

2024 Pro-Stock Rules – FINAL

Pro Stocks are an exciting division of Saturday night racing at Wiscasset Speedway. The class is comprised of the most sophisticated cars driven by some of the premier drivers in New England. The following rules are a continued effort by division participants working with track management to produce a set of enforceable parameters for competition. We shall always welcome and work to accommodate all who respectfully meet the spirit of the rules and desire to join us racing Pro Stocks at Wiscasset Speedway.

Since it would be both impractical and nearly impossible to list within the confines of any rulebook, all the modification, adaption and infractions that could and would be illegal, it shall be understood for the purpose of rule enforcement that only those items that are specified in this book are allowable and permissible. In addition, The Wiscasset Speedway management reserves the right to penalize anyone who violates these rules.

1 Body: Must be ABC approved and fit all ABC templates. The Five Star Gen 6 and AR Revolution bodies are approved for competition in 2022 (Pro Stock & Late Model divisions ONLY).

1.1 Air Flow Devices: No air flow devices allowed. No wings or ground effects allowed inside or outside of vehicle. Vertical or airfoil or any other aerodynamic devices will not be permitted anywhere on the car. No under car panning permitted.

1.2 Appearance: Cars must be neat appearing.

1.3 "B" Pillar: No add-ons to the fore side of pillar.

1.4 Construction: May be constructed of steel, aluminum, or fiberglass. No carbon fiber.

1.5 Height: All body measurement will be done with Car sitting on 4" blocks.

1.6 Numbers: All car numbers must be registered with Wiscasset Speedway. Car numbers must be a minimum of eighteen (18) inches high and three (3) inches wide.

1.6.1 Numbers shall be painted in contrasting colors to the car on both doors and the roof. Reflective chrome, gold or prism numbers are not permitted.

1.6.2 Roof numbers should be visible as read from the grandstand side of the car.

1.6.3 The car number must appear in six (6) inch high numbers in the uppermost right corner of the windshield and displayed on the right rear tail piece.

1.7 Panels: Must meet ABC parameters and fit ABC templates. Rub rails allowed (plastic only).

1.7.1 Roof: Minimum roof height is forty-seven (47) inches as measured in the center and ten (10) inches rearward of the windshield. Roof may drop one (1) inch back toward the rear windshield.

One inch (1") roof rails allowed. Must run parallel with roof.

1.8 Spoiler: Must be centered on center line of car. No boxing permitted. The spoiler must be made of clear Lexan. Competitors must be able to see through spoiler. Bottom edge of spoiler must rest against tailpiece.

1.8.1 Blade surface: to be located at the rear of the deck lip.

1.8.2 Bracing: No bracing on forward side of spoiler.

1.8.3 Height: Maximum rear spoiler height from ground to topmost edge is 41½" inches.

1.8.4 Size: Blade surface 6½" x 60".

1.9 Windows: Full front and rear windshield constructed of a minimum eighth (1/8) inch Lexan. Windows must be braced to prevent any deflection and/or distortion at speed.

1.9.1 "A" pillar: Longest edge cannot exceed 13".

1.9.2 Quarter: Clear Lexan only.

1.9.3 Rear: Must meet ABC template.

1.9.4 Side: No side windows.

2 Chassis:

2.1 Bumpers: Must have front and rear bumpers. Bumpers must be up against bumper cover's

2.2 Design: Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel

cell. Left side must have a minimum of four (4) horizontal bars with spacers. Right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

2.3 Door Plate: A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

2.4 Drivers Box: The driver's compartment tub (to the right and to the rear) to be constructed from a minimum of 22-gauge steel or .040 aluminum. The driver's foot box and firewall to be constructed of a minimum of 22-gauge steel. The area immediately beneath the driver, floorboards, foot box and the vertical panels surrounding the seat

area (front and rear firewalls and transmission tunnel) must be constructed of twenty-two (22) gauge steel and be of welded construction.

