2017 BETHEL MOTOR SPEEDWAY PRO-STOCK RULES (Last Updated 1/2/16)

The Pro-Stock division is a stock based class designed for more advanced racers, thus it allows more modifications and adjustments than other, more limited, stock classes. The Pro-Stock class is intended to attract cars built for the DIRT Pro-Stock division, Super Stock divisions and "Street Stock/Pure Stock" cars from tracks with much more liberal rules than Bethel's (many of Northern NY's "Street Stock" classes are much closer to the Bethel Pro-Stocks than the Bethel Street Stocks). The Bethel Pro-Stock class is intended to be a budget division and full-blown fabricated race cars are not permitted. Teams with the resources to build or purchase such cars are encouraged to consider the Bethel Modified division or the Bethel Dirt Sportsman division.

Technical Specifications, PRO-STOCK:

These rules have been formulated to encourage participation. It is not the intention that every participating car will be equipped with all the items allowed by these rules. Since cars from a multitude of tracks and numerous sources of used cars and parts must be considered, the rules have been written to accommodate what is likely to be available or already installed on cars that are in the area or available for purchase used.

1. CAR ELIGIBILITY:

1.1 American made cars model year 1955 through 2005. No Jeeps, trucks, convertibles, station wagons, "two seat" or front wheel drive vehicles.

1.2 Minimum 107" wheelbase allowed (1" tolerance for crash damage).

1.3 There must be 4" minimum ground clearance (except front crossmember).

2. FRAMES:

2.1 American OEM passenger car frame or front clip (stub) required. Frames may be repaired where needed, however the stock frame must be maintained wherever front suspension mounting points are located and accurately position the front suspension in the original locations.

2.2 Frames may be shortened to achieve the minimum wheelbase.

2.3 The maximum engine setback permitted will be center of number 1 sparkplug hole may align with the center of the top balljoint.

2.4 All chassis must utilize stock frame rails or stock frame clip on both sides at minimum from the radiator to the rear bellhousing flange at the back of the engine block. Stock front crossmember must be retained, but may be trimmed for oil pan and fuel pump clearance.

2.5 Uni-body vehicles must tie sub-frames together. If the ties extend through the vehicle, the floor must be completely welded to the frame to seal off the driver's compartment.

2.6 Cars utilizing structural steel tubing to replace rear uni-body sections must construct main frame rails of minimum 2" x 3" x 0.120" rectangular steel tubing fabricated to closely resemble the frame it replaces. Uni-body front frame sections must remain stock (reinforcing allowed), or may be replaced by a stock subframe or clip. NO FULLY FABRICATED FRAMES ARE ALLOWED.

2.7 Cars with fabricated tubular frames or tubular front clips that do not exactly locate suspension in stock locations shall be considered Late Models and are not permitted for competition in the Pro-Stock division.

3. STEERING:

3.1 Stock steering column optional. Steering column may be made with 3/4" steel shaft with quick disconnect. No plastic collars or retainers on steering wheel disconnects. If stock steering column is used, stock ignition switch and steering lock MUST be completely removed.

3.2 Steering wheel center shall be padded.

3.3 Stock type steering box required. No Rack & Pinion Steering Allowed.

3.4 Stock type steel steering linkages, spindles and tie-rods required.

4. SHOCK ABSORBERS:

4.1 One steel shock absorber per wheel, in good operable condition at all times.

4.2 Shock mounting location optional. Shock mounting shall not prevent adequate range of steering movement.

4.3 No coil-overs, air shocks, load levelers, etc. No aluminum body shocks.

5. FRONT SPRINGS & SUSPENSION:

5.1 Stock style front suspensions are required; matching whatever frame "stub" is being utilized. Springs must be in original location. No McPherson struts allowed.

5.2 Stock lower control arms required. Screw in ball joints allowed. Tubular upper A-arms allowed. Upper A-arm mounts may be changed to take 6" on center A-arms.

