

2011 Pro-Street



Rule Book Disclaimer

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of our compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. In the case of drivers who have been injured away from Hesston Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Hesston Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Hesston Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. In any such case, Hesston Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials or spectators. All rules enforced by Officials, Management and Security must be adhered to while on Hesston Speedway property.

Beginning with the 2010 season, we will allow the use of a Crate Engine in the Pro-Street class.

The engine **has** to be GM part # 88958602 which can be purchased through any GM Performance Parts dealer or some racing parts warehouses. These engines have factory seals that are designed to prevent the engine from being tampered with. The seals also have an encrypted code which prevents counterfeiting of the seal itself.

Due to the low initial cost of the engine and the possibility of tampering, we will **not** allow these engines to be rebuilt. Should the engine need a minor repair, we will consider it, but must be advised beforehand plus the engine will need to be inspected and resealed by Kenny Imler 814-695-1310.

The following rules will apply to those cars using the crate engine:

1. The crate engine **must** be GM pn. 88958602. No others will be acceptable.
2. Any car equipped with the crate engine must weigh a minimum of 2800 lbs.
3. Cars equipped with a crate engine **must** use Holley pn. **80541-1** four-barrel carburetor. **Absolutely**, no modifications to the carburetor with exception of jet changes
4. Crate engines **will not** be rebuilt. Factory seals **must not** be broken or tampered with. This will be strictly enforced and will include verification of the factory encrypted bolts.
5. All other Pro-Street class rules apply.

If you have any questions, please contact the speedway.

1. General Rules

- A. Complete bodied, domestic cars from 1965 to present.
- B. Rear wheel drive cars only.
- C. No Jeeps, station wagons or convertibles allowed.
- D. Wheel base must remain stock and be at least 108 inches.

2. Appearance

- A. Cars must be neat in appearance and look like model being run.
- B. Car number should be at least eighteen inches (18") tall on door and roof. A small number, about six inches (6") can be used on car's front or rear to assist in scoring.

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3. Bodies

- A. Must be a complete stock body or stock appearing body. All body panels must be steel. If using a stock appearing body, all lines and bends must match OEM body. We will be strict on this rule so do it right the first time.
- B. All doors must be welded shut.
- C. All glass and lights must be removed.
- D. Protective windshield screen is mandatory. A minimum of at least two metal rods must be near the center of windshield, welded or bolted into a vertical position.
- E. All decorative trim, door handles, chrome molding, etc. must be removed.
- F. Plastic grills must be removed.
- G. Plastic nose and tailpieces are legal but must match model of car.
- H. Factory Stock rear spoilers allowed, but must match the make and body style of the car.
- I. Tow hooks, front and rear, are mandatory. Hooks must be visible and able to support weight of car. Front hooks must be accessible without having to remove hood.

4. Interior

- A.. All cars should have a steel firewall and floor pan. If not steel, ie. aluminum, a twenty-five (25) lb. piece of lead must be mounted to the center of the firewall above the bellhousing.
- B. No holes in firewall.
- C. Must have rear firewall sealing trunk from driver's compartment.
- D. No mirrors or radio's.
- E. No boxing of interior.
- F. No fluid reservoirs, tanks or radiators in driver's compartment.
- G. No inboard fuel pumps in driver's compartment.
- H. No driver adjustable weight jacks or traction control devices.

5. Frames

- A. Must match manufacturer of body. (Chevy / Chevy, Ford / Ford, etc.)
- B. Unibody frames must be welded together with at least two inch (2") by three inch (3") boxed tubing or similar material.
- C. Two (2) by three (3) box may only be used behind rear suspension.

6. Roll Cage

- A. A full roll cage with four (4) post design must be used and welded to frame. No screw type pipe fittings allowed.
- B. Seamless tubing with a minimum of one and one-half inch (1 ½") by ninety-five thousands inch (.095") must be used.
- C. Roll cage must be welded 360 degrees and be gusseted.

