttle Bores

Venturis are to be OEM with no polishing or modifying allowed

Oversized Jets and Power Valve Modification will be allowed

Removal of Choke Butterfly and related hardware is allowed

Carburetor must have the stock unaltered Air Horn

No Porting or Match Porting allowed

No Acid Porting or Spray Welding allowed

No Sheet Metal Intakes allowed

Ignition

Any OEM or Aftermarket Distributor, Coil, HEI, or MSD type allowed

No Magnetos allowed

Miscellaneous Specifications

Any Gasoline type Fuel, Example Fuels: VP, CAM 2, Torco, Sunoco
No Fuel Additives allowed
Fuel Injection, NOS, Propane, Oxygen, and Alcohol are not permitted
Any Exhaust is allowed
Any Starter Flywheel Combo is allowed
 • Flywheel Shield is recommended
Block Filler in Cooling System is not allowed
Any Mechanical or Electric Fuel Pump is allowed
Oil Restrictor and Screen Kits are allowed
Direct Drive Prop System only



315 Cubic Inch Super Stock Garvey

If anyone has a question or needs an explanation about any rule in this class, refer to the Executive Committee for verification. Every engine must have two intake bolts drilled (across from each other) for sealing purposes.

Note: The Executive committee will be the determining party on a protest as to the legal status of any engine. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Block must be stock OEM cast iron with a bore not to exceed 315 CID
OEM Lifter Bores are mandatory
OEM Cam location is mandatory
Line Boring is allowed
Decking is allowed, average Deck Height to be zero or less

Block Bore Specs	Oversize
Chevy 305-307	.060
Chevy 283	.060
Ford 289	.060
Ford 302	.060
AMC 304	.060
Mopar 273	.060

Crankshaft

Strokes are to be OEM and In-Kind to selected block

- No stroking or de-stroking

Aftermarket Crankshafts meeting OEM Specifications are allowed

Journal Sizes must meet OEM Requirements

- Can be cut up to 0.040 under OEM Standard

Drilling for oil will be allowed

Balancing will be allowed

Crankshaft must be stock in appearance

- No Ultra Light, Cut Down, or Knife-Edge

Crankshaft must be cast iron or steel

Connecting Rods

Connecting Rods may be OEM or Aftermarket, with OEM or aftermarket rod bolts

Aftermarket Rod Weight Must Equal or Exceed OEM Weight

- SCAT #942-35700, #942-35700P & SCA-25700716 are permitted
- Eagle #356-SIR5700BBLW, 356-SIR5700BPWL, ESP-5700BPLW & ESP-5700BBLW are permitted

Connecting Rods must be of Stock OEM Length

- Measured center to center
- Must contain an OEM Rod Journal Bore for Block being used

Connecting Rod may be Side Clearanced

Connecting Rod pinhole may be bushed

Connecting Rods Must be Steel

No Aluminum Rods

Pistons

Pistons must be Cast or Forged

Pistons must be flat top with four valve reliefs

Any Machining to pistons will not be allowed except for Balancing

Fly cutting Valve Reliefs only is allowable

Pin weight minimum is 100 grams

Pin Height must remain OEM

Floating Pin is allowed

Any three-ring combo is allowed

No Thermal Coatings on top

Skirt Coated Pistons are allowed

Reversing of pistons is allowed

Camshaft and Timing Chain

Camshaft shall be any OEM style, Hydraulic only, Flat Tappet

No mushroom or roller style cams allowed

Hydraulic Lifters only

- Lifters must function hydraulically with 0.050 min. piston travel

Lifter must be OEM stock size

Degreeing of Cam is allowed

Gear Drives are allowed

No Belt Drives

OEM style chain drives only (double roller acceptable)

Oiling System

Any Wet Sump System allowed

External Oil Coolers are allowed

Remote Oil Filters are allowed

No Dry Sumps

Cylinder Heads

Any Cast Iron OEM Head is allowed

305 Vortec head casting numbers must be 12552520 or 12558059 only

No Bowtie, SVO, Direct Connection, or any Aftermarket Heads permitted

No Porting or Port Matching of any kind on either heads or the intake manifold

Heads may be milled on Deck Surface only (up to 0.020 maximum)
No Acid Porting or Spray Welding may be performed
Roller Rockers are permitted. Ratios are as follows:

