

Central Nevada Racing Association - Tonopah Speedway 2026 Pro Stock Rules & Regulations

1. Roll Cage:

- 1.1. 6-point roll cage minimum consisting of four-point center section and "kicker bars".
- 1.2. Kicker bars may be "X" braced.
- 1.3. Cage must be built using minimum 1-1/2in. OD .095in. wall thickness (1-3/4in. OD .095in. wall thickness recommended) steel tubing. No tubing larger than 2in. OD.
- 1.4. No galvanized steel allowed. No black pipe allowed.
- 1.5. A minimum of three (3) horizontal door bars on driver's side and "Z" bracing on passenger side are required.
- 1.6. Door bars must have vertical bracing from top to bottom bars.
- 1.7. Door bars must have minimum 18-gauge steel anti-intrusion plate securely welded to outside of bars.
- 1.8. Center section of the cage must consist of a main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on.
- 1.9. Every cage must have at least one halo bar and one in the center.
- 1.10. Front cage hoop mandatory.
- 1.11. Roll cage four-point center section attachment points must have 16in. of linear weld minimum per attachment point, not counting where the roll bar attaches to the plate. Minimum 4in. x 4in. plate steel or 8in. long angle iron welded on all sides.
- 1.12. Roll bar to frame attachments must have a minimum of 4-1/2in. of linear weld connecting roll bar to the frame.
- 1.13. Welds must be of good quality with gussets added in critical areas.
- 1.14. Nerf bars and bumpers may extend up to 2in. beyond the body and must terminate inward and contain no sharp edges.
- 1.15. Windshield bars required in front of driver.

2. Helmets & Fire Suits:

- 2.1. Drivers and passenger must have a SNELL SA2020 or better rated helmet. The strap and clasp must be in good functional condition. Helmets cannot have any cracks and must accompany the vehicle at time of inspection. No open face helmets will be allowed.
- 2.2. Driver must have an SFI rated driving suit, driving shoes, gloves and neck brace. SFI rated socks and Hans/Hutchins device highly recommended. ***No open toed or street shoes allowed whatsoever.***

3. Safety:

- 3.1. Driver side window net is mandatory. Webbed net only, no mesh. Window net must be SFI approved.
- 3.2. Window net must be mounted so it can be easily accessible by the driver and Safety Crew.

- 3.3. No stock seat belts. Five (5) point type harnesses required with minimum 3in. waist and shoulder straps. Belts must be no more than three (3) years old. All belts must be securely mounted to the roll cage. No worn or sun rotted belts. Tattered fibers, nonfunctional clasps and insufficient mounting points WILL be cause for vehicle to fail tech.
- 3.4. Arm restraints allowed. Arm restraints mandatory if running without a roof.
- 3.5. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in driver's compartment must be fire retardant.

4. Chassis & Weight:

- 4.1. 2,800 lbs. Total minimum weight with driver in car.
- 4.2. All added weight must be painted white with car number on weight.
- 4.3. No fully fabricated chassis allowed. Front clip does not have to match engine. Front Clip must be unaltered OEM from 12" in front of lower control arm to the motor plate/bellhousing. Frame may be homemade with .095" wall tubing behind the motor plate/bellhousing. The main 4-point cage must be attached to the frame with a minimum of 1-1/2" .095" wall round tubing.
- 4.4. Driver cannot be sitting over driveline.
- 4.5. Minimum wheelbase of 103.5", with a maximum deviation side to side of one (1) inch.

5. Engine & Drivetrain:

- 5.1. 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 beyond the #1 spark plug at ball joint will be penalized by adding 100lbs in front of the motor plate. (additional weight is in addition to total minimum weight). Weight must be securely mounted with a minimum of two (2) 1/2" bolts each.
- 5.2. Any cast iron block allowed (after-market blocks OK). NO lightening allowed, MUST remain as cast iron. NO aluminum blocks.
- 5.3. Any cast iron head allowed. NO lightening allowed, MUST remain cast. NO aluminum heads.
- 5.4. Electronic ignitions OK. NO programmable ignition boxes or two step ignition boxes allowed.
- 5.5. No dry sumps.
- 5.6. All accessories must drive off front of engine. NO bellhousing driven pumps or accessories.
- 5.7. NO electronic traction control or timing control devices of any kind.
- 5.8. OEM transmission and aftermarket transmission with internal clutches allowed.
- 5.9. Any automatic transmission allowed.
- 5.10. Driveshaft loop required. Driveshaft must be painted white and have car number on it.

6. Exhaust:

- 6.1. Zoomies and 180° Headers Allowed.
- 6.2. No exhaust components in driver compartment.

