



State Fair Grounds - 10th & May  
Oklahoma City, OK  
405-948-6796  
www.statefairspeedway.com  
Email: statefairspeedway@att.net

## **2009 Racing Season Pro Stock Rules**

**If you are found illegal before the races NO REFUND WILL BE GIVEN AND YOU WILL NOT RACE! Know the rules before you race.**

### **1. GENERAL:**

- A. The pro stock division cars are late model, stock appearing. American-made passenger cars. 1973 and up models with a minimum wheelbase of 108" and weighing 3000 pounds minimum with driver.
- B. No sports cars, convertibles, or rear-engine cars allowed.
- C. Wheelbase may be changed to no less than 108": on frames and bodies. Front wheel wall must be centered up on front spindle. Back wheel well may be cut long to fit wheel base.
- D. **ALL CARS MUST HAVE HOOPS ON THE FRONT AND REAR FOR EASY HOOK-UP BY WRECKER.** Hoops may be no taller than 8 inches above bumper and no wider than frame.
- E. Hoop under-rear bumper **MUST BE ADDED** to protect fuel cell. May not exceed width of frame.

### **2. MINIMUM WEIGHT:**

Minimum weight including driver is 3000 pounds. Cars may be weighed any time. Fluids or parts lost during events may not be added to make weight. Add-on weights must be bolted with a minimum of two (2) 3/8" bolts and double nutted and/or weight clamps. Weight must be painted white with car number present..

### **3. BODY:**

- A. The body used must fit the chassis both in length and width. The body used must be "stock in appearance". Nosepieces of all body styles or wedge type are acceptable. Rear spoiler may be mounted no further rearward or forward than the trailing edge of stock trunk deck, mounted in normal position no wider than the width of the body and not mounted at more than 45 degree angle. Rear deck height 40" maximum. Spoiler must be no more than 5" high including lip and side supports can be no longer than 12: in length and must taper from 5" - 0.

- B.** Tops must be stock contour and securely braced to prevent acting as an airfoil under acceleration. NO SLOPING!
- C.** Gutting is allowed.
- D.** All chrome, glass, plastic and interior must be removed. Doors and trunk lid must be bolted or welded. Front fender wells may be removed.
- E.** All body holes must be covered.
- F.** The driver's compartment shall be totally protected with firewalls front, rear and with floor boards. Aluminum or sheet metal firewalls, front, rear and sides are .040" minimum, and floor boards are .068" minimum. The driver's compartment shall be constructed to prevent any flames, fluids, parts or track debris from contacting driver.
- G.** No front, rear or side windows.
- H.** Body shall be painted-preferable bright, two-tone colors.
- I.** Note the emphasis on stock appearance throughout these specifications - neat appearance is vital to fan identification and association. Damage incurred during an event may not be disqualifying, but must be repaired before next race date.
- J.** A full-width screen must replace windshield, extending from post to post and from cowl to top. Maximum screen opening is 2" x 4".
- K.** No rearview mirrors allowed. No transmitting or listening devices in car.

#### **4. FRAME:**

- A.** Frame must be stock. Station Wagon frames will be allowed. Suspension must remain in stock location.
- B.** No cutting to offset or narrow. Frame must remain stock from front bumper to center line of rear axle.
- C.** The rest of the frame may be fabricated from minimum 2" x 3" rectangular tubing. .090" wall thickness. The fabricated frame must be an extension of the stock frame with no offset.
- D.** UNIBODY CARS. Unit construction cars must maintain their original body dimension, including stock floor panels. Stock floor panel may be cut out on right side, under tunnel, only! Unibodytype body must be mounted on a full frame. Must adhere to frame rule above.

#### **5. SUSPENSION:**

Suspension must remain stock. If leaf springs were on original frame, leaf springs must be used - If coils were used on original frame, coil springs must be used. Otherwise NO MODIFICATION ALLOWED, except as follows:

- A.** Any spring or sway bar may be used IF mounted in stock location.
- B.** No air shocks or coil-overs.
- C.** Weight jacks are allowed on all four corners.

