

2013 PROSTOCK CLASS

These are the new rules. No "Grandfather" clauses. You have all winter to get legal.

Body

1. Must start race night with a complete body – fenders, hood, doors, trunk lid, etc.
2. Any Stock American made steel top cars or station wagons. No convertibles, jeeps, hearses, limos, front wheel drives, el caminos, rancheros or trucks.
3. May put newer bodies on older cars, but only sheet metal. No sub-frames or frames on top of old frames.
4. All bodies must be bolted down using factory body mount holes. Body bushings may be removed. No welding of body to frame from cowl area to rear of car. Radiator support must be welded to frame.
5. Radiator core support may be removed and replaced with 2"x2" angle iron or 1 3/4" roll bar tubing. Must be in line with or behind radiator and vertically. Top support can go from fender to fender. No bracing forward or rearward. One 1 3/4" pipe between frame rails directly in front of radiator allowed. May have bar in front of radiator – 2 bars up, 1 across and maximum of 2 bars back. Must be in front of A-arms.
6. 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.
7. May have steel under driver's seat and leg area or from center of hump to rocker panel welded or bolted to body or cage. Must retain floor on passenger side. Driver and passenger compartments must remain open - No enclosed cockpits.
8. Both doors must be welded shut. May use 3" strap on door seams.
9. Trunk must open.
10. Driver's door and passenger door can be reinforced from outside, no wider than 4" past original door.
11. A single rub bar no bigger than 1" x 3" 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.
12. No reinforcing of any kind on inside of front fenders or either side quarter panels except a 3/8" rod may be welded around fender opening.
13. Single body steel. All body repairs must be made with thin sheet metal. No plating. Any patching of body must be no more than 1/16" thick and no more than 2" from damaged area. Must be securely fastened.
14. All glass, plastic, upholstery, lights, mirrors, moldings and chrome must be moved.
15. Car numbers on both doors and on roof plate and easily readable. Roof plate must be 3-sided and numbers must be at least 10" tall. Letter may appear behind number but must be 8" tall. No 4 digit numbers allowed. NO OBSCENE WORDS OR CHARACTERISATIONS OF ANY KIND ANYWHERE ON CAR.
16. No weight or ballast may be added anywhere in car. In frames, bumpers, body, etc.
17. Hood scoops allowed, but no taller than 2" high.
18. May wrap corners with one layer of 14 gauge 6" wide on each side. From radiator support to bottom of bumper. May do the same on rear fender 6" each way.
19. May use expanded metal for grill. Can't be thicker than 18 gauge.

Frame

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

Roll cage

1. Minimum of 4 point cage securely welded to frame.
2. Rear kickers are allowed, but must stay in trunk area.
3. May have front hoop.
4. Must have at least 3 driver's door bars.
5. May have 1/8" plate steel on outside of door bars from post to post.
6. Must have roll bar padding wherever the driver can reach.
7. Must have X brace between rear posts of cage.
8. Safety is PRIORITY. Cages will be inspected. Cages appearing unsafe will not race.

Fuel Cells

1. Must be in trunk area.
2. Must be a manufactured racing fuel cell with steel canister.
3. Must be securely fastened down.
4. Must have check or rollover valve and be leak proof.

Fuel

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

Fuel cell protection

1. 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". Not required but recommended.

Bumpers

1. No manufactured bumpers larger then 2"x2"x1/8" box or round tubing.
2. No reinforcing inside of bumpers
3. Must be bolted to frame. Plate no wider than 1" past bolt pattern.
4. Bumper ends if cut must be capped and welded to body with small strips of metal no taller than bumper. Safety chains on bumpers allowed. May use strap instead of chain 2"x1" welded
5. Plastic nose pieces allowed.

6. May wrap corners. One layer of 14 gauge 6" on each side. May go from top of fender to bottom of bumper.

Rear Ends

1. Stock or Ford 9 inch rear ends. Can be welded posi
2. May use floater rear ends but no ¾ ton rear ends

Brakes

1. All four brakes must work. Rear disc brakes allowed. Must lock upon inspection.
2. Single master cylinder, no adjustable brake valves.

Shocks

1. Racing shocks allowed.
2. Must be mounted in stock location and use stock mounts.

Springs

1. Racing springs allowed. Must be stock mounts, stock locations. No weight jacks or weight jack bolts.

Suspension

1. Stock upper and lower A-frames. Tubular upper A-arms may be used. Must be IMCA approved.

Steering

1. Must make more than 2 complete revolutions from lock to lock.

Drive Shafts

1. Must be painted white. Must have at least 1 strap or chain under drive shaft 18" behind transmission.

Battery

1. One automotive type battery securely fastened down and inside a covered battery box.

Wheels and tires

1. Must use 1" lug nuts.
2. Can use stock or racing rims. Bead locks legal.
3. 4-ply radial passenger car tires and racing tires legal.
4. Maximum 8" wheel and 10" tire.
5. Protection around valve stem allowed. No wider than bead.

Radiator

1. Radiator in stock location.
2. Single pass after market radiator ok.
3. May have two 2"x1/8" straps from radiator support to bumper no wider than frame rails.

4. 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 than frame rails.

Engine

Stock GM-GM, Ford-Ford, Mopar-Mopa

1. Cast iron factory heads. No aluminum heads – No aftermarket heads.
2. Steel stamped rockers with roller tips allowed. No full roller rockers and no roller cams or roller lifters.
3. After market and aluminum intakes allowed.
4. After market carburetors allowed. OEM fuel injected engines allowed. Electric fuel pumps must have roll over or crash shut off.
5. Under the car headers allowed.
6. Engine must be in stock location.
7. Engine must carry at least 15 inches of vacuum at 1000 rpm.
8. Flat top or dish pistons only.
9. Transmission coolers allowed. If in driver's compartment no more than 4" of rubber line exposed.
10. Engine must match car manufacturer GM-GM, Ford-Ford, Mopar-Mopar

Driver Protection

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