

2025 Full-Size Pro-Stock Class Rules.

Any American made car or station wagon (no trucks, jeeps, limousine, or hearses).

DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it doesn't say you can, YOU CAN'T!

Or you will be loaded, your choice! NO black cars, dark cars must have contrasting letters/numbers. DO NOT paint anywhere on suspension or frame. We will not even inspect your car. - Remove all glass mirrors and plastic. Remove all decking in wagons

COMPETITION RULES:

- Drivers must remain in the vehicle with helmet, seat belt, eye protection, and steering wheel on until notified by an official that it is safe to exit the vehicle.
- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly, you will be disqualified.
- No hot rodding in the pits. Keep it at an idle.
- Any open door will be cause for disqualification. You are allowed one fire, and then the second fire will be cause for disqualification. You may return in later rounds.
- Sandbagging is not tolerated and will be strictly enforced. Locking up the brakes prior to a hit for anything other than a driver's door will be a cause for disqualification. The fans pay to see a show and put one on for them! - You must make AGGRESSIVE HIT every 60 seconds. - You will be given ample time for restarts. We do not use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
- This is not a team event; team driving will not be tolerated.
- THERE IS NO ALCOHOL IN THE PITS. This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified.
- Any questions, CALL FIRST. Don't assume anything.
- All officials' decisions are final!
- All cars must be checked in before inspection. **NO REFUNDS IF CAR DOES NOT PASS INSPECTION!**

BODY:

- 1.) No sedagons, ZERO frame shaping, forming, or folding. Unless specified.
- 2.) Deck and Hood must be 100% in stock location for inspection.
- 3.) You may crease rear quarters. REAR ONLY.
- 4.) Wagons ONLY if you remove your tail gate may have 6 places of wire 2 strands max must be behind axle sheet metal to sheet metal only roof to floor.
- 5.) Anything can be removed, and NOTHING can be added. - All cars competing must have a hood on at all times to run.
- 7.) Door seams may be welded 6 on 6 off. Drivers door can be welded solid or have a door plate.
- 8.) Trunks may be welded shut. Must be 6 on 6 off. No wider than 3"x1/8" material.
- 9.) All fenders may be bolted. Five (5) 3/8"s bolts max. 1/2" washer max.
- 10.) Hoods must have at least a 12" hole for inspection. Hood can be bolted together with no more than ten (10) 3/8"s bolts. 1/2" washer max.

BODYMOUNTS:

- 1.)You may have up to a 6" core support spacer (it may be welded to frame only not the body).
- 2.)Core support may be 1" threaded rod.
- 3) If you choose to change your core support mounts, you get 3 plates 1/4x 5"x 5" max, 7- 1" nuts ,7 -3"OD max 1/8 thick washers per threaded rod CORE SUPPORT ONLY.
- 4.) All body bolts can be changed out to 5/8"x 4" bolt. Must have 1 inch rubber or metal spacer no larger than stock body pucks, and all bottom nuts must be inside the frame. ZERO welding allowed to mount the bolts.
- 5.) No attaching body bolts to any part of the cage/ rollover bar.
- 6.) Must have a front window bar. Can be one of the following:
 - A.) 2"x1/4" strapping. 2 bars max must be bolted to the roof and firewall can not be welded.
 - B.) 9 wire 4 loops max.
 - C.) 3/8" chain must be bolted only.

FRAMES:

- 1.) You may dimple your rear frame rails only to achieve the frame to roll
- 2.) NO welding, bolting, wiring, or adding any material/substance to strengthen frames.
- 3.) At Inspectors, discretion frames will be drilled, wire wheeled, or wiped down. – Absolutely not painting or spraying any material on frames or welds. Cars will not be inspected.
- 4.) Cars may be tilted.
- A.) Fords may be tilted at the tabs only.
- B.) Metric GM/old irons may be tilted with a pie cut under the doors. No added metal.
- 5.) All cars are allowed a 6"x22"x1/4" hump plate. Can be ran straight across the hump or contoured to the frame. 3 Plug weld holes no bigger than 2" and no welds bigger than 1/2" to attach hump plate to the frame.
- 6.) Fresh cars are allowed 4 patch plates. 4x4x1/4 or 3x5x1/4
- 7.) Pre-rans are allowed 6 patch plates 4x4x1/4 or 3x5x1/4

SUSPENSION and STEERING:

- 1.) You may weld 2 straps per upper A-Arm 4"x 4" to maintain ride height.
- 3.) NO ski springs
- 4.) You may change coil springs to a stiffer oem passenger car spring.
- 5.) You may use store bought spring spacers (no homemade spacers or spacers on top of the springs)
- 6.) You may use a single strand #9 wire to hold coil spring to rear end. Leaf spring cars may use 4 single strands #9 wire as leaf clamps per spring stack.
- 7.) All suspension and steering must remain stock (unless a modification is stated).
- 8.) Aftermarket, steering columns and shafts are allowed. These components may not strengthen cars in any way at any time.
- 9.) Tie rods may be reinforced in only 1 of the following 2 ways:
 - 1) The sleeve may be discarded, and pipe/solid rod tapped can be put in its place.
 - 2) Factory sleeves and ends may be welded and reinforced with steel. Tie rod ends must be factory ends and fit the spindle and drag link without reaming the holes larger. A store-bought washer maybe placed over the steam of the tie rod and welded.
- 10.) Upper A-arms may be interchanged as long as they are able to be bolted on. You may cut/ trim to make fit, but no welding on brackets, etc. A- arm must bolt on factory brackets of frame, no drilling new holes, or enlarging existing holes. Example: 80-91 box ford a arms being installed on a 98-02. Cut the mounting bar out and trim the edges of a-arms to get height.
- 11.) Rear control arms may be changed but must be stock. You may shorten but max 2" overlap.
- 12.) 98 up watt links conversion will be allowed only in the following way!! Upper trailing arm brackets must be bolted in. They must be 2 separate brackets, may not be larger than 6"x 12"x 3/8" thick max. 4- 5/8 bolts, nuts, and 8 washers per bracket. Brackets may only be bolted to tow package, and bolts may not stick thru body. Brackets may not strengthen frame or body. NO WELDING AT ALL OF UPPER BRACKETS.
- 13.) 98 up watt links LOWER BRACKET Conversion. Only 1 way will be allowed to mount the lower trailing arm bracket:
 - A.) 1 piece of square tube 3"x 3"x 3/8"x 3" long max per side of frame may be used. Cut the square tube to make a C channel. It must be welded to the inboard of the frame at the point where you want your trailing arm mounted. Drill your hole thru the tube and only 1 thickness of the frame. Bolt your arm into place. No other bolts will be allowed to mount this bracket. No factory mounting brackets will be allowed to mount the trailing arms.