**D.** Racing shocks are okay but not adjustable from driving compartment.

**E.** Lower trailing arms must be mounted in stock bolt holes mounting bolts cannot be adjustable. (No plug ladders, etc can be used). 3 links only 2 lower arm and upper arm. PERIOD!! On the frame. A single adjustable upper trailing arm may also be fabricated and mounted on the rear and housing and extending straight forward. Upper arm may be made from 1-inch minimum O.D. x 0.120-inch wall tubing with Heim joints at each end. A single adjustable upper trailing arm may be fabricated from lower control arm, using stock rubber busing. Panhard Bar allowed. (torque absorbing spring or shock or rubber biscuits are NOT allowed). Maximum length is 24" center to center of Heim joints.

**F.** Spindles must be stock type. No fabricated racing spindles.

**G.** Lower A-frame must be OEM type. Lower A-frames must bolt into stock location. No fabricated or after market A-frames. NO ALUMINUM. May use adjustable after market tubular upper A-arms, must be steel.

## **6. STEERING:**

Stock steering box must be in 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 left side of drive shaft hump-no modifications of hump and no rear driver's seat. Stock-type power steering allowed.

## **7. REAR-END:**

Any stock passenger car or 1/2-ton pickup rear end allowed and must be mounted in stock locations. Rear end units may be locked. Quick-changes are allowed. Only steel axle housings are allowed. Rear end must be mounted underneath rear frame rails. No limited slip or ratchet rear ends allowed. One drive shaft loop mandatory. 360 degree wrap around not more than 6" from front of drive shaft. Drive shaft must be painted white. Aluminum drive shaft may be used. May not be floated.

## **8. ENGINE:**

Any V-8 cast iron automotive engine block. No aluminum.

**A.** Maximum displacement is 368 CI.

**B** Brodix OKC Spec Head or Steel Head. Must be OEM stock Steel Heads and 23 degree valve single only. No aluminum blocks!! However, any cast iron block is allowed.

### **OKC ALUMINUM SPEC HEAD RULE:**

1. All spec heads will be supplied with CNC bowl blend and intake matching.
2. No grinding or blending of CNC work is allowed.
3. No grinding or polishing of any kind is allowed anywhere on the castings.
4. No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.
5. Valve seats and guides are to remain as manufactured and in their cast position, valve must stay on valve seat and cannot touch aluminum.
6. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
7. No tapering or reshaping of valve guides will be allowed.
8. No minimum combustion chamber volume.

9. Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
10. No welding modifications are allowed to the original castings. Brodix will provide a repair service where we register and keep track of repairs if you desire. (Chevrolet part number SP CH OKC) (Mopar part number SP MO OKC) (Ford part number SP FD OKC)
11. Valve stem may be no smaller than 11/32.

**C)** Domed piston not allowed. Flat top pistons or stock type dished pistons. ONLY..

**D)** Only steel rods can be used.

**E)** Any steel crankshaft can be used. No titanium engine parts allowed, except valve spring retainers..

**F)** Camshaft and lifters must be of a flat tappet design only. Roller cams, lifters, mushroom cams/ lifters are not allowed. Gear drives are allowed.

**G)** Any type of American-manufactured carburetor, not in exceed four barrels allowed. No Preditors, No Solenoids allowed. No vacuum leaks allowed between top of carb and intake valves. All airfuel delivery must be through carb. No injection-type fuel delivery systems allowed.

**H)** INTAKE MANIFOLD: OEM or stock-type cast aluminum allowed. May be ported only to match heads. One, one-inch spacer may be used between carburetor and intake manifold. No welding, grinding, cutting, porting, polishing anywhere on intake EXCEPT for one inch maximum inside intake runners to match heads.

**I)** Battery type ignition only. No magnetos or crank triggered. Only one complete ignition system may be installed in the car. No backup system or backup components may be added.