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D. Door bars must be padded.

E. Drivers door must have four (4) horizontal bars and passenger door must have at least three (3) horizontal bars, gusseted and attached to the vertical bars of roll cage in doors.

F. Driver must have a two-inch (2") minimum clearance above helmet. G. Front roll cage bars must follow contour of windshield. Rear roll bar must be behind driver.

H. Two (2) bars must penetrate the firewall rearward from the top of the roll cage to the rear frame to help anchor the cage to the frame.

7. Fuel Cell

A. Thirty-two (32) gallon maximum safety approved fuel cell mounted in a twenty (20) gauge steel box supported by two (2) one-eighth inch (1/8") by two inch (2") steel straps top and bottom to safely secure fuel cell.

B. All fuel cells must be mounted securely in trunk area of car.

C. Fuel line must run under floor of car. If fuel line runs through interior, it must be encased and sealed at both ends.

D. Racing gasoline only. No nitrous.

E. No fuel additives of any kind.

F. Fuel shall be subject to testing.

8. Wheels and Tires

A. Steel racing wheels only. No wide five wheels. Wheel width should not exceed 10"

B. For safety purposes, oversized lug nuts are recommended.

C. American Racer 44, Hoosier 15/ 1300 or harder compound allowed. Nothing softer. All tires must meet a minimum durometer reading of 32 at anytime. The track durometer is the official measuring device.

D. Maximum circumference permitted is ninety-three inches (93"). No tolerance.

E. Maximum cross section width is sixteen and three-quarters inch (16 3/4"). No tolerance.

F. Hoops for inspection must pass over tire freely.

G. No buffing or taping over tire's size or lettering.

9. Brakes

A. All four (4) wheels must have operating brakes.

B. Calipers and rotors must be stock OEM steel.

C. No plastic brake lines.

D. Dual master cylinders with drop pedals are legal.

10. Transmission, Clutch & Rear End

A. Stock factory transmission. Must have forward and reverse gears. No direct drive, Bert or Brinn transmissions allowed.

B. Clutch must be stock or triple disk only, no smaller than 7.25 inch diameter and must be all steel.

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- C. Approved 360-degree scatter shield bell housing of at least one-quarter inch (1/4") thick steel mandatory.
- D. Automatic transmission must use stock operational torque converter.
- E. Any stock type production rear end acceptable. Nine-inch (9") Ford rear end permitted.
- F. No quick change or "floater" rear ends allowed.
- G. Rear ends must be locked.

11. Suspension

- A. No modifications allowed to suspension components.
- B. Suspension parts must remain stock for the make and model of car. The only exception is the following:
 - 1. Non-adjustable steel racing shocks are permitted.
 - 2. Non-adjustable racing springs with a minimum five-inch (5") diameter is permitted.
 - 3. Stock length, Tubular upper A arms will be allowed. Stock length for Chevy metric frames is 8 inches, plus or minus 1/2 inch.
- C. Shocks may be relocated from inside of springs. However, only one shock per wheel.
- D. After market pan hard bars are not permitted.
- E. Weight jacks are permitted.
- F. Rear leaf spring cars will be allowed as long as the body style matches the chassis. Example Camaro body on Camaro chassis, etc.
- G. Other than brake bias, no other cockpit adjustable devices will be allowed.
- H. On rear coil spring cars, the centerline of the spring must be within six (6") inches, fore or aft of the centerline of the rear axle tube.

