Extreme Pro Stock

DESIGNATION: XPS followed by the car number. PS, Pro or Pro Stock not allowed. Numbers must be at least 4" tall and on both side windows, upper left of rear window and upper right of windshield.

FIELD: 16 car qualified field.

2,425 lbs. minimum weight including driver. Limited to a maximum of 830 cubic inches on hemi combinations and 840 on wedge combinations.

REQUIREMENTS AND SPECIFICATIONS

BODY

BELLY PAN: Permitted. Must extend beyond leading edge of engine and accessories

and incorporate a 1 inch lip on the front edge of all units.

BODY: Must be 2003 or later model year factory produced 2 door coupes and sedans. Sports cars, sedan deliveries and trucks prohibited. Original OEM body shell or ADRL accepted composite replacement mandatory. Chopping, channeling, sectioning, or other alterations to contour, length or width are prohibited. All composite replacement parts must be ADRL accepted and exact duplicates of OEM components and may not be modified. The front end may be lengthened in the cowl area to facilitate body relocation and wheelbase modifications. The maximum front-end overhang on all entries is 45 inches.

BUMPERS: Stock or composite duplicates required front and rear, may be molded into body. Must be original size and shape.

DOORS: Must be functional from inside and outside. Exact duplicates in fiberglass or carbon fiber permitted. All entries must incorporate a metal deflector between the fenders and the leading edge of the doors.

FIREWALL: Moving stock firewall rearward for engine installation permitted. Replacing stock unit with one of .024" steel or .032" aluminum allowed; Magnesium prohibited.

FLOOR: Replacing stock floors with .024" steel or .032" aluminum allowed. Replaced floors must be stock in appearance and location. Driver's side floor pan must be steel and must extend from firewall to rear of driver's seat and must be welded in place. Chassis, frame and driveline must be below floor. Rear floor may not be higher than 8" above door sill. Belly pan mandatory between the center frame rails extending from the rear to the front cross member or to the bell housing. All pans must be designed to facilitate fluid retention. If belly pan is utilized, the drip pan or secondary oil retention blanket is not required.

GRILLE: Must be full stock production for body used and visible from front. May have covering over back of grille to prevent air passage. Any factory accessory package must be accepted by ADRL, i.e., spoilers, air dams, etc.

HOOD & HOOD SCOOP: One opening only. The highest point of the hood scoop may not exceed 15” in overall height above the original hood surface, measured from the leading edge of the scoop. Must be finished and painted to follow body paint scheme. Hood must be stock size with no bubbles. Cowl section may be molded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. Sensors, lines, or wires, etc. are prohibited from being in hood scoop.

STREET EQUIPMENT: Complete stock seal beam head light lenses or accepted replica and stock tail light lenses in original factory location required. Any other street equipment which does not affect external appearance may be removed. Side marker lights optional. Operational tail light required.

SPOILERS: Rear spoilers must measure between 14” to 17”, measured from the body line at spoiler transition point to the tip and may have no less than 0 degrees from horizontal. May not be molded into deck lid. All spoilers to be painted to match paint scheme. Rear of chute pack cannot be forward of rear tip of spoiler. Roof-mounted spoilers prohibited. Air foils prohibited. Any front spoiler used must have been factory available for body used. Spoiler outside of deck lid opening may not exceed 8” wide. Spill plates may be no more than 6” high and 26” long. Spill plate may not be molded to the quarter panel. A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler can be no more than 2”. A wickerbill must be attached across the entire trailing edge of the spoiler. It must be constructed and attached in a way that will prevent air from passing under or through the unit. It must be 90 degrees from top of horizontal plane and a minimum of 1/4” high and a maximum of 1/2” high.

WHEEL WELLS: Rear, must be separate for each tire.

WINDSHIELD, WINDOWS: Full windows required, .125 polycarbonate materials, such as Lexan MR 4000, allowed. Must match original contour and shape, and mount in stock location. No bubbles in side windows for tire clearance. Windows must be closed, need not be operative. Cutting and/or notching windshield permitted if covered by hood scoop.

CHASSIS

BATTERY: Maximum 2 batteries. Must be securely fastened. Must have external master electrical shutoff marked “push-off”.