5.3 One jacking bolt per front wheel is allowed. No hydraulic jacking bolts allowed.

5.4 No coil-over shocks allowed. No "helper" springs allowed.

5.5 Any type front sway bars are allowed.

5.6 Maximum track-width, measured outside edge of tire to outside edge of opposite tire, shall be 80”.

6. REAR SPRINGS & SUSPENSION:

6.1 All rear suspension systems must have stock type parallel leaf springs or 5” min. diameter coil springs.

6.2 Leaf springs may utilize multiple holes in mounts for height adjustments. Lowering blocks permitted. “Chrysler” dimension leaf springs are allowed. Rear shackles may be adjustable or may be sliders.

6.3 Coil springs must be maintained in stock locations on top of rear axle tubes. Lowering buckets permitted. Adjustable spring cups and spring spacers allowed.

6.4 One jacking bolt per rear wheel is allowed. No hydraulic jacking bolts allowed.

6.5 Original cross member may be replaced with square tubing or heavy wall thickness tubing.

6.6 Trailing arms may be stock or aftermarket. If radius rods are installed, they shall be made of steel.

6.7 Panhard bar (with coil springs) or 5th shock (with leaf springs) on the rear are optional.

6.8 Any stock type rear sway bars are allowed.

6.9 Torque-arm and truck-arm style rear suspension is prohibited. 3-link without a torque arm is allowed.

6.10 Maximum track-width, measured outside edge of tire to outside edge of opposite tire, shall be 80”.

7. REAR AXLE:

7.1 Stock type, full-floater or Quick-change rear axles permitted. 9" Ford rear axle is allowed.

7.2 Independent rear suspension is prohibited. Live axle rear axles are prohibited.

7.3 Welded spider gears, lockers, or a spool is allowed.

7.4 It is recommended that integral rear ends (where the axles are held in by "C" clips) be welded to prevent the axles from pulling out.

7.5 Quick-change rear axle permitted. No torque-tube or torque-arms. No wide-five hubs allowed.

7.6 No aluminum axle tubes, no titanium axle shafts, no cambered rears allowed.

8. BRAKES:

8.1 Must have operable and effective four wheel hydraulic brakes in good working condition.

8.2 Rear disk brakes or drum brakes are allowed.

8.3 All brake system components shall be steel (no titanium).

8.4 Stock style steel single piston calipers are required (no aluminum calipers).

8.5 No excessive drilling or machining of brake rotors and brake calipers allowed.

8.6 Dual master cylinders with brake bias adjustment is allowed. Brake bias may be adjustable through the cockpit for the driver.

8.7 Brake shut-offs, either mechanical, hydraulic or electric are prohibited.

8.8 Cars that appear to have inadequate brakes may be removed from the race due to safety reasons.

9. WHEELS & TIRES:

9.1 15” maximum diameter X 10" maximum width steel racing type wheels are mandatory. Wheel centers must be minimum 1/8" thickness.

9.2 All four wheels must have minimum of 5 lug nuts per wheel. Studs must extend through lug nuts. 1/2" lug studs and 1" lug nuts are highly advised.

9.3 Maximum 1” thickness steel or aluminum wheel spacers may be utilized, but only with adequate length and strength wheel studs.

9.4 Wheel offsets shall not exceed 8” (including spacers) measured from outer edge of rim to hub flange surface (example: 10” wide wheel with 2” backspace shall measure 8” from outer edge of rim to hub mounting flange). Wheels may need to be removed to verify width, offset and spacing is in compliance. ¼” tolerance allowed for wheel offset measurements.

9.5 Tires must remain predominantly inside the body. Tires extending outside the body will be at the discretion of track inspector whether it is acceptable.

9.6 REQUIRED TIRES: Treaded tire G-60 Hoosier 8.0" or equivalent American Racer tire (American Racer K704), or dirt equivalent American Racer 70x24.5x15. NO racing slicks allowed.

9.7 All tires must be in good condition, not excessively worn, damaged, or deteriorated and shall be capable of sustaining racing cornering loads. TIRE SOFTENER IS NOT PERMITTED.

10. BODIES:

10.1 Any car or mid-size truck sheet metal body may be used from same manufacturer line. GM for GM, Ford for Ford, etc…(except that crate engine cars may carry non GM body styles if desired).