- Chevy- 1.50
- Ford- 1.60
- Chrysler- 1.60

Shaft Rockers are not allowed

Dual Coil Valve Springs are permitted

Any Valve Keepers may be used. Retainers must be Steel

Screw-In Studs and Stud Girdles are permitted

Long Slotted Rockers and Grooved Pivot Balls are allowed

Valves

Type	Intake	Exhaust	Rocker Arm Ratio
Chevy	1.84	1.50	1.50
Ford	1.84	1.55	1.60
Chrysler	1.88	1.50	1.50
AMC	1.88	1.50	1.50

Valve Stem must be stock OEM Diameter + or - .010

Swirl Finish allowed

Stainless Steel Valves are allowed

No Titanium Valves

Carburetion

Any Holly or AFB Type UP TO 650 CFM Carburetor may be used with any Intake Manifold.

No Milling of Intake Manifold

No H.P. Series Carburetors

No Tunnel Rams

Venturis are to be OEM with no Polishing or Modifying allowed

Oversized Jets and Power Valve Modification will be allowed

Removal of Choke Butterfly and related hardware is allowed

Carburetors must Have the stock unaltered Air Horn

No Porting or Match Porting allowed

No Acid Porting or Spray Welding allowed

No Sheet Metal Intakes allowed

Carb Spacer is allowed up to 2" with gaskets

Ignition

Any OEM or Aftermarket Distributor, Coil, HEI, or MSD type allowed
No Magnetos allowed

Miscellaneous Specifications

Any Gasoline type Fuel, Example Fuels: VP, CAM 2, Torco, Sunoco
No Fuel Additives allowed
Fuel Injection, NOS, Propane, Oxygen, and Alcohol are not permitted
Any Exhaust is allowed
Any Starter Flywheel Combo allowed
Flywheel Shield is recommended
Block Filler in Cooling System is not allowed
Any Mechanical or Electric Fuel Pump is allowed
Oil restrictor and Screen Kits are allowed

=====

350 Stock Garvey

If anyone has a question or needs an explanation about any rules in this class, refer to the Engine Committee for clarification and verification. Every engine must have two intake bolts drilled (next to each other), for sealing purposes.

Note: All protests must be brought to the Engine Committee. They will be the “petition party” of a protest as to the legal status of any engine. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Must be stock OEM Chevrolet, cast iron block, with a bore not to exceed 4.040”
OEM lifter bores are mandatory
OEM camshaft location is mandatory
Splayed Main Bearing Caps are not allowed
Decking is allowed with 0.010” maximum

Crankshaft

Strokes are to be OEM, no stroking or de-stroking is allowed
Aftermarket Crankshafts meeting OEM specifications are allowed
Journal sizes must meet OEM requirements

- Journals may be cut up to 0.040” under OEM standard

Crankshafts shall not be lightened in weight, cut down, or knife-edged. Must be stock

Connecting Rods

Connecting rods must be OEM or aftermarket with OEM or aftermarket rod bolts
Connecting rods must be of stock OEM length (5.70”), and weight

- Measured center to center
- Must contain OEM rod journal bore

Pressed Pin only

Pistons

Pistons shall be OEM or aftermarket cast or Hyper with 4VR, pistons as casted- no modifications
Pistons must use all OEM specifications
Compression ratio shall not exceed a maximum ratio of 9.75:1
Oil Ring Specifications: O Top Ring: 5/64”, O Second Ring: 5/64”, O Oil Ring: 3/16”

Camshaft

Basic Operating RPM Range: 750-6,000 RPM
Camshaft must be flat tappet hydraulic with the following specifications only:

- Maximum Intake Lift and Duration: 0.500” and any duration
- Maximum Exhaust Lift and Duration: 0.500” and any duration
- Maximum Lobe Separation Angle: any lobe separation angle is permitted
- Lobe Overlap Angle: any lobe overlap angle is permitted

- Lifters must be stock hydraulic and must function hydraulically with 0.050" maximum piston travel

OEM Style timing chain drives only

Double-Roller timing chains are acceptable

Camshaft must be installed "Straight-up" at 0°

No advancing or retarding of the camshaft will be permitted

No roller lifters of any kind will be permitted

Oiling System

Any Wet Sump System and Pan is allowed; however, the oil pump must be in the pan

External Oil Coolers are allowed

Remote Oil Filters are allowed

No Dry Sump Systems will be permitted

Cylinder Heads

Any OEM Cast Iron Head

Combustion chambers on the cylinder heads shall be 64cc minimum; combustion chambers shall be within 1cc+