BALLAST: 250 lbs. maximum. Shot bags must be contained in weight box. Ballast attached on or in front of the forward cross member is limited to 40 lbs. maximum, including bracket. The bracket may not exceed 12” in length, measured from the cross member, attached with a minimum of (4) 1/2” bolts. The maximum distance from the front of the bracket to the front of the motorplate is 36”. Any car found with unsecured or illegal ballast following a run will be disqualified from the event at discretion of Technical Department.

BRAKES: Four wheel brakes mandatory with dual master cylinder mounted above frame rails on all entries. Steel brake lines mandatory. .

CHASSIS: Must be SFI 25.1E Spec. with current ADRL certification tag prior to competition.

DRIVER: Must be in stock location. Driver’s seat to be no less than 24” from center of rear axle to seat back (where shoulder harness passes through).

ENGINE SETBACK: Maximum setback is 80.125 as measured from the center of the rear axle to the back of the engine block. Modifications to the block that would permit additional setback are prohibited.

FUEL SYSTEM: One SFI 28.1 front-mounted fuel cell mandatory, with pressure cap be vented outside of body. Trunk mounted fuel system prohibited. Fuel circulating systems that are not part of the fuel system are prohibited. All fuel cells must be mounted between frame rails and protected by 1-1/4" x .065 chrome-moly tubing.

GROUND CLEARANCE: Minimum 3" from front of car to 12" behind centerline of front axle, 2" for remainder of car.

RADIATOR: Full size automotive radiator in front location with one water pump mandatory. Remote mounted water pump permitted.

STEERING: Stock-type steering in conventional location required. Minimum steering wheel outside diameter is 12". SFI 42.1 disconnect is mandatory.

SUSPENSION: Full automobile production systems required. Minimum, one hydraulic shock absorber per wheel. Fabricated units permitted. Lightening of stock components prohibited. Rigid mounted suspensions or straight front axles prohibited.

WHEELS/TIRES: Slicks permitted. Must be automotive type designed for racing. All tires must have manufacturer, model and size information clearly designated if used in competition. Clearance from outside of front tire to inside of fender at widest point not to exceed 4". Rear clearance 3" from outside of tire to inset of fender at widest point. Inner liners accepted. SFI 15.1 bead-lock rear wheels mandatory. Maximum width 16".

WHEEL BASE: Minimum 100", Maximum 105". Maximum variation is 1" side to side.

WHEELIE BARS: Required. Wheels on Wheelie bars must be non-metallic. Maximum length of wheelie bar 80" from center of housing to center of wheelie bar wheel.

DRIVELINE

CLUTCH: SFI Spec. 1.1 or 1.2.Clutch release and bearing engagement / disengagement must be manually operated by driver's foot. The use of electronics, pneumatics, hydraulics or any other device is prohibited from affecting clutch operation. Lock up units prohibited. All levers in the clutch assembly must be attached to the pressure ring. A 7.5 minimum or 8 inch maximum 3 disc clutch is permitted in a 6.1 bellhousing. Measurement is obtained from clutch disc diameter. If larger diameter is utilized, a 6.3 bellhousing is mandatory.

DRIVELINE: Full 360 degree drive shaft tube required over yoke, extended from transmission tail shaft a minimum length of 9 inches (12" recommended, required in 2012) from transmission tail shaft. Minimum thickness of tube housing is .050" chromemoly or titanium. Two piece accepted with minimum 6 3/8" grade 8 bolts.

FLYWHEEL SHIELD: SFI 6.1 or 6.3 with current certification. See SFI 6.1 or 6.3 for motorplate requirements.

REAR END: Automotive type required. After market axles required with 5/8" stud bolts and axle retention device. Welded spider gears prohibited. Full floating or live axle assembly is optional.

TRANSMISSION: Planetary type transmission mandatory. All entries must utilize a one piece transmission shield (blanket). Automated shifters and electronic timed shifters are prohibited. Multi-functional single button shifters prohibited. If a pneumatic shifter is used, each shift must be activated by its own individual control button. Routing of pneumatic shifter lines must be ADRL accepted prior to competition. All pneumatic shifter lines act independently and not a result of or activate other air or electric systems on the entry. Torque convertor equipped automatic transmissions allowed.

ENGINE

CARBURETION: Limited to any two 4-bbl. American automotive carburetors available to the general public with any internal modifications. Carburetors may be split. EFI systems prohibited.