12. Engine

- A. Engine size not to exceed 412 cubic inches.
- B. Engine must follow manufacturer's line. Example: GM in GM cars, Ford in Ford cars, etc. Crate engines will be the exception to this rule. Block must be a standard factory production block and naturally aspirated. No aluminum blocks. The following non-production blocks will be allowed: Chevy Bow-tie, Mopar R, Ford SVO, World Products Motown part # 084011, or part # 084111 for Chevy, World Products Man O War part # 087150, 087152, 087170 or 087172 for Ford. Dart Sportsman, Little M part # pn. 31151111 for Chevy will be allowed. All factory i.d. letters and numbers must be present on blocks. No CNC lightening of blocks. Other than those listed above, no other blocks will be permitted.
- C. Number one or first spark plug must be in line with upper ball joint.
- D. Stock OEM type cast iron heads or World Products S/R Torquer heads are permitted. World Products GM casting # I-052 and Ford casting # I-056. No Iron Eagle heads. No altering of heads is permitted. No angle milling. Minimum combustion chamber volume is 60cc's. Port matching on the head intake runner is acceptable up to a maximum depth of 3/4 inch in from the intake manifold interface. No additional port work is allowed.
- E. No GM angle plug heads or aftermarket high performance heads permitted. GM Vortec heads are allowed as long as they are in stock form and were used on a production vehicle. GM Vortec pn. 25534371 and 25534351 will not be permitted.

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F. Flat top or inverted dome pistons only. Pistons must be at zero deck height or below the deck at top dead center.

G. No roller lifters or roller camshafts. Camshaft lobe lift cannot exceed .400". Roller rocker arms will be allowed, but must be mounted on a single stud in the original factory location. Stud girdles will be allowed.

H. Crankshaft stroke must remain stock. Connecting rod length may be 5.7 or 6.0 inches. All other connecting rod dimensions must remain stock. GM block pn. 10066034 with casting # 10051182 is acceptable.

I. Headers are permitted. Header mufflers are required and must be easily seen by the tech inspector. Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground. No 180-degree headers.

J. Stock fuel pump must be used. Fuel line from pump to carburetor must be a maximum of three-eighths inch (3/8"). No electric fuel pumps.

K. Ignition must be stock type single points. HEI ignition is legal and can be aftermarket. Must be battery powered. No magnetos or capacitive discharge ignitions (MSD)

13. Carburetor and Intake

A. Limited to one (1) stock OEM two (2) barrel carburetor with No modifications except the possible removal of choke plate.

B. Stock cast iron two (2) or four (4) barrel intake with adapter. Edelbrock Performer intake manifolds will be permitted as follows:

1. Chevy 2101 or 2116
2. Ford 2181
3. Chrysler 2176

358 cu. in. or smaller can use any intake manifold except tunnel ram. No polishing, grinding, cutting or porting to intake manifolds.

C. Stock Holley carburetor (500 cfm model 4412) is permitted. Venturi and booster dimensions will be checked with a go, no-go gauge. Throttle bore diameter may be no greater than 1.6875 .

D. Carburetor spacers limited to two (2) inches maximum thickness.

14. Weight

A. Cars running 360 cubic inch motor or smaller must weigh 3000 pounds with driver and without adding fuel after the race.

B. All cars with over 360 cubic inch motor must weigh 3300 pounds with driver and without adding fuel after the race.

C. Track scales will be official.

D. All added weight must be painted white with the car number displayed and securely attached to the frame with a minimum of two 1/2" bolts.

15. Safety

A. Racing seat and headrest required.

B. Five (5) point racing seat belts required. Belts must be nylon quick release type in good condition and working order. Belts must be attached to frame.

C. A five-pound (5#) fire suppression system is recommended.

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D. Approved fire resistant driver's uniform is mandatory. Fireproof gloves, underwear, socks and hood are recommended.

E. Full faced helmet with lexan face shield- Snell 90 or newer.

F. Nylon mesh window net is recommended but not required.

G. No aluminum driveshafts.

H. Drive shafts must be painted white and have a safety hoop. Safety hoop must measure minimum six inches (6") in diameter and one-quarter inch (1/4") thickness by one-inch (1") width.

I. Protective windshield screen is mandatory. A minimum of at least two metal rods must be near center of windshield, welded or bolted into a vertical position.