10.2 No compact car bodies allowed. No excessive chopping, channeling, lowereing, etc.. permitted.

10.3 Aftermarket, stock appearing, car or truck bodies will be allowed. May be steel, aluminum or fiberglass replica bodies.

10.4 No “wedge style” or slab sided style bodies allowed. No flat roof bodies. No excess body panels, ornaments or appurtenances deemed to be outside the intention of this stock-appearing class.

10.5 No air dams, skirts, wings, fins, etc… deemed to be an aero-advantage or deemed to restrict visibility.

10.6 All side and rear windows must remain unobstructed. Plexiglass may be used in quarter windows only.

10.7 Body installation must be done neatly and properly maintained in a presentable condition.

10.8 Full fenders only (reasonable radiusing for tire clearance is allowed). Inner fender panels may be removed if rigidity is maintained.

10.9 Lift off hoods and deck lids are allowed provided they are securely mounted in such a way as to completely seal off the engine compartment and trunk area. The rear of the hood must be completely blocked to prevent hot fluids from the engine compartment from reaching the driver in the event of ruptured hoses, etc.

10.10 Inside tin around driver must slope down for easy access to driver in the event of driver injury.

10.11 Full front steel, or extra thickness aluminum, firewall shall be mandatory, with all the holes securely sheet metaled over to seal the driver's compartment from the engine compartment. Holes for throttle linkage, steering column and clutch linkage shall be the minimal openings necessary.

10.12 A full rear steel, or extra thickness aluminum, firewall and rear window shelf must seal off the driver's compartment from the trunk area.

10.13 Full sheet metal floorboards must be from the front firewall to the rear firewall/window shelf and from body side skin to side skin. Rusted floorboards must be securely sheet metaled over to completely seal off the driver's compartment.

10.14 Any holes in the floorboards for the shifter, etc. must be no larger than necessary to facilitate the shift pattern, etc. and shifter boots must be used to help seal off the driver's compartment.

10.15 Steel door plates, highly recommended. 18 gauge or .049-inch minimum thickness metal, shall be securely attached to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat.

10.16 Windscreen must be installed full width of windshield opening in front of the driver. Windscreens may be Plexi-glass or Lexan, or may be metal screen. All winsdcreens must be adequately supported to properly protect the driver. Plastic windscreens must be maintained free of excessive cracks, scratches or weathering.

10.17 Window net shall be installed in driver’s side window opening. Net may be web, string or mesh construction. Net and mounting hardware must be of adequate strength to restrain driver in case of side

impact. Window nets must have quick-release mechanism that can be operated from inside the car, by the driver. When released the net must drop down and out of the window opening.

10.18 MIRRORS – no rear view or side view mirrors are permitted. Gauge faces may not be used as mirrors. Drivers may not receive radio signals from anyone except track officials.

11. BUMPERS AND RUB RAILS:

11.1 Must have stock appearing bumpers in stock location. No excess reinforcing shall be visible.

11.2 All bumpers to cover full width of car. Cars with rubber bumper covers must have covers on car.

11.3 Cars with metal bumpers must have smooth rounded corners. Metal guards (enclosures) extending from bumpers to body panels and returning to frame, to avoid bumper gouging are recommended.

11.4 Cars with bumper covers shall provide chains, hooks or cables to facilitate easy towing & lifting.

11.5 Side rub rails must be a maximum of 1" thickness metal mounted flush against body with closed ends, and must angle in at the ends. Rub rails are allowed for body preservation purposes ONLY, and are not to be used to reinforce the car. Open ends, sharp edges, or protrusions are NOT allowed.

12. ROLL CAGE:

12.1 A four-post (6 point) roll cage with a minimum outside diameter of 1 1/2 inches and a minimum wall thickness of .095 is mandatory. Mild steel tubing recommended. No aluminum, no threaded pipe fittings. Cage must be fitted, welded, and gusseted and the cage welded to the frame or sub-frame (not the floorboard).

