

# **2013 Pro Stock Rules**

Areas highlighted in red are changes for 2013

PLEASE TAKE THE TIME TO READ THE RULES THOROUGHLY

THERE HAVE BEEN CHANGES MADE FOR 2013

DO NOT ASSUME YOU CAN USE THE SAME CHASSIS CONFIGURATION OR COMPONENTS  
AS IN YEARS PAST, STARTING WITH 2013 YOUR CAR MUST CONFORM WITH THESE STANDARDS

NO EXCEPTIONS WILL BE MADE.

## **PRO STOCK:**

This division was created as a controlled, economical and competitive form of entry level racing.

Any North American made car 1968 to present.

No jeeps, station wagons, compact cars, trucks, four wheel drive vehicles, convertibles or Corvettes. NO ENDURO CARS.

## **FRAMES:**

Frames MUST remain STOCK APPEARING.

Frame rail front to back must be constructed with a minimum of 2x3 box steel-10 inch circumference .090 min. thick.

Cars with uni-body construction must be connected from the rear of the front clip to the front of the rear clip.

2x3 frame material can be used to replace stock frame or to tie a uni-body chassis together.

Minimum 103" wheelbase allowed.

Roll cage must be four post design. Top of roll bar must be connected to form a box section and be at least four inches above driver's head. Bars must be securely fastened to FRAME by WELDING. No screwed pipe fittings allowed. All roll bars must be a minimum of .090 wall thickness. Seamless tubing of 1 1/4" or seamed tubing of 2" outside diameter must be used. Must have at least three (3) door bars on driver's side and two (2) door bars on passenger side.

Bracing around engine and radiator required with a maximum 2" pipe. One loop must be used with bracing allowed on each side from loop to frame and must be tied into main roll cage.

Bracing must be kept inside fenders. No bracing may extend beyond bumpers. No sharp edges allowed.

Two (2) bars must run from top of roll cage to rear frame. Bracing must be inside trunk.

Cars must have securely fastened front and rear bumpers AT ALL TIMES!

Rub rails are not permitted.

NO EXTREME BRACING ALLOWED

## **SUSPENSIONS:**

Strut plate on strut cars may only have one set of adjustable strut mounting holes.

Stock suspension only is permitted. All springs must remain in stock location.

Weight jacks can be used in the front on leaf spring cars.

Stock frame cars OEM frames can have weight jacks on all 4-coil springs.

Steel top tubular "A" arms may be used. Bottom A-arms must be stock.

Only one **steel bodied** shock with a fixed heim end is allowed per corner of car.

Ford and Mopar may run full frame with all stock chassis components. Four bar cars may run a pan hard bar in stock location. No heim ends allowed.

### **REAR SUSPENSION:**

All suspension parts must be stock or stock type replacement.

Rear leaf springs may be mounted with no more than a 3" maximum difference front to rear.

Must use weld-on stock type spring pads. No birdcage type mounts are allowed.

All spring pads must be fully welded (not tacked) to the axle tube.

No Material is to be used under or between the U-bolts and the axle tube.

No torque arms, birdcages, or lift bars allowed.

### **SHOCKS:**

Heim end shocks are allowed but:

Must be non-adjustable steel bodied fixed end shocks.

Non strut cars may move front shock mounts to the outside of the A-arm.

Shocks can be oil or gas filled.

No coil over shocks anywhere.

No outside adjustments of shocks.

No top or bottom adjustments allowed.

Any shock having a gas port, Schrader valve or bladder type valve must have the valve plugged. – clarification 9/10/12.

No reservoir shocks allowed.

All springs must remain in stock location.

No heim ends anywhere in the suspension.

No adjustability of suspension components in any way.

Top A-arm may be tubular steel.

### **SPRINGS:**

All springs and spring pockets must remain in stock location.

Steel leaf springs only, must be stock appearing and full length.

Strut cars: NO rear struts allowed.

No leaf spring slider mounts permitted.

Rears can be dropped and blocks are permitted under rears.

No adjustable blocks under rears. (Up, Down, Front or Rear)

All stock and aftermarket spring pads must be fully welded (not tacked) to the axle tube.

No birdcage type mounts are allowed.

No material is to be used under or between the U-bolts and the axle tube.

No adjustment nor adjustability of suspension components in any way.

No heim ends anywhere in the suspension.

No lift bar(s) allowed.

### **BRAKES:**

Must have operational four (4) wheel brakes. ROTORS MUST BE STEEL.

### **ENGINES:**

ENGINES MUST REMAIN STOCK! Maximum engine size is 355 GM, 357 Ford, 366 Mopar. Maximum overbore for cleanup is .030. Modifications are NOT ALLOWED! Must use GM in GM, Ford in Ford, etc.