2.5 Fire Walls: Firewalls and floorboards and mandatory. Front and rear firewall must be completely sealed from the driver compartment with sheet steel similar in thickness to existing car structure and securely welded.

2.6 Frame: Must be box steel tubing a minimum of two (2) inches x three (3) inches. Minimum wall thickness of .120.

2.7 Front Clip:

2.8 Fuel Cell: Must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset.

2.9 Height: Crank height will be measured with ride height at 3". No ride height rule

2.10 Interior: Interior area of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear (fuel cell) compartment. This may be constructed of aluminum with a minimum of .040 thicknesses.

2.11 Main Hoop: The front and rear roll cage hoop must have a minimum height of thirty-eight (38) inches measured from the top of the frame to the top of the roll cage.

2.12 Pipe: Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing.

2.13 Rear Clip: Rear clip to be box tubing only. Minimum wall thickness of .083.

2.14 Seat: Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

2.15 Seat Belts: Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

2.16 Steering Column: A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

2.17 Tethers: Hood and deck lid must be tethered to the roll cage.

2.18 Tread Width: Maximum tread width sixty-six and one half (66½) inches, center to center, measured at spindle pin height.

2.19 Welds: All welds are to be of high quality and must surround the joint completely. Absolutely no butt welds or sharp edges anywhere.

2.20 Wheelbase: One-hundred and two (102) inch wheelbase minimum.

3 Drive Train: General Motors, Ford, or Chrysler small blocks only. Must be cast iron. Only two options are available, Built or Crate. Crate Engines are defined by the following: An unaltered factory produced race engine containing all the original factory seals or seals installed under the "RPM sealed alliance program". Any engine not meeting this definition will be considered a BUILT engine.

3.1 Drive Shaft: Steel or aluminum must be painted white.

3.1.1 Loop: Is required and must be constructed of at least ¼ inch X 2" steel. Must be mounted no more than 6" back from front of driver shaft.

3.2 Engine/Built: Custom built engines must meet the following: V8 small block engines only. No aluminum or other soft metal blocks will be allowed. No angle milling permitted.

3.2.1 Block: Aftermarket cast iron blocks. Must retain all OE dimensions. Blocks may be decked, lifter bores, resized or bushed. May be bored up to .060".

