

2014 Pro Stock Rules

Areas highlighted in red are changes for 2014

Variations from any specification or rule must be approved by the speedway tech officials.

PRO STOCK:

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

No leaf spring slider mounts permitted.

No leaf spring weight jacks permitted.

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

All stock and aftermarket 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.

Lower spring plates must remain stock and unaltered. Leaf spring centering bolt hole must remain untouched.

No torque arms, birdcages, or lift bars allowed.

Rears can be dropped and blocks are permitted under rears.

No adjustable blocks under rears.

No adjustment nor adjustability of suspension components in any way.

No heim ends anywhere in the suspension.

SHOCKS:

Heim end shocks are allowed but:

Must be non-adjustable steel bodied fixed end shocks.

Shocks can be oil or gas filled.

Any shock having a gas port, Schrader valve or bladder type valve must have the valve plugged.

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

No coil over shocks anywhere.

No reservoir shocks allowed.

SPRINGS:

All springs and spring pockets must remain in stock location.

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

BRAKES:

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

ENGINES:

CUBIC INCH:

358 Cubic Inch (plus a 3 cubic inch tolerance) is **MAXIMUM** displacement allowed.

BLOCKS:

Block must be a standard OEM production block. No aluminum blocks. No aftermarket blocks.

Chevy Bow-tie blocks and Ford SVO blocks are not permitted.

Block Casting Numbers must be in place.

COMPRESSION:

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

PISTONS:

Flat top pistons only.

RODS:

Any steel 6.0 inch rod or under (No titanium or aluminum) may be used.

Modification of rod length prohibited.

Rods, block and crank to be used in the same combination that factory originally manufactured.

Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and

journal size. Aftermarket rods must be in factory condition.

No polishing or reworking.

No addition or removal of metal other than normal balancing.

HEADS:

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

All engines MUST be pumped, whistled and sealed by Selinsgrove Speedway technical personnel before they are allowed to compete. Cars will not be allowed to compete with engines that are not properly sealed. All engines will be checked with no heat in the engine. The second and third head bolt on either side of the engine must be drilled with at least a .060 (sixty thousandths) hole to accept the seal. Any car found to have competed in an event with an engine that has not been sealed by Selinsgrove Speedway technical personnel or has a missing or altered seal will be disqualified and lose all points and prize money from said event and may face further penalties.

There are three options to have your engine sealed:

1. Contact the Speedway Technical Inspector at tech1@SelinsgroveSpeedway.com or at the phone number provided to you as requested to arrange for him to come to your shop. (Limited Availability)
2. At the Speedway tech day. If you are coming to tech day, please send an email to tech1@SelinsgroveSpeedway.com and include drivers name and division so we have an idea of how many cars to expect. (see Speedway schedule on SelinsgroveSpeedway.com for dates)
3. At the speedway on race day. (Limited Availability). To use this option you must make arrangements with the Speedway Technical Inspector at least 1 week prior to the date you wish to be sealed. You must be in the pits within 20 minutes of gates opening with your engine cold and prepared to be checked. Please note that by the time gates open there is usually a long line to get in. There will be very limited slots available on race nights so please make arrangements as soon as possible.

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.

NO 4-7 swap camshafts permitted, STOCK OEM FIRING ORDER must be maintained.

VALVE TRAIN:

NO titanium valves

NO shaft rockers permitted.

Roller TIP rockers are permitted.

High valve covers are permitted.

CRANKSHAFTS:

Any stock appearing cast iron or forged steel crankshaft is permitted. (No titanium)

No polishing or reworking.

No addition or removal of metal other than normal balancing.

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 #0-4412. No Predators, No Dominators.

NO modifications allowed except for jet changing.

Must fit track Go-No Go gauges. Only the choke plate may be removed with all screw holes permanently sealed.

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.

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

MISC ENGINE:

All engines are subject to having intake and/or heads pulled at the track.

Refusal to pull intake and/or heads will result in automatic disqualification for event.

