

TOAST PROMOTIONS

Pro Stock Class

"IF RULES DON'T SAY YOU CAN, THEN YOU CAN'T"

- Only 50% of your car can be painted black! NO All-Black Cars!
- **NO PASSENGERS!**
- **Every car must have a roof sign with a visible car number and the driver's door must be painted white!**
- **Any car not through inspection prior to the drivers meeting there will be a \$100 late fee.**
- 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) 4"x6"x1/4" patch plates, unless stated otherwise in the rules.
- Any Full-Size car except: Hearse or Limo's.
- **Inspection start time will be listed on our website. All drivers must be REGISTERED no later than 2 hours to event start time or will have to pay a \$100 late fee. PLAN ACCORDINGLY!**
- **Any car NOT STICKED by no later than 1 hour to event start time will have to pay a \$100 late fee to be able continue inspection process. NO EXCEPTIONS!**

5} major infraction limit: you go over you get loaded!!!! Here is your warning.

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 vertically between core support and frame 3"x3" 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) 4"x4" washer OD, & (1) nut per threaded rod through the trunk lid -OR- replace the (2) trunk body bolts with 5/8" max all thread and go through the trunk lid with (1) 4"x4" washer OD, & (1) nut per threaded rod through the trunk lid. **also listed under trunk section.
7. Body mounts may be replaced with 5/8" bolt 8" max length. (1" minimum space at body mounts 3" O.D. max).
8. Body mounts may be square or round and maybe welded to the frame only.
9. Body mount washers (on) the body 4"x4" max O.D. (In the frame) 3"x3" max O.D. Flat plate only.
10. The 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 seam not around the frame)

-OR-

You may weld door seams no more than 5" on 5" off with 3"x5"x1/8" flat strapping.

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!!! Both front doors may have an inner door plate from cage to rocker 1/4" max thickness to protect bolt ins.

11. All cars must have a Mandatory front windshield bar, wire, or chain with no more than 6" of attachment to the bottom edge of window and roof. This prevents the hood from coming through the windshield. **Max (2) bars- (1) cross bar.**
12. A rear window bar is allowed in the center of the window. May be bolted or welded 2"x 2" tube or 3" flat bar max. Window bar must stop 6" from the trunk seam by the window opening. The window bar can be on the trunk lid 6" and connect to the first 6" of the roof. **May connect to rollover bar.**
13. Places where the wire goes through the body may have a 1" hardware store washer, no bigger welded all the way around.
14. No lacing of windows with wire, chain, **or weld.**
15. No wire or chain to pillars or top of car.
16. 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 with 3"x3" 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) locations 3" long pieces of 2" x 2" angle welded (no thicker than 1/4") with a single 1/2" bolt through them.
 2. (4) locations 3"x3"x 1/4" plates welded with 5/8" all thread max. 4"x4" square plate 1/4" max thickness as tie down plate for hood pins.
 3. (4) locations of # 9 wire attaching hood to fender.

****Sheet metal to sheet metal only for any of these methods.****

- 4. **(6) tie downs total on the hood.**

TRUNK

1. **No wedged cars. If you can't pull the quarters up, you will be asked to pre-bend your frame.**
2. If you remove your speaker deck you cannot attach the trunk lid to the floor sheet metal.
3. The lid must stay on top of the rain rails. Trunk lid can be dished and will be measured from the top of the quarters 12" to the center of lid measured in (3) spots from the taillights to the pillars.
4. If trunk lid is tucked, no more than 50% can be tucked at a 90 angle toward the trunk floor.
5. Must have 8"x8" inspection hole in the trunk lid and in the floor sheet metal: car will not be inspected without it. You may use (10) 3/8" bolts with 3/8" hardware store washer to hold bracing in the trunk lid together.
6. You are allowed (2) locations of #9 wire from trunk lid to bumper or frame.

7. You may have (2) locations of 5/8" threaded rod- one on each side of the car.
 - a. Welded to the side of the frame 4", no further forward than the body mount at the package tray, (1) 4"x4" washer OD, & (1) nut per threaded rod through the trunk lid.
-OR-
 - b. Replace the (2) trunk body bolts with 5/8" max all thread and go through the trunk lid with (1) 4"x4" washer OD, & (1) nut per threaded rod through the trunk lid.
8. **5" on 5" off with 3"x 1/8" flat strapping. If you don't follow the rule, you will regret it.**
9. **Trunk lid can only be welded shut on the outside.**
10. **If your trunk or tailgate strap touches your bumper it may be welded.**
11. **No wedged cars. If you can't pull the quarters up, you will be asked to pre-bend your frame.**

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 all cars may shorten up to 1" in front of the core support mount hole. If we think you cut more than what was needed to square frame off, you will not run!!!**
3. The rear frame can be notched.
4. Flat Hump plates will be allowed 22"x6" 3/8" max thickness - OR - front bumper plate 22"x 4" 3/8" thickness max.

