

2017

WESTERN PRO STOCK RULES

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

IF IT DOESN'T SAY YOU "CAN", THEN YOU "CAN'T" !!!

1. SAFETY: Rules apply at all times car is on track. Snell-rated SA2005 or SA2010 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft highly recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver or safety workers and must be clearly marked 'OFF' and 'ON'.

2. FRAME: OEM American rear-wheel drive frame only. No sports car frames. OEM part of frame must measure a minimum of 20 inches forward and 20 inches rearward of front weight jack. Cross member may be modified for fuel pump, steering shaft, radiator and shock clearance. Upper A frame mounts may be altered for aftermarket upper A-arms. 105" minimum wheelbase. 3000lb total weight. Unibody cars may tie in frame rails front to rear.

3. ROLL CAGE: Must consist of continuous hoops, minimum 1.5 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places. Recommended: low carbon or mild steel. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

4. DOOR BARS: All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness highly recommended.

5. BODY: Steel, aluminum or fiberglass bodies allowed. All nosepieces or front covers may be a maximum 50 inches from the center of front wheel to the front of the nose piece. Rear deck may be flat. Max spoiler allowed 6 inches material height x width of body. Spoiler sides maximum height of 6" and length of 18". Minimum of 1" gap between spoiler sides and sail panels (C pillars). Plastic body skirt ok. No fins or raised lips of any kind are permitted anywhere along the entire length of the car over 1". Overall width of body not to exceed 78" at the widest point. Minimum driver's side window opening 12".

Deck height 40 inches to ground, measured on a flat surface with engine off and front wheels set straight forward.

6. Drivers Compartment: Must have minimum three windshield bars in front of driver. Complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and leftside door bars. No driver adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

7. FRONT SUSPENSION: Tubular upper adjustable A-arms are allowed. Control arm that supports coil spring must be stock. Weight jacks are allowed.

8. STEERING: Power steering, quick steer boxes are allowed. No rack and pinion steering.

9. SHOCKS: Heim end type shocks are allowed. No Canister shocks. No external adjustable shocks (dials, screws). Rebuildable, revalveable and adjustable gas pressure shocks are allowed. Maximum four shocks allowed on car, one shock per wheel only. No shocks over rear end. **Steel body shocks only, no aluminum.**

10. SPRINGS: Racing springs are allowed. Springs must be mounted on rear end housing, no coil overs or coil over eliminators. Leaf springs and sliders are allowed. No composite leaf springs. Leaf spring floaters are allowed. Coil cars may NOT use Floater/Bird Cage. Adjustable lowering blocks are allowed. Rear leaf spring mounts must be a minimum of 40" apart measured inside to inside. Maximum four springs per car, one per wheel.

11. REAR SUSPENSION: Rear clip may be made of 2" x 3" steel tubing. Tubing must extend to the rear bumper. Weight jacks are allowed. Coil cars can run three steel links, solid links only with minimum 5/8 inch heims. (No biscuit, spring, bushing, etc.). 20/20/20 link rule applies, 20 inch maximum upper link. Lower links, 20 inch minimum, 22.5 inch maximum. Panhard bar minimum length is 20 inches and must be mounted behind rear end. All bar lengths are measured center to center. Uppers & Lowers may use multi-hole mounts. Offset bolts OK w/OEM lowers. No Z-link, 4-bar or swing arm suspensions, **no bolt on aftermarket traction devices of any kind.**

12. REAR END: No quick-change rear ends allowed. Must be steel rear end housing. No gold track or ratchet rear ends allowed. No wide five hubs allowed.

13. BUMPERS/RUB RAILS: Front and rear bumpers may be OEM Aluminum, or round or square tubing. All cars must start race with front and rear bumper. If you lose a rear Bumper, you may be black flagged at discretion of track official depending on rear clip configuration.

14. TIRES/WHEELS: Maximum rim (wheel) width is 8 inch. All wheels must be steel. Bead-locks may be used on all four (4) corners. Must use unaltered Hoosier G60-15 with IMCA stamped on sidewall. No chemical softening, conditioning of tires. Tires may be ground or siped within confines of tread (not past factory straight line). No grooving.