### **COMPRESSION:**

ALL ENGINES 11: 1 Compression Ratio MAXIMUM on track whistle box.

### **PISTONS:**

Flat top pistons only.

### **RODS:**

NO ALUMINUM OR TITANIUM, STEEL RODS ONLY.

### **HEADS:**

Dart or Angle-Plug heads are permitted. No aluminum heads. Headers permitted.

### **CAMS:**

Only hydraulic or solid flat tappet cams are permitted. No roller cams or roller, radius or mushroom lifters permitted.

NO light weight lifters permitted.

### **VALVE TRAIN:**

Roller TIP rockers are permitted. NO TITANIUM VALVES. High valve covers are permitted.

NO shaft rockers permitted.

### **CRANKSHAFTS:**

STEEL ONLY - NO TITANIUM.

### **OILING SYSTEM:**

NO dry sump systems allowed. Must use traditional type pan and pump.

### **CARBURETOR:**

Limited to One 2-barrel 500 CFM HOLLEY. Must use part #0-4412C (Dichromate Finish). No Predators, No Dominators. - clarification added 9/10/12

NO modifications allowed except for jet changing.

Must be stock out of box. Only the choke plate may be removed with all screw holes permanently sealed.

Must fit track Go-No Go gauges

Four barrel aluminum in-take is permitted. Adapters permitted.

NO adding of material to top of intake allowed. Must be Intake, Gasket, Adapter, Gasket, Carburetor. – added 9/20/12

Adapter Thickness 1-1/2 inches Maximum with one (1) stock gasket above and below adapter plate.

### **FUEL:**

Racing gasoline only. No alcohol. No additives. NO oxygenated race fuels.

### **IGNITION:**

Stock type HEI ignition only.

No MSD Super Coils, Blasters, Pro Coils, Power Coils allowed. No Bullet Distributors allowed.

### **REV LIMITER BOX: - Re-written for clarification 07/01/13**

MSD #8728 Rev Control Box must be used with a MSD single non-adjustable 7200 RPM chip.

Rev Control Box must be mounted in the interior of the car, as far to the right of the driver as possible with the chip facing outward, out of the drivers reach and sight when strapped into the seat. All boxes, wiring and connections must be in clear view. All wiring coming from the MSD box must go directly to the distributor. Competitor is responsible for following MSD instructions for properly mounting and wiring box. Any deviation from the MSD instructions will not be accepted.

RPM chips will be provided by the speedway before each event.

It is each teams responsibility to pick up and sign for their chip before each event and have it properly installed in there box BEFORE their car enters the track for warm-ups. It is also the team's responsibility to have their chip returned within 15 minutes after their main event.

At ANYTIME after WARM-UPS begin, if a car is found in the pit area without an RPM chip in the box or found to be operating without an RPM chip the car and driver will be disqualified for the rest of the events that evening.

It is each teams responsibility to make sure the chip stays in the box at all times. The chip may be held in with a piece of tape, but the first two digits on the chip must be visible.

Any attempt to change the chip before, during or after the HEAT RACE or before your car is teched without an official's permission will mean automatic disqualification for that event.

Any attempt to change the chip before, during or after the MAIN EVENT or before your car is teched without an official's permission will mean automatic disqualification for that event, loss of points and money for the event and a 2 week written suspension from speedway events for both car and driver.

Boxes and chips will be checked with MSD chip and box test equipment.

IF NEEDED: At any time track may elect to pull your box, replace it and have MSD test it.

RPM Chip size will be determined by speedway, at anytime RPM of chips can be changed.

Only one (1) box permitted per car.

**ANY TAMPERING WITH MSD BOX OR CHIP IS SUBJECT TO AUTOMATIC DISQUALIFICATION FOR THAT EVENT AS WELL AS A TWO WEEK SUSPENSION FOR THE CAR AND DRIVER**

#### **ENGINE SETBACK:**

Engine set back will be measured from face of rear end housing to back of engine block.

Measurements will be dictated by wheelbase as follows:

Wheel base - Minimum measurement:

103 - 81"  
104 - 82"  
105 - 83"  
106 - 84"  
107 - 85"  
108 - 86"

All strut cars must have at least a 103" non-adjustable wheelbase.

Full frame car wheelbase may not be under 103".

#### **WHEEL BASE:**

Maximum difference from side to side is 1".

If car measures 103" on left side, maximum wheelbase on right side is 104".

If car measures 104" on left side, minimum wheelbase on right side is 103".

#### **REAR ENDS:**

Ford 9" rear optional with mounts in stock location on any model car. (No floater or fast boy setups) – added 9/10/12

Grand National type rears (with floating axles) are allowed for safety with mounts in stock location on any model car. – clarification 9/10/12

Stock and/or stock type aftermarket spring pads only, must be fully welded (not tacked) to the axle tube.

