

PROSTOCK CLASS

Tech Rules:

- Must have race receiver and needs to work
- All four brakes must work or won't race
- Front & rear tow chains must be present. No D-Rings allowed
- Possible drilling of bodies & frames for metal thickness
- Must have ball valve for vacuum on driver's side by front door post

Race Officials will decide infraction of rules

Number plate

- **3 sided number plate with 10" tall numbers – letters may appear behind number and must be at least 8" tall. NO four-digit number/letters allowed! Block letters recommended. NO OBSCENE WORDS OR CHARACTERIZATIONS OF ANY KIND ANYWHERE ON CAR.**
- **Must be black and white numbers! Either white number plate with black numbers or black number plate with white numbers. This is so the counters can easily read your number plates so you can be scored otherwise they will stop scoring you**
- **Please be sure your number is LEGIBLE so the scorer(s) can read it from where they are scoring**

Body

- Must start race night with complete body – fenders, hood, doors, trunk lid, bumpers, etc...
- Body is to be stock appearing and stock dimensions
- All glass, plastic, upholstery, lights, moldings, and chrome must be removed
- Car numbers on both side doors and on roof plate, (roof plate must be three sided).
- Any Stock American made steel top cars or station wagons
 - No convertible, jeep, hearse, limo, el camino, rancho, or truck
- ***This will be included in 28 feet of front reinforcing area material*** Radiator support can be stock fabricated out of roll bar tubing or angle iron. If stock, can add 2"x2"x1/8" angle iron from fender to fender. If fabricated, radiator core support must be removed and replaced with 2"x2"x1/8" angle iron or 1 3/4" roll bar tubing. Must be in line with radiator. Top support can go from fender to fender. 1-1 3/4" pipe between frame rails allowed. May have bar in front of radiator – 2 bars up; 1 across; 2 bars back – must be in front of A arms
- May put newer bodies on older cars, but only sheet metal. No sub-frames or frames on top of old frames.
- All bodies must be bolted down using factory body mount holes. Body bushings may be removed. No welding body to frame from cowl area to rear of car. Radiator support must be welded to frame
- All bodies must have original appearing steel firewall and floor pan. Must be in OEM location. All firewall holes and floor pan holes must be covered with metal.
- May have steel under the driver's seat and passenger seat and leg area from center of hump to rocker panel welded or bolted to body or cage. Must retain floor on passenger side.
- Must have driver's door and may have on both sides, a single rub bar no bigger than 1"x3" and stretching no longer than from wheel to wheel and must be securely fastened. Must put 1/8" plating on drivers roll cage no longer then from post to post
- Both doors must be welded, chained or bolted shut
- **Stock size trunk lid must open for easy access – no bolts**
- Both doors can be reinforced from outside no wider than 4" past original door
- A single rub bar no bigger than 1"x3" and stretching no longer than from wheel to wheel and must be securely fastened. A steel plate no thicker than 1/8" may be welded from wheel to wheel and from rocker panel up the side of the door 18". It can be 12" tall and added from rear wheel to bumper
- Driver and passenger compartments must be open. No enclosed cockpits
- No reinforcing of any kind on the inside of front fenders; 3/8" re-rod around fenders ok; welded only to fender no reinforcement to frame or bars maybe welded to bumper wrap around and to rub rail. Rear quarter panel

reinforced from inside; 1-1 ¾' bar out against quarter panel at rub bar height – bar can be braced to frame with 2 bars

- **Front reinforcing area material is from center of ball joints to front of car. Maximum allowable footage is 28 feet and material can be not any thicker than 1/8".**
 - **Allowable options: nothing larger than 2" tubing, angle, channel, or flat steel.**
- Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 18 gauge or thinner. After market OK, if 18 gauge or thinner. Front wheel drive bodies okay must use only sheet metal. Must be securely fastened.
- No adding ballast or weight of any kinds allowed anywhere in the car. (frames, bumpers, body, etc)
- Hood scoops allowed but no taller than 2" high
- May wrap corners with one layer of 18 gauge 6" wide on each side. From radiator support to bottom of bumper. May do the same on rear fender 6" each way
- Wheel tubs must be 18 gauge maximum thickness
- **May use expanded metal or sheet steel for grill. Can't be thicker than 18 gauge. You can use that to connect front fenders but no extra wrapping allowed front corners**

Frame

- Repair of frame rails from rust or damage from center of rear axle forward must be in 1/8" flat steel or less, no angle iron, channel, or box tubing allowed. May have flat iron on 2 sides. No plating of frame from cowl forward.
- Center of rear axle to back bumper may be replaced with 2"x3" box tubing no thicker than 1/8" in stock location
- Rear frame rails must be able to safely support bumper and protect fuel cell
- Uni-body cars can connect front and rear rails together with 2"x3"x1/8" box tubing
- All repairs must be approved by racing inspectors

Roll Cage

- Minimum of 4-point cage securely welded to frame
- Rear kickers are allowed but must stay in trunk area
- May have front hoop
- Must have at least 3 driver's side door bars.
- Must have 1/8" plate steel on outside door bars from post to post
- Roll bar padding wherever the driver can reach.
- Must have "X" brace between rear posts of cage
- Safety is priority. Cages will have inspection; cages appearing unsafe will not race.
- Head with helmet on must be below top of cage

Bumpers

- Front and rear tow hooks mandatory
- No sharp edges allowed on bumpers, rub rails, or bolts. One of two bumper options must be used and must be in OEM height: OEM bumpers no covered by plastic nose or tailpiece must complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails. Aftermarket fabricated bumper are allowed there are two options:
 1. 2"x3" box tubing 1/8" thickness
 2. 2-1 3/4" tubes no wider than 3 inches apartEither option must be capped on both ends and fastened to fender
- No reinforcing of bumpers
- Must be securely fastened to frame. Plate no wider than 1" past bolt pattern.
- Bumper ends can be capped and welded to the body with small strips of metal no taller than bumper. Must have a chain or strap no longer than 2"x1/8" to fasten bumper to frame
- Plastic aftermarket noises and tailpieces allowed.
- May wrap corners. One layer of 18 gauge 6" on each side. May go from top of fender to bottom of bumper.

