

# TOAST PROMOTIONS

## Full Size Pro Stock Class

### **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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR 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 Promoter shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED 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.

### **“IF RULES DON’T SAY YOU CAN, THEN YOU CAN’T”**

- Only 50% of your car can be painted black! NO All-Black Cars!
- **Every car must have a roof sign with a visible car number and the driver’s door must be painted white!**
- Any parts, frame, or body parts being swapped from cars must be from the same make- GM to GM, Ford to Ford, Chrysler to Chrysler. If you have any questions text or call.
- You may have (6) 4x6” patch plates, unless stated otherwise in the rules.
- Any Full-Size car except: Hearse or Limo’s.

## **BODY**

1. Remove all glass, mirrors, chrome, plastic, and decking in wagons.
2. Creasing is allowed on rear quarters and front fenders. Hood must be open for inspection. Quarters must stay in the vertical position.
3. You may use (5) 3/8" bolts per wheel well opening with 3/8" hardware washers to hold sheet metal together.
4. **Core support spacer may be welded between core support and frame 3x3" max OD tubing.**
5. **4"x4" square plate 1/4" Max thickness as tie down plate on the hood (1 per side).**
6. **You may have (2) locations of 5/8" threaded rod welded to the side of the frame 4", (1) 4x4 washer OD, & (1) nut per threaded rod through the trunk lid OR replace the 2 back body bolts with 5/8" max all thread from inside frame to top of the trunk pan. 4"x4" square plate 1/4" max thick plate on top of trunk pan. \*\*also listed under trunk section.**
7. Broken body mounts may be replaced with stock body bolt or equivalent (must use stock rubber body spacer with metal left stock in the stock manner they came, don't flip bottom washers) or have (2) strands of #9 wire ran through the body and frame.

8. Driver's door may be welded solid. May have an outside door plate- make sure car # is added. All other doors may be chained or wired (4 places per door not around the frame)

**OR**

You may weld door seams no more than 12" of weld, vertical seam only. 4" x 1/4" strap max. Do not weld the bottom of doors to the rockers in any way. Driver's door may have a door plate that is welded or bolted to the door (may not go more than 6" past seams). Door plate is mandatory if the car does not have a door bar!!!

9. All cars must have a Mandatory windshield bar, wire, or chain with no more than 6" of attachment to the bottom edge of window and roof that prevents the hood from coming through the windshield. **Max (2) bars- (1) cross bar.**
10. Places where the wire goes through the body may have a 1" hardware store washer, no bigger welded all the way around.
11. No lacing of windows with wire, chain, **or weld.**
12. No wire or chain to pillars or top of car.
13. Top of doors may be beat over and welded with (3) 1" welds.

## HOOD

1. Must have a hole cut in each half of hood for safety, header holes are good enough.
2. May use (10) 3/8" bolts with 3/8" hardware store washer to hold hood bracing and sheet metal together.
3. **Core support spacer may be welded between core support and frame 3x3" max OD tube.**
4. **You are allowed (2) locations of #9 wire from bumper to core support.**
5. Hoods can be secured shut (not including your 2 spots of 5/8" all thread) with ONE of the following:
  1. (4) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 1/2" bolt through them.
  2. (4) 3"x3"x1/4" plates with 5/8" all thread max. 4"x4" square plate 1/4" Max thickness as tie down plate for hood pins.
  3. (4) spots of # 9 wire attaching hood to fender.**\*\*Sheet metal to sheet metal only for any of these methods.\*\***

## TRUNK

1. Must remain on hinges or run no trunk lid.
2. The lid must stay on top of the rain rails. No more than 50% of the trunk lid may be bent down at a 90 angle toward the trunk floor.
3. Must have 8"x8" inspection hole in the trunk lid. You may use (6) 3/8" bolts with 3/8" hardware store washer to hold bracing and sheet metal together.
4. **You are allowed (2) locations of #9 wire from trunk lid to bumper or frame.**
5. **You may have (2) locations of 5/8" threaded rod- one on each side**
  - a. **Welded to the side of the frame 4" no farther forward than the body mount at the package tray, (1) 4x4" washer OD, & (1) nut per threaded rod through the trunk lid****OR**

