2027 PROSTOCK CLASS RULES

General Rules:

1. Any car will be permitted except Hearses, Limos, Convertibles, 73 and older Imperials, LeBaron's, Imperial Swaps, El Caminos, or Rancheros.
2. When using chain, it's a max of 3/8" diameter and when using wire, it's 4 strands of #9 from Ace or similar. No washers may be used to reinforce a hole you run wire through.
3. Car must be clean and free of trash. No part of the frame may be painted. You get 1 roof sign and can only mount to the tin. Must be no longer/wider than 30" x 30" and must be 4" away from rear window bars.
4. **Interior** may have aftermarket steering wheel and column, pedals, battery box, gas tank, trans/oil cooler, fuel pump, and shifter. If any of these components are found to be used for more than their intended use, you will cut or load.
5. **No Frame, Body, or Clip swapping**
6. ***Just because it doesn't say you can't doesn't mean you can!***

Drive Train:

1. Engine

- Engine swaps are allowed
- Lower cradle must be mounted on an aftermarket mount no bigger than 4"x6" footprint and only connect to the engine saddle. If it has a front plate or pulley protector the (entire) sway bar must be removed. Engine must mount within 6" of factory location, Cadillacs and Mopar's may use a 4"x8" plate on the engine saddle only, they can not touch the frame anywhere else or reinforce anything but the engine mounting pads.
- Floating engine oil pan plate is ok.
- Plug wire/valve cover protectors are ok but can not extend further back than 1" off the back of the factory block bell housing face surface.
- Header protectors & carb halos air cleaner protectors are ok (nothing can go past the carb by more than 2")
- If you choose to not use any cradle, 2 engine chains may weld to the frame within the footprint of the upper a-arm tower. One welded link per side.
- **No other protectors may be used on the engine. That includes but not limited to radiator or distributor protectors!**

2. Radiator

- **Must be in factory location**
- The maximum mounting you can use is four total 8" long pieces of 2"x ¼" flat strap. 2 on top and 2 on bottom with 4 pieces of 3/8 all-thread to mount radiator to mounting straps
- 1 condenser or 1/8" thick expanded steel that can only be between the core support mounts. May be mounted to core support using a total of (4) 3/8 bolts and 1.5" washers or (4)1" welds.
- **If any of these mounts are used to strengthen the radiator/ core support, you will be cutting**

3. Transmission

- No aftermarket cases
- May use a factory cross member for your car or a square tube 2"x2" ¼" max.

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- You can use (2) pieces of 6” long 2”x2” ¼” angle welded to the side rails of the frame, to mount the crossmember. They can not touch a down bar!
- **Caddys and Old Fords** with transmission frame extensions must have a 3” gap between cross member and fangs. Nothing will be allowed to support these factory transmission locations vertically or horizontally other than **Repair Plates.**
- Transmissions may have aftermarket bells and tail shafts, steel or aluminum **(may only be bolted to transmission, No welding)**
- May plate bottom of pan as long as it doesn't connect to anything else
- No other transmission parts will be allowed
- Transmission tail housing must be mounted crossmember not the pan.

4. Driveshaft

- Slider driveshafts are ok.

5. Differential

- Any OEM **Stock Appearing** rear end may be used
- No bracing allowed
- 14 bolt rear ends are ok
- Tubes may be welded to the case
- Postal style mounting brackets are ok may not exceed 6”x10” on lower control arm/ leave spring mount
- All brackets/mounts must stay 5” away from the frame. Including coil spring mounts.
- Fabricated upper ears are ok
- Pinion brakes are ok. However, the lateral mounts/bracing to mount them may have no gussets added to them. It does not matter what the kit came with. Anything deemed to be bracing and/or not directly used for mounting purposes will be cut off.

Body and Frame:

1. NO CREASING OF THE BODY OR FRAME IS PERMITTED OTHER THAN WHAT IS SPECIFIED IN THIS SECTION. DO NOT TOUCH ANY PART OF THE BODY OR FRAME WITH A HAMMER OR ANY OTHER TOOL.

- **Frame:** The rear frame behind the humps may be dimpled or notched and at no time can this be re-welded. Refer to the bumper section for frame shortening.
- **Body:** Fender tips in front of the front tire may be trimmed off and the bottom of the quarter panel behind the rear tires may be trimmed off or rolled up.
- The front edge of the hood may be trimmed off or folded over.
- Firewall may be cut and Fenders can be cut above tires for clearance and folded once.
- You can re-bolt using 5-3/8” bolts per rear wheel well. 3-3/8” bolts can be used on front fenders. Washer size: 1.5” max.
- No wedging of trunk even on pre rans.