Rear ends can not have any type of built in camber adjustments nor can they have any toe in or out built into the housing. Hubs must remain at 90 degree angle to the axle tube in all directions. – added 9/20/12

NO birdcage type mounts allowed; no shape or form or type of a birdcage type mount is allowed, you must have stock type spring pads on your rear axle tubes, NO EXCEPTIONS.

No material is to be used under or between the U-bolts, spring pads and the axle tube.

Absolutely no tampering with axle tubes.

No camouflaging of rear axle tubes allowed.

No torque tubes, lift bar(s) or traction devices allowed on any rear end.

**\*NO EXCEPTIONS\***

### **TRANSMISSIONS - CLUTCHES**

Stock transmission only. Factory identification numbers must be in place.

No Aftermarket Transmission's Allowed, Must be Stock INSIDE AND OUT.

No 1:1 transmissions allowed, (BERT, BRINN, ECT.)

Steel blow proof bell housing MANDATORY with ONE 2 inch diameter inspection hole located in the 6 O-CLOCK or 12 O-CLOCK position. Dust covers must be easily removed for tech inspection.

Hydraulic throw out bearings are allowed.

No straight cut gears or light weight gears allowed in any transmission.

Transmission must be GM to GM, Ford to Ford, etc.

Must have working reverse.

No aluminum flywheels. No Coupler type clutches.

Clutch must be working at all times.

Drive shaft loops required.

Drive shaft must be painted WHITE.

**NO AUTOMATIC TRANSMISSIONS.**

### **BODIES:**

All bodies must be in good condition, stock appearing and securely fastened.

No sharp, loose or ragged edges. HAND-MADE STEEL panels will be permitted.

No wings or spoilers or a trunk lid that appears to look like one.

Interior sheet metal must be of one plane from behind driver area to rear of deck with no uphill slope.

Interior sheet metal can not be used as a spoiler.

Driver compartment must be open inside door to door.

Boxing in the drivers compartment is not permitted. – added 9/10/12

No spoilers, wings or air dams allowed anywhere on car.

Roof must be stock appearing, mounted level, parallel to body, centered on car and rounded down in all directions.  
NO flat roofs.

Area between bottom inside of deck lid and “top” of main frame rail must be permanently closed in.

Rear Quarter panels must have radius corners. NO squared off or 90 degree bends on rear quarter panels.

Car must have a complete floorboard; it may be patched with steel only. No aluminum.

No aluminum body panels (fenders, doors, etc.). HAND-MADE STEEL PANELS ONLY.

Body panels must have stock appearance.

All glass must be removed. No windshields are permitted. No broken glass may be in any part of car including door panels.

All flammable materials must be removed from car.

Window screens are mandatory in place of windshield. These must be secured with three (3) supports.

Firewall must be completely enclosed. No open holes.

Cars must have a complete steel firewall between trunk and driver. No aluminum.

Inner fender wells can be removed from the rear end of car, and the inner deck panels can be removed and replaced with new metal.

The fuel cell can be placed and lowered between the frame rails. BUT it may not sit lower than the center of the rear end and must have a bottom hoop welded under the bumper protecting it.

Race cars must be safely maintained and kept in presentable condition.

### **FRONT ENDS: (NOSES)**

Sloped front ends (Late Model noses) will not be permitted.

If nose of car comes into question team must produce proof of manufacturer and model.

Nose measurement is from center of spindle to front tip of nose. Measurement is 46 inches. NO tolerance allowed.

Front nose cap and flares can not extend beyond outside edges (sidewall) of front tires.

Plastic bumpers permitted front or rear providing they cover a steel bumper.

### **WHEELS:**

Steel wheels only with eight (8) inch maximum rim width.

All wheels must be reinforced and be attached with oversize lug nuts.

Steel beadlocks are allowed.

### **TIRES:**

### **Hoosier Racing Tire On All 4 Corners**

36-143 - 26 /8.0-15 SCL MEDIUM, HARD

36-149 - 26.5/8.0-15 SCL MEDIUM, HARD

36-155 - 27.5/8.0-15 SCL MEDIUM, HARD

36-156 - 27.5/8.0-15 NRM MEDIUM, HARD (\*direct replacement for the previous right rear tire, the 36-155 - 27.5/8.0-15)

(2008 Tires can still be used)

8.0/84.0-15 D 30

8.0/87.0-15 D 30

### **WEIGHT:**

Total weight of car and driver may not be less than 3,000 pounds. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag.

All weight is to be either welded or properly secured to the car with no less than grade 8 bolts and lock nuts.

Weight measured by Selinsgrove Speedway scales.

Any car in the top 5 of any event, or any other car directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event.