12.2 A minimum of three (3) door bars, connecting the uprights on both sides with the driver's side curved to extend into the door shall be mandatory. These bars will have at least one set vertical support bars between the uprights.

12.3 Front loop around radiator may be used, must remain behind grille.

12.4 Additional diagonal bracing and supports are allowed and encouraged.

13. SEAT & SEAT BELTS:

13.1 A racing style aluminum seat is mandatory. Must be securely fastened (bolted) to the roll cage and/or frame. No floorboard installations. A minimum of six (6) bolts are required, four (4) in the seat area and two (2) in the backrest; minimum 3/8" diameter, Grade 5 or Grade 8, with flat washers and locking nuts. No carriage bolts or lock washers.

13.2 The seat must be positioned completely to the left of the center line of car.

13.3 A high back seat or padded roll bar headrest is mandatory. Driver's head must not protrude above cage with helmet on, strapped in driver's seat. Roll bar padding shall be installed wherever impact by the driver could cause injury.

13.4 Seat belts & harnesses must be a minimum 5-point style (including sub-belt). 5-point seat belt/harness shall employ 3" quick release lap belts and 3" (or 2" w/ HANS) shoulder straps.

13.5 Seat belt & harness must be securely fastened to the frame or cage and NOT to floorboards or sheet metal components of car. All mounts MUST be in direct line with the direction of the pull. Bolts MAY NOT be inserted through belt webbing for mounting.

13.6 Seat belts will be rejected if not in good condition. Refer to General Rules for diagrams of proper installation of seat belts & harness. Seat belts will be inspected by Track Officials, and must be dated within five years (i.e., in order to be legal for the 2017 season, the date stamped on the belts can be no older than 2012). Seat belts without a legible date stamp on them will NOT be allowed.

13.7 SEAT BELTS MUST BE WORN TIGHTLY AND SECURELY AT ALL TIMES WHILE ON SPEEDWAY!! NO EXCEPTIONS!!

14. FUEL TANK & FUEL SYSTEM:

14.1 Fuel cell required. Maximum size 22 gallons. All fuel cells must have tip-over check valves with additional check valve (PCV) on fuel tank vent.

14.2 Fuel cell must be securely mounted between the frame rails and behind the rear end. Bottom of cell may not be mounted lower than centerline of rear axle.

14.3 Fuel cell must be protected by two minimum (2) horizontal bars not less than 1-1/2" (1 upper & 1 lower) even with top and even with bottom and mounted at least 4" to rear of cell.

14.4 Plastic fuel cells must be mounted in steel container.

14.5 Filler neck must be completely inside the trunk area - no access holes. Trunk must have to be opened to fill fuel tank.

14.6 Fuel lines shall be metal tubes or braided type hoses. No rubber fuel hose in cockpit.
14.7 A fuel shut-off valve, within reach of the driver while strapped in the car, is mandatory, and must be clearly labeled "ON"/"OFF".
14.8 Glass bowls on fuel pumps and fuel filters are prohibited. No plastic fuel filters.
14.9 Fuel pump must remain in and be driven as mechanical stock OEM type equipment. Electric fuel pumps are prohibited.
14.10 Fuel shall be gasoline ONLY with no additives. No ethanol, methanol or other alcohol based fuels allowed. No E-85 fuel allowed (maximum alcohol content of fuel shall be 10%).

15. ELECTRICAL:
15.1 All cars must be self-starting.
15.2 Battery shall be located under hood and mounted securely. Or, if installed in trunk, top of battery cables and connections must be covered in plastic or rubber and securely mounted.
15.3 Battery shut-off switch within reach of the driver is recommended.
15.4 An ignition kill switch must be located within easy reach of the driver when strapped in the car and clearly labeled "ON" and "OFF". Accelerator toe straps and double return springs mandatory on throttle linkage.
15.5 All gauges, tachometers, etc. MUST be mounted below the dash line and out of the driver's direct line of sight. Gauges shall not be positioned to act as mirrors.
15.6 Accessory lighting is subject to inspection and approval by track officials and shall not cause distraction to other drivers.
15.7 Alternator/generator shall be optional. If used, shall not exceed 14 volts.