2. Body bolts

- Only stock locations can have bolts.
- Body spacers can be removed but must be replaced with a 1” thick steel washer 3” max diameter.
- Bolts can be changed to ½” bolts 6” max length, 3” washers ⅜” max thickness and nuts can be used on top of body bolts.
- Hockey pucks are also legal, or the factory mounts but must still have a ¾” gap between body and frame.
- No welding of mounts, washers or bolts.

3. Doors

- must be wired, welded, or chained. Must choose only 1 of the 3 options.

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A. No more than 8 wire loops per door (4 strands per loop) and the wire at the bottom of the doors may go around the frame.
B. If welded, only 4 total-2”x4” patches per door seam (includes window frame) are permitted.
C. No more than 8 chains per door and the chain at the bottom of doors may go around the frame, but cannot bolt to anything other than itself. 1-3/8” bolt per chain.

Driver’s door may be reinforced on the outside and welded solid with flat strap but don’t overlap the door seam by more than 3”. 1/4” material max.

4. Hoods

- Must remain factory for model
- Hood can be attached in no more than 6 total places. Sheet metal to sheet metal only they can be bolted, wired, or chained. ***Hood Hinges Do Not*** count as one of your (6).
  Options for attaching hood: You can mix and match these options
  A. Using 2”x2” ¼”, 3” long angle iron with one ½” bolt each
  B. 1” all-thread 8” long
  C. Wire 4 strands per loop
  D. Chain 1-3/8” bolt per chain
- An additional 1” all-thread may be added through the front body mount hole with a 5” floating washers on top and bottom, You may weld the 1” all-thread to the side of the frame (4” vertical weld only) as close to the factory location as possible if you are not going through the core support hole. All-thread must be 100% vertical.
- All-thread may have a 3”x3”x6” tall core support spacer welded to the top of the frame
- Hoods can be cut out and have up to (10) 3/8” bolts with 1.5” washer’s max bolting hood skins back together. Hood must be open for inspection.

5. TRUNK

- Must be open for inspection or have an 8” inspection hole cut in it or in the trunk floor
- You may tuck the trunk by means of a single 90-degree bend
- You have 3 options for securing the trunk; you must only pick one
  A) (6) spots of wire 4 loops each
  B) (6) spots of chain 1-3/8” bolt per chain
  C) (6) 2”x4” flat straps welded on the trunk seams only.
- All attachment points must be trunk sheet metal to body sheet metal only, **don’t push this, you will cut them**
- Wagon tailgate is considered trunk lid
- You cannot remove the speaker deck or push it down at any time, it does not matter if it's a pre-run.
- You are allowed (2) pieces of all thread in the trunk up to 1” Max, that runs up through or immediately next to the stock body mount holes, through the body and through the trunk lid. It can be welded to the side of the frame or bolted on the bottom and top of the frame. 5” washers on all thread max can not be welded.

7. Windshield:

You must have a front windshield bar: you have 2 options for windshield bars, pick one style only!

- **Option A**- Two (up to 2”x3”x39” max tubing) in the center of the windshield area welded from firewall to the roof. 4”x4”x1/4” landing plates max.
- **Option B**- One (up to 2”x3” max tubing) attached from halo to dash bar only, may not connect to the firewall at all.

8. Rear window 2 options:

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• **Option A**: You can have 1 (2”x2”) bar that on the top side can be welded to the center of the halo and bottom side can only attach to the sheet metal for a total of 4” or can be attached to a 4”x4”x1/4” landing plate that is welded to the sheet metal, it cannot go any farther back than where the factory trunk lid starts behind the speaker deck and can not go inside of the body at all.
• **Option B**: You can have up to 2 (2”x2”) bars, they must be 6” away from the pillars Rear window bars can only attach to the sheet metal for a total of 4” or can be attached to a 4”x4”x1/4” landing plate that is welded to the sheet metal. They cannot go any farther back than where the factory trunk lid starts behind the speaker deck and can not go inside of the body at all. Top side of rear window bars must attach within the first 4” of roof using a 4”x4”x1/4” landing plate bolted or welded
• **Wagons**- Can only use **Option B** Window bars can be attached to the top of the tailgate and to the roof the same way.

Cage:

1. Cage

- Max 12” tall, 62” long door bars including the widths of the **Dash** and **Seat bar** and **Halo** must be within the 62” footprint.
- Dash and shifter bar must remain a minimum of 4” off the tunnel and firewall
- Halo is mandatory and must be made from at least 2”x2”x 1/4” material, 4”x4”x 3/8” being the maximum.
- No leaning halo bar back, must stay perpendicular with the frame.
- Halo must be at least 1” in front of the rear body bolt and It must be wired or bolted ½ bolt max to the roof in 2 places, It may weld to the frame or body.
- 2 down bars in addition to your halo, 2”x3” tube max can be added per side, down bars must be added perpendicularly to each door bar and may weld to the floor, or top of the main frame rail
- Down bars may not be angled or touch the crush boxes or front frame rails in any way and **Must be within the 62” door bars.**
- Mopars and other cars where the frame is not under the door bars (more than 4” off center of the door bar) may go straight down off the door bar and over to the frame or sub/frame with max 2”x3” tubing.

