

Lovelock Speedway

2010 Pro Stock Rules

Adopted 12/3/09

1. Engine:

- a) The center of the forward most plug hole shall be no further back than the upper ball joint centerline.
- b) Engine must be cast iron with exception of intake and exhaust manifolds.
- c) Single plane intakes O.K.
- d) No Zoomies, No 180's.
- e) OEM cast iron block.
- f) Any cast iron head allowed.
- g) Electronic ignitions O.K.
- h) Maximum 800 cfm carburetor. No exotic carburetors including, but not limited to, Predators and Dominators, etc.
- i) Minor radiator protection is allowed and must be of same roll bar material.
- j) No dry sumps.
- k) Race fuel O.K. No Methanol.
- l) All cars are subject to inspection at any time and may require the removal of some components.

2. Transmissions:

- a) OEM transmissions only.
- b) No competition transmissions.
- c) No ram couplers.
- d) Must have functional torque convertor or clutch, 5.5 inch minimum.

3. Body and Suspension:

- a) Minimum wheelbase of 104, maximum deviation side to side of one (1) inch.
- b) Car must have a minimum weight of at least 3000 lbs. with driver after main event.
- c) Steel and aluminum after market bodies O.K. Subject to tech approval. Performance Bodies are O.K.
- d) Body weight from center of rear tire to center of front tire can have no more than a 2" drop.
- e) Spoilers allowed but not exceeding six (6) inches in height as measured from top of deck.
- f) Spoiler and side and center supports can be no longer than 24".
- g) Driver must sit within one (1) foot of the original position. Driver cannot be sitting over driveline.
- h) Front clip does not have to match engine.

- i) Frame can be homemade behind firewall.
- j) .095 wall box tubing or stock frame rail must run to at least the rear of the main 4 point cage. The main 4 point cage must be attached to the frame with a minimum of 1.75" .095 round tubing.
- k) Suspension must be OEM, but attachment points can be modified.
- l) Heim joints O.K. in front steering, pan hard, torque arm, rear trailing arms and shocks.
- m) Driver must not be able to adjust suspension from inside car.
- n) Spindle, rotors and calipers must be OEM or OEM replacement.
- o) Pan hard bar must be a minimum of 18" measured from center of heim to center of heim.
- p) Racing shocks can be used and re-mounted but cannot be coil over type. Weight jacks or coil over eliminator O.K.
- q) No more than five (5) shocks per car. Four (4), one for each tire and one (1) for the rear end dampener.
- r) Steel non-adjustable (while bolted on car) tubular upper control arms with heims O.K.
- s) Rear differential may be full float, no cambered rear ends.
- t) Ford nine (9) inch rear-ends O.K.
- u) No camber, quick-change or aluminum housing.
- v) Steering quickeners O.K.

4. Tires and Wheels:

- a) Tires must be approved Hoosier track tires 8.0/26/5-15, 8.0/27.0-15 500 S.T.A.R.T. Towel City re-treads 66 or 66 A Compound, IMCA 60-15, Dirt Boss tires O.K. Extra 100 lbs in front of motor plate with Dirt Boss tires OPTIONAL.
- b) Tire may not protrude more than four (4) inches past the bodywork.
- c) One Bead Lock allowed.
- d) Any steel wheel allowed. No spacers wider than one (1) inch allowed.
- e) Wheel stud threads must protrude from lug nuts.
- f) Bleeder valves O.K.
- g) No tire softening of any kind allowed. One (1) inch lug nuts mandatory.

5. Safety:

- a) The roll cage shall be constructed using 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness .095 inches. No tubing on the car can be greater than 2 inches in diameter. Six point cage consisting of four-point center section and "kicker bars". Kickers may be "X" braced. Center section of cage must consist of main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on. The four points of the cage center section must be securely welded to the cars frame rails or mounted on steel 4x4 pads welded to unibodies. Windshield bar required. A minimum of three side door bars are required to be plated with at least 18 gauge metal plating. Passenger

side “Z” bracing required minimum. Driver and passenger doors may be gutted as necessary to fit the cage. Doors must be securely fastened, if running two (2) seats passenger side needs to be the same requirements as driver’s side door.