- 3.2.2 Camshaft:** Any flat tappet camshaft will be allowed. Chain driven only.
- 3.2.3 Carburetor:** Must use carburetor listed in rule 5.2.1.
- 3.2.4 Compression:** Maximum compression ratio of 10.99:1.
- 3.2.5 Crankshaft:** No stroking/de-stroking.
- 3.2.6 Cylinder Heads:** May be cast iron or aluminum. No porting or polishing permitted. All heads must be identifiable thru OEM casting #. Minimum combustions chamber volume to be no less than 60cc's.
- 3.2.6.1** Small port Bowtie Vortec #25534351 allowed in as produced fashion. Ford and Chrysler performance division heads to be determined on a case-by-case basis.
 - 3.2.6.2** GM 604 aluminum head is only aluminum head permitted on Chevy engines.
 - 3.2.6.3** Ford or Chrysler aluminum heads need pre-approval.
- 3.2.7 Displacement:** Maximum Engine displacement (C.I.D) by manufacturer before permitted over bore – GM: 350/Ford: 351.
- 3.2.8 Fuel Injection:** Injection systems are not permitted.
- 3.2.9 Height:** Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of ten (10) inches from the ground. (Rule 2. 9 must be met during this measurement.)
- 3.2.10 Lifters:** Solid lifters will be allowed. Mushroom type lifters are not permitted.
- 3.2.11 Manifolds:** May be port matched up to one half (½) inch from the gasket surface. Epoxies or other devices to alter the air flow through the manifolds will not be allowed.
- 3.2.11.1 Exhaust:** Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.
 - 3.2.11.2 Intake:** Intake manifold must be one (1) piece casting.
- 3.2.12 Mounts:** Solid mounts.
- 3.2.13 Oil Pan:** Any wet sump pan allowed. External/remote filters and coolers allowed.
- 3.2.14 Pistons/Rods:** Any Flat Top piston will be allowed. No portion of piston can protrude above block deck surface. Connecting rods must be magnetic.
- 3.2.15 Rocker arms:** Roller rocker arms allowed. 1.5 or 1.6 ratio.
- 3.2.16 Valve train:** All retaining parts must be magnetic.
- 3.2.16.1 Stud Girdles:** Permitted.
 - 3.2.16.2 Springs:** Any.
 - 3.2.16.3 Valves:** Maximum valve size = 2.02 intake/ 1.60 exhaust. 3.3 Engine/Crate: GM #88958602, 603, 604 or Ford M60075347JR or SR. Crate engines will be untouched except for oil pan and harmonic balancer.
- 3.3.1 Block:** Unaltered.
- 3.3.2 Camshaft:** Unaltered.
- 3.3.3 Carburetor:**
- 3.3.3.1 602:** May use any carburetor specified in rule 5.2.
 - 3.3.3.2 603:** May use any carburetor listed in rule 5.2.
 - 3.3.3.3 604:** May use any carburetor listed in rule 5.2.
 - 3.3.3.4 347JR:** May use any carburetor listed in rule 5.2.
 - 3.3.3.5 347SR May use any carburetor listed in rule 5.2.**
 - 3.3.3.6 9.50-1 Dry sump may use carburetor listed in rule 5.2**
- 3.3.4 Compression:** Unaltered for crate listed.
- 3.3.5 Crankshaft:** Unaltered.
- 3.3.6 Cylinder Heads:** Unaltered.
- 3.3.7 Displacement:** Unaltered.
- 3.3.8 Height:** Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of ten (10) inches from the ground. (Rule 2. 9 must be met during this measurement.)
- 3.3.9 Lifters:** Unaltered.
- 3.3.10 Manifolds:**
- 3.3.10.1 Exhaust:** Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.
 - 3.3.10.2 Intake:** Unaltered.
- 3.3.11 Mounts:** Solid.

3.3.12 Oil Pan: GM factory sealed engine are permitted the use of replacement pans with part #21319 (7") or the #21315 (6.5"). The use of matching oil pump pick up assembly is also permitted.

3.3.13 Pistons/Rods: Unaltered.

3.3.14 Rocker arms: **rocker arms unaltered. Ford 347 sr 1.5**

3.3.15 Seals: We will except any sealed crate motor. Factory seals, RPM seals, Redline seals, B&M seals, etc. Wiscasset Speedway has the right to inspect any engine at any time. Remember, your decision to race at Wiscasset Speedway on any given day is your full understanding and consent to abide by Wiscasset Speedway engine rules. Sealed or unsealed, we reserve the right to inspect any engine at any time and pass or fail determines the outcome. All crate motors must be sealed. If not properly sealed, the motor must adhere to built motor rules.

3.3.16 Timing cover: May be replaced with a steel timing cover. Note: The chain, gears and settings may not be altered.

3.3.17 Valve Springs: Unaltered.

3.4 Exhaust: Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway's decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.5 Fly wheel: Any.

3.6 Headers: Any.

3.7 Location: Engine must be centered between front tires.

3.7.1 Front to rear: A maximum of two (2) inches from centerline of forward most spark plug to determine line projected between the front ball joints of suspension.

3.7.2 Height: Centerline of crankshaft harmonic balancer or equivalent must be located a minimum of ten (10) inches from the ground. (Rule 2.9 must be met during this measurement.)

3.8 Muffler: Exhaust system with muffler is required and must extend past driver. May run out the door but must pass Wiscasset Speedway's decibel reading of 95. If not, exhaust must dump under the car pointed to the ground.