2. Gas tank protector

- May touch but not be pressured into the rear sheet metal
- It can be a max of 36” wide and have its own halo no taller than the speaker deck
- 2”x3” square tubing max gussets allowed that attach from gas tank protector to halo upright bars or back bar only landing inside of the 36” protector footprint on protector side and no gussets can go above the height of the doors window seal.
- Gas tank protector in wagons can not go any farther back than the center factory floor pan seam for the rear end tunnel. (80s and newer wagons can go to the drive shaft side of rear end tunnel)

Steering, Suspension and Tires/Wheels

1. Front Suspension:

- Front suspension changes that are allowed (A Arms, Tie Rods, Drag Link, Ball Joints, and Spindles only) must be from a car that's legal to run in this rule set. **No aftermarket parts are allowed!**
- To raise the front, choose 1 of the following ways:
  A. You may use twist in spacers in the springs

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B. You may hold the a-arm down with a 4" long, ½ bolt through the center of it.
C. 3 wraps of 9 wire around the upper a-arm and frame
D. A length of chain vertically on both side of the upper arm with only the end links welded or bolted
E. A flat piece of 2"x4" ¼" plate welded to each side of the upper a-arm to frame

03 and newer must keep their factory suspension along with steering rack except you may replace upper a-arms and spindles, with ford car replacements.

2. Rear Suspension

- Must have factory upper and lower trailing arms that you can lengthen or shorten with no more than 2" of overlap
- Rear coils can be swapped to doubled rear coils or single fronts and wired, bolted or welded to the differential (**Cannot weld coils together**)
- Leaf spring cars can have a max of 7 leafs with factory stance and must have a minimum of 3"of stager.
- Leaf's must be stock to the car and can not be more than 5/16" thick.
- You will be allowed 2 additional clamps, 1 in front of the housing and 1 behind (max size 2"x4" ¼" thick per side max of 4-3/8 bolts per clamp)
- Mopars or cars without the rear spring hanger directly under the frame or unibody are allowed to fabricate leaf spring hanger brackets out of ¼" thick 2" wide by 6" long flat strap to reposition the leaf springs underneath the rear sub
- **NO shortening the factory length of leaf spring**
- 2 absolutely vertical loops of chain (2 per side) may be used to attach the differential to the frame. This chain must go through the original upper shock mount hole or through the center hole of the upper coil spring perch. **Chain may not pass through the body, except on Unibody Cars but do not get carried away.**

3. Steering:

- Tie rods can be reinforced with one-piece of 1"x1"x1/8" angle only.

4. Tires:

- **Air filled tires** only. doubled are ok, no foam filled. Must start with a stock wheel and a 8" wheel center may be added along with a valve stem protector. Narrowed is ok. May have a maximum of 2" x ¼" thick bead lip protector. No bead locks!

Bumpers

1. Bumper:

- **Factory Bumper:** NO New Yorkers or Imperial (Pointys) are allowed. Any other swaps are permitted by using any seam welded and **loading** a factory car bumper between the factory skins (Has to still remain the factory size after loading)
- **Tube bumper:** A straight piece of open ended ¼" thick tube measuring 4"x4", 4"x5", 5"x5", 3"x7", 4"x6", 4"x8" with a max length no wider than the center of the tires.
  A. Ends must be capped with a 1" inspection hole in the centers.
  B. You can add a point to the tube but it must be as tall as the tube, at least 24" wide and can only stick out 3.5" from the Tube.
  C. It must have a 2" flat spot at the point. (see drawing on the last page)

2. Mounting the Front bumper: **no other way than what is listed below!**

A. Stock to the car bumper brackets and shock tubes must stay in the stock locations and may be welded to the front 10" of the frame only. Compression shocks can be collapsed and welded together; bumper brackets/shock tubes may not be stretched out over 10"

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B. Remove ALL factory brackets and shock tubes and, in its place, use a 10”x4”x1/4” plate welded to the outside or top of the frame. Only 1 bracket per frame rail. Formed plates are ok, but it must have started as a 4” plate.

