



“KING” OF INDIANA
FULL-SIZE PROSTOCK RULES 2022
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Car Choice

Any RWD sedan or station wagon including 1966 and older imperials.

General

Cars must have contrast colors if painting black only 50% can be black. All cars must have a mandatory 12” by 12” roof sign.

Core support / radiator

Core support cannot be moved from factory location and must line up with factory body mount hole on frame. Maximum (32) inch wide, (24) inch tall expanded metal can be used to protect radiator. Material of expanded metal cannot exceed (1/4) inch thick. Expanded metal must be mounted directly in front of radiator. Expanded metal can be attached to core support in (8) spots with (1) inch welds or (3/8) inch bolts and (1) inch outer diameter washers. Instead of expanded metal, an aftermarket radiator guard can surround radiator. Material for guard can be a maximum of (1/4) inch thick. Radiator must mount in factory core support tray and can have only four mounting locations top and bottom. The mounts for radiator cannot strengthen core support in anyway. Radiator cannot connect to motor, pulley protector, or cradle. Core support spacers can be no taller than 6 inches. Spacer material cannot exceed (2) inches by (2) inches by (1/4) inch thick square tubing. Tubing can be welded to top side of frame or factory bracket (depending on make/model of car) and bottom side of core support only.

Hoods

Hoods must be off for inspection but will be a part of the inspection process. No metal may be added to hood for any reason, except 6 1” store bought washers welded on top of hood for hood bolts. Access holes and/or exhaust holes may be bolted back together in a total of (12) locations by using (3/8) inch bolts and (1) inch outer diameter washers or (1) inch long welds. Hoods can be secured to car in (6) locations. Factory hinges will be considered (2) of the (6) locations if used. Bolts to secure hood cannot exceed (5/8) inch diameter and (6) inches tall. Bolts can be welded to fender and/or firewall. A (4) inch by (4) inch by (1/4) inch thick plate can be added to each bolt location to assist with welding bolts to fender or firewall. Plate may be folded into an angle if desired. Washers to secure hood cannot exceed (3) inches by (3) inches by (1/4) inch thick. All hood bolts must be outside of the exhaust tube width.

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Quarter panels

Quarter panels can be bolted together using (5) 3/8 inch bolts with (1) inch diameter washers. Shaping of sheet metal on quarter panels is allowed but sheet metal cannot be doubled over and / or welded. Absolutely no metal may be added to quarter panels. Bottoms of quarter panels may be folded up to trunk pan and can be attached in (3) locations by using (3/8) inch bolts and (1) inch outer diameter washers or (1) inch long welds. Quarter panels must remain vertical. It is understood the shaping of sheet metal effects the vertical appearance. Top of quarter panels cannot be pushed in any farther than the inner edge of frame rail on the same side of car. The top of the quarter panel must measure (10) inches tall from the body bolt elevation. This measurement will be taken at the top of the quarter panel above taillight area.

Firewall

Part of firewall may be removed for clearance of distributor.

Body

Doors may be welded 5" on 5" off with no thicker than 1/4" x 3" x 5" material or can be fastened shut with #9 wire or banding. The driver's door may have a door skin no thicker than 1/4" and may be welded all the way around. Weld not to extend more than 2" in any direction of drivers door.

Window bars

You may have 1 front and 1 rear window bar that can not be any thicker than 3" x 1/4". These may attach to the sheet metal no more than 6" on the roof and deck lid. Wagons do not get a rear window bar.

Trunk

Speaker decks can be removed if desired. No metal may be added to trunk lid or rain channel. Two (8) inch by (8) inch holes must be cut for inspection purposes. Holes must be over body mount area behind humps. Holes can be bolted together with eight (3/8) inch bolts and (1) inch outer diameter washers or (1) inch welds per hole. The backside of the rear wheel tubs and all body mounts inside trunk must be accessible and visible during inspection. Once car has passed, holes can be covered with factory thickness sheet metal and attached by using the (8) bolts already mentioned. Inspection hole covers must be presented during inspection and installed when your stick is being taped on. Trunk lid must mount in factory location but can be contoured down toward top of package tray without exceeding quarter panel rule. Bolts for hinges must be factory size but can run thru top layer of trunk lid and be washered and nutted with washer being no bigger than (1) inch outer diameter. Trunk can be attached to car by welding (5) inch wide by (5) inch long (1/4) inch thick plates on exterior trunk seams. The (5) inch on, (5) inch off, method will be utilized. Station wagon tailgates must remain in factory location but can be lowered into box if applicable. Attaching tailgate to car must be done in the same manner as a trunk lid (5 inch on and 5 inch off).

