

2019 Pro Stock Full Sized Cars

Restrictions & Preparation Requirements

Vehicles Allowed

1. This class is open to all 6 and 8 cylinder hardtop or station wagons with a wheelbase of 106" or longer.
2. No trucks, jeeps, vans, Chrysler Imperials, hearses, convertibles, limousines or checker cabs.
3. Cars previously run in derbies MAY be considered too badly damaged and unsafe to compete, resulting in disqualification. Call or email with pictures first.
4. As in all Sunderland classes, a vehicle ownership must be on hand in case of vehicle issues.

Vehicle Prep

The referees or Fair Board's decision is final when inspecting vehicles. Do not put yourself in a disqualification position by attempting to bend or ignore the rules.

1. Preparation of the vehicle must occur before the vehicle arrives at the Fairgrounds. This includes painting of the frame repairs as outlined.
2. All **repairs** must be with stock style components. No reinforcing.
3. All **flammable** material must be removed from the cab area except the dash, driver's seat and seat belt. All debris, including the doors and box, must be removed.
4. All **air bags** to be removed.
5. Trailer hitches and frame reinforcements to be removed.
6. All **glass**, windows, mirrors, trim, lights, antennas, ornaments, bezels, (both interior and exterior), must be removed (including bulbs).
7. The **AC** system must be drained.
8. The **cooling system** must be flushed of antifreeze and replaced with water only. Radiator must be in its original position or removed. The over flow tube must be secured to direct the coolant to the ground. No additional protection except stock AC condenser. No reinforcements or guards. Stock type radiators only.
9. **Belt driven fans** may be used as long as the hood is securely in place. **No hood, no belt driven fan.** An electric fan may be used in place of the belt driven fan.
10. Driver's **door** must be painted white, passenger optional (for ease of seeing the number).
11. A CSA approved **fire extinguisher**, with properly functioning gauge, (ABC) must be properly secured within reach of the driver.

12. One 12 volt **battery** must be properly secured to the front passenger floorboard area in a box. This area must be clear of all fuel system parts. Once the inspection has been completed, this battery will be covered with a non-flammable material, shield to control possible splashes. One 12 volt battery only.
13. The **stock fuel tank** must be removed with all loose fuel lines or straps. It is to be replaced with a CSA approved steel marine fuel tank, plastic approved fuel tank, custom fuel tank or racing fuel cell.
14. All **fuel lines** must have leak proof fittings with steel or approved fuel rubber lines (no clear lines). Lines must be inside the vehicle if possible and protected. For electric fuel systems a **red** safety shut off switch, for the pump, must be installed on the roof in the centre of the windshield opening for officials' safety purposes. The fuel pump must be isolated and all components covered with a non-flammable material. **Any leaks at any time will result in immediate disqualification.**
15. **Belt driven** fans must be removed. Electrical fans may be installed.
16. **Hoods** must remain open for inspection. A 12" opening must be cut in the centre of the hood. Hoods must be fastened down in a maximum of 8 locations using threaded rod, seatbelt material, wire, chain or bolted to the fender. No welding. Hood latches may be removed. Hoods or rad supports may be wired to the bumper in 4 locations.
17. **Tailgates or Trunks** can be wired, chained, welded or strapped closed in a maximum of 8 locations, a maximum of 4 of these may be to the rear bumper. The trunk can be bent or creased only, not the rear parcel shelf. A maximum of 2 spots can be bolted with $\frac{3}{4}$ " threaded rod and flat washers no larger than 4" diameter or square to secure the trunk or tailgate.
18. **No pre-bending body modifications. No body shaping other than the trunk.**
19. Metal may be removed from the wheel openings for clearance. Front fenders and rear quarter panels may be bolted with 5 x $\frac{3}{8}$ " bolts maximum. No body creasing.
20. **All doors** must be fastened shut with wire, seatbelt straps or chains in a maximum of 8 locations All doors may be welded shut in a maximum of 6 places with 3" x 3" plates. A maximum 12" x 72" x $\frac{1}{4}$ " thick steel plate may be used on the 2 front doors. The driver's side is strongly recommended. No channel or angle iron allowed. These plates will be fastened in a maximum of 8 locations with $\frac{3}{4}$ " bolts and flat washers.
21. When building a roll bar system be careful not to reinforce the body structure through use of excessive material. A single roll bar may be used up each door frame inside and across the top. The upper roll bar may be bolted through the roof in 2 locations. It may be bolted or welded to the frame or rocker. If bolted use 2 x $\frac{3}{4}$ " bolts per side. 1 additional bar may be used behind the seat, welded or bolted to the vertical roll bars. The maximum size to be 4" square tube or round 4" in diameter.
22. Seat roll bar must not extend past the back of the driver's seat. 1 bar can run down the inside of the door from dash to seat bar. The bar over the roof cannot be attached to any other bar except the rear seat bar. 1 bar can run between the

seats, from dash bar to seat bar to secure the shifter. A roll bar is highly recommended.