No Vortec Heads or Bowtie Heads permitted

- If a boat is found to be running Vortec heads, they will automatically be placed into 358 Stock Garvey Class

Cylinder Heads shall be used "as-casted"

Allowed to run double-humps

No Porting or Port Matching, honing, extrude honing, acid dipping, polishing, coatings, etc. to be permitted at all

Permitted Valve Sizes

- Intake Valve Diameter (Maximum): 1.94"
- Exhaust Valve Diameter (Minimum): 1.50"

Valves must be the stock OEM diameter

Valves must be of OEM specifications, material type may be OEM or stainless steel

Must use 0.039"/0.041" compressed head gasket (Fel-Pro Gasket)

No shims allowed

Screw-In or Pinned Rocker Arm Studs shall be permitted and are recommended

OEM Rocker Arms or Roller Rocker Arms are permitted

Maximum Rocker Arm Ratio is 1.50 to 1

Valve Springs shall be limited to one single 1.250" diameter Spring per Valve

No Double Springs permitted

Valve and Keepers may be steel, hardened steel, or chromoly

Material of spring retainers must be steel

Carburetion

Carburetion shall be limited to one 4-barrel carburetor

- Maximum flow rate not to exceed 650 cubic feet per minute (cfm)
- Must be part number: Holley 4777, Holley 80541, or Brawler/Proform 67199

HP Style Carburetors allowed

Venturis are to be OEM, with no polishing or modifying allowed

Oversized jets and Power Valve modifications shall be permitted
Removal of Choke Butterfly and related hardware is allowed
Removal of Air Horn is not permitted
No Porting or Port Matching of the manifold to the heads shall be permitted
Any single plane or dual plane intake manifold, in either cast iron or aluminum is permitted
No sheet metal intakes are permitted

Ignition

Any OEM or aftermarket distributor, coil, High-Energy Ignition (HEI), or Multiple Spark Discharge (MSD) type shall be permitted
No magnetos permitted

Miscellaneous Specifications

Any Gasoline type Fuel, Example Fuels: VP, CAM 2, Torco, Sunoco; and any manufacturer's pump gas, DOT legal for use in pollution-controlled automobiles (i.e. Mobil, Exxon, SUnoco, BP, Shell, etc.)
Fuel Additives allowed
Fuel Injection, NOS, Propane, Oxygen, and Alcohol are not permitted
Any exhaust is allowed
Any Starter and Flywheel Combo is allowed
No Block Fillers permitted
Oil Restrictors and Screen Kits are permitted
Any mechanical pump is permitted
Direct Drive or V-Drives (1:1 Ratio Only) are permitted

NOTE: THIS CLASS IS DESIGNED TO BE AN AFFORDABLE STOCK CLASS WITH VERY FEW MODIFICATIONS PERMITTED TO THE ENGINE. READING BETWEEN THE LINES AND ENGINE BUILDING CREATIVITY WILL NOT BE TOLERATED.

=====

358 Cubic Inch Stock Garvey

If anyone has a question or needs an explanation about any rule in this class, refer to the Executive Committee for verification. Every engine must have two intake bolts drilled (across from each other) for sealing purposes.

Note: The Executive committee will be the determining party on a protest as to the legal status of any engine. **The Executive Committee will approve or deny all tear downs based on accurate evidence and the purpose of tearing down a motor.**

Block

Any cast iron block, OEM or Aftermarket, as long as it meets OEM Specifications not exceeding 360 CI

No 400 Cubic Inch blocks may be used

OEM Lifter Bores are mandatory

OEM Cam location is mandatory

Block Bore not to exceed:

- Chevy 350- 4.060
- Ford 302, 351W-4.060
- Chrysler 350 CI.-4.075

Line Boring is allowed

Decking is allowed

- Average deck height to be zero or less

Crankshaft

Strokes are to be OEM and In-kind to Cubic Inch and Manufacturer of blocks being used (no stroking or de-stroking)

350 GM Stroke: 3.48

351W Ford Stroke: 3.50

302 Ford Stroke: 3.00

340 Chrysler Stroke: 3.313

Aftermarket Crankshafts meeting OEM specifications for cubic inch block being used will be allowed

