

2010 Pro Stock Rules

Areas highlighted in red are changes for 2010

Pro Stock: Any North American made car 1968 to present. This division was created as a controlled, economical and competitive form of entry level racing. The racecars are to remain as stock as possible to control costs. 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.

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. 10 inch circumference to tie uni-body 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.

NO EXTREME BRACING 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.

SUSPENSION:

All suspension parts must be stock or stock replacement and mounted in stock location.

No coil-over racing type shocks or heim end shocks.

All springs must remain in stock location.

No weight jack.

No heim ends anywhere.

No adjustment nor adjustability of suspension components in any way.

Rears can be dropped and blocks are permitted under rears.

No adjustable blocks under rears.

No rear sliders permitted.

No slotters on leaf springs.

Must have operational four (4) wheel brakes.

Front shocks must be in stock location.

Rear shocks may be relocated.

NO OUTSIDE ADJUSTMENTS OF SHOCKS; MUST BE STOCK APPEARING.

Rear leaf Spring cars: May use steel or composite leaf springs, but must be STOCK APPEARING and FULL LENGTH.

Strut Cars: Must have leaf springs or coil springs on rear.

Tubular A-arms may be used.

No panhard bar(s) allowed.

No lift bar(s) allowed.

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

(2008 Tires can still be used)

8.0/84.0-15 D 30

8.0/87.0-15 D 30

CARBURETOR:

One 2-barrel RODCHESTER carburetor only.

No throttle body solenoid operated carburetors.

Racing gasoline only. No alcohol. No additives. FUEL WILL BE CHECKED.

TRANSMISSION & REAR END:

Ford 9" rear optional with stock mounts in stock location on any model car.

Stock rears only. Rears may be locked and gears may be changed.

Stock transmission only. Transmission must be GM to GM, Ford to Ford, etc. Must have working reverse.

Stock type clutch only. No aluminum flywheels. No multi-disc clutch. CLUTCH MUST BE WORKING AT ALL TIMES.

Drive shaft loops required.

Drive shaft must be painted WHITE.

A two (2) inch diameter viewing hole located two (2) inches behind the flywheel is required. Dust covers must be easily removed for tech inspection.

NO AUTOMATIC TRANSMISSION.

MISCELLANEOUS:

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 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.

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

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

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.

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. Any added weight must be securely fastened. 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. 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.

ENGINES:

ENGINES MUST REMAIN STOCK! Maximum engine size is 355 GM, 357 Ford, 366 Mopar. Maximum overbore for clean up is .030. Modifications are NOT ALLOWED! Must use GM in GM, Ford in Ford, etc. (with exception of 9-inch Ford rears).

Stock flat top pistons only.

Stock original equipment two barrel carburetor and four barrel in-take is permitted. Adapters permitted. (NO HOLLY CARBS)

Headers permitted. RODCHESTER ONLY.

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

Hydraulic or solid cams are permitted.

Roller TIP rockers are permitted. No roller cams or roller lifters. High valve covers are permitted. Stock type ignition only. No super coils or MSD ignition.

Motor may not be set back past No. 1 plug to center ball joint. (IF NO TOP BALL JOINT, THEN OFFICIALS WILL USE BOTTOM WITH A HALF-INCH SETBACK ONLY.)

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.

Racecars must be safely maintained and kept in presentable condition.

NOTE: NO WINGS OR SPOILERS OR A TRUNK LID THAT APPEARS TO LOOK LIKE ONE. HIGHEST PART OF TRUNK LID MUST BE AT BACK FOR REAR GLASS AREA.)

Rear Quarterpanels 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.

ALL GLASS MUST BE REMOVED. No windshields are permitted. No broken glass may be in any part of car including door panels.

No aluminum body panels (fenders, doors, etc.). BODY PANEL MUST LOOK STOCK.

Window screens are mandatory in place of windshield. THESE MUST BE SECURED WITH THREE SUPPORTS.

Original firewall in stock location and must be completely enclosed. No open holes.

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

All flammable materials must be removed from car.

NO SPOILERS, WINGS OR AIR DAMS. AIR DAMS NOT ALLOWED ANYWHERE ON CAR.

Plastic bumpers permitted providing they cover steel bumper.

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. It may not sit lower than the center of the rear end.

Sloped front end piece will NOT BE PERMITTED.

Driver compartment MUST BE OPEN inside DOOR TO DOOR.

RADIOS/TRANSPONDERS:

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.

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

SAFETY EQUIPMENT:

High back seats are mandatory.

Full face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. SA2005 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.