Options If you choose to do a hump plate and a front bumper plate.

- **12" x 6" 3/8" thickness max flat hump plate and 10"x 4" 3/8" thick max front plate. No TP plates.**
- **Both plates may contour the frame.**
- Hump plates must be placed in the middle of hump face only (outside facing the tire).
- Front plates must touch the bumper.
- No TP plates. Must be flat plates.
- **NO cutting will be allowed after inspection. If plates are too big, you don't run, NO REFUNDS!!**
- **Last years cars may run as is, no additional plates allowed.**

5. You are allowed (6) 4"x 6"x1/4" RECTANGULAR - **OR** - (6) 6"x6"x1/8" SQUARE 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. No welding to the patch plate. Patches must be painted white and declared. **NO STRETCHING OF PATCH PLATES.**
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 $\frac{1}{4}$ " 4"x6" 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. If you run a SMW (Smith Metal Works) Cradle or equivalent that goes over the frame, you LOSE 4 patch plates.
6. Factory aluminum engine cradle in 2003 or newer cars may NOT be changed. No homemade cradles.
7. Gray Area style cradles allowed in 2003 and newer Ford cars allowed to mount engines to the aluminum. **Must run stock frame mounts.**

-OR-

8. 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.
9. Lower mounts may be welded to cross frame only!
10. No protectors of any kind on the engine, or transmission unless specified.

Option 1 If you run a transmission brace.

- You may run an aluminum ultra-bell or a steel-bell on automatics.
- Aftermarket tail shafts are allowed.
- Manual transmissions may run a blow proof or steel bellhousing.
- Brace must be no larger than the bell housing and can only attach to the transmission/bell /tail.
- Brace must maintain a 1" gap from crossmember. Cannot be locked into crossmember other than (2) mounting bolts for tail shaft/brace 6" wide mount max (2) 5/8" bolts.

Option 2 without a transmission brace.

- You may run an aluminum ultra-bell or a steel-bell on automatics.
- Aftermarket tail shafts are allowed.
- Manual transmissions may run a blow proof bellhousing.
- **79-02 FoMoCo.** A straight piece of 2"x 2"x $\frac{1}{4}$ " or square tube 2" round pipe or 2"x2"x $\frac{1}{4}$ " angle from the back of box (at the seam where the front clip meets the box) to the crossmember (on the driver and passenger side) 2" of tube/angle/pipe can be welded to the surface on both ends. **May not penetrate frame, cover factory holes or be made bigger than 2"x 2". Cannot be welded to side rail "belly rail".**
- **Old iron.** A straight piece of 2"x 2"x $\frac{1}{4}$ " or square tube 2" round pipe or 2"x2"x $\frac{1}{4}$ " angle from the back of the S at the firewall to the crossmember (on the driver and passenger side) 2" of tube/angle/pipe can be welded to the surface on both ends. **May not penetrate frame, cover factory holes, or be made bigger than 2"x2"x $\frac{1}{4}$ ". Cannot be welded to side rail "belly rail".**

- **03-11 FoMoCo** straight piece of 2"x 2"x1/4" or square tube 2" round pipe or 2"x2"x 1/4" angle from the back of S (behind seam where the cap welds on for the body mounts) to the crossmember (on the driver and passenger side) 2" of tube/angle/pipe can be welded to the surface on both ends. **May not penetrate frame, cover factory holes/seams, or be made bigger than 2"x 2". Cannot be welded to side rail "belly rail".**

11. 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. Halo is allowed but must stop at the back of the up rights/headers to protect carb and headers only, the halo will be allowed at breather height and connect to the front plate and headers only. **Cradle cannot touch the frame in any manner to impede the movement of the engine.**
12. Any factory stock OEM car cross member or square tube no bigger than 2"x2"x 1/4" thickness. You may weld 3"x 3" x 1/4" angle, 6" long to frame to mount cross member (6" away from the crush box). Crossmember must be on the angle. Do not bolt to 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, a piece of expanded metal, or flat 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 2"x4"x 1/4".
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.**

OPTIONS If doing a watts conversion

- Lower trailing arm brackets can be taken from older Ford and welded in 1/2" max welds - **OR- use 4.5"x6.5" box $\frac{1}{4}$ " thick max.** Pick ONE not both.
- Do not bolt all the way through the frame, only through the inside.
- **DO not use it as a pin or to strengthen the frame, it will be removed.**
- **Lower Trailing Arms must mount on the inside (facing the drive train) of the frame, not outside.**

10. Aftermarket trailing arms allowed. May not strengthen the frame in any way.
11. Each car is only allowed to have (4) trailing arms at a maximum **if using the watts conversion -OR- running a non-watts.** Pick one not both.
12. 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"x6" 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 front door only (1 per side). Inside door seam to inside door seam.

