



Central Nevada Racing Association 2012 Pro Stock Class Rules



Engine

1. The center of the forward most spark plug hole shall be no further back than the upper ball joint center line. 1" tolerance.
2. Engine must be cast iron with exception of intake and exhaust manifolds.
3. Single plane intakes okay.
4. No Zoomie's. 180 headers okay.
5. OEM cast iron block.
6. Any cast iron head allowed.
7. Electronic ignitions okay.
8. Maximum 850 cfm carburetors. No exotic carburetors including, but not limited to, Predator and Dominator, etc.
9. Minor radiator protection is allowed and must be made of same roll bar material.
10. No dry sumps.
11. Race fuel okay, methanol ok. If running methanol the car MUST be equipped with minimum 2 1/2lb HALON fire extinguisher in car, suppression system highly recommended.
12. All cars are subject to inspection at any time and may require the removal of some components.
13. Electric fuel pump okay with safety shut down switch.

Transmission

1. OEM transmission only.
2. No competition transmissions.
3. Any clutch will be allowed. May use couplers.

Body and Suspension

1. Minimum wheelbase of 104, maximum deviation side to side of 1 inch.
2. Car must have minimum weight of at least 2800 lbs with driver after main event.
3. Steel and aluminum after market body okay. Late model wedge style okay.
4. Body height from center of rear tire to center of front tire can have no more than a 2 inch drop.
5. Sail panels I.E. rear door posts must end at least 12 inches before spoiler.
6. Windshield opening, minimum of 3 bars and screen optional.
7. Spoilers allowed but not exceeding 6 inches in height as measured from top of deck. Spoiler side and center supports can be no longer than 24 inches.
8. Driver must sit on left hand side of car. Drivers cannot be sitting over driveline. One driveline loop mandatory. (Two recommended).
9. Front stub does not have to match engine. But must be stock production model.
10. Stock frame must extend a minimum of 10 inches behind spring bucket.
11. Recommended 2x3 inch .095 box tubing, or stock frame rail must run to at least the rear of main 4 point cage. The main 4 point cage must be attached to the frame with a minimum of 1.5 inches .095 round tubing. Converted IMCA modified type chassis/late model chassis okay.
12. Suspension can be OEM with modified attachment points, or 3 link design.
13. Heim joints okay in front steering, and on torque arm, rear trailing arms and shocks. No aluminum swaged sleeves.
14. Driver must not be able to adjust suspension from inside car.
15. Spindle, rotors and calipers must be OEM or OEM replacements. Aluminum calipers okay. 4 wheel disc brakes allowed.
16. Pan hard bar must be a minimum of 18 inches, measured from center of heim to center heim. J-bars allowed.
17. Steel racing shocks can be used and remounted. No reservoir type shocks. Weight jacks or coil over eliminator okay. Coil overs okay on rear end only.
18. No more than 5 shocks per car. One for each tire and 1 for rear end dampener.
19. Upper control arms with aluminum cross shaft okay. Adjustable tubular upper control arms with

heims okay.

20. Rear differential may be full float, no cambered rear ends. No bird cages or Z links.
21. Ford 9 inch rear ends okay.
22. No camber, quick change or aluminum housing.
23. Steering quickeners okay.

Tires and Wheels

1. Maximum 10 inch steel wheel rule in effect.
2. Tire may not protrude more than 4 inches past the bodywork.
3. Bead locks okay.
4. No spacing to exceed 1 inch allowed.
5. Wheel stud threads must protrude from lug nuts.
6. Bleeder valves okay.
7. No tire softening of any kind allowed.

**Thank you,
Central Nevada Racing Association
Tonopah Speedway**