



2017 PRO STOCK RULES

(Amended April 3, 2017)

The rules herein shall refer to Evans Mills Speedway as "EMS". These rules are intended to create affordable and fair competition. While they offer a

good outline, every item cannot be covered by a written rule. Any questions regarding any item not specifically covered in these rules should be addressed with EMS Officials prior to proceeding. No car, component, or equipment will be considered as having been approved by reason of having previously passed through inspection unobserved or undetected. All equipment is subject to inspection and approval by EMS Officials. You may be assessed penalties including, but not limited to: added weight, fines, loss of points, loss of handicapping, and suspension, car parts, components, and/or equipment deemed as not in compliance with these rules. Any car part, component, and/or equipment which does not conform to the specifications or tolerances contained in the 2017 rules book or is not otherwise approved by EMS may not be used in competition in 2017, and is subject to confiscation at the discretion of EMS Officials.

By competing at EMS, you agree to have read the EMS 2017 General Rulebook and the 2017 Pro Stock rulebook.

APPROVED MODELS

"V" type eight (8) cylinder engine cars only, redesigned for off road/racing use only.

NO convertibles, four wheel drive, or sports cars allowed.

Strut/torque arm type cars allowed.

Body/chassis/engine do not have to match.

"Home track rules" may apply with any visiting car – calling ahead is recommended and we will work with you as feasible. Driver should be prepared to present a copy of current season home track rules to EMS Officials.

CHASSIS/FRAME

Body/chassis/engine do not have to match.

Frame may be reinforced in the interest of safety.

On unibody or damaged/rusted full frame cars, a homemade frame may be constructed, using steel only, with a minimum specification of two (2) inch x three (3) inch x .095" minimum wall thickness.

Must maintain OEM front clip.

Must maintain OEM location measurements for steering box, idler arm, and upper and lower control arms.

Any and all frame alterations – including reinforcing – must be inspected and approved by the EMS Tech Inspector. Tech Inspector will be the deciding factor with any discrepancy, and decision of the Tech Inspector is final.

Steering column with steering wheel quick release must remain in stock location as manufactured for chassis.

Commercially manufactured steering quickeners permitted. No homemade quickener systems.

Lift chain, cable, or strap mandatory in front and rear.

DRIVER SAFETY EQUIPMENT

Full body SFI rated fire retardant suit mandatory. Either a one-piece or two-piece race suit is acceptable. If fire suit appears weathered, burned, or otherwise compromised, or if SFI tag is not visible/legible, EMS Officials reserve the right to reject any suit.

SFI rated fire retardant undergarments and head sock are highly recommended.

Approved SFI rated racing shoes are required. Fire retardant socks recommended.

Fire retardant racing gloves required.

All drivers must have a full face race helmet that meets a minimum Snell SA2000 rating with no sign of previous damage. NO open face helmets permitted.

Fire retardant neck collar mandatory.

Factory manufactured head and neck restraint (HANS, Hybrid, Nexgen, etc.) highly recommended for your safety.

OVERALL CAR WEIGHT

All specified weight requirements will include the driver and race gear.

The minimum total weight is 3,100 pounds.

Maximum left side weight percentage is 56% of the total weight.

ADDED CAR WEIGHT

Added weight must be in block form magnetic steel or lead only of no less than five (5) pound blocks (no pellets). Added weight must be securely bolted to the frame rail and painted white with the car number stenciled in black. No added weight will

be permitted inside the driver's compartment. Weight must be welded in a box or attached with two (2) or more 3/8" diameter (minimum) grade 8 bolts and locking nuts.

WINDOW NET/HEAD RESTRAINT NET

All cars must have an SFI-approved net properly installed in the driver's window area. Must have a quick release latch.

Right side head restraint net and/or support are required. All head restraint nets should be equipped with a quick release mechanism.

MIRROR

One (1) three (3) inch maximum diameter mirror will be allowed. It must be mounted to the "A" post.

BODIES

No Late Model bodies. Any other style aftermarket fiberglass, aluminum, and plastic body and components allowed.

Body/chassis/engine do NOT have to match.

All cars must have the hood in place when starting the first lap of the race.

Securely fastened spoiler permitted. Maximum height of six (6) inches, measured from the deck straight up to the top of the spoiler (not on an angle) on the back side of the spoiler. Must not exceed the width of the body.

Securely fastened hood scoop permitted, functioning or nonfunctioning. Maximum size 20" wide x 5 " high. Must not impair the driver's vision. Opening of hood scoop at the rear of hood (at base of windshield) only.

Visor/sun block permitted. Must not impair the driver's vision in any direction.