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:

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 their 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 team's 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"

WHEEL BASE:

Wheelbase is measured from center of front spindle to center of rear axle.

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

Full frame car wheelbase may not be under 103"

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)

Grand National type rears (with floating axles) are allowed for safety with mounts in stock location on any model car.

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.

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.

INTERIOR:

Car must have a complete floorboard; area under driver should be reinforced.

Rear deck behind driver may either be flat or run up hill to front of deck lid, either way it must be of one flat plane and can not be used as a spoiler.

NO boxing in of the drivers compartment is allowed. Area can remain open door to door or sheet metal must run on a 45 degree angle away from the driver from the top of the drive shaft tunnel to top of right door.

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

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

All flammable materials must be removed from car.

Firewall must be completely enclosed. No open holes.

Cars must have a complete steel firewall between trunk and driver.

BODIES:

GENERAL:

Bodies may be constructed of aluminum or steel panels.

Body must resemble an OEM stock body with stock appearing body panels, body lines, curves and shapes. (Stock appearance will be at the discretion of track officials.)

Body panels must match the shape of nose used, Example; Camaro nose car MUST have a Camaro shaped body etc.

All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. NO squared off or 90 degree bends anywhere on the body.

All bodies must be in good condition, stock appearing and securely fastened. Bodyline must be a smooth even line from front to rear. All body panels must be solid. No holes, slots, or air gaps are permitted.

Fiberglass or metal roofs are permitted. Roof must be stock appearing, mounted level, parallel to body, centered on car and rounded down in all directions.

No wings or spoilers or a trunk lid that appears to look like one. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.

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

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

No "belly pans" or any type of enclosure on bottom of cars will be permitted.

Skid plate to protect oil pan is permitted.

No panels of any kind under the rear deck running from the front to the rear of the car.

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

No "slope" or "wedge noses" permitted. (See section on noses.)

(Stock appearance will be at the discretion of track officials.)

FRONT ENDS: (NOSES)

Sloped front noses (Late Model MD3 or Late Model Classic style noses) will not be permitted.

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

Elephant ears or plastic late model fenders 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.

The nosepiece must be mounted in a manner that does not alter its original shape.

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

Suggested Molded Plastic Noses

Five Star – Stock Appearing Noses

Performance bodies – Stock Appearing Noses

<u>GM</u>	<u>Ford</u>	<u>Misc</u>
81,92, 97 Camaro	Fusion – Taurus	Toyota Camry
94 Lumina	93 Mustang	Dodge Charger
88, 99, 03 Monte Carlo	03 Taurus	
Chevrolet SS Monte Carlo	88, 97 Thunderbird	
97 Firebird		
03 Grand Prix		
97 Olds Cutlass		
97 Buick Regal		

<u>GM</u>	<u>FORD</u>
Early Style Camaro	06 Taurus
Z-28 Camaro	88, 97 Thunderbird
92 Camaro IROC-Z	79-93 Mustang
81-88, 99, 05 Monte Carlo	
Lumin	
03 Grand Prix	
Olds Cutlass	
Buick Regal	

SAIL PANELS:

Must resemble size and shape of factory OEM panels.

Sail panels must be flat front to back and top to bottom.

ROOF HEIGHT:

Must measure the same at both right and left “A” pillars.

ROOF ANGLE:

No more than 2” of rake front to back

REAR QUARTERPANELS:

Must measure the same height on both sides.

REAR FILLER PANEL:

Between the quarterpanels must be solid corner to corner. No “V” shaped rear panels.

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.

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.

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.

Changes in mounting location may only be approved by speedway electronic scoring technicians and only in the case of transponders not reading correctly. This shall only be approved if it is determined by speedway electronic scoring technicians that all other possibilities and scenarios to correct the situation have been exhausted.

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. They must be a flame retardant racing glove.

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.

Fuel cell placement must be 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.

No batteries are to be located in the drivers compartment.

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. ***

Variations from any specification or rule must be approved by the speedway tech officials.

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.