Cage/Halo Bar/Gas Tank

No cage component, including halo bar, can be larger than (4) inch material (round or box tubing). No cage component can be contoured or rounded. Four-sided cage surrounding driver consisting of dash bar, two side bars and rear seat bar. Dash bar must remain (5) inches above topside of transmission tunnel and (5) inches away from distributor. Two down legs can be welded to frame. Down legs must be vertical and can only attach to side bars or rear seat bar. Down legs must be behind firewall body mounts (toward driver) and/or in front of the wheel tubs (toward driver). All cage components must be at least (4) inches above body bolt elevation and (5) inches above topside of transmission tunnel with exception of down legs. Only connecting point for cage can be a-pillar, b pillar, and down legs. A (10) inch by (10) inch by (1/4) inch thick plate can be added to the b- pillar only to assist with attaching cage to body (no added metal to a-pillar mount). Bar behind the seat may be no farther back than the kick panel. Side bars can be a max of 60" long. The center bar cannot extend behind rear bar and must be at least (5) inches above topside of transmission tunnel. A 32-inch-wide gas tank protector may be added and must be centered in car. Tank protector can attach to package tray by using two 5/8"s bolt max 6" long or by using two welds, 3" beads. Sheet metal in-between tank protector and package tray cannot be removed. Halo bar can be bolted and/or welded to roof and must attach to top of side bars only. Halo to be vertical coming from side bars and must run straight across roof side to side. Extensions to bolt halo to roof can be no longer than 10 inches and/or wide and can only have one bolt thru roof per extension. Two extensions total for halo bar. Halo bar cannot be any farther back than the 18 inches behind center body mount. Cage, gas tank protector, and halo bar can have one gusset per corner. Gussets are considered a cage component and must adhere to the size limitations. Any material protecting the gas tank must be vertical and cannot extend upward more than (12) inches above tank. No cage component can be farther back than where the gas tank protector meets package tray on coil spring cars. Nothing beyond frontside of rear end hump inside car for leaf spring cars.

Body mounts

Maximum bolt size is (5/8) inch diameter and (6) inch in length. Washers for body bolts can be no larger than (3) inches by (3) inches by (1/4) thick. Body bolts cannot be moved from factory location for any reason. Bolts must start in factory location on frame and can be ran thru the body and washered / nutted on top. No extra body mounts for any reason. Core support mounts can run from bottom of frame thru core support and can act as two of the 6 hood mounts. Five nuts and washers per core support mount. Nuts and washers can be welded if desired on core support body mount only. Washers on core mount must be standard store bought (1) inch washer with a diameter no bigger than 3 inches. Two nuts and washers for all other body mounts and must be free floating. All body mounts with the exception of core support must have a (1) inch tall spacer between frame and body. Maximum size for spacer is (3) inch diameter or (3) inch by (3) inch square and must be free floating. Body spacers are allowed to be threaded.

Interior bolt-ins

Aftermarket components for controlling the car are allowed. However, no interior component including pedals, battery box, and steering column may strengthen the car in anyway. Mounting of these components may not attach too, or be within 2 inches of the frame, crossmember, and/or firewall.

Transmission coolers are allowed but again, cannot be mounted in a way that strengthens the car in anyway. Fuel cells and batteries must be safely mounted (2 batteries max).

Front Frame

Engine saddle can have aftermarket engine mounts (rubber style) welded in. Cars may have one tilt point per rail and can be re-welded in that specific area only. Fomoco crush box cars can cut and re-weld flaps but cannot add metal to do so. Rails cannot be cut apart and narrowed and then re-welded in any section of the rail. Frame locators that locate the two halves must be visible. Width measurements will also be taken and compared to factory dimensions. All cars must adhere to the core support rule for length on front frames; 03 and newer fords, caddies, imperials and suicides may not shorten the rails at all. A-arm brackets and a-arms cannot be moved from factory locations.