Any rub rails must be a maximum of 1" square metal mounted flush against body with closed ends, and must angle in at the ends. Rub rails are allowed for body preservation purposes ONLY, and are not to be used to reinforce the car. Open ends, sharp edges, or protrusions are NOT allowed.

INTERIOR

Interior or driver's compartment may be enclosed.

Roll bar padding mandatory in driver's compartment. All areas surrounding the head must have padding. Fire retardant roll bar padding recommended.

Full metal front and rear firewall and floorboard mandatory. Floorboard does not have to follow original contour.

Aluminum racing seat only. Must be high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind the steering column.

Must use SFI approved racing harness with a minimum of five (5) points, properly mounted to the roll cage. Y-type shoulder harness not permitted. Belts must be three (3) inches wide and have a quick release latch. Restraints must be dated within three (3) years of the date of use. Date stamp must be legible – harnesses with illegible date stamps will NOT be permitted. EMS Officials reserve the right to reject any harness that shows discoloration or wear.

ENGINE

Only the GM part number 88958602/19258602 factory sealed circle track "602" crate engine or rule-controlled "Open" engine as specified in the following rules will be permitted in competition in 2017.

All engines must be naturally aspirated.

All carburetor rules are subject to adjustment/amendment as deemed necessary to maintain equal competition.

602 CRATE ENGINE

Only GM Performance Products sealed 602 crate engine – part number 88958602/19258602. Engine and all parts/components provided and installed at time of 602 crate engine purchase by GM factory MUST remain as manufactured and supplied by GM factory (with the exception of the distributor cap). NO modification(s) of ANY type permitted. Engine must conform to GM factory sealed 602 crate engine specs.

EMS Officials reserve the right to confiscate any 602 crate engine for the purpose of inspection at any time track Officials deem it necessary. No replacement engine will be offered. There is no assurance that the engine will be returned in time for future race(s).

Any dyno inspection performed will be based on a predetermined, unpublished HP and torque limit. This limit figure will NOT be made public. There is no tolerance. If an engine exceeds the limit, it will be deemed illegal.

The first inspection will be the no-tamper seals. If the engine fails this inspection, the engine will be deemed illegal and no further inspection will be required. Producing failing dyno results or failing the no-tamper seals inspection will result in the engine being permanently banned from using any 602 crate engine status and will be designated an "Open" engine – as determined by the engine number – and will be required to conform to "Open" engine rules. Any points accumulated while engine was being run as a sealed engine will be forfeited, and EMS Officials reserve

the right to impose a fine and/or suspension at their discretion. All rulings will be final.

Any color DIRECT replacement aftermarket distributor cap allowed.

Crate 602 powered cars are permitted one (1) Holley 4777, 80777, or Holley HP 80541-1. All parts must be a Holley manufactured part for the model being used. Polishing, grinding, resizing, or reshaping of any part or orifice is not permitted. OEM type gaskets, jets, and power valve must be used. Two throttle return springs mandatory.

OPTIONAL – Holley two-barrel model #4412 may be used. All parts must be a Holley manufactured part for the 4412 model. Polishing, grinding, resizing, or reshaping of any part or orifice is not permitted. The body, base plate, and bowl must be a standard Holley 4412 part, HP parts not permitted. HP metering block ONLY will be allowed. OEM type gaskets, jets, and power valve must be used. Two throttle return springs mandatory.

OPEN ENGINE – MAXIMUM CUBIC INCH DISPLACEMENT – 362 c.i.

Block must be V8 style, cast iron only. OEM, Bowtie 10185047, Dart 31161111 (Chevy), 3136417 (Ford) permitted. Any bore/stroke combination up to 358c.i. + 4c.i. for wear. Lifter bore must maintain OEM dimensions.

Stock appearing flat top or inverted pistons permitted.

Any steel connecting rod permitted.

Stock appearing cast iron or steel crankshaft only.

Hydraulic or solid camshaft only – no roller camshaft permitted. Any roller rocker arm, except no shaft type unless OEM originally equipped. Any push rod, spring, and non-roller lifter allowed. Stud girdle allowed. Lifter galley plate allowed. Any type timing chain system, except no gear drive allowed.

Cast iron cylinder heads only. OEM, Dart 180, Chevy Bowtie, Chrysler W-2, Ford Victor Jr. permitted. Casting/ID numbers must be legible and unaltered. No compression ratio rule.

Any cast iron or aluminum intake manifold, single mount two or four barrel capability only. No multi-carburetor manifolds.

MSD, OEM, or aftermarket direct replacement distributor type ignition system only. OEM or aftermarket direct fit performance parts allowed. No magnetos. Must maintain OEM firing order.