DRIVETRAIN:

- 1.) ANY drive train & transmission (manual transmissions allowed)
- 2.) Steel bells and tails are allowed.
- 3.) Transmission braces are allowed.
- 4.) Transmission must be free floating or on a rubber mount can not be welded to crossmember
- 5.) You may run a basic front plate and lower engine cradle with a pulley protector, but it must be mounted to the car with oem style mounts.
- 6.) No engine chains unless approved with pictures
- 7.) Sway bar cannot be welded to the pulley protector.

DRIVERS COMPARTMENT :

- 1.) 4-point square cage only, (1) down tube in the center of each front door welded to frame. 2x2x1/4" max. 60-inch cage over all measurements. 6-inch max, must be mounted horizontally and 6 inches off floor. Gussets only in interior of 4-point cage.
- 2.) Gas tank mount may be welded to back bar. See below for mounting fuel tank/ cell to floor.
- 3.) Halo bar allowed is allowed, 2-1/2 bolts with 1/2 washers to attach to roof. The halo bar may only be attached to the back seat bar or sidebars, not to the floor.
- 4.) Gas tank protectors are allowed to be tight against rear sheet metal. 30" wide max.
Can be bolted or welded in the following ways. Not both!
 - A.) Two spots bolted with 5/8 bolts
 - B.) Two (2) 4" welds
- 5.) Gas tank and batteries must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor.
- 6.) Nothing may be mounted in a way that strengthens the car.
- 7.) Trans coolers allowed. Must be mounted inside 4-point cage area. Or on cage must be tight to cage if mounted on back bar.
- 8.) You are allowed 4 spots of 9 wire from body to around frame. 3 strands.
- 9.) No rear window bars.

Rear axle:

- 1.) Any rearend.
- 2.) Rearend brace will be allowed. Must not strengthen the car in any way. All braces must be 5" away from the frame
- 3.) Axle savers are allowed.
- 4.) Pinion brakes are ok
- 5.) You may run 3/8 chain around rear end back to the frame with only each end of the chain welded back to the frame for ride height control. Any extra chain links or weld on the frame will cause you to run working suspension.
- 6.) All cars must have working brakes.

Bumpers:

- 1.) You may hardnose front and rear bumpers if desired, but no shortening rear frame. Follow the rules below if using a shock.
- 2.) You may weld on any DI approved bumper.
- 3.) Bumper brackets/ shocks (in factory location) may be welded continuously to frame 6 inches from the back of bumper only. In addition, you may put 4 one inch welds on back side of the bumper bracket or to weld shock inside frame (example Crown Vics).
- 4.) You may shorten 80 and newer fords up to an inch in front of the core support mount you may also be hardnosed. Old iron gms/metric gms frame can be cut down to the front of the mount.
- 5.) Call with special cars to mount bumper legally.
- 6.) Rear brackets on rear and front brackets on front.
- 7.) Or you may chain, 2 pieces of chain per side BOLTED from the mount to mount to hold on the bumper.
- 8.) Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.
- 9.) Bumper may not exceed 9"x9".
- 10.) BUMPERS are interchangeable for all cars.
- 11.) IF you start with a stock/replacement bumper, you are allowed to reinforce inside of bumper
- 12.) Bumper must appear stock from the stands with no spike or protruding items.
- 13.) If your bumper will not fit in a factory skin, it is too big.
- 14.) You are allowed either a (2) 4x6 bumper plate 1 per frame rail or a bumper shock not both.
- 15.) Must be factory bumper shock exp: 70s gm on 80s newer cars is not allowed. Can be welded no more than 6" back from the bumper.
- 16.) You may weld the outer chrome skin to the bumper inner frame
- 17.) Bumpers may be cut to keep them out of the tires/ no sharp ends.
- 18.) Bumpers may be flipped (upside down).

TIRES & BRAKES:

- 1.) No tires taller than 30".
- 2.) 4 wheels max per car. No dual tires.
- 3.) No split rims, studded tires, or 100% solid wheels. You may use an aftermarket center with various bolt patterns. Solid centers are fine. Welds must be approved by judges on rear tires. Stay off the area of the rim the tube touches, except to weld your center into the rim.
- 4.) Valve stem protectors allowed, and valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.
- 5.) Inner bead locks must not extend past stock tire bead area, not to exceed 2 inches wide. 1-inch outer lip ring allowed on outside bead.
- 6.) Doubled or foam filled tires allowed.
- 7.) All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

Simple rules, simple build, keep it that way.

Again, do not get "creative" or read into these rules.

Let's get back to the basics.

If it is not clearly described above, it is not allowed.

If it doesn't say you can, YOU CAN'T!!