

2025 West Coast Pro Stock Series Rules

****RACEceivers required****

Car Specifications/Engines:

1. The center of the forward most spark plug hole shall be no further back than the upper ball joint centerline. Maximum set back will be measured from the centerline of the rear end housing going to the back of engine block and can be no less than 72". Cars with motor set back of 2 or more inch beyond the # 1 spark plug at ball joint will be penalized by adding 100 lbs to be on/in front of the motor plate. Weight must be securely mounted with a minimum of two (2) ½" bolts each.
2. CRATE ENGINES: All cars utilizing a GM604 /602. Crate engine must use max 6,800 rpm rev limiter chip. See ignition for rules on rev limiter and ignition box. Must use unaltered sealed GM #88958604 or# 19318604 crate engine with additional Cable-Lok system - NO EXCEPTIONS. GM seal bolt exception is WPS approved and issued Cable-Lok r.
3. Any 4150 Holley based intake is okay.
4. All cars must meet any/all track requirements for sound DBA. Exhaust must exit engine bay area.
5. Any cast iron block allowed (after-market blocks OK). NO lightening allowed (clearancing ok) MUST remain as cast iron. NO aluminum blocks. No titanium or aluminum rods.
6. Any OEM spec cast iron head allowed.(Chev 23 deg - Ford 20 deg, ect.) , NO aluminum heads. Intake and exhaust porting allowed. No angle cutting must be 23 deg (Chevy) 20 deg Ford etc.
7. Electronic ignitions or Magneto OK. NO programmable ignition boxes or two step ignition boxes allowed. No traction control devices.
8. NO exotic carburetors, including but not limited to, Predators or Dominators. NO fuel injection, super chargers or turbo chargers allowed. Must be based on 4150 Holley Carburetor
9. No dry sumps.
10. All accessories must drive off front of engine, NO bell housing driven pumps or accessories. Reverse mount starter ok.
11. All cars are subject to inspection at ANY time and may require removal of some components.

Transmission:

1. Aftermarket race transmission ok - 2 speed OEM ok- all transmissions must have reverse in working order.
2. Automatic transmission allowed - safety shield may be required (when flex plate is used)

Body and Suspension:

1. Minimum wheelbase of 103.5 maximum 108 in.
2. Cars must always conform to minimum weight with driver dependent of what tire choice, motor setback or additional weight additions listed in rules. It is the driver's responsibility to know the rules and add additional weight in the proper location to meet the rules.
3. Aluminum aftermarket bodies OK, subject to tech approval, see rule #4.
4. Bodies to keep semi-stock look (no wedge offset bodies) Bodies to be kept in good shape and are subject to tech inspector approval. See IMCA Late Model I Lucas Oil body layout as GUIDE line only. Drivers window minimum opening 12" all other measurements subject to inspection.
5. Spoilers allowed not exceeding eight (8") Material length.
6. Sail panel and spoiler side must: have a minimum of 5" space between sail panel and spoiler side.
7. Front clip does not have to match engine.
8. Front Clip must be unaltered except for clearance for fuel pump and steering shaft. Factory clip must have min of 19 inches in front of and aft of the bit bolt, steering box center link, may be aftermarket No coil over front suspension
9. Heim joints/tube tie rod ok.

10. No bird cages, No Z-links, No 4-Bar suspensions. No leaf spring floaters, Stock 4-link type suspension ok.
11. Driver must not be able to adjust suspension from inside the car.
12. OEM lower control arms only - "ball joint cup/shock mounts can be modified" - NO tubular lower control arms.
13. Steering quickeners OK, Steering box in stock location, Aftermarket stock mount steering boxes OK, No rack and pinion steering.
14. Steel or aluminum tubular adjustable upper control arms with heims allowed.
15. Spindles OEM or OEM type replacements. Aftermarket steel fabricated spindles allowed.
16. LR Brake floater ok, Steel rotors only, Steel or aluminum aftermarket calipers OK.
17. Racing shocks can be used must be steel only. No more than five (5) steel shocks per car: four (4) one for each tire, and one (1) for the rear end dampener. NO dial adjustable shocks or remote canister shocks. Schrader valves are OK.
18. Steel tube quick change rear end and 9" floater rear ends allowed, no cambered rear-ends, no gold track or ratchet rear ends allowed.
19. Coil-slider with a minimum of 5" diameter spring on rear ok. Weight jacks allowed. No more than five coil springs allowed to include pull bar/ lift bar assemblies must be 5" Minimum diameter.

Tires and Wheels Minimum Weight:

Option #1- Hoosier G60, Hoosier 8" tire and Hoosier I 0.5" Asphalt takeoffs that durometer over 50+ Minimum weight 2700 pounds min. with driver.