Open engines are permitted one (1) only Holley two-barrel model #4412 carburetor. All parts must be a Holley manufactured part for the 4412 model. Polishing, grinding, resizing, or reshaping of any part or orifice is not permitted. The

body, base plate, and bowl must be a standard Holley 4412 part, HP parts not permitted. HP metering block ONLY will be allowed. OEM type gaskets, jets, and power valve must be used. Two throttle return springs mandatory.

EMS Officials reserve the right to confiscate any Open engine for the purpose of inspection at any time track Officials deem it necessary. No replacement engine will be offered.

Any dyno inspection performed will be based on a predetermined, unpublished HP and torque limit. This limit figure will NOT be made public. There is no tolerance. If an engine exceeds the limit, it will be deemed illegal and become property of EMS. No reimbursement will be provided. EMS Officials reserve the right to impose a fine and/or suspension at their discretion. All rulings will be final.

CARBURETOR SPACER PLATE

Any one (1) inch maximum spacer plate permitted.

ENGINE LOCATION

Front spark plug on left side must be located within one (1) inch of the center of the upper ball joint on that side. If further substantial evidence of excessive engine setback is determined by the EMS Tech Inspector(s), it will be handled accordingly by EMS Tech Official(s). All decisions of the EMS Tech Inspector(s) are final.

AIR CLEANER

Not a tech item. Must pass any safety inspection.

STARTER

All cars must be equipped with an operational electrical starter.

IGNITION

MSD or OEM or aftermarket direct replacement distributor type system only. OEM or aftermarket direct fit performance parts allowed. No magnetos.

Must maintain OEM firing order.

BATTERY

One (1) only, 12-16 volt, measured anywhere in system. Relocating is allowed, but must pass safety inspection.

Minimum battery weight must be 17 pounds.

All cars must have a main power disconnect located within reach of the driver and clearly marked "ON" and "OFF". Power disconnect must shut off the WHOLE

electrical system – a key switch does not and cannot take the place of the main disconnect.

RADIOS

Monitoring of EMS Race Control on frequency 454.0000 is mandatory via a RaceCeiver, microscanner, or receiver. The approved one-way receiver must be mounted in plain view for inspection. Any car not monitoring the Race Control frequency during practice will be black-flagged to be made aware of their failure and is required to remedy it before proceeding further in the event. Any car not monitoring the Race Control during competition may be removed from the track at the discretion of EMS Officials. No other form of one- or two-way communication is permitted in the car at any time.

TRANSPONDERS

AMB X2 Car or AMB TranX X260 car transponder is required on all cars at all times (NO MX or Kart transponders). Transponders are to be mounted on the right side of the car, between 15 and 20 inches rearward of the centerline of the rear axle, and no more than 18 inches above the track surface. Transponders must be mounted vertically with an unobstructed view of the track surface (no metal underneath). Any driver caught improperly mounting their transponder in order to gain an advantage will have their finish position adjusted and/or be disqualified from the event (including forfeiture of points and prize money) at the discretion of EMS Officials.

ENGINE COOLING SYSTEM

One (1) only radiator, OEM location only.

Addition of an electric fan for additional cooling ability is optional and allowed.

OEM type mechanical fan permitted.

Aluminum engine pulleys allowed.

WATER PUMP

Not a tech item, but must maintain OEM location.

ENGINE OIL SPECIFICATIONS

Combustion enhancing oils or additives are not permitted.

LUBRICATION

Wet sump oiling system only.

Any capacity oil pan.

Oil pan must have an easily accessible one (1) inch inspection hole, located a minimum of one (1) inch above the oil line.

An oil cooler securely mounted under the hood allowed.

ENGINE EXHAUST SYSTEM

Any style header permitted.

Complete exhaust must pass any safety inspection, must remain under car, must be securely fastened, and must extend a minimum of 12 inches behind the driver's seat.

Mufflers optional.

DRIVESHAFT

All driveshaft components must be steel only and painted white. Minimum 1/8" thick x 2" wide steel sling required, located maximum 6" to rear of front u-joint.

ENGINE DRIVE TRAIN - FLYWHEEL AND CLUTCH

Any style clutch permitted. No ram couplings.

TRANSMISSION

Manual transmission with OEM type clutch must have a scatter shield or steel scatter-proof bell housing.

Bell housing must have an easily accessible one (1) inch inspection hole, located in the top 1/3 area of the bell housing.

OEM transmissions MUST have stock style unaltered OEM or direct aftermarket replacement flywheel, clutch, pressure plate, and flex plate or functioning torque converter.