16. COOLING SYSTEM:
16.1 Radiator must be stock style and in stock location. Aluminum radiator is allowed.
16.2 All radiators and cooling systems must have an overflow catch can minimum 1 quart capacity.
16.3 No anti-freeze allowed. No Coolant Additives (i.e., Water Wetter, 20 Below, etc.). WATER ONLY.
16.4 Mechanical or electric cooling fans allowed. Fan may be steel, aluminum, or plastic. All cooling devices MUST be shrouded.
16.5 Water pump must be mechanical, stock type cast iron or aluminum only.

17. CLUTCH & TRANSMISSION:
17.1 Stock type manual or automatic transmission required. No direct drive, Bert, Brinn, Falcon, etc...allowed. No ram-couplers or triple-disk clutches allowed.
17.2 Transmissions must have all gears working, including reverse.
17.3 Automatic must have functional stock type torque converter with minimum 10" diameter. No "Circleglide", no converterless, no hollow converter allowed. No ball valves on trans lines.
17.4 Standard transmissions must have stock type single disk clutch and flywheel mounted in stock location. No aluminum or lightweight steel flywheels. Clutch disk and pressure plate must measure minimum 10" diameter.
17.5 Explosion proof clutch scatter shield mandatory. Inspection hole must be provided in scatter shield to check clutch. Automatic transmission explosion blanket recommended.
17.6 Transmission coolers are allowed and MUST NOT be mounted in cockpit area.
17.7 Driveshaft shall be painted white or bright color. One front drive shaft loop required.

18. ENGINES:
18.1 Engine eligibility shall include GM 602 "Crate" (option 1) or 358 flat top "Open" (option 2) with each option subject to specific carburetion and weight regulations.

18.2 OPTION 1 - CRATE ENGINE:
18.21 Crate engines will be allowed to compete in the Pro Stock division and will be allowed a 100 lb. weight break. Refer to minimum weight requirements at the end of these rules.
18.22 The crate engine GM part # is 88958602 / 19258602. This is a factory-sealed 350 horsepower, cast iron cylinder head, hydraulic lifter engine requiring minimal maintenance.
18.23 Seals on crate engines must not be tampered with or removed. Any such tampering shall require the engine to be resealed and re-certified by a GM authorized crate engine servicing facility before being allowed for competition.

18.24 A Holley 650 cfm 4 bbl carburetor #4777 or HP #8077 must be run on the Crate Engine. Also acceptable shall be Holley 2 bbl carburetor #4412 with a maximum 1" thick adapter plate. Only the specific modifications listed in section 18.20 may be made to carburetors.
18.25 CLAIMER: Crate engines shall be subject to claiming in the amount of $3,900 +$100(tow truck). Claimed engines shall be surrendered the night of the claim, at the track and includes only the long block (intake to pan) & ignition as supplied by GM at time of purchase. Engines may be claimed only within 15 minutes after the main feature. Engine claim must be submitted to track official who has a radio. Engines are to be claimed with CASH ONLY. An engine claim must be in written request, signed, and dated. The individual claiming the engine must be an active competitor in the same division as the corresponding car with the engine to be claimed. In order for an engine to be claimed, the corresponding car must finish in the top 3 of the featured main event. If the claimed competitor refuses the claim, it will result in disqualification of the featured event. Loss of points and prize winnings will occur. Additional penalties will also occur to the claimed race team by refusing a valid claim.