Journal Sizes must meet OEM Requirements

- Can be cut up to 0.040 under OEM Standard

Drilling for oil will be allowed

Balancing will be allowed

Crankshaft must be stock in appearance

- No Ultra Light, Cut Down, or Knife-Edge

Crankshaft must be cast iron or steel. No Titanium

Connecting Rods

Connecting Rods may be OEM or Aftermarket, with OEM or aftermarket rod bolts *

- SCAT #942-35700, #942-35700P & SCA-25700716 are permitted
- Eagle #365-SIR5700BBLW, #356SIR5700BPLW, ESP-5700BPLW, &

ESP-5700BBLW are permitted

H Beam Rods permitted with stock OEM length and dimensions

Connecting Rods must be of Stock OEM Length

- Measured center to center
- Must contain an OEM Rod Journal Bore for Block being used

Connecting Rod pinhole may be bushed

Connecting Rods must be Steel. No Aluminum or Titanium

Sportsman Rods allowed

Pistons

Any flat top pistons with four or two relief cuts (must be flat top piston)

Minimum combined Piston and Pin weights 530 grams

No Dome Pistons

No Ultra Lites

No thermal coatings on tops of pistons

Any three ring combination

Compression height OEM (+/- 0.010)

No machining except for balancing and valve relief cuts

Camshaft and Timing Chain

Camshaft shall be any OEM style (flat tappet)

No mushroom cam

No roller camshafts permitted

Hydraulic & Mechanical Lifters allowed

Lifters must be OEM stock size

No belt or gear drives allowed

OEM style chain drives only

- Double roller acceptable

Cam bore must be OEM, no 50mm cams, etc.

No 4/7 Cam swap

Oiling System

Wet Sumps only

No Dry Sump allowed

Any Wet Sump Pan is acceptable

External Oil Coolers are allowed

Remote Oil Filters are allowed

Cylinder Heads

Maximum Compression Ratio- 10.75:1

Cylinder Heads must be Cast Iron OEM, or RHS part number 12407 only

Vortec head casting numbers must be 10239906 or 12558062 only

World S/R Heads are allowed

Roller Rockers are permitted. Ratios are as follows:

- Chevy-1.50

- Ford-1.60
- Chrysler-1.60

Dual Coil valve springs are permitted

Only steel valve spring retainers may be used (no aluminum or titanium)

Any Valve Keepers may be used

Screw In Studs and Stud Girdles are permitted

- With 0.039 head gasket thickness minimum

No shim head gaskets or copper gaskets

No GM bowtie heads permitted

Porting, Gasket Matching & Bowl Blending permitted on factory OEM heads only

All Heads will be locked after inspection for the season

Valves

Type	Intake	Exhaust	Rocker Arm Ratio
Chevy	2.02	1.60	1.50
Ford	1.88	1.60	1.60
Chrysler	2.02	1.60	1.60

Valve Stem must be stock OEM Diameter

Pro-Flo or Titanium Valves are not permitted

No lightweight or sodium filled valves permitted

Stainless steel valves are permitted

Carburetion

Carburetors are to be 750CFM or smaller

- Must be Part Number: Holley 4779, Holley 80528, or Brawler/Proform 67200

HP Style Carburetor permitted

Venturis are to be OEM with NO Polishing or Modifying allowed

Oversized Jets and Power Valve Modification will be allowed

Removal of choke Butterfly and related hardware is allowed

Any Aluminum Four-Barrel Intake Manifold may be used

No Sheet Metal Intakes permitted

No Milling of Intake Manifold. No Tunnel Rams

Ignition

Any OEM or Aftermarket Distributor, Coil, HEI, or MSD type allowed

No Magnetos

Miscellaneous Specifications

Any Gasoline type Fuel, Example Fuels: VP, CAM 2, Torco, Sunoco

No Fuel Additives allowed

Fuel Injection, NOS, Propane, Oxygen, and Alcohol are not Permitted
Any Exhaust or Starter and FlyWheel combo is allowed
No Block Filler allowed.
Oil Restrictors and Screen Kits are allowed
Any Mechanical or Electrical Fuel Pump is allowed
Direct drive or V drive



Unlimited Modified Garvey

One American Made V-8 Engine
Single or Multiple Induction may be used
Any Gasoline-Type Fuel will be allowed: i.e. VP, CAM 2, ULTRA 94, Etc.
Flywheels and Drive Shafts must be covered
V-Drive may be used with any gear ratio
Any internal engine modifications are allowed
There is no displacement limit
Any Exhaust System will be allowed
Any Wet or Dry Sump, or External Oil System will be allowed
No Magnetos
Mechanical Fuel Injection