**J)** No fuel injection, nitrous oxide, super or turbochargers - not water injection systems. No pressure systems.

**K)** FUEL and powers steering pumps: Type optional. Must be run off front of motor, except oil pump.

**L)** FUEL: Alcohol (Methanol) or gasoline allowed. No additives of any type.

#### **METHANOL FUEL CHECK**

When methanol fuel is checked using water test procedures, and a racer's fuel does not pass, the racer has two options:

1. Accept the fact that the methanol tested from the car failed and is not legal for use. This will come with disqualification and may bring along other penalties.
2. A racer can submit \$200.00 for a laboratory fuel test. The fee of \$200.00 must be submitted at the time of fuel check and must be in cash to the tech official. A fuel sample will be removed from the car in question at that time. Also, the racer that submits the \$200.00 to have this failed fuel checked, all results from the laboratory will be final. As rules state, all methanol must be pure, no additives of any kind. With this, it does not matter what substance is found in the methanol. If any is found, the racer will be advised by the track of the outcome of the fuel checked, and any penalties associated.

**M)** Only pan-type oil pumps allowed - no dry sump or external pumps, unless stock production. Oil pan style is optional. A one-0inch diameter inspection hole in the upper side of pan above oil line and windage tray is recommended. If car is protested or inspected and pan has no inspection hole, pan must be pulled at track

**N)** All valves and plugholes must remain in stock location.

**O)** No automatic cam timing devices.

**P)** Water pumps are limited to stock-mount, belt driven type.

**Q)** Fan shrouds enclosing fan required if fan is used.

**R)** Exhaust manifold type is optional, but must be run into a collector and an approved muffler and turn down. **MAY NOT EXIT CAR THROUGH A BODY PANEL.**

**S)** Engine may be set back no farther than center of number-one spark plug even with center of front ball joint.

**T)** Any starter can be used including rear mounted starters with special bell housing and small fly-wheel.

**U)** All pumps must be mounted on front of engine.

**V)** NO TRACTION DEVICES.

## **9. TRANSMISSION:**

Transmissions must have at least one forward and reverse gear, plus a neutral position and must be able to be shifted by driver. All cars must join line-up unaided.

## **10. ROLL CAGES:**

Roll cages must be basic four post type with rear supports.

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

**B.** Must have four-bar door protectors on both sides.

**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 pieces.

**F.** Cage must extend the full width of the frame and top. Rear loop behind driver must be at least 24" in front for rear axle housing - measured from center of housing to center of rear loop bar at frame - tolerance 1/2". Maximum angle of rear rollbar hoop is 20 degrees.

**G.** There must be a 2" minimum clearance between driver's head (with helmet) and top of roll cage (without padding).

## **11. BUMPERS:**

May have maximum of one pipe (2"O.D.) or 2 inches square tubing, must be hidden behind bumper or nosepiece. External push bar in addition to rear bumper no more than 1 1/2 inches from body. Uprights to protect radiator may be constructed inside grill shell. Nerf bars are optional, but if used **MUST** be installed inside body. Bumper may be mounted to the frame in no more than 2 spots. Front and rear bumpers no wider than 56" and must be capped. Nose piece may be braced with no larger than 1/4" x 1" strap. **POSITIVELY NO SHARP ENDS OR EDGES** on bumpers, nerf bars, fenders or wheels,

## **12. FUEL CELLS:**

- A. Approved fuel cell mandatory.
- B. Fuel lines running through driver's compartment must be protected by rubber tubing. No cast iron fittings. Only fuel-type hose to be used for fuel line-steel-braided recommended.
- C. Fuel tanks must be secured in a safe manner and must have one-way safety valve in vent line.

## **13. RADIATORS:**

Only one radiator allowed and must be centered in front of engine. No auxiliary cooling tanks allowed. Trickle type systems allowed..

## **14. BATTERY:**

Must be securely mounted and covered with sheet rubber. Battery must be in good working order and capable of starting car AT ALL TIMES..

