



Office use only:
Control Number: Assigned
Group: T1
Effective for Race Year: 2023

2023 Inboard Rule Change Proposal

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Note: Proposals must be submitted to the Inboard Office by December 1, 2023 to be considered.

E-mail completed form to: inboardracing@apba.org or 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		<input type="checkbox"/>
Racing Rule		<input type="checkbox"/>
Stock Class Technical Rule *	X	<input checked="" type="checkbox"/>
Modified Class Technical Rule *		<input type="checkbox"/>

Affected Class(es): JSS

Specific Rule Information: [Note: All fields must be completed for consideration.]

Author's VERY BRIEF Summary of Proposed Action:

Making more pistons available to be used due to availability and cost and cleaning up the wording of this rule.

Affected Rule: Current Rule 54.3.4

54.3.4 **Pistons and Rods - Pistons must be original GM, TRW, Venolia #2810 or Diamond #APBA283. The pistons mentioned above shall have flat tops & four (4) valve recesses, stock dimensions and weights of wrist pins. In addition to the GM, TRW, Venolia & Diamond pistons, the Keith Black Hypereutectic piston # KB165 may also be used. This piston shall have flat tops and two (2) valve recesses, stock dimensions and weights of wrist pins.** Pistons must be any that meet the following specifications. The piston shall have flat tops & four (4) or two (2) valve recesses, stock dimensions and weights of wrist pins. No pistons are 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 to obtain minimum deck height of .020 thousandths. (Top of piston to top of first ring, not to be less than .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 bearing, rod and main may be used. In addition to the above, the Manley Connecting Rod #14109A-8, Scat Pro Stock Rod # 2-ICR5700-2000P, Eagle SIR # SIR5700SPLW may also be used. No changes or alterations can be made to the Manley, Scat or Eagle rods. This includes balancing.

Proposed rule:

Pistons can be any manufacturers cast or forged replacement that must meet the following specification. The piston must have flat tops, four (4) or two (2) valve recesses and meet stock dimensions. Wrist pins must meet stock dimensions and weights. No pistons are 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 to obtain minimum deck height of 20 thousandths (top of piston to top of first ring, not to be less than 245 thousandths). 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 of 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 Manley Rod #14109A-8, Scat Pro Stock Rod # 2-ICR5700-2000P, Eagle SIR # SIR5700SPLW may also be used. No changes or alterations can be made to the Manley, Scat or Eagle rods. This includes balancing.

Reason for change:

Availability of pistons is difficult and by opening it up to able to use any manufacturer it will make it easier for racers/engine builders to get what they need in a more timely basis. In Pre-pandemic times companies did not want to do custom runs of pistons, but now it seems to be the way things are now that one-off or short runs is becoming the norm because no company has these piston in stock ready to ship. There are also other manufacturers that were not previously allowed to be used that will make these pistons cheaper that who we have been allowed to use to date.