- b. Replace the (2) back body bolts with 5/8" max all thread from inside frame to top of the trunk pan. 4"x4" square plate 1/4" max thick plate on top of trunk pan.
- 6. Trunk can be held shut with **ONE** of the following in addition to Rule #4 & #5 (see above):
  - a. (6 spots) 2" long pieces of 2" x 2" angle (No Thicker than 1/4") with a single 3/8" bolt through them.
  - b. (6 spots) triple stranded of # 9 wire with 1 inch hardware store washer or 2.5" max OD washer.  
**Note:** Wire must be sheet metal to sheet metal, NOT around frame
  - c. (6) 3/8" bolts with 3/8" hardware store washers through the rain channel

## FRAMES

1. Stock frames. **NO WELDING ANYWHERE ON FRAME** (This includes seam welding)!!! All factory frame holes must be left open!!! **NO EXCEPTIONS UNLESS RULES SAY YOU CAN!!!**
2. No creasing or shortening of the frames, front or rear, with the exception of 80 and newer cars may shorten up to 1" in front of the core support mount. Old iron can square off frame with the inside edge to have a flat surface when hard nosing. If we think you cut more than what was needed to square frame off, you will not run!!!
3. Frame can be notched.
4. Hump plates will be allowed. 3" wide X 12" long and 1/4" max thick, placed in the middle of hump face only. **No** Shaping plates. **NO** cutting will be allowed after inspection. If plates too big, you don't run, **NO REFUNDS!!**
5. **You are allowed (6) 4"x 6" patches on frames;** no more than a total of (6) patches per car (during fair season), (that goes for fresh car or pre-ran car). If you have plates on your frame from past shows they must be cut off completely (no windowing), no weld or slag left on frame and must be painted white. No angle for patches. Patches must be painted white and declared.
6. **Fresh or Pre ran cars may cut the frame and pull them back down. (No more than a 1/2" max welds) but must use your (2) fix it plates where frame was fixed. Fords may cut the flap and reweld stock factory welds back only. Plate must be welded over top of flap but do not slide plate under the flap. See repairs at the bottom of the rules or call first.**

## DRIVETRAIN

1. Any engine may be used in any make car.
2. Lower motor mounts if you run stock mounts (you may weld 1/4" 4x6 plate from cradle to Engine cradle frame) chain to engine cradle. Do not cover frame cradle seam with plate.
3. If you choose to run after market mounts, they can be no bigger than the stock mounts. No solid motor mounts must have rubber or poly bushings.
4. 02 and older- You may fill in or space your engine mounts up off the frame, but plate/spacer must not exceed a 7"x7" area on the engine cradle only. Factory cradle seams must be visible.

## 2003 FOMOCO ENGINE MOUNTING

5. **Factory aluminum engine cradle in 2003 or newer cars may NOT be changed. No homemade cradles.**

6. Gray area style cradles allowed in 2003 and newer ford cars allowed to mount engines to the aluminum. **Must run stock frame mounts**  
**OR**
7. 03+ you may fabricate a 7"x7" mounting pad to attach your Aftermarket mounts to. Must stay within a 7"x7" area on the aluminum only. You may bolt through OR wrap around the aluminum.
8. Lower mounts may be welded to cross frame only!
9. No protectors of any kind on the engine, or transmission. No steel bells or tail shafts.
10. You may run an aluminum ultra-bell on automatics.
11. Manual transmissions may run a blow proof bellhousing.
12. No additional bolts or welding permitted.
13. Lower cradle with front plate and pulley protector allowed only (1/2" max). Cradle may not exceed past middle of engine block (where factory mounts would bolt to block) and may go no higher than the valve cover. **Cradle cannot touch the frame in any manner to impede the movement of the engine.**
14. Any factory stock OEM car cross member or square tube no bigger than 2"x2". You may weld 2x2 angle by 6 in. to frame to mount cross member (6" away from the crush box). Do not bolt or weld to the floor in any way. If cross member is home made it can be no longer than the one that came with that make or model of car and must be straight across.

## RADIATORS

1. Radiators must remain in stock location.
2. Any automotive type of radiator or aluminum radiator may be used.
3. No mounts that strengthen the core support will be allowed.
4. You may run either a factory Condenser or a piece of expanded metal no wider than 32" and no thicker than 1/8" in front of your radiator. It can only be mounted with (8) 1" welds or (6) 1/2" bolts.
5. Electric fans are allowed.