CYLINDER HEADS: Cylinder heads must be configured after OEM or ADRL accepted pattern, contain OEM or aftermarket factory casting number & logo, and must be available to the general public. Heads must be aluminum or cast iron. No billet materials, magnesium or other materials allowed. Maximum 2 valves, and one spark plug per cylinder.

ENGINE: Internal combustion, reciprocating, naturally aspirated, single camshaft, 90 degree V-8 automotive-type mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Limited to 830ci hemi and 840 ci on wedge entries, no tolerance. Blocks may be aluminum or cast iron. No magnesium or other materials allowed. One distributor maximum. Maximum 5" bore spacing. Every engine must have an individual Serial No. given by engine builder. The Serial No. must be located in a clearly visible place on the cylinder heads and block. All moving engine components must be accepted prior to utilization. Additionally, the use of beryllium, carbon fiber/kevlar, ceramic, or composites are prohibited from use on these components. The rod and main bearing assemblies must be of conventional sleeve design.

EXHAUST SYSTEM: Open exhaust with headers mandatory. Side exit exhaust systems permitted.

FUEL: All entries must utilize VP Racing's Q16 or C23 Fuels. The use of propylene oxide, nitrous oxide, methanol, nitromethane, or any other additive is prohibited.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications. . If digital ignition system has internal programmable retard functions, all of the external wires that have the ability to activate similar functions must be clearly disconnected and removed from the wiring harness. (Ex. MSD 7530, 7530T and 75301 (pink, tan, violet and white wires). Any electronic traction control device prohibited.

OIL LINES: All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process.

MISCELLANEOUS

CREDENTIALS: A valid ADRL membership and competition license is required. Valid IHRA and NHRA competition licenses may be transferred when presented with a current physical.

COMPUTER: Allowed.

DATA / ELECTRONICS ACQUISITION: Allowed.

TOW VEHICLES: Allowed. A valid driver's license is required to operate any type of tow vehicle. All passengers must be seated inside of vehicle with all doors closed. Riding in open hatchback, trunk or cargo area not allowed. ATV's are allowed with a maximum of one passenger who must be seated at all times. Golf carts are allowed with a maximum of three passengers who must be seated at all times. Posted pit speeds must be obeyed at all times. If pit speed is not posted, maximum pit speed will be 10 mph.

SAFETY EQUIPMENT

DRIVER RESTRAINT SYSTEM: SFI 16.1 certification required. 7 point system recommended

ENGINE CONTAINMENT SYSTEM: ADRL accepted lower engine containment system required. The system must include the oil pump and related components and be a minimum of 3" above ground.

FIRE SYSTEM: SFI 17.1 system required. System must contain a minimum of 5 lbs of fluid or gas fire suppression agent. One nozzle required inside driver's compartment must be directed at driver's feet. Two or more nozzles must be directed at front of engine and fuel cell.

HEAD AND NECK RESTRAINT: SFI 38.1 required. An aluminum skid plate located above driver's head is recommended.

HELMET: SN-2000 or newer or 31.2A or 41.2A mandatory. Use of open face helmet prohibited. EjectHelmet Removal System (Part # SDR 890-01-30) or equivalent required.

MASTER ELECTRICAL CUTOFF: Required. Must be clearly labeled "PUSH OFF".

PARACHUTES: Dual parachutes required. Separate shroud-line mounting points with 1/2" sleeved grade 8 bolts required.

PROTECTIVE CLOTHING: A driver's suit meeting SFI Spec. 3.2A/5, gloves meeting SFI 3.3/5 and shoes meeting SFI 3.3/5.

ROLL BAR PADDING: SFI 45.1 required.

UPHOLSTERY: All seats must have minimum 24 inch high seat backs. Seat frame of chromoly tubing must be installed as a permanent part of the chassis. "Wrap around" type seat or fiberglass one-piece bucket accepted. Dash board exterior appearance must be retained: replicas of original allowed. Gauges may be painted in or simulated. Head liner optional; area must be painted if headliner is not used. Driver's seat foamed with energy absorbing material, formed for the driver and covered with flame retardant material is recommended. Lateral helmet supports recommended.

WINDOW NET: SFI 27.1 required.

All rules subject to change at the sole discretion of the ADRL Technical Services Department.