- b) Front cage hoop permitted. Inner fender wells may be removed.
- c) Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in drivers compartment must be fire retardant.
- d) Nerf bar may extend up to 2” beyond factory body and must terminate inward and contain no sharp edges.
- e) Every cage must have at least one halo bar.
- f) Fuel cell is mandatory. Must be located in trunk mounted securely. If fuel cell is below the car it must be surrounded by 18 gauge steel. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material. No more than three (3) foot of rubber hose on fuel system may be hooked to stock fuel line. Must have ground strap.
- g) Each fuel cell must be fuel tight and have a functional roll over valve.

6. Helmets:

- a) Helmets must be Snell 95 or better.
- b) The strap and clasp must be in good functional condition.
- c) Helmet cannot have any cracks.
- d) Helmet must be worn at all times while vehicle is on the track and must accompany vehicle at time of inspection.

7. Driving Gear:

- a) Driving suit, gloves, leather shoes or leather boots and neck brace are mandatory and must be SFI approved fire retardant. SFI approved socks and Hans/Hutchins devices are highly recommended. Drivers using a Hans/Hutchins device are exempt from using neck braces. No driver will be allowed to race with street shoes. All safety gear must be in good condition.
- b) Seat belts must be five-point and 3” minimum. Harness may be no older than three (3) years old and must pass visual inspection. No worn or sun rotted belts. Tattered fibers, nonfunctional clasps and insufficient mounting points will be cause for vehicle to fail tech.

8. Window Nets:

- a) Window net will be mounted so latch is at top left corner as seen from outside of vehicle facing window.
- b) Webbed net only, minimum size of 16”x20”.
- c) Window nets must be SFI approved.

9. Seats:

- a) All vehicles must have an aluminum seat fastened to the roll cage only. Side bolsters and side impact head supports recommended.
- b) Seat covers and padding must be fire retardant.

- c) Seat must be mounted with at least four (4) 3/8" bolts, in at least three (3) points, grade 8 bolts.
- d) Must have head support. Head bolsters recommended.

10. Fire Extinguishers:

- a) Each race team must have a fire extinguisher in or on the trailer or rear of the tow vehicle. Must have car # pointed on it and accompany driver to pre tech.
- b) Fire extinguishers must be visible and accessible.
- c) In-car fire extinguishers must be securely mounted. If not secure, it will need to be remounted or removed. No zip-tied extinguishers.

11. Drive Shafts:

- a) Drive shaft loop required.
- b) Driver shaft must be painted white and kept clean and have car number on it.

12. Fuel Cell:

- a) Racing fuel is required.
- b) Fuel cell must be mounted by at least 2 – 2 1/4" steel strap completely surrounding the cell.
- c) If fuel cell is plastic, it must have 18 gauge steel covering the lower half.
- d) Each fuel cell must be fuel tight and have a functional rollover valve.
- e) Fuel system must not contain over three (3) feet of rubber hose.
- f) Only steel fuel filters are to be used, no glass or plastic filters allowed.
- g) Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at anytime. Fuel cells must have a ground clearance of at least 10".

13. Drivers Compartment:

- a) Drivers compartment must be sealed from engine and fuel cell by at least an 18 gauge steel sheet. Driver must do everything possible to keep the drivers compartment completely sealed off from the engine and trunk area.
- b) All batteries must be securely mounted.
- c) One battery only. If mounted in the drivers compartment, battery must be mounted in a container as to provide protection from a battery acid spill in case of a rollover. Subject to tech approval.
- d) Any fluid transfer through cab must be double walled steel and securely fastened and to be shielded from the driver. Subject to tech approval.
- e) No loose objects in the cab.
- f) A battery kill switch is mandatory and switch must be in reach of the driver.
- g) Electric fuel pumps okay but must have functioning oil pressure switch or inertia switch mandatory.
- h) No mirrors allowed.
- i) At least one steel vertical support and steel mesh strong enough to support 150 pounds is mandatory to replace windshields and go from pillar to pillar.
- j) All exhaust systems must exit outside of beyond the body.