3.9 Oil Pan: Any

3.10 Radiator: Any radiator that fits under the hood is allowed.

3.11 Rear ends: Any rear differential assembly allowed.

3.11.1 Axles: All rear ends must have racing axles.

3.11.2 Camber: Cambered rear ends permitted.

3.11.3 Carrier: Any.

3.11.4 Materials: No ceramic coating of internal rear end parts.

3.12 Transmissions: Jericho 2-speed transmission will be allowed. 5-speed transmission will not be allowed.

3.12.1 Case: Must be of stock production OEM configuration.

3.12.2 Clutch: Clutches must be a minimum of five and one half (5½") inches. Must mount to back of engine in stock location. If using stock type clutch, car must be equipped with explosion proof steel bell housing. Clutch must be mounted inside of bell housing.

3.12.3 Fly wheel: Flywheel scatter shield must be used with single disc clutch when using a full flywheel.

3.12.4 Gears: A minimum of two (2) forward gears and reverse gear is required

4 Electrical: 12-volt systems only.

4.1 Battery: Battery must be securely mounted, located forward of the rear axle and within the roll cage structure.

4.2 Fans: Engine and driver cooling fans permitted.

4.3 Ignition System: Any battery powered system allowed. Single pickup units only. No crank triggered systems permitted. Ignition boxes must be mounted to the right side of dash with the RPM limiter controls facing away from driver.

4.4 Pumps: No electric fuel pumps.

4.5 Starter: Starter must be in proper working order.

4.6 Transponders: Must be installed on left side eleven inches (11") from centerline of rear end. Refer to Transponder diagram under General Rules.

5 Fuel:

5.1 Anti-Siphon: Mandatory, Oberg Fuel Safety Check Valve SV0828, SRI Performance valve (#FPF-FSV) or similar devise.

5.2 Carburetor: Holley or Holley based. Polishing, grinding, or drilling holes in the body of the carburetor will not be permitted. Choke horn may be removed with a square cut. No taper or bevel may be cut into the body of the carburetor. Boosters may be aligned but may not be changed. Size and shape must not be altered, and height must remain standard. The following are the parameters of the allowable carburetors. **MUST PASS CARB TOOLS**

5.2.1 500 cfm: Holley based #4412. Must not exceed the following specs:

Venturi bore: 1.373-1.377

Throttle bore: 1.6855-1.6856

Booster O.D.: .620(+ or -) .010, Booster I.D.: .380 (+ or -) .003.

Combined throttle shaft & plate: .1868-.2008.

5.2.2 600 cfm: Holley based #80540. Must not exceed the following specs:

Venturi bore: 1.248-1.252

Booster: O.D. at parting line: .626-.630, Booster I.D.: .442-.446

Boosters O.D. top & bottom: .614-.618. Booster length: .720 (+ or -) .010.

Throttle shaft & plate (primary): .1745-.1765.

Primary & secondary throttle bore: 1.561 - 1.562.

5.2.3 650 cfm: Holley based #80541. Must not exceed the following specs:

Venturi bore: 1.248-1.252

Booster: O.D. at parting line: .626-.630, Booster I.D.: .442-.446

Boosters O.D. top & bottom: .614-.618. Booster length: .720 (+ or -) .010.

Throttle shaft & plate (primary): .1745-.1765.

Primary & secondary throttle bore: 1.6855-1.6865.

5.2.4 390 carb stock 9.50-1 dry sump only

5.3 Cells: Approved and manufactured for racing.

5.3.1 Canisters: Minimum twenty-two (22) gauge steel, around fuel cells are required and must be located in back of the rear window. There must be a complete steel firewall between the fuel cells and the driver's compartment. No holes will be allowed in the firewall.

5.3.2 Filler Tube: The fuel cell must be filled from behind the firewall.

5.3.3 Height: Fuel cells must be securely fastened and protected if they hang below the rear bumper. A minimum of an eight (8) inch ground clearance between the bottom of the fuel cell and the racetrack.