Removal of first and second gears, or replacement of first and second gears with a metal spacer, in 4 speed transmissions, is permitted. All other forward and reverse gears must be in working order, and they must be operational from inside the driver's compartment. All transmissions must have a constant engagement of the input shaft with gear and countershaft with cluster gears.

REAR END

OEM style or Quick Change permitted. Floater-type allowed.

No independent rear suspension, regardless of car classification.

TIRES

The track tire will be the American Racer AR-970 8" tire. Tires may only be purchased through EMS.

NOTE: A participant competing in any race at EMS specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.

WHEELS

Eight (8) inch, one-piece 15" steel, designed for racing only. Any offset permitted.

Steel bead lock wheels, plugs, covers, wheel spacers are permitted in any wheel position.

½" wheel studs and one (1) inch lug nuts are mandatory on all four (4) wheels. Lug nuts must thread on at least flush with end of studs in all wheel positions. Lug nuts are mandatory on ALL studs on ALL wheels at all times.

SUSPENSION

Suspension/chassis does not have to match.

OEM type including 3- and 4-link system – links may be fabricated.

Jacking/load bolts, adjustable spring cups, and wide five hubs allowed in all wheel positions.

Rear sliders allowed.

No buckled-in driver ability to adjust systems other than brake bias.

Aftermarket upper control arms allowed.

Tie rod ends may be replaced with heim joints.

Steering column may be replaced for safety.

OEM or aftermarket magnetic coil and leaf springs allowed. Spring to chassis manufacture does not have to match.

SHOCKS

One (1) non-adjustable shock per wheel only may be remounted front and rear. Coil over shocks allowed. No canister or electronically controlled shocks.

TRACTION CONTROL

No traction control devices of any type permitted. Decision of the EMS Tech Inspector(s) is final.

GROUND CLEARANCE REQUIREMENTS

The frame rail and sheet metal ground clearance is a minimum of four (4) inches. All ground clearance requirements are measured with the driver in the car.

BRAKE COMPONENTS

All four (4) tires must lock up upon inspection.

Side to side/front to rear brake bias adjusting system allowed in cockpit.

FUEL/FUEL SYSTEM

Gasoline only. No methanol. Additives allowed.

In order to be eligible for point fund and contingency money from Sunoco Race Fuels, competitors will have to run Sunoco Race Fuel, provided at the track by Can-Am Enterprises.

No electric fuel pumps or pressurized tank fuel systems. Mechanical OEM style fuel pump only.

The fuel cell container must be acceptable to EMS Officials.

Fuel cell mandatory with 25 gallon maximum capacity. Must meet or exceed FT3 specifications.

Must be mounted securely in trunk area, a minimum of four (4) inches ahead of the rear bumper with a minimum of two (2) .125" thick straps.

Cell must be enclosed completely in a container that is a minimum thickness of 20 gauge magnetic steel and/or .060 inch aluminum.

The entire container must be visible for inspection.

Fuel pick-up must be positioned on the top or right side of the fuel cell and be constructed of steel.

Fuel cell vent must have a check valve.

It is highly recommended that the fuel cell bladder be no more than six (6) years old.

All fuel lines must be stainless steel, full coverage, outer braid protected synthetic rubber hose attached with threaded, nipple design hose and fittings.

The fuel line from the fuel cell to the fuel pump may be relocated to prevent vapor lock. If the fuel line runs through the right side of the driver's compartment, it must be enclosed in a straight or parallel to the driveshaft and transmission tunnel (as viewed from above) one (1) inch outside diameter metal tube, coated red and labeled "FUEL LINE".

Additional lines or extra length must not be used on the fuel system. Extra fuel lines or fuel cells, concealed or otherwise, will not be permitted.

An on/off, in-line fuel shutoff valve must be mounted within easy reach of the driver and labeled "FUEL SHUTOFF".

ROLL BARS

All cars must have a roll cage fabricated from a minimum 1-1/2 inch outside diameter with .065 inch thick seamless magnetic steel tubing.

Side roll bars and/or door bars must extend into the door panels.

Minimum of three (3) bars must be used on the left side of the car in the door area.

Any bars that are utilized in the top portion of the roll cage, including – but not limited to – the front and rear hoops, the top hoop, and the uprights – must extend a minimum of one (1) inch above the driver's helmet.

NOTE – Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize to the highest degree possible the risk of injury to themselves and others.

REMINDER: ANYTHING not specifically addressed in the rules – or any deviation from the above rules – MUST be cleared with and approved by EMS Officials PRIOR to acceptance. We can be reached by phone at (315) 221-9180 or on a message through our Facebook page.