



Milan Muscle (NEW!) – MM

Any questions or concerns, please email chrispask@milandragway.com

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- 1/4 Mile – .400 Pro Tree – 16 Car Qualified Field – Pro Ladder

Base Weights and Cubic Inch Limits:

Small Block Chevy, Ford, Mopar minimum weight **3000 lbs** with a maximum Cubic Inch of **440**. Big Block Chevy, Ford, Mopar minimum weight **3300 lbs** with a maximum Cubic Inch of **565**. Stock bore space blocks only – No billet blocks.

Cylinder Heads:

OEM STYLE means standard port and valve layout front to rear, and port height within reason of understanding what commercially is available for conventional heads. No billet heads.

- Big Block Chevy, Mopar, Ford Conventional OEM style heads. Minimum weight of **3300 lbs**. No billet heads. No hybrid OEM Style racing heads. No SR20 style BBC heads, only normal conventional aftermarket heads such as those from Brodix, Dart, BMF, AFR, B1, Indy, TFS etc. allowed. No intake port height limitations. BBF A460 head (**Add 50 lbs**)
- Big Block Buick, Oldsmobile & Pontiac Conventional OEM style heads. No billet heads. No hybrid OEM Style racing heads.
- Small Block Chevy, Mopar, Ford Conventional layout, in-line valve style heads. Minimum weight **3000 lbs**. No port height limitations. Non inline cylinder heads such as SB2, Yates Style, may run with **75 lb.** penalty. No billet heads.
- LS Based Engines, in-line heads allowed at base weight. MAST STR8 Jacket and CID BE-LS inline heads add **75 lbs**. Other similar style heads not specified here will be considered on a case-by-case basis. Canted and/or splayed valve heads such as Mast Mozez or Edelbrock LS-R heads, add **125 lbs**. No billet heads.

Carburetors:

Any commercially available 4150 style 4 bbl. single carburetor allowed. Little Bo'-Get'M Garage style 4150 carbs with twin blades are allowed.

Throttle Blades: TB 1200, Holley 4150, 1.75" Braswell 1.75", Gary Williams D Blade 1.75"

**Fuel Injection:**

Fuel Injection permitted (**Add 25 lbs**). 90mm single throttle body maximum or 4-hole throttle bodies limited to 1.75" bore. No more than 8 injectors. Dual throttle bodies prohibited.

May use injector(s) in the throttle body OR in the intake runner, not BOTH.

Oiling Systems:

Wet or dry sump systems allowed.

Intake Manifold - Carbureted Combinations:

Any commercial off the shelf (COTS) "out of the box, bolt on" cast aluminum intake manifold allowed. No external modifications, no custom, "one off" manufactured, no cast blank intake machined and modified to fit, no cutting and welding runners and/or mounting flanges, no re-drilling flange (bolt holes must remain as machined in COTS production) and manifolds must have manufacturer's part number identification visible as provided by manufacturer when new. Any design allowed but must fit under the hood.

No tunnel rams or bolt together style intake manifolds allowed – NO EXCEPTIONS! (This includes top to base or side to side).

No intake spacers of any kind allowed – intake must bolt directly to cylinder heads.

Intake Manifold - Fuel Injected Combinations:

Any OEM or commercial off the shelf "out of the box", bolt on manifold allowed. No external modifications, no custom, "one off" manufactured, no cast blank intake machined and modified to fit, no cutting and welding runners and/or mounting flanges, no re-drilling flange (bolt holes must remain as machined in COTS production) and manifolds must have manufacturer's part number identification visible as provided by manufacturer when new.

Any design allowed but must fit under the hood.

Holley HI-RAM, Holley HI-RAM Front Feed manifolds permitted as bolt on only – **Add 25 lbs** No intake spacers of any kind allowed – intake must bolt directly to cylinder heads.

Transmissions:

Automatic Transmissions: Any auto trans allowed. Adapters are permitted. Trans brakes permitted. Automatic transmission entries run at listed base weights.



Pneumatic, electric, hydraulic, etc. shifters prohibited. Any gear change must occur from direct action by the driver.

Manual Transmissions: Any style manual transmission allowed. No limits on clutch style. **Add 75 lbs.**

Body:

Stock steel fenders, steel doors, steel trunk lid. (Magnets will be present).

Stock located factory steel firewall and factory steel floor pan are required.

Factory appearing rear spoilers allowed. Rear Wings allowed.

Fiberglass bumpers allowed.

Fiberglass hoods allowed.

Pro Glass- Optic Armor type glass is permitted provided it is attached and installed (butyl, glue etc.) as OEM size and style glass with the OEM fashioned trim. No nuts, bolts, screws, rivets, etc., allowed. Must appear as Factory or OEM by tech directors. No front-end extender / stripe taker allowed.

Hood

Limited to 6" cowl style hood. (+/- ½") No forward cut outs in hood permitted.

The 6-inch maximum means anywhere along the cowl scoop profile, measured against the primary surface of the hood. No single point of the cowl allowed to be measure more than 6".

No aftermarket forward facing hood scoops.

Frame:

Factory frame rails required front to back "Spindle to Spindle". Front frame rails may be modified, removed or replaced forward of the front suspension attachment point(s). Rear frame rails may be notched, narrowed or trimmed for tire clearance. May be mini-tubbed with narrowed frame rails. allowed for clearance only.

Rear Suspension:

Stock Leaf Spring or Stock Coil Suspension.

Coil over shocks allowed.

Traction Bars, Cal Tracs, Slide-a-Link or Torque Arms are permitted.

Ladder Bar.

Bolt in or weld in anti-roll bars allowed.

No 4-Links allowed.

Wheelie Bars Prohibited.

Front Suspension:



Factory type front suspension only. Coil over shocks are allowed. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment.

Factory equipped "bolt-in" subframe cars are permitted an aftermarket bolt-on front end (Ex. Smith Racecraft) for '62 -'67 Chevy Nova, '67-'81 GM F-body, '68-'79 Nova, '60 -'78 Ford vehicles, must bolt-in.

Rear Tires:

Tires limited to 9×26, 9×28, 9×29, 9×29.5 or 9×30 slicks only. Radial sidewalls permitted.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the class requirements, Milan Dragway Rules as well as all **NHRA safety requirements**. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with Milan Dragway Class Rules and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.