5.4 Filters: Must be of metal construction.

5.5 Lines: Any line containing a combustible material must be steel and routed outside of the driver compartment.

5.6 Pumps: Mechanical fuel pumps only. No belt driven units. Adjustable or rebuildable fuel pumps permitted.

5.7 Spacers: One non-tapered spacer/adaptor up to one (1) inch thick.

5.7.1 Gaskets: Two (2) .070 thick gaskets will be allowed. One on top one on bottom of spacer.

6 Safety:

6.1 Battery: Must be in a battery box and properly secured.

6.2 Fire Extinguisher: Minimum three (3) pound fire extinguisher mounted with quick release metal bracket within reach of driver when belted in. Extinguisher must be operational with full gauge reading.

6.3 Fire Suppression: Cars equipped with a suppression system do not require a fire extinguisher.

6.4 Fluids: Car must not have fluid leaks of any kind.

6.4.1 Must have a minimum one (1) quart capacity sealed overflow container.

6.4.2 Water and a cooling additive only. No antifreeze allowed.

6.5 Padding: Any bar within the drivers reach must be padded with an approved fire-resistant product. Pipe insulation is not acceptable.

6.6 PPE: Personnel Protective Equipment.

- 6.6.1** One- or two-piece long sleeve SFI approved fire-resistant suit in good condition and free of rips, tears, or holes. Fire resistant shoes and gloves.
- 6.6.2 Helmet:** Full face must **meet or exceed the Snell 2015 standard**. Must have face shield. Glasses, goggles, or open face helmets are not permitted.
- 6.6.3 Head and neck:** Support/restraint safety device highly recommended.
- 6.6.4 Under Garments:** We encourage the use of fire-resistant underwear, socks, and head stocking.
- 6.7 Radios:** Two-way communications shall be allowed; however, Wiscasset Speedway Management will require frequency registration.
- 6.8 RaceCeivers:** Are mandatory equipment. Frequency 454.000.
- 6.9 Seats:** Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.
- 6.10 Seat Belts:** Five-point quick release harness system in good condition mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details). Sternum belts are highly recommended.
- 6.11 Steering Wheel:** All steering wheels must have a center pad.
- 6.12 Towing:** Towing identifiers are required. Two toe hook areas must be marked in the engine compartment and two in the aft section. This will be where tow hooks/straps are applied.
- 6.13 Window Net:** Racing regulation window net with quick release attachment required to be securely installed on driver side window. Window nets must be securely fastened at all times when car is on racing surface.

7 Suspension:

- 7.1 Adjusters:** No driver-controlled chassis adjustments.
- 7.2 Bump stops:** Permitted.
- 7.3 Clearance:**
- 7.4 Control Arms:** Fabricated racing control arms allowed.
 - 7.4.1 Bushings:** Any.
 - 7.4.2 Lower:** Tube type lower "A" frame allowed, can be moved and be adjustable. Jacking bolts allowed.
 - 7.4.3 Upper:** Tube type upper "A" frame allowed, can be moved and be adjustable. Jacking bolts allowed.
- 7.5 Materials:** No aluminum, titanium, or carbon fiber parts are permitted.
 - 7.5.1 Exception:** The only aluminum parts in suspension that are permitted are as follows: Lower spring cups rear, coil over kit assembly (to include cup-nut sleeve), chassis mounted pan hard and 3 point bar adjuster, trailing arm tubes, 3 point tube, front upper control arm cross shaft and tie rod sleeves.
- 7.6 Steering:** Any steering system allowed.
- 7.7 Shocks:** Single adjustable, non-canister, shocks. Must have product number and manufacturer visibly identifiable. No Titanium parts allowed. One shock per wheel.
 - 7.7.1 Claim:** All shocks subject to claim/swap by Wiscasset Speedway Management. Claim price will be six hundred dollars (\$600.00) per shock and can be exercised at any time.
- 7.8 Spindles:** Aluminum spindles will not be allowed.
- 7.9 Springs:** Springs may not have hydraulic adjusters.
 - 7.9.1 Front:** Any.
 - 7.9.2 Rear:** Any.
 - 7.9.3 Weight Jacks:** Must be externally adjusted and will be allowed on all four corners.
- 7.10 Sway Bars:** Sway bar may be stock, one-piece aftermarket or 3-piece aftermarket design. All components must be steel. Rear sway bars are not permitted.
- 7.11 Third Link:** Any third links permitted.
- 7.12 Tread Width:** Maximum tread width front and rear is (66½") sixty-six and a half inches, measured from the center to the center of the tire at spindle height.
- 7.13 Tie Rods:** Tube type tie rods ends permitted.
- 7.14 Traction Control:** No traction control of any kind.
- 7.15 Trailing Arms:** Any arms permitted.