3. **Rear Bumper:**
   - May weld the factory brackets from the bumper 10” behind in the factory location or use a 10”x4” ¼” flat strap (1 per rail) that **Cannot** be angled. No wedge bumpers
4. **Frame Shortening:**
   - You can cut the frame square to weld the bumper on, but you can not shorten the frame more than 1” in front of the front edge of the body mount hole, you are allowed a 6”x6” bumper mounting pad 3/8” max.
5. **Bumper Straps:**

   Front: You can weld (2) 2” wide x 36” long x 3/8” thick straps from the bumper to the core support only. 1” all thread can run through or attach to them. 4” of weld on the bumper and core support per strap max

   Back: You can weld (2) 2” wide x 36” long x 3/8” thick straps from the bumper to the trunk deck. The 1” threaded rod is permitted to pass through it or be attached to it. Straps can not attach or weld to the rear window bars or their landing pads. 4” of weld on the bumper and trunk lid per strap max.
6. **Special Rules: Call if you have questions!**
   - Pre 1974 single skin stock bumpers can be welded to the body. Rebar for filler is ok. If you do this they can not be loaded.
   - Cadillacs 76 and older must stay at least 19” long in front of the front side of the spring pocket, measured in a straight line.
   - All Mopars will be allowed a 13”x4”x1/4” bumper brackets
   - Y Frame Cadillacs and Mopars can cut and notch the front frame from the end of the factory weld forward to enclose the frame. 1” of overlap in the halves and one 3/8” wide seam weld over top and bottom starting where the original frame seam weld ended. No doubling the vertical sections and anything cut off goes in the garbage.
8. **Bumper Height:**
   - **Max front bumper height will be 25” to the top**,
   - **Rear min 13" to the bottom even on pre runs.**

80s and Newer Special Rules:

1. 80s and newer cars (**excluding 03 and up**) may cut top 3 sides and tilt at the boxes. No added material when re-welding. Can only reweld the flap and cuts.
2. 80s and newer cars (**including 03 and up**) get a **8”x4”x** ¼”plate on the outside center of each hump. This doesn’t count as any of your repair plates.
3. 03 and up Fords may utilize a Budde or SMW type bolt in engine saddle with aluminum under it still only. Can not tie in with repair plates at any time.
4. 03 and up may use an aluminum upper spring spacer or steel lower spring spacer.
5. **Metric GM’s** will be allowed a **14”** contoured to the hump with no overlap ¼ **max** thick hump plate.

Fixer Plates and Repairs:

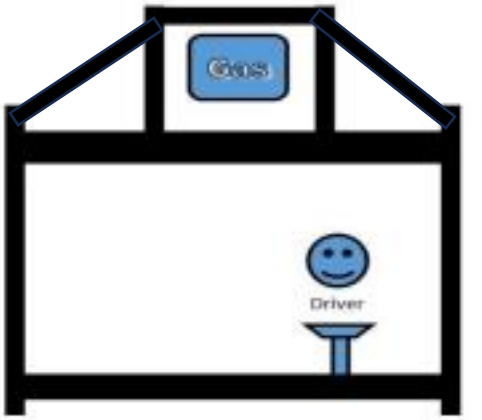
1. Cars may install their **4 frame** repair plates prior to the first inspection. They will be either **4”x6”x1/4” Rectangle, or 6”x6”x1/8” Square**. Plates can not be diamond cut or a parallelogram.

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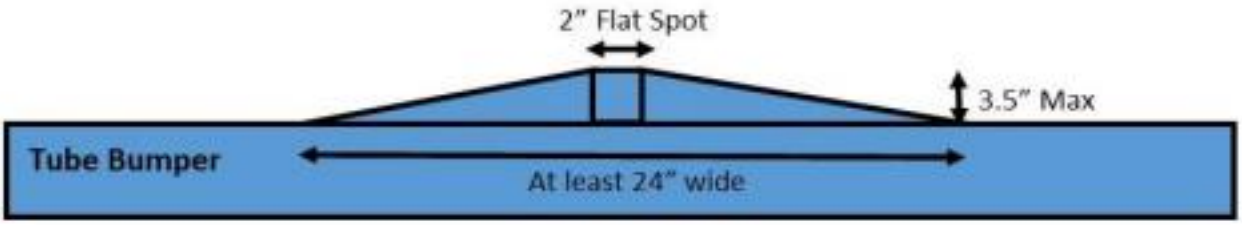
2. After the heats, you get **4** additional repair plates.
3. **Most aggressive drivers from heats and Consolation will get an additional 2 repair plates. (if team show, all drivers on team get 2 extra plates)**
4. When installing repair plates, they need to be entirely visible and measurable. They may not be ripped and lengthened or cut into smaller pieces to be used elsewhere. Plates can be installed minimally with intentions of moving them after the heat.

Cage Design



Halo example





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