15. BRAKES: Must have minimum three working brakes at all times. Adjustable valves may be used for front to rear brake bias. Right front brake shut off OK. Right front rotor may be altered. Single piston cast steel front and rear brake calipers only. Aftermarket or OEM calipers are allowed.

16. EXHAUST: Any Header allowed. No exhaust of any kind allowed in drivers compartment. Mufflers are required and must not exceed the 95 dB limit at 100 feet at all times.

17. FUEL SYSTEM: One 2 or 4 barrel carburetor. Two throttle springs mandatory. No electric fuel pumps allowed. All cars must have fuel cells with a chain, cable, etc attaching cap to fuel cell. All fuel cell mounting will be at discretion of track tech. Driver's compartment must be sealed off from both engine and fuel cell. All cars require the use of a check valve (roll over valve) on the vent of cell and filler cap.

18. FUEL: Gasoline only. No alcohol. No E85.

19. WEIGHT: Open motor minimum weight limit of 3,000 pounds. Crate Motor minimum weight 2800 pounds. No tolerance, after race with driver in car. Weights must be securely mounted to frame or roll cage and painted white with car number on it. All weight must be attached with at least two 0.5 inch bolts.

20. BATTERY/STARTER: Battery mounting will be strictly inspected. All cars will have a working starter. Kill switch must be labeled and easily accessed by driver or safety workers.

21. GAUGES/ELECTRONICS IGNITIONS: No magnetos allowed or crank triggers. Open engines must use max 7,800 rpm rev limiter chip. Crate engine must use max 6,800 rpm rev limiter chip. This may be accomplished using one unaltered, non-adjustable, 12 volt ignition box with one high-end rev-limiter chip, an external setting, or an internal preset. No electronic advance curve ignitions allowed. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev control easily accessible facing up or out for inspection. All wiring must be visible for inspection. No magnetos or crank triggers. No electronic traction control devices. One ignition box per car at any time. No radios. One way Race Receivers only (NitroBee), if track required.

22. TRANSMISSION/DRIVESHAFT: Brinn, Bert, Falcon type internal clutch Transmissions allowed. Richmond or Muncie transmissions allowed. Any clutch will be allowed. Automatic transmissions may use a coupler instead of a torque converter. Minimum 2 inch diameter steel or minimum 3 inch diameter aluminum drive shaft and must be painted white. Steel slip yokes only. 360-degree drive shaft loop at front and rear of driveshaft required.

23. ENGINE COMPARTMENT: Engine must be no further back than # 1 spark plug even with number one ball joint.

24. ENGINE OPTIONS/SPECIFICATIONS:

- 1. OPEN ENGINES:** Any American make steel engine block allowed. Aftermarket and OEM performance blocks allowed. Steel heads and block only. Any cast intake manifold. Flat tappet cam/lifters only. (NO ROLLER CAM OR LIFTERS) No mushroom lifters. OEM firing order cannot be changed. Stud girdles allowed. Any rocker arm allowed. All engines must be able to be used in conventional passenger car without alterations. All belt driven accessories must be on front of engine. Wet sump oiling system only.
- 2. CRATE ENGINES:** All cars utilizing a GM604 crate engine must clearly display on both front roof posts the word "CRATE". Must be contrasting in color from body, minimum two inches tall. Markers not acceptable. CRATE ENGINE: Must use unaltered sealed GM #88958604 or #19318604 crate engine with additional Cable-Lok system - NO EXCEPTIONS. (cable-lok required by 2016). Upon inspection, any different, altered or missing GM seal bolts or Cable-

Loks will result in disqualification, loss of all Western Pro Stock Series points for the season, \$1,000 fine and a 3 race suspension from all Western Pro Stock Series events. GM seal bolt exception is WPS approved and issued Cable-Lok repair system, oil pan may be replaced by a certified repair center with Champ pan #CP100LTRB and Champ pickup #100SB. \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.