8 Weights: All car weights listed are race ready with driver in the seat, full of fuel, oil, and water before the race. Cars can be scaled pre or postrace with driver in the seat.

- 8.1 * GM602/603 Crate = 2700 lbs.
- * GM604 Crate = 2720 lbs.
- * Ford347Jr Crate = 2720 lbs.
- * **Built motor with GM 604 aluminum heads and intake.**
(Heads and intake must meet same specs as 604 crate motor) = 2720 lbs
- * Built Engine = 2750 lbs.
- * **Ford347Sr 1.5 rockers only = 2765lbs**
- * **9.50-1 Dry Sump = 2775lbs**

8.1.1 Left Side: Maximum is fifty eight percent (58%). Must remain at or below 58% prior, during, and postrace.

8.1.2 Ballast: weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts. All weight must be lead with each piece painted white and display car number. No weight inside driver's compartment.

8.2 Handicap: Weight breaks may be adjusted at any time by Wiscasset Speedway management in the interest of maintaining competition parity.

8.2.1 3.7.1: If rule is exceeded, per every 1" increment:.....+ 25 lbs.

9 Wheels/Tires/Brakes:

9.1 Bleeders: Allowed.

9.2 Brakes: Any brake systems allowed. All four wheels must have working brakes. Brake bias adjustments are permitted.

9.3 Tire: Wiscasset Speedway Official Track Tire: Hoosier.

Right Side: Hoosier 3045 27.0/10.0/15. Left Side: Hoosier 3035 26.5/10.0/15.

After initial purchase of your 6 or 4 tires you will be allowed 2 tires per race you attend

9.3.1 Conditioner: may NOT be used in the Pro Stock division (new or used tires).

9.3.2 Durometer: All tires are subject to random testing. Testing may be conducted at any time.

9.3.3 Penalties: *Heats:* Forfeiture of heat finish and points. Must start feature at rear of the field.

Features: Disqualification (Last place finish), assigned 62 lineup points, must start rear of heat and feature next appearance

9.3.4 Replacement: Should a tire be damaged during the race event; it shall be the responsibility of the race team to present the damaged tire that day and within a timely manner for inspection. All tire replacements must have a written record from Tech regarding inspection and approval for replacement. Only tires with 50% or more tread will be eligible for replacement. Replacement of damaged tires will be limited to three (3) for the season.

9.4 Wheels: Steel racing wheels max ten (10) inches wide as measured from outside bead to outside bead.

9.5 Spacers: ONLY authorized solid wheel spacers allowed.

All race car components, including sealed engines, may be subject to teardown/dismantle inspection at any time. Refer to General Rules, Tech Information Section.

The definition of OEM for the purpose of rule interpretation is a part specified by the manufacturer as being for a specific make, year, model of an automobile or commonly available thru a replacement parts supplier i.e.: NAPA, O'Reilly, Car Quest. This does not include GM Bowtie or Ford SVO.

DISCLAIMER: Motorsports at all levels pose a risk to your wellbeing. Following the rules set forth by Wiscasset Speedway in no way guarantees or suggests your safety.

Last edited: 12/3/2023