

Red River Speedway - 2014 Pro Stock Rules

4.01: GENERAL

- A. The pro stock division is intended to be an intermediate, semi-late model passenger car.
- B. Must be rear-wheel-drive, front-engine, American-made passenger cars. No convertibles, pick-ups, station wagons or sports cars. Minimum wheelbase, 108". Minimum weight, 3,000 pounds with driver. 1967 through current models.
- C. Frame and body must be stock. NO interchanging components. Original forging and casting marks cannot be removed, altered or covered.

D. UNLESS THESE SPECS SAY YOU CAN DO SOMETHING, YOU CANNOT!

4.02: BODY

A. STOCK APPEARING BODY, bumper to bumper, must be retained. . Must have floorboards. Holes in the hood will be allowed. Hood must be in place at all times. 108-inch body may be used.

1. All wheel wells may be trimmed for tire clearance.
2. Remove front plastic inner fenders.
3. Inner door, hood and top bracing may be removed.
4. Trunk floor can be removed inside frame rails.
5. Car must have 4" minimum ground clearance.
6. Spoilers OK - no more than 6".

B. All glass and flammable material must be removed. Cover headlight and taillight holes with sheet metal. Plastic trim, chrome trim and door handles must be removed. No rearview mirrors. No transmitting or listening devices in car, except raceceivers.

C. Doors must be welded 12" front and rear or bolted using backing plates and a minimum of four bolts per side.

D. Must have front firewall in stock location and sheet metal rear firewall between trunk and drivers compartment. Holes must be covered.

E. Stock dash may be replaced with sheet metal in stock location - no sharp edges.

F. Windshield screen required and must be full-width extending from windshield post to windshield post and full height from cowl to car top. Maximum screen opening is 2" x 4".

G. Bumpers must be mounted in stock location. Front bumper can be one 2" od. pipe. May not exceed 49" in width and 8" from end of bumper must angle 10 degrees. Rear bumper may not exceed width of car and must be bent over or capped. Wrecker loops are mandatory front and rear. Nerf bars are optional. If used, may be no larger than 1" x 2" square tubing cut and capped at 45 degrees. NO SHARP ENDS OR EDGES.

H. Factory radiator core supports optional. When a fabricated support is used, maximum tubing size of 1.5", 12 gauge may be used. Tubing may not extend beyond frame rail.

4.03: CHASSIS/SUSPENSION

A. Suspension parts may be stock type after market for make and model of car. Stock-type springs only in stock locations (racing springs will be allowed). Stock type shocks, no adjustable or Schrader valve shocks will be allowed. Only one shock per wheel. Steel shocks only.

B. No coilovers, load leveler or air-type shocks.

C. Drive shaft must be painted white. loop mandatory 6" behind front yoke.

D. Three-wheel brakes mandatory, in working condition. Brake valve may be used. Right front brake optional. May be checked at any time.

E. Must use stock rear end. Ford 9" rear ends are legal. Must use stock trailing arms for the make of car you are running with stock bushings. NO MONO BALLS!! After-market axles are allowed. Locking of rear end allowed. Spools may be used. Bolt-in-type rear axle must be welded at retainer. If axle comes out and no tack is found, there WILL BE A 2-WEEK SUSPENSION! No limited slip or ratchet type rear ends.

F. Transmission must be OEM stock production-type automatic, or standard 3-speed or 4-speed with reverse gear, in operating order .. Standard transmissions must have steel bell housing; any type of flywheel and clutch may be used. Automatic transmissions can run a torque converter or a torque tube. You can run a non-working converter. No Bert, Brinn, or Falcon type transmissions allowed. No interior clutches except on automatic transmissions.

G. Any type bushing may be used In the upper A frame. Mounts may be moved but you must use the stock mount.

H. Weight jacks are OK.

4.04: ENGINE

A. Must be stock and OEM V-8 cast iron block and same manufacturer as frame and body. GM in GM, Ford in Ford, etc. No modifications or alterations of any type. Block must match crank and rods. Maximum displacement to include wear and clearance is GM-368 Ford-3G8 Chrysler-368. GM engines must be based on a block assembly no larger than 350 ci. No modifications or alterations of any type except pinning the studs. Screw-in replacements and guide plates are allowed. Poly lock rocker arm adjusting nuts allowed. Stud girdles are allowed. Heads must remain in stock location. No moving or offsetting of dowels in blocks or heads. No porting, polishing or grinding ANYTIME, ANYWHERE on the heads or intake or exhaust manifold. Flat top or dished pistons ONLY! Aftermarket pulleys are allowed.

B. Engine location. Half way between first and second spark plug even with center of front ball joint + or - 1/2".

C. Stock single-point or stock high-energy ignition systems only.

D. Carburetor: Any carburetor can be run except Predator.

E. CAM: Any stock-type flat tappet cam. Roller rocker arms allowed. NO ROLLER CAMS. Individual roller rocker arms only no rocker shafts.

F. Intake manifolds can be cast Iron, or a dual plane aluminum.

G. Headers may be used, NO 180 degree headers, NO headers that go over top of engine.

H. BATTERY may be relocated but must be securely mounted and covered with sheet rubber. Must be able to start car AT ALL TIMES. Any starter in stock location may be used.