18.3OPTION 2 - NON-CRATE 358 flat top OPEN ENGINE:
18.4 North American passenger car V-8 engines with cast iron blocks and cylinder heads. ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.
18.5 All engines must maintain stock bore and stroke combinations, except that the following overbores are acceptable: Engine Maximum Overbore:
18.6 Chevy 350 C.I., 4.00" +.070 bore x 3.480" stroke Chry. 360 C.I., 4.00" +.020 bore x 3.578" stroke Chry. 340 C.I., 4.04" +.060 bore x 3.313" stroke Ford 351 C.I., 4.00" +.060 bore x 3.500" stroke
18.7 ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:
18.8 BLOCKS -the engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance type blocks allowed.
18.9 CYLINDER HEADS - only cast iron stock production type heads, or cast iron aftermarket production type heads allowed, with stock valve angles and locations. Milling or angle-milling of the cylinder head to any amount will be allowed. No epoxy or coating of heads is allowed. No relieving or unshrouding of valves in the combustion chamber. Valve guide liners are allowed. Valve material must be one piece solid steel or stainless steel, no titanium, or sodium filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center.
18.10 CRANKSHAFT - any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. No lightweight cranks. Minimum rod and main journal sizes must be Chevy, Ford or Chrysler specs only. No knife edging, narrowing or cutting down the diameter of the crankshaft counter weights shall be permitted. No polishing of the crankshaft.
18.11 VIBRATION DAMPENERS - must be steel or cast iron only, stock OEM type, not machined or altered in any way. No fluid or friction dampeners allowed.
18.12 CONNECTING RODS - stock production type or aftermarket production type solid steel rods are allowed. No titanium or aluminum, no polished or billet rods allowed.. Maximum rod length is 6.0".
18.13 PISTONS - any brand, 3-ring flat top or dished aluminum pistons only. No domed or pop-up pistons allowed. Full-floating wrist pins are allowed.
18.14 CAMSHAFT - any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. Lifters must maintain stock OEM diameters. A flat steel lifter galley may be used to prevent engine damage in case of push rod failure. Timing chains and gears only. No gear drive or belt drive timing devices permitted.
18.15 ROCKER ARMS - Roller rockers with optional ratios are legal. Stud girdles are not allowed. Shaft rockers are not allowed on Chevy engines. Other engines originally equipped with shaft rockers may use them.
18.16 LUBRICATION SYSTEM - Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of the pan. No dry sump system is allowed. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake

manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers will be permitted, providing they are mounted under the hood only.

18.17 INTAKE MANIFOLD - must be a one piece cast iron or cast aluminum intake manifold. Welding, the addition of material, epoxy or any other type of alteration, except port matching to cylinder heads, will not be permitted. The maximum height of the carburetor when measured from the bottom of the carburetor base to the machined horizontal gasket surface of the engine block shall be 7" inches (including gaskets) in both the front and rear.

18.18 ALLOWED INTAKE MANIFOLDS: Any cast iron 2 or 4 barrel intake manifold, Any cast aluminum 2 barrel intake manifold, Any cast aluminum dual-plane intake manifold, Any single-plane intake manifold from the following list with no modifications, except port matching to cylinder heads: Chevrolet: Weiand "X-CELerator" - Part #7547, #7547-1; Edelbrock "Torker II" – Part#5001 Ford: Weiand "X-CELerator" - Part # 7515, #7516; Edelbrock "Torker II" #5021, #5081, and "Torker" #2760 Chrysler: Weiand "X-CELerator" - Part #7545; Edelbrock "Torker II" #5076; W-2 Heads - Edelbrock "Victor W2" #2920

18.19 CARBURETOR – Single 2 barrel carburetor ONLY. Any American stock OEM 2 barrel carburetor up to 1-11/16" throttle bore with or without adapter plate is allowed. All carburetors must be mounted conventionally, no 90 degree mounting allowed.

18.20 HOLLEY CARBURETOR - optionally, the Holley carburetor, part #4412 is acceptable and must run a maximum spacer/adapter of 1- 1/8" thickness including gaskets. No modifications of any kind will be allowed to Holley carburetors except those listed below (box stock only). The Holley 4412 Ultra XP also known as the 4412 HP carburetor is not allowed. CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW. ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL: -Holes drilled in the throttle plates for proper idling. - Drilling, tapping and plugging of unused vacuum ports. - Welding of throttle shaft to linkage arm. - Drilling of idle or high speed air correction jets. - Milling of center carburetor body metering block surface a maximum of .015" on each side. - Removal of choke plate and shaft. - The metering jets may be changed as needed.