- Must start night with front and rear bumpers. If you lose rear bumper you may not race without properly fuel protection

Radiator

- Radiator in stock location
- Aftermarket radiators ok
- ***This will be included in 28 feet of front reinforcing area material*** May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails
- ***This will be included in 28 feet of front reinforcing area material*** May have maximum of one 1 3/4" bar in front of radiator. Example: 2 upright bars, one across and two bars back to in front of A-arms. No wider then frame rails

Engine

****OPTION 1****

- Cast iron factory heads. No aluminum heads – No aftermarket heads
- No aluminum block – No aftermarket block
- Steel stamped rockers with roller tips allowed. No full roller rockers and no roller cams or roller lifters.
- After market and aluminum intakes allowed.
- After market carburetors allowed. Electric fuel pumps must have roll over or crash shut off
- Under the car headers allowed. Round tube headers only are allowed. All primary header tubes must enter directly into one collector at same point at end of header.
- Engine must be in stock location. .
- Engine must care at least 15 inches of vacuum at 1000 rpm
 - Flat Top or dish pistons only
- Distributor must be stock appearing. No MSD ignition
- Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed and must be rated for transmission fluid

****OPTION 2**** - LS

- No aluminum blocks
- No fuel injection
- Headers ok. Round tube headers only are allowed. All primary header tubes must enter directly into one collector at same point at end of header.
- Must run stock accessories alt, ps pump pullies
- Must pull 20 in vacuum
- Can run aftermarket carb
- Adapter plate must 1 inch or less
- Must have fuel shut off in case of crash
 - Oil press cutout – holley 12-810
 - Crash switch – painless pn 80160
- Must use 1 of 2 ignition options
 - Daytona sensors smart spark LS Ignition module Pn11900
 - MSD 6014 Kit with wiring
- Intake manifold can be aluminum must be dual plane
- Box must be easily accessible

*******RULES FOR LS OPTION ARE SUBJECT TO CHANGE AS COMPETITION REQUIRES (USE STOCK PARTS). MAY LIMIT RPM, CHANGE VACUUM, ETC....**

Fuel cells

- Must be in trunk area
- Fuel cell is MANDATORY. Must be rollover check valve.

- Must be securely fastened down to angle iron or pipe between frame rails. Steel straps around fuel cell not just bolted to floor. No ratchet straps or bungee cords

Fuel

- No racing, aviation, or E-85 fuel.
- No scented or colored fuel
- Fuel lines inside driver's area must be inside metal tubing.

Fuel cell protection

- May weld in a bar no wider than frame rails across back of trunk with 2 bars going down and 2 bars going ahead to frame or cage kickers to form a cage around fuel cell for protection. Bars can be no larger than 2". No required but recommended. If lose rear bumper may not race if fuel cell is no protected.
- Plate under fuel cell cannot be thicker than 10 gauge or 1/8" steel
- Only 2 bars across underneath fuel cell attaching to the frame rails

Rear Ends

- Stock or Ford 9 inch rear ends. Can be welded posi
- May use floater rear end but not ¾ ton rear ends
- Lower control arm bolt holes must be 2.25" or 2.5" from bottom of housing

Brakes

- All four brakes must work.
- Single master cylinder, no adjustable brake valves

Shocks

- Racing shocks allowed
- Must be mounted in stock location and use stock mounts

Springs

- Racing springs allowed. Must be stock mounts, stock locations. No weight jacks or weight jack bolts.
- No adjustable spring cups

Suspension

- Stock upper and lower A-arms. Nonadjustable tubular upper A-arms may be used
- Rear control arms must be nonadjustable
 - Upper from center of bolt holes – 11" Maximum
 - Lower from center of bolt holes – 19 3/8" Maximum

Steering

- Quick steer box and 6:1 and 8:1 steering box allowed.

Drive Shaft

- Must be painted white - Must have at least 1 strap or chain under drive shaft 8-10" behind transmission

Battery

- One automotive type battery – Must be covered
- Must be securely fastened down with steel straps – no ratchet straps or bungee cords

Wheels and tires

- Must use 1" lug nuts
- Can use stock or racing rims. Bead locks legal
- 4-ply passenger car tires or racing tires legal
- Maximum 8" wheel or 8" tire

- Protection around valve stem allowed. No wider than bead

Driver protection

- Racing seat mandatory
- Fire suits MANDATORY – TOPS AND BOTTOMS. Gloves and racing shoes are recommended but not required.
- Must have 5 point safety harness
- Closed face helmet and neck roll required
- Must have window next (may do both sides)
- Must have 4 vertical cars in front of driver. Must cover from cage post to center of windshield – min 3/8" rod.

Remember: Build the car for driver safety

There is no longer a 'free night' option – if you don't qualify for your class you can run up a class (if available) or load your race vehicle.