I. Stock, deep, wet sump oil pan allowed. Relocated pickup tube allowed. Aftermarket oil pan may be used.

J. Oil pan must have minimum one inch inspection hole In upper side of oil pan.

K. After market cast iron heads maybe used. Approved casting numbers for heads allowed are: World Product 12250-1, 11250-2, 12150-1, 11150-1. Sportsman II heads with intake runners at 200cc and below. Dart casting numbers are 10321112P, 10024267A, 10421112P, 10121112, 10121111, 10221111. Intake runners MUST be 200cc and below for all heads. NO ALUMINUM HEADS ALLOWED.

4.05: TIRES/WHEELS

A. STEEL WHEELS ONLY. Racing wheels are allowed, may be 8" or 10". May not exceed 10".

B. One-inch lug nuts required.

C. Asphalt stock car type tires only. May not exceed 10" wide.

D. No radials or re-caps allowed.

E. Foam wheel inserts or wheel covers may be used.

F. No wheel weights (i.e. balancing weights).

G. Bead lock wheel, right side only.

4.06: FUEL TANK/FUEL SYSTEM

A. FUEL CELL MANDATORY must be securely and safely mounted. No lower than the bottom of the frame rail.

B. Fuel delivery system must be stock mechanical type fuel pumps - no electric or pressure systems.

C. Gasoline only - no additives.

D. Fuel line cannot pass through driver's compartment - no vinyl or plastic line. Steel braid recommended.

4.07: ROLL CAGES

A. Four-post roll cage with diagonal brace behind driver is mandatory. Braces must remain within driver's compartment. Cage must be minimum 1 3/4" O.D. x .095" wall thickness mild steel tubing.

B. Must have four-bar door protectors on both sides minimum 1 1/2" O.D. x .095 wall.

C. Horizontal bar between front vertical bars and under dash required.

D. Engine hoop to incorporate leg brace tube to protect driver.

E. Cage must be welded to frame in at least six places.

F. Roof hoop width 33" minimum, from front to main hoop 32" minimum.

G. FRONT FENDERS, QUARTER PANELS AND FRONT NOSE PIECE. One 1 inch bar for bracing ONLY!

H. Maximum angle of rear roll bar is 20 degrees. At least one bar from rear loop to front halo is mandatory.

4.08 STEERING

Stock steering box must be in the original stock location. Steering quickener allowed. Must be gear type self contained unit. No rigid one piece rod to steering wheel. No center steering. Steering wheel and driver must be on the left side of drive shaft hump - no modifications of hump and no rear driver's seat. Stock-type power steering allowed.

4.09: WEIGHT

Minimum weight, including driver, is 3,000 pounds. Cars may be weighed at any time. Fluids or parts lost during a race may not be added to make weight. All weights must be double nutted or welded. At least two (2) 3/8" bolts, double nutted are mandatory. All weights must be painted white and display car number. NO TRACTION DEVICES.

4.10 GENERAL SAFETY REQUIREMENTS

The safety requirements for all car classes are repeated here to emphasize their importance.

A. All cars subject to inspection at any time, must be free of mechanical defects, and be in safe racing condition.

B. Full face auto racing helmets meeting/exceeding the Snell 2000 specification required, and must be worn at all times car is on track and must accompany vehicle at time of inspection. (SA recommended)

C. Bucket seats are mandatory and must be factory manufactured. Positively no homemade aluminum, fiberglass or plastic seats-ONLY approved seat installation and seat structure accepted. Seat must be properly installed, and seat backrest cannot be moved back further than the roll cage rear main hoop. No car will be permitted in competition unless seat is properly installed.

D. Fire retardant uniform, fire resistant shoes, nomex or leather gloves and driver side window net MANDATORY.

E. A 3" safety belt and shoulder harness with 2 belts over shoulders, and of a quick release type are required. Must have a minimum of one submarine strap. All belts must be securely fastened to frame or cage. Belts must be replaced every four years. Date tag or stamp is required.

F. Shock resistant roll cage padding on all bars that driver's head, legs and arms may come in contact with white strapped in seat is required. A padded, functional headrest in line with the center of the driver's head is mandatory.

G. Two throttle return springs and a steel toe strap on throttle is mandatory.

H. With driver strapped in car minimum 2" head clearance required from top of roll cage to top of driver's helmet.

4:11 MUFFLERS

Cone mufflers are recommended. ALL CARS MUST RUN MUFFLERS!

4.12: NUMBERS

A. Numbers must be approved by Speedway. Must be legible in the score booth.

If it doesn't say you can do it, YOU CANNOT!!!!

ALL RACERS MUST HAVE A WORKING RACE RECEIVER BEFORE ENTERING TRACK. IF YOU ARE HAVING PROBLEMS WITH YOUR RECEIVER, GO TO THE PIT STEWARD AND WE WILL DO A RADIO CHECK. THERE ARE NO EXCEPTIONS!!!

IF YOU HAVE QUESTIONS, DON'T GUESS

CALL THE SPEEDWAY OFFICE.