



Daugherty Speedway 2018

PRO STOCK CAR RULES

General

Inspections may occur any time at the discretion of a race official. Rules are subject to change at any time at the discretion of the Race Director.

All Cars are required to have a working Raceceiver with one way communication only. Top 5 cars must scale! Any driver exiting the track without scaling will immediately be disqualified.

1. **BODY:** Any U.S. manufactured full frame steel body car or ½ ton pick up with a minimum wheel base of one hundred eight (108) inches. No unibody vehicles other than Chrysler products with a minimum wheel base of one hundred twelve (112) inches and Camaro with rules stated in this document. Frames may be patched with flat stock four (4) inches beyond repaired area only. Frame between rear bumper and rear spring pocket may be replaced. No boxing of frames. Hole may be cut in hood to allow for air breather clearance. All skinned doors must have door bars. Dash may be removed if replaced with a bar 1 ½ inches .090 wall tubing tied in with roll cage. Fender, door panel, and quarter panel can be replaced with aftermarket bodies. No fuel cells allowed in interior of vehicle. Pick up gates cannot be skinned. Front grill area, both fiberglass and plastic, may be replaced with flat plastic/sheet metal/aluminum or after market nose pieces. Body may be made of aluminum. Frame must be completely stock other than the above mentioned areas. No frame alterations of any kind. No cutting, no notching, no sectioning, etc. No grafting other make and model front stubs allowed. No exceptions! Bumpers may be replaced with round or square tubing no more than two (2) inches OD and .125 wall. Replacement bumpers must be in stock location and end of bumper must curve back toward the tire. Side support is allowed on tube bumper if connected to tube in front of frame horn. Tube end must remain open for measuring purposes. Support tubing from the roll cage to the bumper is not allowed. All glass, window regulators and flammable materials such as seat, head liners, plastics, carpeting, etc. must be removed. Doors, hoods, trunk lids and tailgates must be secured so they will not open on impact. Hood pins permitted on hoods and trunks. Must have rear firewall of aluminum or steel the full width of vehicle. Car and pick up interior must be open. No cockpits allowed. Pick ups may have a steel cover on bed but must be removable and secured properly. Hood pins allowed. No moving of body forward, backward or side to side allowed. May run rear spoiler no more than six (6) inches high and no more than forty five (45) degree angle measured from rear deck. No rear scoops allowed. No wagons. No exceptions!

2. **ROLL CAGE:** Roll cage must be at least four (4) point 1 ½ inch .090 wall tubing with driver side door protection. Refer to general rules for side door protection. Roll cage must be built in such a way so as not to collapse in the event of a rollover. Rear hoops required for protection of fuel cell and must be tied in with main

cage. Front hoop tied to main cage is highly recommended or one bar for radiator protection tied to chassis. Front hoop or bar and rear hoop must be inside of grill and trunk panel and not visible on outside of car or pick up body. Four Point Cage posts may not be set back any further than the rear body mounts. No Offset cages.

3. SPRINGS AND SUSPENSION: Racing Springs are allowed. No alteration of springs allowed. Springs and suspension must be mounted in original stock location. Lowering Blocks, weight jacks, and spacers will be allowed. Only one spring per wheel. No traction devices of any kind allowed. No lift bars, pull bars, traction bars, track bars, panhard bars, ladder bars, etc. stock or otherwise allowed. No torque link between transmission and rear end. No torque link bars of any kind allowed, stock or otherwise. Upper A arms may be non-adjustable and tubular. Lower "A" frames must be stock. Front spindles must be stock for cars and pick ups. Three piece spindles are allowed. No mono leaf, composite, or Chrysler springs allowed. Upper and Lower rear trailing arms can be fabricated. Lower must be stock length with no adjustable holes. Upper can be re-sized to gain correct pinion angle.

4. SHOCKS: After market shocks allowed. No coilovers, sliders, or adjustable, etc. allowed. No aluminum shocks allowed. Only one shock per wheel.

5. BRAKES: Aftermarket master cylinder and pedals allowed.

6. STEERING: Must be stock for make and model of vehicle. No aluminum allowed. No alteration of any kind allowed. Must be located in original stock location. No tilt steering columns allowed. May be replaced with straight steering column or steering shaft with a minimum of two (2) universal joints in steering shaft between firewall and steering box. Quick disconnect steering wheels allowed. No tube tie rod, heim joints or after-market drag links allowed. No rack and pinion, no center point, Steering Quickeners are allowed. After market power steering pumps are allowed.

