

2012 Port Royal Speedway Pro Stock Rules

- PORTIONS HIGHLIGHTED IN YELLOW REFLECT CHANGES/ADDITIONS FOR 2012
- SOME PREVIOUS SPECS HAVE BEEN REMOVED

These rules are subject to change in the better interest of racing or safety.

Eligible Models

Any American made 1968 through current car except Station Wagons and Convertibles is permitted. No wheel base alterations are permitted. NO Jeeps, trucks or Corvettes are allowed. No Enduro cars are permitted.

Bodies

Steel bodies only are required and they must remain stock appearing as supplied from the factory except for minor trimming of wheel wells for the tire clearance and trimming of the inner door panels for roll cage clearance. Steel floorboards and steel firewall shall be put in stock location. All uni-body cars must obtain original floorboards. Only the dash component, flammable components and glass must be removed from the car.

Rear quarter panels must have radius corners.

No squared off or 90 degree bends on the rear quarter panels.

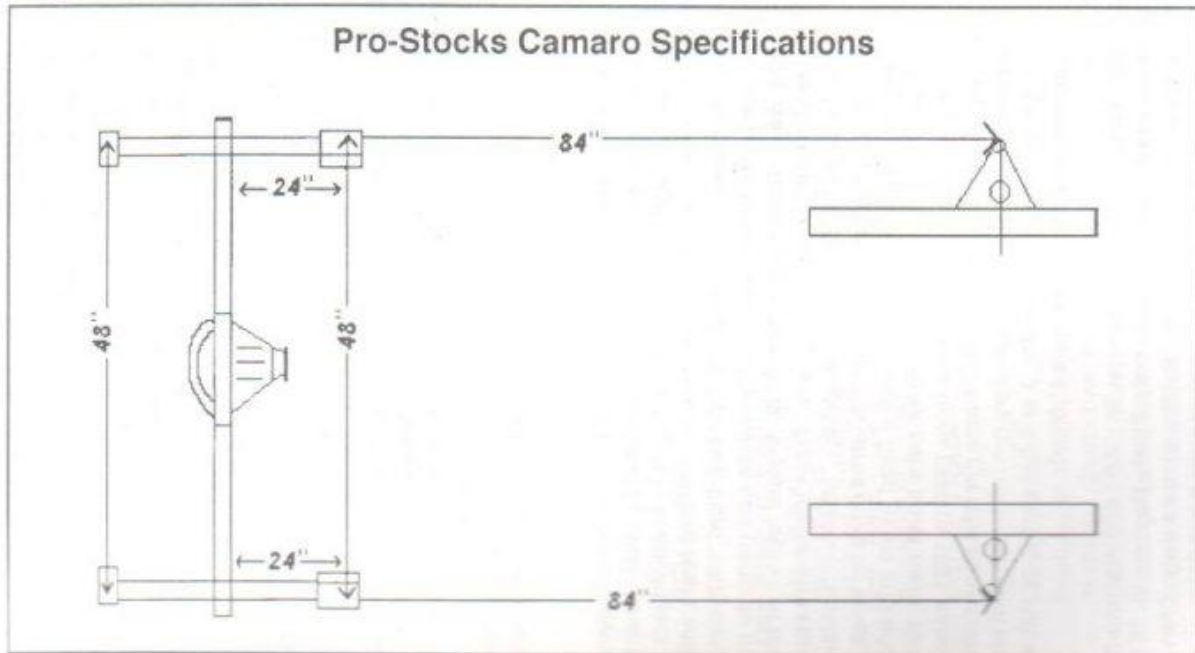
Backs must be closed in.

Seats must be racing type. The driver's seat must be securely attached and remain in stock location. Boxing-in the driver's compartment is not permitted. Full width screens in place of windshield is mandatory.

A hole may be cut in the hood for air cleaner clearance. Hood and trunk hinges may be removed. Steel trunk floor may be altered to allow gas tank placement between the frame rails. All plastic and metal grills must be removed. All external chrome, emblems, lights and lenses must be removed. Rear view mirrors are not allowed. Appearance of vehicle must be maintained. Body must be presentable. No spoilers allowed. No body skirting allowed. 5 Star bodies are permitted but must be stock appearing, and this will be at the official's discretion.

Frames

The frame must remain stock and match the body style. Cars with unitized bodies must be connected from the rear of the front clip to the front of the rear clip. No 2x4 frame material can be used to replace stock frame. A 10" circumference must tie uni-body together. Ford and Mopar may run full-framed Chevrolet chassis with all stock Chevrolet chassis components. All Camaros must be within 1 1/2" of the following measurements on the diagram shown below:



Roll Cage

A full roll cage constructed of 1 1/2" minimum diameter tubing with a minimum wall of .95 is required. The design must consist of at least four upright posts securely attached to the car frame and connected to form a box shape above the driver's head.

The rear up-rights must be x-braced behind the driver and be braced diagonally to the frame of a point near the rear axle. All joints must be welded and properly gusseted. A minimum of 3 door bars on driver's side and a minimum of 2 door bars on passenger side is required. NO SCREWED PIPE FITTING

Bumpers

Bumpers must be stock with no additional reinforcement. The attachment of the bumper to the frame may be reinforced to prevent loss of bumper. Hood eyelets on front and back bumper are mandatory for rapid track removal. No cowcatchers, No additional bracing outside body line (front, rear, side) and No sharp edges permitted.

Suspension

Stock suspension only is permitted. No coil-over racing type shocks permitted. All springs and shocks must remain in stock location. Fixed heim-end shocks are allowed. 9" Ford rears will be permitted in any model car (Chevy, Ford, Chrysler, Mopar). No moving of suspension components is allowed in any way. Weight jacks can be used in the front on leaf spring cars. Stock frame cars can have weight jacks on all 4-coil springs. Steel top tubular "A" arms may be used. Bottom A-arms must be stock.