## **15. WHEELS:**

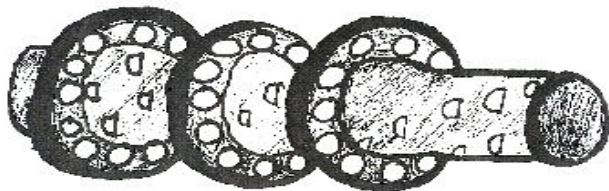
Steel wheels only, rims not to exceed 10" width. No bleed-off valves and only one stem per wheel. Bead locks are allowed. All wheels must have at least five 1-inch lug nuts.

## **16. TIRES:**

Tires required are the Goodyear 2326, 2329, 2947, 3163 OR 3167 (29.0 x 11.0 x 15). All tires must durometer within 5 points of factory specs.

## **17. MUFFLERS:**

Custom Craft Muffler / Insert or Cone Muffler - 3 1/2 inch maximum



LONG END OF INSERT **MUST**  
GO TOWARDS THE MOTOR.

The insert **MUST** be the same size  
as the collector.



Cone Mufflers available at Smiley's or at all  
Speedway's.  
The cost will be - \$35.00 each

***If you have any questions call the speedway office***

**At 405-948-6752. DON'T GUESS!!!**

## **18. 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 and must be free of mechanical defects and be in safe racing condition.

B. Full face racing helmets meeting Snell 2000 standards required and must be worn at all times car is on track, and must accompany vehicle at time of inspection. (SA RECOMMENDED)

C. Fire retardant uniform and fire resistant gloves, fire resistant shoes and arm restraints are mandatory.

D. Bucket seats are mandatory and must be factory manufactured. Seat must be properly installed and seat back rest cannot be moved back farther than roll cage rear main hoop. NO car will be permitted in competition unless seat is properly installed.

E. A 3" wide safety belt and shoulder harness with 2 belts over shoulders and a quick release type are required. Must have a minimum of one submarine strap. All belts must be securely fastened to frame or cage. Belt must be replaced every four years. Any belts dated prior to 2004 are out of date. Date tag or stamp is required.

F. Shock-resistant roll cage padding on all bars that driver's head, legs and arms may contact with while strapped in seat. A padded functional headrest in line with center of driver's head is mandatory. There must be a 2" minimum clearance between driver's head (with helmet) and top of roll cage without padding. Head restraint on right side mandatory. Loops may be used and must have same tubing requirements as frame. These must be added in a safe manner.

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

H. Front rock screen from top of hood to top of front halo and from roll bar to roll bar is required. Must be mounted securely. NO zip ties, etc. Maximum openings 2" x 4".

## **15. NUMBERS**

Request your number from the Speedway office - (405) 948-6796. Drivers have priority on numbers run in 2008, until April 17, 2008. Only two-digit numbers, NO three-digit numbers will be allowed. NO letters or symbols with letters. NO duplicate numbers. Paint numbers in contrasting colors on both sides of tail and wing and on nose wing. No Mylar or reflective type material may be used!!!! Numbers must be minimum 18" tall. Any other significant letter must be a minimum of 9" tall. Number must be confirmed by entry form. Numbers issued and not run in three consecutive race programs may be declared open and re-issued. Make numbers BIG, NOT FANCY and kept clean, SCORERS CANNOT SCORE THEM IF THEY CANNOT SEE THEM. NO SCORE - NO PAY! FOR FAN

INTEREST and identification the number "1" will be reserved for the 2008 division champion.

ALL RACER'S MUST HAVE A WORKI- G RECEIVER BEFORE E- TERI- G TRACK. IF YOU ARE HAVI- G PROBLEMS WITH YOUR RECEIVER, GO TO THE PIT STEWART A- D WE CA- DO A RADIO CHECK. THERE ARE - O EXCEPTIO- S!!!

IF YOU HAVE QUESTIO- S CALL THE SPEEDWAY OFFICE - 405-948-6796.