2. (4) 2"x4" 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 B Pillar. 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) 4"x4" or 2"x6" max down posts to the sheet metal (2) per side.** Roll over bar counts as 2 if ran to the floor. A 6"x6" plate may be used in aiding them to be attached to floor sheet metal only if you don't go to the frame.
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 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 may (touch) sheet metal. May **not** be pressured in where it shapes the sheet metal. If pressured in on a fresh car you will have to remove the protector for that run. Sheet metal may not be removed. **no more than 36" 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 or package tray/frame.
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. Rollover bar permitted. 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 inside the dimensions of 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. Flat Front bumper plate 22"x 4" 3/8" thickness max (**If you don't run a hump plate**).

Options If you choose to do a hump plate and a front bumper plate.

- **12" x 6" 3/8" thickness max flat hump plate and 10"x 4" 3/8" thick max front bumper plate.**
- **Both Plates may contour the frame.**
- Hump plates must be placed in the middle of hump face only (outside facing the tire).
- Front plates must touch the bumper.
- Discard factory shocks or brackets.
- **NO cutting will be allowed after inspection. If plates are too big, you don't run, NO REFUNDS!!**
- **Last year's cars may run as is. No additional plates allowed.**
- **You may use 1/4 x 3" for the first 6" to mount your bumper on all 4 sides. We don't want to pick up your bumper off the track.**

5. **If you choose to run the stock brackets.** Front brackets must be front brackets. Rear must be rear brackets. 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 size bolts or weld an impala cup in the stock manner onto the frame with a single pass of weld in **stock location only**. Body mount hole should be lined up if using impala cups (welding described above). Text with pictures about special cars to mount the bumper legally.
6. **Rear bumper:** You may use 3"x 1/4" flat strap **on all 4 sides** to help hold bumper on no more than 6" back on the frame. This is the only added metal allowed **to be added to the frame when mounting bumper.**
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. Ball joints may be welded in.
4. No aftermarket ball joints or spindles.
5. Any tie rod sleeves allowed must be stock ends. No hiems.
6. You can swap new style a-arms with old style a-arms but must be bolted in the stock manner.
7. Upper a-arms can have (2) 2"x 4" 1/8" thickness max straps per a-arm on the arm perpendicular where the arm meets the frame: 2" on the arm, 2" on the frame.
8. If you come through inspection and the a-arms are welded completely, you will lose the strap, and it will bounce! Do not weld them down solid.

REPAIRS

1. A pre ran bent rail or clip may be replaced using the butt-weld method $\frac{1}{2}$ " 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. 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.
4. Frame rust- you may repair (2) spots 3"x3" max with no thicker than 1/8" material. 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.

*CLEAN UP RULE MODIFICATIONS

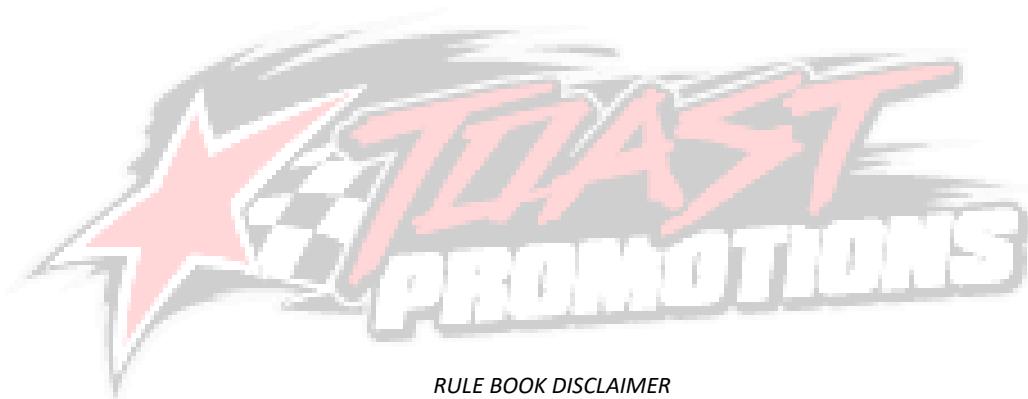
1. (8) patch plates max. Additional repairs as needed but MUST be approved or be ready to cut.
Official has final decision.

"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.**

Tim Adkins, Toast Promotions
317-739-9347 (no calls after 8pm; text after 8pm)

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