Option #2 - Hoosier Late Model tires, Maximum tread width of 11". Right Side Tires must be NLMT 3, NLMT 4 or Min. 50 durometer - No min. durometer required on left side. Minimum weight 2900 pounds with driver.

Option #3 - Hoosier RC4, Hoosier 8" tire and Hoosier I 0.5" Asphalt takeoffs that durometer under 50 Minimum weight 2900 pounds with driver.

1. Tire may not protrude more than four (4) inches past the bodywork.
2. Bead locks allowed on all four (4) corners.
3. Any STEEL wheel not to exceed ten (10) inches allowed wheels to meet tire options. No aluminum wheels.
4. Wheel stud threads must protrude from lug nuts. One (1) inch lug nuts mandatory.
5. Aluminum Hubs will be penalized by adding 25 lbs in front of motor plate.
6. Bleeder valves OK.
7. No defacing of tire markings

Safety:

1. The roll cage shall be constructed using 1.50 or 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness .095 inches.
2. No tubing on the car can be greater than 2 inches in diameter.
3. Six-point cage consisting of four-point center section and "kicker bars". Kickers may be "X" braced. - Subject to inspection.
4. Center section of cage must consist of main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on.
5. The four points of the cage center section must be securely welded to the car's frame rails or mounted on a steel 4x4 pad welded to uni-bodies.
6. Windshield bars required.
7. A minimum of three (3) driver's side door bars are required to be plated with 18-gauge metal plating.
8. Passenger side bracing required - minimum X or 3 door type bars.
9. Engine hoop required.
10. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in the driver's compartment must be fire retardant.

11. Nerf bar may extend up to two (2) inches beyond factory body and must terminate inward and contain no sharp edges.
12. RACEceivers & Transponders required for all events.

Helmets:

1. Drivers must have Snell 20I 5 or better rated helmet. No motorcycle rated helmets.
2. The strap and clasp must be in good functional condition.
3. Helmet cannot have any cracks.
4. Helmet and all safety gear must be worn at all times when car is on track and must accompany vehicle at time of inspection.

Driving Gear:

1. Driving suit, gloves, shoes Required must be SFI approved fire-retardant. SFI approved Hans/Hutchins/hybrid type neck restraint systems required. No driver will be allowed to race with street shoes* All safety gear must be in good condition.
2. Seat belts must be five-point with three (3) inch minimum belts or two (2) inch shoulder for neck support devices - tech inspectors decision final on condition and safety .
3. All seat belts must be securely mounted to the roll cage. Shoulder belts must not be mounted to any rearward facing bars.
4. Belts may be no more than three (3) years old from date of PURCHASE (please have invoice to confirm if over 3 yrs) .

Window Nets:

1. Window net will be mounted so it can be accessible by the driver and safety crew.
2. Window nets must be SFI approved.

Seats:

1. All vehicles must have a full containment seat and must fasten to the roll cage/main frame.
2. Seat covers and padding must be fire retardant.
3. Seat must be mounted with at least four (4) 3/8" bolts, in at least four (4) points.

Fire Extinguishers:

1. Each race team must have a fire extinguisher in or on the trailer or rear of the tow vehicle. Must have car number painted on it and accompany driver to pre tech.
2. Fire extinguishers must be visible and accessible. Fire suppression system highly recommended
3. In-car fire extinguishers required, must be securely mounted. No zip-tied extinguishers. *2026 full on board system required.*

Drive Shafts:

1. Drive shaft loop required within 12" of front yoke.
2. Drive shaft must be painted white and kept clean and have car number on it.

Fuel Cell:

1. Fuel cells are mandatory. mounted securely behind rear end. Fuel cell must be surrounded by cross steel strap or tubing Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material.
2. Each fuel cell must be fuel tight and have a functional rollover valve.
3. Fuel cell must be mounted by at least two (2)- 2 x 1/4" steel strap completely surrounding the cell.
4. If fuel cell is plastic, it must have 18-gauge steel surrounding it
5. Only steel fuel filters are to be used. No plastic or glass filters allowed.

6. Fuel transfer must not be the lowest point of the vehicle. Fuel lines must not touch the ground at any time. Fuel cells must have ground clearance of at least ten (10) inches.
7. Race fuel. E85 and methanol OK. No nitrous or nitromethane.
8. Must have ground strap on fuel cell.
9. Fuel cell must have rollover internal flap under fuel cap.

Drivers Compartment:

1. No adjustment devices allowed - With exception of brake system within drivers reach.
 2. No exhaust components are allowed in the drivers' compartment.
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***** West Coast Pro Stock reserves the right to make changes/clarifications to any and all rules to keep a competitive level playing field in the best interest of the class. Changes may be made mid-season in order to clarify grey areas not covered in the rules set forth above. *****