Only one steel body shock with a fixed heim end is allowed per corner of car. Strut cars must have 103" wheelbase. Full frame car wheelbase may not be under 103". Ford and Mopar may run full frame with all stock chassis components. Three or four bar cars may run a panhard bar in stock location. No heim ends allowed. **No torque arms allowed. No birdcages allowed.**

Engines

11 to 1 compression ratio maximum.

Mopar-Max.cu. in. 366 (.030 maximum over bore) flat top pistons only

Ford-Max. cu. in. 357 (.030 maximum over bore) flat top pistons only

Chevrolet-Max. cu. in. 355 (.030 maximum over bore) flat top pistons only

Crate Engine - GM Crate Engine 88958602 will be eligible to compete in sealed form at 2,800-pound with a 2 or 4 barrel carburetor.

GM crate motors may not be unsealed and may not be rebuilt without track approval before the rebuild. If permitted, the motor must be rebuilt at a track authorized motor builder. Motors that are torn down for track tech must be reassembled with all of the exact same parts at the time of tear down except those that are determined by the tech official to be damaged by the tear down process. Any tear down damaged part must be replaced with the exact same GM part. Reassembled motor must be inspected and resealed by authorized tech center before further competition. By using a GM crate motor in competition, the race team acknowledges all responsibility for the legality of the motor upon inspection at any event regardless of any previous motor verification.

GM Crate Engine 88958602 specifications:

Block part number: 10105123

Block type: cast iron with 4-bolt main caps

Bore x stroke (in): 4.00 x 3.48

Camshaft duration (@ .050 in): 212-degree intake/222 degree exhaust

Camshaft lift (in): .435 intake/.460 exhaust

Camshaft part number: 24502476

Camshaft type: hydraulic flat tappet

Compression ratio: 9.1:1

Connecting rod part number: 10108633

Connecting rods type: powdered metal steel

Crankshaft part number: 14088526

Crankshaft type: nodular iron

Cylinder head part number: 12558060

Cylinder head type: vortec iron; 64cc chambers

Displacement (cu in): 350

Engine name: Circle Track 350/350

Engine type: Chevy small block V-8

Ignition timing: 32 degree total @ 4000 rpm with vacuum advance disconnected

Maximum rpm: 5500

NOTE: distributor included with 350/350 engine has melonized steel gear part number 10456413. This must be used with engines with steel camshafts or engine damage will occur.

Piston part number: 12514101

Pistons type: hypereutectic aluminum

Recommended fuel: 92 octane

Rocker arm ratio: 1.5:1

Rocker arms part number: 10089648

Rocker arms type: stamped steel

Valve size (in): 1.94 intake/1.50 exhaust

Exhaust System

Mufflers are mandatory on exhaust systems. No specific muffler model is mandated.

Carburetors

Limited to one two-barrel carburetor that was originally manufactured as a two-barrel carburetor. No predators or dominators are permitted. **(For the 2013 racing season the carburetor rule will be one two-barrel 500 CFM Holley only)**

Ignitions

Stock ignition components only may be used. NO MSD Blasters, NO Supercoils, NO MSD Pro Coils, NO MSD Power Coils, NO MSD Bullet Distributors are permitted. (Stock part number must be on the distributor and it must have all stock components.)

Aluminum intakes are permitted

Headers are permitted

Camshafts

Flat tappet cams only are permitted. No roller cams, no roller lifters, no radius lifters, no mushroom lifters permitted. Roller rockers are permitted.

All blocks and heads must be cast iron.

Engine set back will be measured from face of rear end housing to back of engine block. Measurements will be dictated by wheelbase as follows:

Wheel base	Minimum measurement
103	81"
104	82"
105	83"
106	84"
107	85"
108	86"

Drive Train

All cars must be self-starting. Transmissions must remain stock. Automatics are not allowed. Manual transmissions must have stock clutch and flywheel. (Aluminum flywheels are not permitted). A 2" diameter viewing hole 2" behind the flywheel in bottom of bell housing for tech inspection of clutch is required. Dust cover must be easily removable for tech inspection. Cars must have a working reverse. Two driveline slings are mandatory. Front and rear drive shaft must be painted orange or white. Stock rears must be used and may be locked. No truck or floater rears are allowed.

Fuel System

Fuel cells must be relocated to inside of the trunk and securely fastened. Stock mechanical fuel pumps are mandatory. No electric fuel pumps permitted. No alcohol or nitrous fuels are permitted. Fuel cells are mandatory.

Wheels and Tires

Hoosier spec tire:

36-14326/8.0-15 SCL med, hard

36-14926.5/8.0-15 SCL med, hard

36-15527.5/8.0-15 SCL med, hard

Steel wheels only with 8 inch maximum rim width are permitted. All wheels must be reinforced and be attached with oversized lug nuts. Steel bead locks are allowed.

Safety

Seat belts must be quick release racing type with a shoulder harness and securely attached to the frame or roll cage. Approved helmet and driver fire suits are mandatory. Racing gloves are mandatory. A window net is required on the driver's side. A metal firewall must separate the driver's compartments from the fuel cell.

The battery may be relocated but must be securely fastened and have a protective covering regardless of location. A fire extinguisher must be mounted within reach of the driver.

Numbers

Numbers must be at least 18 inches high and 2 inches wide and painted on both sides of the car as well as on the roof, oriented to face the outside of the speedway. Fractions may not be used.

Weight

A minimum weight of 3,000 lbs. including driver after the feature is required.