

3.13 PRO STOCK

CLASS DESIGNATION: PRO - HEADS UP - PRO-TREE START

ELIMINATOR:

PRO STOCK

- ◇ **NOTE: Except where permitted by Class Regulations, any competitor found to be employing reactive traction systems or devices by any means will be subject to a twelve (12) month suspension and a fine of \$15,000.**
- ◇ **NOTE: Competitors wishing to avoid having their engines inspected at events are encouraged to have their engines verified and sealed prior to the event by an ANDRA Official.**

Class Description;

Pro Stock is the highest development of Naturally Aspirated, street appearing, four seat Sedans or Coupes. Cars must use Naturally Aspirated V8 engines fitted with carburettors only.

Class Details;

Engines of up to 401.00 cubic inch single camshaft, pushrod, small block V8, using OEM bore spacing.

Minimum weight 2250 lbs (1020.58 kg), minimum rear weight 1060 lbs (480.80 kg), race ready including driver. ANDRA reserves the right to amend the minimum weight for specific engine and/or cylinder head types in this class at any time. 28 days notice of such changes will be given in writing to all current competitors.

Class Regulations;

Carburettor: Limited to a maximum of eight venturis - any carburettors or combination of carburettors may be used. No fuel injection.

Engine Management: Refer Electrical.

Engine: Internal combustion, reciprocating, Naturally Aspirated, single camshaft, pushrod, 90 degree V8 automotive type engine limited to 401.00 cubic inches required. Cylinder heads limited to two valves per cylinder. Aftermarket cylinder heads permitted. Engine block must be Cast Iron and make will be determined by cylinder head bolt layout and cylinder spacing (Chevrolet 4.400", Ford 4.380", Chrysler 4.460"). LS style engines are not permitted. There must be some recognised connection between the manufacturers of the body and engine used, subject to final approval by ANDRA.

Engine Set Back: Permitted to the point where the distance from the centreline of the rear axle to the rear face of the engine block is no less than 81.5 inches (2160 mm). Machining of the block for further setback prohibited.

Fuel: Restricted to Ethanol, Methanol or Petrol only.

Exhaust System: Open exhaust with headers or extractors permitted. Maximum size of open outlets 100 mm (4 inches). All exhaust gases must be directed down and outwards and terminate below the sill panel level. External exhausts that detract from the stock appearance of the car not permitted.

Fan: Charging System, Water Pump: Fan and charging system optional, operative water pump required. Stock pumps may be electrically driven.

Ballast: Permitted.

Body: Body must be 1986 or later factory produced four seat Sedan or Coupe. Original OEM Steel/ composite body shell or accepted fibreglass or composite replacement complying with dimensions specified by ANDRA is mandatory. NHRA Pro Stock 'spec' bodies permitted. Fibreglass or other lightweight body panels may be used, but other than accepted modifications permitted under these rules they must be exact duplicates of stock components. All cars in this class must have at least two fully operative doors that permit exit and/or entry from either side. To accommodate allowable body relocation/ wheelbase modifications, front end may be lengthened in cowl area. Maximum measurement from B-post to nose is +6 inches (152 mm) to -1 inch (25 mm) from OEM stock measurement. Maximum front overhang is 45 inches (1143 mm) or OEM dimension (where greater) for body styles 2001 or earlier. Australian bodies may be modified in height and width to fit within limits set by ANDRA. All body mounts must be nonadjustable. There should be some recognised connection between the manufacturers of engine and body used, subject to the approval of ANDRA.

Bonnet Scoops: Permitted, however scoops must not exceed 11 inches (280 mm) in height, as measured from the highest point of the original bonnet surface.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite, with proper bracing are required.

Fender Splash Pans (Inner Front Guards): May be removed.

Firewall: Relocating firewall rearward for engine installation permitted. Replacement firewall must be a minimum 0.8 mm (.032 inch) Aluminium or 0.6 mm (.024 inch) Steel.

Floor: Floors may be fabricated of Aluminium or Steel of minimum 1.0 mm (.040 inch) thickness. Floors must be in stock location. Chassis/ frame and Driveline must be below floor, and Driveline tunnel behind driver's seat may be higher if necessary for proper clearance.

Frame: Frame from radiator to rear of car may be replaced. Any properly reinforced frame accepted. Additional members may be added for strength and/or rollcage installation.

Fuel System: Fabricated fuel tank or properly fitted fuel cell permitted in lieu of stock tank, front or rear location permitted. If filler neck is relocated into boot the tank must have a pressure cap and must be vented to the outside of the car. The boot must then be completely isolated from the driver's compartment with a suitable firewall of flameproof material.

Accessory tanks (other than fuel cell) not permitted. Artificial heating or cooling systems prohibited. Circulating systems not part of the main fuel pump system prohibited.

Grille: Grilles must be full stock production for body used and must be visible from front, may have covering over back of grille to prevent air from passing through. Painted on or simulated grilles are permitted.

Radiator: Must use any adequate radiator mounted forward of the engine and behind the grille.

Spoilers: Factory fitted aerodynamic devices for the body used, fitted in the original location are acceptable. Fabricated rear spoilers to be no longer than 355 mm (14 inches), measured from the body line to spoiler transition point to the tip and must not be moulded into rear deck lid.