## REAR END

1. Any rear end allowed. If your rear end has a brace or protector, it must be 5" away from the frame or package tray.
2. No all-thread shocks.
3. Coil springs can be wired to rear-end and package tray tight.
4. No coil to leaf conversions.
5. You may chain rear end, but chain **(NO bigger than 3/8" chain bolted. NO Welding)** to frame. May weld (1) link to hump plate.
6. Leaf spring cars use only factory spring clamps. (2) clamp in front of the rear end, (3) in the back, 5/16 max spring thickness, with (9) leafs max.
7. No flat leafs. Must have 2" stager and arch.
8. Leaf spring cars may have (4) additional aftermarket clamps plate size is 2x4x1/4".

9. **98 and up Fords** may move trailing arms inside of frame (Watt Links Conversion). You may use bolt in brackets to mount upper trailing arms. 5-5/8" bolts, nuts and washers max may be used per bracket. No welding washer nuts or bolts to package tray. Bolt in brackets may be no larger than 6"x12" max and 3/8" thick max. The bolt in brackets must be (2) separate brackets.
10. Lower trailing arm brackets may be taken from older Ford and welded in 1/2" max welds. You may use 4.5"x6.5" box 1/4" thick max square tubing to mount lower trailing arms if you don't use the stock brackets from old Ford 1/2" max welds. Do not bolt all the way through the frame, only through one side (DO not use it as a pin or to strengthen the frame, it will be removed).
11. Aftermarket trailing arms allowed. May not strengthen the frame in any way.
12. Each car is only allowed to have 4 trailing arms at a maximum if using the watts conversion or running a non-watts.
13. Slider drive shafts are allowed. Pinion Brakes are allowed. Anything excessive will be inspector's discretion.

## DRIVER'S COMPARTMENT

### 1. SAFETY CAGE

- a. A 4-point cage is required.
  - b. Your cage must have a dash bar that must be 4" from the firewall.
  - c. 4"x4" square or round material OR 2" x 6" rectangle tube max.
  - d. You must have (2) side bars- 1 per side, and they cannot be longer than 60". 4" away from the wheel tub.
  - e. You may have a door plate from cage to floor/rocker sheet metal on the driver side only. Inside door seam to inside door seam.
2. (4) 2x2 down legs can be attached to the frame but must be located no closer than 4" from the Box or S and no further back than 6" past door post. They can be welded to top of side rails only and must be straight up and down with no other plates aiding in attachment. (Any questions call). Or (4) 4x4" or 2x6" max down posts to the sheet metal (2) per side. Roll over bar counts as 2 if ran to the floor. A 6x6" plate may be used in aiding them to be attached to floor sheet metal.
  3. Dash bar must be 4" from firewall and all bars must be 5" off the transmission tunnel.
  4. You can weld the cage to the door post, cowl only in the corners and steering column to secure cage. You may have (2) bolts or (2) pieces of all thread (5/8" all thread and 1" store bought washers max) from the cage to the firewall in order to hold firewall in place, but no metal or welding to the firewall.
  5. Gas tanks and batteries must be moved, safely secured, and covered.
  6. Battery holder must be bolted to sheet metal or in the seat. Size of battery holder must be reasonable.
  7. Gas tank protectors are allowed but must remain 4" from the rear firewall and no more than 36 inches wide, and in the center of the car (4" off the floor pan). Gas tank can be bolted to the floor if NOT attached to the cage. No bolts, all thread, or Metal is attaching protector to the floor. Pre ran cars must have a 2" gap between GTP and sheet metal before they will be allowed to run (must be bent).
  8. Steering column: After-market steering column allowed. No more than 2 knuckles in column.

- Steering wheel may be removable. No brackets to frame.
9. Roll over bar permitted. **No farther back than 8" from top of the head rest.** It can be bolted to the roof.
  10. No using roof sign to connect cage to the body in any way!!!
  11. Transmission coolers are permitted. Must be 6" above the floor if attached to cage or bolted to sheet metal floor only. May not strengthen car in any way. Must be covered or enclosed.
  12. Floor shifters are allowed. Cable shifters allowed.
  13. After market throttles are allowed, bolted to sheet metal or engine only.
  14. After market brake systems are allowed. Must be bolted to sheet metal only.