18.21 AIR CLEANER - Conventional round type air cleaners only, measuring no taller in height than 6 inches. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers allowed. No ram-air systems allowed. Extension of air filter through the hood is acceptable, provided it does not cause visibility concerns.

18.22 IGNITION - Stock type distributors and coils only. No trigger ignition systems allowed. No multiple discharge ignitions allowed. On H.E.I. style ignition systems, coils must remain in the distributor cap. All H.E.I. distributors must remain stock as manufactured except aftermarket coil and module may be used. On point type distributors, coils must be stock type. With any ignition system used, only one coil will be allowed on car. Ignition must use OEM firing order as per manufacturer. No traction-control devices allowed in ignition system.

19. EXHAUST SYSTEM - Exhaust must exit behind driver, but under car and directed downward toward track surface, or toward driver's side. No exhaust shall be directed toward the passenger side of car. Exhaust may NOT exit out of the body panels. Exhaust manifolds or exhaust headers are permitted. Cross-over headers are permitted, however there may be no merge-collectors, 2 into 1, 180 degree or Tri-Y style headers allowed. A max. 3" diameter balance tube connecting the dual exhaust pipes shall be allowed. Except for header collectors, maximum exhaust tube size shall be 3" outside diameter. MUFFLERS REQUIRED with maximum one 3" inlet/outlet for each exhaust bank. Conventional type mufflers only, no IMCA or bullet style mufflers allowed. All mufflers must provide for adequate noise control at the discretion of the Officials. Any muffler deemed "too loud" will not be allowed. Make sure muffler is quiet before you purchase it. No car will be permitted at any time on the race track without specified muffler. Cars losing a muffler or becoming excessively loud may be removed from the race, therefore, be sure your mufflers are securely in place.

20. WEIGHT:

20.1 Minimum weight shall be measured at the conclusion of the race with the driver seated in the car with no fuel added. Track scales are official and NO allowance or tolerance shall be granted at the post race inspection. Teams are encouraged to check the weight of their cars, on track scales, prior to entering the race.

20.2 All Pro-Stock cars shall weigh a minimum 2,900 pounds, except that cars that are not running the Option-1 Crate engine must weigh minimum 3,000 pounds. The minimum weight required must be prominently displayed on each competing car in a location at the left front side on the hood or windshield pillar, for the inspection personnel use.

20.3 Left and rear maximum percentages shall be measured at the same time as total weight. Maximum 54% left side weight and a maximum of 48% rear weight with the driver seated in the car and no fuel added.

20.4 Any ballast weights added to the vehicle must be securely mounted, painted white, have the car number clearly marked on it and must be attached with at least two (2) 3/8" or larger diameter bolts, Grade 5 or better, with locking nuts (no lock washers). Absolutely no plastic ties allowed for securing of weights. Loose objects and/or weights are not allowed in driver's compartment or outside the body.

21. SCORING: All cars must display numbers acceptable to the scoring and handicapping officials. High contrast, legible numbers shall be located on both sides, and the top of the car. Duplicate numbering may require addition or modification to eliminate scoring confusion. Electronic scoring is not required. Cars equipped with scoring transponders may, or may not, be tracked for lap time purposes. Lap times posted through the electronic scoring system may not accurately list finishing order.

22. COMMUNICATION/RADIOS :

22.1 One way scanners / radios are required for the driver to receive instruction from track officials.
22.2 Radios are to have the speedway driver frequency in place before the start of any practice or event.
22.3 Radios shall be mounted behind and out of reach of the driver
22.4 The driver must have a radio ear piece for the unit.
22.5 No other forms of one way or two-way communication is permitted.
22.6 Any car found to be without a working scanner may be black flagged and/or disqualified from the event. Check your batteries.
22.7 It is very important to adhere to the instruction of track officials. Failure to properly react to radio instructions, hand signals or flag signals may result in penalties.

23. MIRRORS:

23.1 There shall be NO mirrors or reflecting devices permitted that allows the drivers to see the cars behind/around them**.** Gauges shall not be positioned to act as mirrors.