Wicker bill minimum height is 1/2 inch (13mm).

Rear wing angle minimum is at zero degrees (horizontal) with driver and vehicle race ready on the track. Allowances for upward adjustment only.

Maximum overall height of spill plates 152 mm (6 inches), attached so that a maximum of 25 mm (1 inch) extends above the top of the spoiler. Roof mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during a run prohibited.

Must be painted to match paint scheme.

Splitter: Front splitter mandatory. Splitter must be attached to lower front fascia. Splitter must be constructed of Aluminium, Steel, Stainless Steel or Carbon Fibre to a minimum thickness of 1.27 mm (.050 inch) and a maximum thickness of 1.5 mm (.060 inch). Splitter must be flat and parallel to the front lip. Splitter to extend a minimum of 10 mm (3/8 inch) beyond front bodywork. The splitter will not be included in the front overhang measurement.

Street Equipment: Any street equipment that does not affect the external appearance of the car may be removed, except head and tail lights. Vehicles competing at night events are required to have operative tail lights. Painted on or adhesive stickers (simulated) headlights are permitted. Where less than 50% of the head lamp face is visible from the front of the vehicle, a facsimile of the lens is acceptable.

Upholstery: Optional. Dashboard exterior appearance must be retained. Fibreglass or composite replica of original allowed. Gauges may be painted in or simulated. Headliner optional: area must be finished (painted).

Wheelbase: Minimum wheelbase 100 inches (2540 mm) after allowable changes have been made. Maximum variation left to right is 1 inch (25 mm). RWD cars with wheelbase more than 105 inches (2667 mm) must remain within 1 inch (25 mm) of stock wheelbase. RWD cars with wheelbase less than 105 inches (2667 mm) may move front wheels forward up to 2 percent of stock wheelbase for engine installation. Cars originally fitted with front wheel drive may move front wheels a maximum of 5 inches (127 mm) forward for engine installation (refer Body). Rear axle may be moved forward up to 4 inches (100 mm), with wheelbase remaining within 2 inches (50 mm) of stock.

Rear Wheel-Tubs: Must be separate for each tyre.

Windshields and Windows: Factory windshields or exact replica of 3.0 mm (1/8 inch) minimum thickness clear colourless Polycarbonate is required, installed using factory type moulding. Remaining windows may be replaced with fixed clear colourless Polycarbonate of no less than 3.0 mm (1/8 inch) thickness.

Clutch: Multi-Stage/ Lock-Up clutches prohibited. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the clutch system, and the throwout bearing must release all fingers, levers or stages simultaneously.

Staged or variable release clutches of any description prohibited.

Driveline: May be modified or fabricated to suit altered units. Drivelines passing the driver's body must be enclosed in 3.0 mm (1/8 inch) Steel plate or 1.27 mm (.050 inch) CM4130 as a minimum, securely mounted to the frame or frame structure. Minimum length 305 mm (12 inches). Refer Drivetrain.

Rear Axle: Any rear axle permitted. Narrowing permitted. Outside of rear tyres must be no more than 152 mm (6 inches) inside rear guards. Spools permitted. Four wheel drive not permitted. Refer Drivetrain, Rear Axle.

Transmission: Any transmission permitted using a maximum of five forward speeds. All vehicles must have reverse gear. Automated timer type, pneumatic, electric, electronic, hydraulic shifting mechanisms are prohibited. Each individual shift being controlled manually by the driver. Input shaft data logging permitted with wiring via Bellhousing only.

Brakes: Four wheel hydraulic brakes required as a minimum. All brake lines must be protected in Flywheel and Driveline area.

Steering: Automotive type steering located in conventional front location required. Rack and pinion steering, properly mounted, is permitted.

Suspension: Full automotive production type systems must be used and be equipped with at least one operative hydraulic shock absorber per wheel. Fabricated units permitted, however excessive lightening of stock components is prohibited. Active suspension of any kind prohibited. Any ability to make on track setting/ rate changes based on "real time" data or input from any source, including the shock/ strut itself (i.e. magnetically charged fluid) is prohibited.

Electronically controlled, hydraulic or pneumatic shocks and/or struts are permitted, provided all adjustment settings/ changes are pre-set before the run. Only one, three-wire shielded cable connection, is permitted from the top of the shock/ strut to the shock/ strut controller. Electrical connections of any other kind to or from the shock/ strut prohibited. Shock/ strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/ strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for Officials for inspections. Control boxes must be ANDRA approved. Approved boxes are the "old" Koni, the "Koni/MSD", "Koni/Ness" and the "Koni/JBRC". Bottom of shock/ strut may have a maximum of 3 air lines connected to an air bottle.

Inerter shock absorbers not permitted.

Air BagDumps not permitted.

Delay Devices: Not permitted.

Driver Position: Driver may be no closer than 559 mm (22 inches) to rear axle centreline, measured from the point at which the shoulder harness passes through the backrest. Left or right hand drive permitted.

Night Lighting: Required.

Parachute: Required.

Self Starting: Required. Push starts not permitted.

Licence Requirement: Endorsed GOL as a minimum. Refer ANDRA Racing Credentials, Group One Licence (GOL).

Technical Inspection: Required.