7. REAR END: Stock production rear end or Ford nine inch (9") rear ends. Floaters allowed. Rear end must be locked or spool.

8. WHEELS AND TIRES: After market steel wheels, stock steel wheels, or wagon wheels allowed and must be no wider than eight (8) inches. Wheels can be reinforced. Up to a 60 series DOT street tire or Hoosier H40. No siping or grooving of DOT tires. No removal of tire branding on sidewall allowed. Beadlocks will be allowed on the right side of the vehicle. No screwing tires to wheels, no racing tires, no studded tires, or recaps. No off-road tires of any kind allowed. All wheel weights must be removed. Wheel studs on right side must be ½" minimum and must have 1" lug nuts on all four (4) wheels.

9. ENGINES: The only engine allowed will be the GM 602 Crate engine purchased with the MSCCS seal from Pace Performance in Ohio. www.paceperformance.com Engines must be mounted in stock location. Solid mounts or tie down chains acceptable. No setbacks allowed. Aluminum valve covers and aluminum water pumps allowed. Aftermarket pulleys allowed. No fuel injection or computers allowed. Engine must be naturally aspirated. Fuel pump must be block mounted and in stock location. Raised crank case breathers allowed. Aftermarket starters are allowed.

10. INTAKE AND EXHAUST MANIFOLDS: Headers are allowed. All exhaust must be boxed to now allow direct access from the cockpit. Exhaust must exit 180 degrees(parallel) with the track surface and may not exit above the drivers head.

11. CARBURETOR: Holley 4412 carburetor on all cars is mandatory. Must be gauge legal. Must remove choke plate and shaft. One (1) air filter element with a maximum height of five (5) inches may be used.

12. IGNITION: Must be stock H.E.I. production distributor ignition design only. No capacitive discharge ignition systems. No circuit board ignition modules. MSD, Mallory, Accel, Pertronix, etc allowed as long as they have the stock design. No MSD boxes.

13. TRANSMISSION: Only stock productions O.E.M. manual or automatic transmissions allowed. Manual transmissions must have an explosion-proof bell housing or scatter shield of at least ¼" x 6" steel covering

clutch area from top down both sides one hundred eighty (180) degrees total and be securely fastened. After market clutch pedal assembly may be used. Must have opening large enough for inspection. Transmission must have a minimum of 2 forward gears and one reverse, plus neutral position.

Automatic transmissions: Stock production O.E.M. automatic transmission with torque converter only. No couplers, racing transmissions, etc. allowed. Powerglides are allowed. No transmission cooler in driver's compartment.

14. RADIATOR: Aluminum radiator allowed. No other cooling devices other than radiator in front of engine. Only one radiator allowed.

15. DRIVESHAFT: Stock steel driveshaft must be painted white with driveshaft hoop no further back than six (6) inches behind front universal joint.

16. WEIGHT: Must weigh three thousand (3,000) pounds minimum with driver in vehicle on track scales after feature race.

17. BATTERY: Batteries must be mounted securely outside of the drivers compartment. If they are in the drivers compartment, they must be in a marine type box or equivalent.

18. MISCELLANEOUS: All rules are up to the discretion of the Race Director.

To keep this class competitive, we are going to allow a claim on certain items. They are as follows:

1. Motor Claim Rule:

- a. The Race Director can claim any engine after the conclusion of the feature for \$2000. If a driver protests another drivers engine as illegal, they must fill out the protest form within 10 minutes of the feature completion. The protest fee is \$1000. The engine will be pulled and shipped for tear down. If found illegal, the protestor will receive a refund(minus shipping), and the expenses must be paid by the engine owner. If legal, the protestor forfeits all money for the protest.

2. Shock Claim Rule:

- a. Any driver finishing 5th or better on the lead lap in the feature may make a claim on the winner's shocks. At least 10 cars must finish the feature by taking the checkered flag. The claim will be for \$200 plus exchange of their shocks for all four shocks. A driver will have a maximum of two claims per year, one successful, and a driver can be claimed a maximum of two times per year, plus any point from the Race Director for \$320 for all four shocks.

• YOU MUST MAKE 50% OF THE GREEN FLAG LAPS IN YOUR FEATURE TO RECEIVE YOUR START MONEY FOR THAT EVENT.

• YOU MUST MAKE ONE GREEN FLAG LAP IN YOUR CONSI TO RECEIVE TOW MONEY

MED 11/23/14, 12/28/14, 10/6/15, 11/9/16, 4/5/17, 10/16/17