7. Fuel System:

- 7.1. Gasoline, race fuel and methanol are allowed. NO nitrous or nitromethane.
- 7.2. Maximum of 800cfm carburetor.
- 7.3. NO exotic carburetors, including but not limited to, Predators or Dominators.
- 7.4. NO fuel injection, super chargers or turbo chargers allowed.
- 7.5. Electrical fuel pumps allowed with an oil pressure switch or inertia switch mandatory.
- 7.6. Fuel cells are mandatory and must be mounted securely in the trunk area of the car. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails.
- 7.7. Fuel cells must be surrounded by 18-gauge steel minimum.
- 7.8. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material.
- 7.9. Metal fuel filters only. Each fuel cell must be fuel tight and have a functional roll over valve.
- 7.10. Fuel cells must be mounted by at least two (2) 2" × 1-1/4" × 1/8" steel straps completely surrounding the cell.
- 7.11. Must have a ground strap on fuel cell.
- 7.12. Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at any time. Fuel cells must have ground clearance of at least ten (10) inches.

8. Electrical:

- 8.1. Battery disconnect switch is mandatory and must be labeled and within reach of driver and Safety Crew.
- 8.2. One battery per car. Battery must be securely mounted.
- 8.3. No batteries in the driver compartment.

9. Steering & Suspension:

- 9.1. Suspension attachment points on rear of car and front upper control arms can be modified.
- 9.2. Heim joints OK in front steering, pan hard, pull bar, rear trailing arms, and shocks.
- 9.3. NO bird cages, NO Z links, NO 4-bar rear suspension or lift arms allowed.
- 9.4. Driver must not be able to adjust suspension from inside the car.
- 9.5. OEM lower control arms only — "ball joint cup/shock mounts can be modified" — NO tubular lower control arms.
- 9.6. Steering box to remain in stock location for clip used. Steering quickeners OK. No rack and pinion steering
- 9.7. Steel or aluminum tubular adjustable upper control arms with heims allowed.
- 9.8. Spindles OEM or OEM type replacements. Aftermarket steel fabricated spindles allowed and must bolt 25lbs in front of the motor plate. (Additional weight is in addition to total minimum weight.)
- 9.9. Wide 5 hubs will be penalized by adding 50lbs in front of motor plate. (Additional weight is in addition to total minimum weight.)
- 9.10. Weight jacks allowed.
- 9.11. Coil-overs with a minimum of 5" diameter spring. Coil-over eliminators OK.
- 9.12. Racing shocks can be used and re-mounted. No more than five (5) steel-bodied 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.

- 9.13. Steel tube quick change rear end and 9" floater rear ends allowed. NO cambered rear-ends, NO gold track or ratchet rear ends allowed.

10. Brakes:

- 10.1. Steel rotors only, Aluminum aftermarket calipers OK.

11. Wheels & Tires:

- 11.1. Any dirt racing tire allowed.
- 11.2. 11in. maximum tire tread width - 8in. or 10in. wheel widths only.
- 11.3. 1in. lug nuts mandatory. No loose, broken or missing wheel studs or lug nuts.
- 11.4. Tire may not protrude more than four (4) inches past the bodywork.
- 11.5. Bead locks allowed on all four (4) corners.
- 11.6. Any STEEL eight (8) inch or ten (10) inch wheels. No aluminum.
- 11.7. Wheel stud threads must protrude from lug nuts.
- 11.8. Wide 5 wheels will be penalized by adding 50lbs in front of motor plate. (Additional weight is in addition to total minimum weight.)
- 11.9. Bleeder valves OK.
- 11.10. No defacing of tire markings will be allowed.

12. Body & Bumpers:

- 12.1. Steel and aluminum aftermarket bodies OK. Bodies to kept semi-stock look, NO wedge offset bodies. Bodies to be kept in good shape and are subject to tech approval.
- 12.2. Spoilers not exceeding six (6) inches in total height (eight 8" total material height). Sail panel and spoiler side must: have a minimum of 6" space between end of sail panel and front edge of spoiler when looking at car from side view. Spoiler side panels and braces max height 9" off deck.
- 12.3. Aluminum seat only. Seat fastened to the roll cage ONLY. Side bolsters and side impact head supports recommended. Seat covers and padding must be fire retardant. Seat must be mounted with at least four (4) 3/8" bolts, in at least four (4) points.

13. Clarifications:

- 13.1. Any refusal to go through tech or fix tech related issues will result in disqualification from that event.
- 13.2. Any problem found by the tech MUST be fixed before a car will be allowed to race.
- 13.3. Anything not clearly stated in the rules, or in a gray area, is up to the tech's discretion. Any decisions made by the tech are final.
- 13.4. Any car that dominates or walks away may be subject to weight being added at any time.
- 13.5. Rough driving will not be tolerated. Drivers will be warned once, if it continues the driver will be black flagged.

******* Central Nevada Racing Association reserves the right to make changes/clarifications to any rules to keep a competitive level playing field in the best interest of the class, the track and the drivers. Changes may be made mid-season in order to clarify gray areas not already covered in the rules set forth above. *******