If a car fails to make weight the first time across the scales, the driver will be given the benefit of the doubt and be given a second chance across the scales after the cars in qualifying order have been weighed. Upon re-weigh the driver will be asked to shut his engine off and sit still in the seat. If at that point the car still doesn't make weight it will be considered disqualified for that event.

### **THE READING ON THE SPEEDWAY SCALES ARE FINAL.**

Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event.

The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

### **TRANSPONDERS:**

Pro Stocks are required to use transponders. Rental units are available from the speedway.

Transponders for Pro Stocks must be mounted in the cockpit and no less than 80" from the center nose of the car.

Transponders must be mounted in a vertical position pointing straight down and as close to the ground or floor pan of car as possible. There can not be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground. A hole must be cut in the floor pan, directly under the transponder, that is large enough to allow the signal to reach the ground. Size of the hole may vary based on the angle the signal leaves the transponder and the height of transponder mount above floor pan. – clarification 9/10/12

Other than wiring used to connect direct powered units the transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

Mounting recommendations are to the roll cage or to a bracket welded to the floor of the car. Transponder should be mounted as far to the right in the cockpit as possible although in all cases transponders must be mounted inside of the area contained by the roll cage. Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point / bracket / transponder for additional security. – clarification 9/10/12

Speedway is not responsible for lost/damaged transponders. Damaged/Lost units rented from Speedway are the responsibility of renter.



It is each race teams responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.

### **SAFETY EQUIPMENT:**

High back seats are mandatory.

Full face helmet and visor, 5A2000 Standard Snell approved or newer is mandatory. 5A2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It is suggested they be flame retardant and a minimum of two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes.

Gloves are mandatory. It is suggested they be flame retardant racing gloves.

Front windshield protection is mandatory. It is suggested to be a minimum .090 screening.

Kill switch within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Driver side window net is mandatory. (must be closed while on track)

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. It is suggested all these belts be less than 2 years old.

### **Other Suggested Safety Equipment:**

Knee pads or padding around steering.

Flame retardant underwear.

Flame retardant head sock

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right side head net or support with quick release capabilities.

Arm restraints.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Securely mounted fire extinguisher within reach of driver.

### **RADIOS:**

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one way communications from track officials.

#### **MISCELLANEOUS:**

##### **CAR NUMBERS:**

Car Numbers must be at least 18" high and 2" wide and painted on both sides. No rear view mirrors of any type.

##### **FUEL CELL - TRUNK AREA:**

Fuel cell is mandatory and must be securely fastened with at least two (2) one inch straps inside the trunk.

Steel trunk floor may be altered to allow fuel cell placement between frame rails.

Fuel cells may not sit lower than the rear end.

Rear of fuel cell must be protected with hoop under and above rear bumper.

Fuel cell vent hose MUST extend equal to or lower than bottom of fuel cell.

##### **BATTERY:**

The battery may be relocated but must be securely fastened and have a protective covering regardless of location.

##### **EVENT TIME LIMIT:**

There will be a time limit on the Pro Stock heat races: 5 laps, or 10 minutes, whichever expires first.

The time limit on the feature event, unless it is the last event on the program, will be 15 laps or 30 minutes.

**\*Note these rules are subject to change during the racing season. \***

**The officials' interpretation of these rules is FINAL.**

##### **PROTESTING SPECIFIC COMPONENTS ON ANY RACE CAR:**

Only a driver from that particular race may protest a component on another competitor's car. Any specific engine, rear end, suspension components, etc., of any driver's car may be protested by any driver in that feature after the race for **the amount designated** in terms of cash.

**PROTESTED ITEM:** The protester may only protest **ONE** specific component

**TIME OF THE PROTEST:** The protester's written protest and full payment of **\$500.00** (in cash must be presented to the division's tech inspector. NO later than **fifteen (15) minutes** following the finish of the race. A driver may protest only the driver finishing directly in the position in front of him and on the lead lap. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Technical inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee.

**CHECKING THE PROTEST:** After the technical inspector has completed his/her post race inspection then and only then will the protest process begin. The protested component will be checked on the car being protested and a determination will be made.

The following people will be permitted to be present at the protest site along with tech officials: protested driver and ONE crew member.

Protester will be allowed to wait OUTSIDE the tech site while car is being checked.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined.

**On a protest, it is the protested driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation. Only the protested component may result in a disqualification – no other components will be considered regardless of their legality.**

**Shipping Fees** – If a decision cannot be made on-site by the technical inspector, then the protested component may be sent to an independent tester at the protester's expense for review.

**WHEN THE PROTEST FINDS A LEGAL COMPONENT:** After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less a **\$100.00** inspection fee and shipping charges (if needed) determined by Speedway Management).

**WHEN THE PROTEST FINDS AN ILLEGAL COMPONENT:** After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be returned to the team filing the protest.

**REFUSAL OF A PROTEST:** If the driver of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management.