## BUMPERS

1. Any factory car bumper is permitted.
2. ANY REPLACA BUMPER ALLOWED but must be mimic the exact bumper you are replicating.
3. Homemade **front** bumpers are allowed with the following stipulations:
  - a. A single pipe design no more than 7" by 7"
  - b. No more of a point than that of a 1974 Impala bumper and must follow the same contour. No rough or jagged edges.
4. You may bolt or weld bumper to a stock bumper shock (Maximum bolt size is 1/2") You may weld bumper shock face plate to the bumper (Front & Rear) no adding metal allowed. You may weld bumper to frame (Butt weld only, NO adding metal.) NO WELDING OF BUMPER OR BUMPER SHOCKS/BRACKETS PAST FIRST 6" OF FRAME. If your car came with a bumper shock, you must use the one that came with the car. If your car did not come with a shock (example 71 Chevy) you may use a 74-76 BOP bracket mounted in stock location with stock bolts or weld an impala cup in the stock manner onto the frame with a single pass of weld in stock location only. welding described above. Text with pictures about special cars to mount the bumper legally.
5. **You may use 3" x 1/4" flat strap to help hold bumper on no more than 6" back on the frame. This is the only added metal allowed when mounting bumper.**
6. Stock bumper brackets must stay in the stock locations. No altering brackets, no rear brackets on front. NO homemade shocks or brackets- if it looks homemade in anyway it won't run. Do not move brackets back on the frame when squaring it off, they must stay in the factory location.
7. Minimum bumper height is 14" On a fresh car if the bumper is less than 14" off the ground due to sagging springs, the springs must be changed to meet the minimum height.
8. Max bumper height on a fresh car 22" from bottom of bumper to the ground.
9. You can run #9 wire (3 wraps max) from core support to bumper in 2 spots.

## TIRES & RIMS

1. **Any Tire and wheel combo. NO split rims, bare rims, or studded tires.**

## SUSPENSION

1. **Factory OEM passenger vehicle parts only! Anything under a 1 ton**

2. **Kicking front springs allowed.**
3. No aftermarket ball joints or spindles.
4. Any tie rod sleeves allowed must be stock ends, No hiems
5. You can swap new style a-arms with old style a-arms but must be bolted in the stock manner.
6. You may use (1) 3" long 1/2" bolt per a-arm with **hardware style washers** to hold a-arm down.
7. You may weld the bolt to the top of the frame with a single pass of weld (don't put it on the car in any way to strengthen the car or you will lose the bolt). A-arm must be loose when you come through inspection so it will move and prove it's not welded, and it can be tightened down after inspection. **If you come through inspection and the a-arms do not move, you will lose the bolt and it will bounce! Do not weld them down.**

## REPAIRS

1. A pre ran bent rail or clip may be replaced using the butt-weld method ½ weld max and must use a patch or lose one per repair.
2. You must use a patch plate per rail If replacing a clip at the cut location touching or covering the weld, this must be done at the side rail or in the side rail where the rails are identical. You may only reclip the front frame or rear rails of the car not both. Must be the same make.  
Example: GM /BOP/CADILLAC **to** GM /BOP/CADILLAC, Ford **to** Ford, Chrysler **to** Chrysler
3. Body rust- If floor boards or body needs to be patched it must be done with same thickness sheet metal (20-gauge max). This means an actual hole all the way through the sheet metal (we need to be able to see it was rusted). Sheet metal may be overlapped by 1" max all the way around the hole. **(1) 3/8" bolt or 1" weld every 6" around the perimeter.**
4. Frame rust- you may repair (2) spots 3" x 3" max with no thicker than 1/8" material. May only be welded on (2) sides. If we don't see any rust, plate will be removed completely- weld and all (take a picture of it with the date if there are concerns that we may not see to show proof).

## NOTES

1. **Drivers only** allowed in inspection area- no other crew allowed. You will pre-pay before inspection. If your car does not pass inspection with reasonable attempts, **NO REFUNDS.**
2. Once a car passes inspection the hood will be allowed to be fastened down.
3. Inspector's decision is final. Never assume, always ask.
4. All cars are suspect to reinspection at any time.

**"IF IT DOESN'T SAY YOU CAN THEN YOU CAN'T."!!**

Drivers must wear DOT helmet, eye protection, long pants, long sleeve shirt and closed toed shoes. Fire suits are always recommended, but not required. Helmets stay on the entire time in car. Only get out of car if told ok to do so. **Drivers must make an aggressive hit every 60 seconds.**

**Inspection will start at 12am. Inspection closes 1 hour prior to event start time. Please be on time as inspection will close without you. NO Exceptions!!!**

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