

Kalamazoo Speedway 2016 Pro Stock Rules

100 Decibel Nose Limit on any Car-No Exceptions!

Safety Note to all drivers: Highly recommended that you have a Snell 2005 or higher rated helmet & all safety equipment being SFI/1 approved.

Body Rules:

- Five Star has stock appearing '88 Monte Carlo steel body that Lane sells for a very reasonable price. The entire body is steel but it has a fiberglass stock sized roof with C pillars. You will be allowed to run this Five Star un-altered fiberglass roof on a Pro Stock mounted 100% in a stock appearing fashion. Five Star also makes a stock appearing (not a flat sheet of fiberglass) replacement fiberglass hood for these cars which is also allowed. Stock size/height/length A & B pillars, no lowering or moving the full stock sized roof.
- OEM style steel body from front to rear (See above rule on Five Star body parts that do not have to remain steel). The doors and the rockers can be made out of aluminum or sheet metal but will have the stock body line & curve as the stock panels do. **All bodies will be a stock appearing-No Flat sides or stretched out bodies.**
- The full floorboard and front firewall will remain intact. Any car not having a full stock floor board that runs over to the right side main frame rail & a full stock firewall will result in a **50lb weight penalty**. If you choose to fabricate your own foot box, the sides & bottom of the foot box will be a minimum of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.
- **All aftermarket nose & tail pieces will be uncut and not widened. All nose & tail pieces will be mounted in a stock fashion as these are not Super Late Model look a-likes!! The same thing goes for the material joining your fenders to your nose piece.**
- **If your nose piece is mounted close to stock location, you will not need a 3' pc of sheet metal to join your nose to your fender or a 12" strip of aluminum that goes between the nose piece & the hood!!**
- **Stock OEM appearing steel bodies.....NO Late Model look a-like fenders, quarter panels or nose pieces. We will strictly adhere to the specs of your original body. Build your cars level & to spec. Weight penalties will be assessed for bodies built outside of the Stock Appearing Rules, as deemed by officials. We have a great looking class of cars.....these cars will remain looking as such.**
- **No body panel or nose piece will be lower than 5" off the ground-measured with driver in the car race ready.** No spoilers of any kind, including trying to make a dip in your trunk or kicking up your tailpiece to try and form a make shift spoiler. Rub rails are OK with no sharp edges or fasteners
- A 1981 aftermarket Camaro nose piece can be ran on a full stock bodied Camaro only.
- Any pick-ups or El Camino body will not have any Tonneau Cover material of any kind; the bed will have a flat floor in stock location & will have a full tailgate mounted 90 degrees vertically. No cars will have any "extra" rake built into their bodies from front to rear.

- Minimum wheelbase is 108". Minimum weight before qualifying and before the feature is 3100# including the driver. Rear wheel drive, stock frames only. No fabricated chassis of any kind. **Minimum frame height off the ground will be 6" which can be checked before or after the race**
- All glass, plastic, upholstery, carpet, etc must be removed.
- Lexan windshield is mandatory. No rear window or front side window panels. Opera windows OK
- A minimum of a 4-post roll cage is required. Front and rear hoops are recommended. The cage must mount directly on top of the frame. A minimum of 3 door bars on the drivers side with a mandatory drivers plate over the door bars, measuring 10" x 30" x 1/8" thick. All tubing on the main roll cage to be a minimum of 1 3/4" and .090 thickness.
- Stock frame cars only are allowed in this class. **The new tubular metric chassis is making a strong case for the 30 year old stock frames that we are presently using. These will probably become legal for 2017.....although the weight penalty for this chassis has not yet been determined.**
- Engines must be stock appearing, all cast iron block & heads and in stock location. Cast iron or aluminum intake. Cast iron exhausts manifolds or **Headers OK with 3" maximum exhaust tubing.** Carburetor will be a single 2 or 4 barrel carburetor and a maximum 1" store bought adapter or spacer. HEI style ignition only, No MSD style.
- OEM Automatic or Standard Transmission – No Racing Transmissions. Minimum Clutch size will be 7 1/4". Stock style OEM rear ends only – Four Link Suspension only mounted with stock OEM trailing arms. **Trailing arms will be unaltered, uncut and in stock location with bushings. No Heims or any adjustable trailing arms of any kind.** No quick change rear ends or aluminum rear end components of any kind! A 2" Inspection hole must be cut in all bell housings so the clutch can easily be seen. No reverse mount starters of any kind!!
- All suspension parts will remain stock and be in stock location, with the exception of the front shocks which can be mounted outboard - Stock appearing springs and shocks in the rear. No heims of any kind on any suspension parts except for the shock ends. Stock style sway bars in stock location in stock mounts to the frame – threaded rod adjustments on the A-frame are OK. Rear and/or Front Load Bolts OK. All Shocks will be steel & non-adjustable! No Canister Shocks of any kind. No Bump Stops of any kind! No Schrader valves of any kind! No Coil Binding. **All shocks will be a nationally advertised shock & will not exceed having a list price of \$135 per shock**
- After Market Tubular Upper A-Frames will be allowed. A-frames will have stock ball joints. Upper A-Frame Mounts may be modified and be within 1" of stock location!
- Steel 8" racing safety wheels with 1" lug nuts. The tire for the Pro Stocks will be the Hoosier 800. Absolutely No Tire Soak or Altering of the Tire of Any Kind!
- Fuel cells are mandatory with an 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is OK. Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2"x 3" steel tubing.

- Aftermarket brake pedals and or master cylinders are allowed. Aftermarket Brake Calipers are allowed. Rear disc brakes are OK. Aftermarket gas pedal highly recommended. No in cockpit adjustments of any kind including brake bias adjuster. All pedals will be in a relatively stock location-you will remain sitting in the front seat area, not in the back seat area.
- A collapsible aftermarket steering column is highly recommended, along with a quick disconnect steering wheel. Replacement of the rag joint at the bottom of the steering shaft is highly recommended.
- Tread width will be 77" measured with Toe Plates. Receivers will be mandatory for all Pro Stocks.

Safety: Highly recommended that you have a Snell 2005 or higher rated helmet & all safety equipment being SFI/1 approved.

Do not attempt to read around these rules. Kalamazoo Speedway Pro Stocks are very competitive, but they are still a mid level class. Call the Speedway office (269-692-2423) or on line at gary@kalamazoospeedway.com with any questions, before you start building your car or hanging your body.