23. The **front window** opening must have a minimum of 1 bar or chain from the front **cowl to the roof**, bolted or welded in the middle. An A or H configuration may also be used. This is to protect the driver only, not to reinforce the structure or protect the distributor, if used. No rear window opening bars.
24. A dash bar may be used. This is to be a 4" square tube maximum or round tube 4" in diameter. It may be constructed from door frame to door frame but may not contact the firewall or distributor guard. NO down bars. Dash bar highly recommended.
25. All openings in the firewall must be plugged with similar gauge metal. Large holes in the floor may be securely patched with a similar gauge metal. Do not reinforce. Driver's seat may be tied to the roof or door post to prevent breaking.
26. Car **bumpers** only. These may be of any year, flipped or front to back. Bumpers may be wired in 4 locations to prevent separation. Bumper shocks may be reinforced with 1 piece of flat metal 3" wide welded from the top of the bumper to the frame. Bumper shocks may be welded but not reinforced. Do **not** reinforce. Do **not** load bumpers. Do **not** change mounting system, mountings must be stock as per year of manufacturer. No frame shortening or hard nosing.
27. **Transmission coolers:**
Option A – These are permitted but must be secured in the engine compartment and covered with a non-flammable cover to protect the driver and volunteers from hot pressurized splashes. The transmission dipstick must be secured in place, wired down or have an overflow tube directing the fluid to the ground.
Option B – These may also be behind the driver's seat. It must be securely fastened and covered completely with a sheet metal shroud. 2 x 1" minimum holes must be made in the floor directly beneath the cooler. Hoses must be protected and covered with a non-flammable material that will withstand pressure. Hoses must be rated at 2,500 psi single brad hydraulic hoses with **press fittings** only, rated at 250 Fahrenheit plus.
28. Car **differentials** only. Differentials can be switched between makes. Protectors can be bolted or welded to the housing, three sides. Do not reinforce the frame or body. Control arms, trailing arms must be stock. No modifications allowed and no pinion brakes.
29. **Motor Mounts.** They may be welded or chained. After market mounts may be used. Do not reinforce or add extras. 2 additional safety chains may be used between the engine and the upper control arm area.
30. **No extra chains, wire straps etc.** from the engine or transmission to the frame or body. No welded links.
31. **Drive Tires** must be low aggression. **BREAKING OF THESE RULES MAY RESULT IN DISQUALIFICATION.** Tires must be air filled only. No split rims, no welding of stem protectors, bead locks, fastening of tires to rims, studs. All wheel weights must be removed. Tires may be doubled. No triple sides on the drive wheels.
32. **Distributor** guards are allowed, a minimum of 1' from the firewall. Do not overbuild. These must not come into contact with window bars.

33. **Reinforcement** of the frame or body while building “guards” is not allowed. Any style of engine guard will be fastened to the engine or transmission only. No after market bell housing. Engine cradles must be designed to protect the drive train only not to be fastened to the body or frame.
34. **Suspensions** are to be **stock in design**. Rear coils may be wired or welded to the differential. No spring blocks or added helpers. Aftermarket or double rear arms allowed. Front suspension steering columns, steering linkage, drive shafts, control arms, ball joints, rear control arms may be exchanged. No reinforcing except the factory tie rod ends.
35. **Fords** 2003 or newer with aluminum cross members may be replaced with a 1980 or newer cross member. All suspension and steering parts used in this conversion must also be from a 1980 or newer vehicle. To fasten, use a maximum 3/16” thick angle iron on top of the frame, no longer than 12” in length, bolted in 4 locations total, using the factory nuts and bolts or of similar size and grade. In case of a dispute it may be wise to have pictures or identification of the donor vehicle on hand. **Do not reinforce.**
36. **Differential** gears may be welded. Slider shafts may be used.
37. **Rusty or bent frames** may be repaired using 4” x 4” patches, on a maximum of 2 sides. All repairs must be painted in a bright colour. A maximum of 8 repair plates to be used with 3” between each repair. No frame modifications, tilting, hump plates, welding of seams, shortening, grafting etc.
38. **All rubber body mounts and stock sized bolts** are to remain in place. Maximum flat washer size is 3”. Four additional body mounts, using 3/4” threaded rod maximum, are allowed. An additional 2 threaded rods, same size, are allowed for the rad cradle. 2 additional stock sized bolts may be added inside the driver’s compartment on the floor. Threaded rods must not extend through the bottom portion of the frame.
39. **Front rubber body mounts** must be in place. These may be substituted with hockey pucks.