Center section of frame

No modifications on center rails beyond what is allowed to mount crossmember and seam welding stated in front frame section.

Rear frame

Only modification allowed on rear rails will be the addition of hump plates. No welding of frame seams anywhere. Rails cannot be squeezed together or narrowed. Rails will be measured from side to side and compared to factory measurements. Top of rails can be dimpled or cut for bending purposes only and cannot be re-welded. All factory core sprung cars can have a (22) inch hump plate. Pre 1980 leaf cars can have a 12-inch hump plate. All plates must be centered in the hump area. Hump plate can be straight across hump or contoured but can only connect to outside of frame (toward tire) and must be at least two inches away from rear end. Hump plates can be a maximum thickness of (1/4) inch and (6) inch tall. Hump plate must be flat. Shortening of the rear frame, body, or unibody is not permitted in any way.

Front bumper

Any OEM automotive bumper allowed. Bumper may be seam welded and stuffed. Aftermarket replica bumpers are allowed but must be to factory measurements. If you choose to manufacture a homemade bumper, it must conform to the following size limits. It can be no larger than 8" (tall) X 8" (wide), The point must taper over an area of at least 32" wide and cannot exceed 12" wide (front to back). The point may only extend out 4" from the flat part of the bumper. No sharp or jagged edges allowed anywhere on bumper for safety reasons. See below for mounting;

You can only use (2) 3" by 6 inches plates per frame rail to mount bumper. Plates must attach to bumper. On the back side of bumper where it meets the frame you may use a 1/4" X 6" X 6" to create a flat mounting surface. You may not run any factory bumper bracket on the front frame of any car.

Maximum height will be (22) inches from ground to bottom of bumper.

Rear bumper

Any OEM automotive bumper allowed. Bumper may be seam welded and stuffed. No sharp or jagged edges allowed anywhere on bumper for safety reasons. Rear bumper can be welded to body with (6) – (3) inch wide, by (1/4) thick, by (6) inch long straps in addition to mounting options below for any car.

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Option # 1 – bumper cannot be hardnosed to frame. Run the factory shock and/or bracket that came on the make and model of car you are running. Bracket and shock must be in factory location but can be tilted. Nothing can be welded beyond (6) inches on frame measured from back of frame toward hump. Two additional straps can be added per mounting location. Measurement for strap is (3) inch wide, ($\frac{1}{4}$) inch thick, and (6) inches long.

Option # 2 – remove factory brackets and/or shock and hardnose rear bumper to frame. Two (3) inch wide, by ($\frac{1}{4}$) inch thick, by (6) inch long flat plate can be welded to frame. (Measured from bumper) Sheet metal can be moved to hardnose bumper but cannot be rewelded beyond rules stated in the trunk/tailgate section. Quarter panels cannot be shortened.

Minimum height from ground to bottom of bumper will be (14) inches. This will be strictly enforced and no allowances given.....period! Rear bumper must be minimum (5) inches tall and will also be strictly enforced.

Front suspension

A-arms must be OEM factory from passenger car origin. A-arms are interchangeable but must be a direct bolt on to factory configuration with no modifications. No aftermarket coil springs or coil spring spacers allowed. One inch all thread can replace the factory shock. Four nuts and three washers per all thread. Nut and washer on bottom can be welded. Measurement for bottom washer is (5) inches by (5) inches by ($\frac{1}{4}$) inch thick (or 5 inch round). Top nut and standard store bought (1) inch washer with (3) inch diameter can be welded. No welding on bottom a- arm other than nut and washer for all thread shock, ball joint rings, and bump stops for spindles. Bump stops can be no larger than (2) inches by (2) inches by ($\frac{1}{4}$) inch thick box tubing and cannot be longer than (2) inches. Upper a-arm can have strapping to weld arm down. One strap on front side toward bumper and one strap on back side of arm toward driver. Measurement of flat strap can be (2) inch wide, ($\frac{1}{4}$) inch thick, and (4) inches long. Strapping must follow contour of arm on front and back sides going down to ball joint. A-arms cannot be moved from factory location. Towers and brackets cannot be moved, welded, or altered. No aftermarket spindles allowed. If you use aftermarket ball joints the collar you weld in or bolt in can only be a $\frac{1}{2}$ " bigger than the ball joint sleeve. If you run a sway bar it must be mounted in the factory position the ends can be heated and bolted to the a-arm with no bigger than a $\frac{1}{2}$ " bolt. Must have a 1" gap from pulley protector to start the derby. This can be welded with a max $\frac{1}{2}$ weld in factory location.