Ski Boat

One American Made V-8 Engine
Single or Multiple Induction may be used
No Blowers, Turbo Chargers, or Fuel Injection
Any Gasoline-Type Fuel will be allowed: i.e. VP, CAM2, ULTRA 94, etc.
Flywheels and Drive Shafts must be covered
V-Drive may be used with any gear ratio
Any internal engine modifications are allowed
Any Wet or Dry Sump, or External Oil System will be allowed
No Magnetos
Mechanical Fuel Injection

Ski Boat Sportsman SE Class

As per APBA Rules & Regulations
.060 over deck or less
Flat top piston 2 valve relief
5.7 rods

- H-Beam Allowed

3.48 stroke, no lightweight crank
906or062 Vortec Heads 194 inch
150ex Valves
0.39 Head Gasket
No Shims
Dual Valve Springs
1.5 Rocker Arms
Solid Flat Tapped Cam- No Rollers
750 Carb

- HP Is Allowed

Mini GT Outboard

Classes

- Junior Class: 13-17 Years of Age
- Senior Class: 18+

Fiberglass, wood, or composite hull ranging from 9 feet up to 13 feet (not 13.001 feet). 13 foot max length from furthest point on the transom to furthest point on bow not including motor and/or motor bracket.

Any single passenger or open cockpit

Minimum driver age for Junior Class is 13 years old with a maximum age of 17 years old. A driver turning 18 in the middle of the race season will race for Junior Points if a minimum of 4 races will be run by that driver.

Throttle must spring back

- Foot throttle is preferred
- Hand throttle with return spring, "Dead Man Throttle", is permitted

Junior Class: must run any mass manufactured 25 HP or smaller 2 cylinder outboard

Senior Class: must run any mass manufactured 35HP or smaller 2 cylinder outboard.

No jet drives or pumps permitted. Must be propelled by a propeller with 15 or 20 inch midsections only, no custom midsections.

No motor is allowed to pump over 145 PSI on a compression tester

The only Modification allowed to a 2 cylinder 2 Stroke will be:

- May change reeds
- May change Carburetor Jets
- May add low water pickups to Outboard or boat hull
- May add two 1 inch or one 2 inch diameter holes above the cavitation plate on Outboard

Any 4 stroke outboard will remain stock as the manufacturer intended

- No limited production or racing type 4 strokes will be permitted. Only mass manufactured
- Power Trim and Tilt are permitted
- Motors without trim may add a trim plate

Fixed Jack Plates are permitted, remote Jack Plates are not. No driver should be able to adjust the jack Plate from the cockpit

Fuel type: no alcohol, no methanol, no fuel additives other than 2 stroke oil

Numbers- Refer to the By-Laws

Mini Boat designated letter is M for both junior and senior classes

Minimum of 8 inch M and number must be on boat or outboard. If there isn't room, a number plate must be added.

No 4 cylinders

No Y

amatos

All 3 cylinders, 2 or 4 stroke, will start on the outside- no exceptions.

Production Class Outboard

Fiberglass Hull ranging from 12 feet to 17 feet, any style

Single or double passenger

Throttle must be controlled with a spring type return system

- Foot throttle is preferred
- Hand throttle with return spring, i.e. "Dead Man Throttle", will be permitted

75hp Outboard Engine Max

Engines must be stock production and mass marketed

No modifications will be permitted with the exception of the following

- Two 1 inch diameter holes can be drilled in the lower unit above the cavitation plate
- Low water pickups will be permitted
- Nose cones are permitted

Must be propelled by a propeller, any type is permitted

No jet drives or pumps permitted

Shaft size will be standard 15 and 20 inches

Power Trim and Tilt are permitted

- Controls must be on the steering wheel

Remote powered Jack Plates are permitted

Fuel: pump gas, no additives

Numbers

- Refer to the By-Laws
- Note: If side of boat is too low for 10" numbers to be mounted vertically, then the engine cover or an alternative mounting plate must be used

Stock Outboard Class

Boats are limited to 60 MPH as a top speed

JSBR reserves the right to inspect all boats competing in the class in order to determine that it is in a condition worthy of the event

All registered hulls shall be "vee" hull from 20' to 22' in length

Hull shall be equipped with a single outboard motor with a 300 max factory HP

Mercury 300R V8 is permitted

2-stroke engines only

Boats must have hydraulic steering or a dual cable setup

Stock Outboard Class does not compete in any purse monies

Stock Outboard Class will compete in a course of approximately 20-24 miles