Aftermarket tie rods are allowed. Idler arms may be welded with 2 1" welds. Sway bars must be located in factory location but may be bent down and bolted to lower a-arm with a $\frac{5}{8}$ " bolt.

On 03 and newer fords you must use factory aluminum cradle and suspension components. You may use 80s style spindles and only 80s style spindles. **No hydraulic steering.**

Rear suspension

Coil spring cars – any oem automotive coil spring is welcome. Coils springs can be wired or chained to rear and package tray (nothing excessive). Factory shock can be replaced with all thread. All thread can run thru body and act as a body mount but all thread must run thru coil spring and exit thru factory hole on package tray. Coil spring must line up with axles tubes. Rear-end must mount in factory 4-link configuration. Control arms can be replaced with maximum 2-inchwide by 4 inches tall by ($\frac{1}{4}$) inch thick

box tubing. Watts link conversion is allowed for any coil sprung sedan. Upper brackets must be no larger than 6-inch-tall and (12) inch wide by (3/8) inches thick material and must be two separate brackets. Each bracket can be attached with four (5/8) inch bolts max. Lower arm can be welded to frame by using a box tube welded to frame. Female tube can be no larger than (3) inches by (4) inches by (1/4) inch thick wall tubing that is no longer than (4) inches long. All other cars can remove factory lower bracket and replace with a box tube of same size as watts conversion. Control arms can be no longer than factory length but may be shortened. No leaf spring conversions for coil cars.

Leaf spring cars – leaf's must be factory leaf's in factory location. Leaf's must have a 2 1/2 inch stagger behind the wheels and at least a 1 1/2 in front of the wheels. You can use 4 total claps 1/4" by 2" with 3/8ths bolts. Factory u-bolts may be replaced but only with factory size 7/16ths.

Wheels / tires

(4) tires max per car. Wheels and tires can be any configuration with exception of studded tires on rear. Tires cannot be replaced with steel paddles. (21) inch outer diameter max on bead locks.

Rust

A phone call to the head inspector must be made prior to fixing any rust on body and/or frame. Head inspector will provide direction on how repairs are to be made. The conversation will be documented. No car will be allowed to compete if rust repairs are made without having a pro-active conversation with head inspector. This rule will be strictly enforced.

Drivetrain

Any automotive engine and trans are allowed. Aftermarket driveshafts are allowed. Any rear-end is allowed. Bracing for the rear-end cannot extend more than 13" in any direction from center line of rear-end. Bracing cannot extend more than 10 inches from the center line of rear-end on the last 12 inches on ends of rear toward tires. Crossmember can be factory or a (2) inch by (2) inch by (1/4) inch wall tube. Angle iron to mount cross member can be no bigger than (6) inch by (6) inch by (1/4) inch thick angle iron and no longer than (8) inches.

Lower engine cradles/front plates, pulley protectors, aftermarket bells, steel tails, and tranny protectors are permitted. Aftermarket gas pedal, brake pedal, steering column, trans cooler are permitted also, these must not be mounted in a way to strengthen car. On 03 and newer you may mount the motor to the factory aluminum cradle, or you can fabricate "a mount" to the side of the frame no bigger than 4" X 6" and must be on the cradle side of the frame not on top or bottom these mounts must be 2 separate mounts and must not connect side to side. SMW 03+ engine mounting plate may be used.

All Cars

You will be allowed to add six (6) fix it plates to your car in any configuration. However, plates cannot be cut in multiple pieces to increase number of total plates. Plates will be (4) inches by (6) inches by 1/4 inch thick. **Pre-runs cars must adhere to all rules. We will not allow a pre-run to gain any advantage over fresh cars ie... tuck, weld, tighten up, fold over anything! This will be strictly enforced and you should call prior if you have any questions.**