

Pro-Stock Class Rules

- 1. Body:** Any VW Type I, Type III, Ghia, or NEW BEETLE may be used. No convertibles. Fiberglass bodies are allowed. All bodies must be full fender, with front and rear hoods. Running boards not required. All glass may be replaced with 1/8" polycarbonate material, such as Lexan MR 4000. Stock drip rails may be removed. Maximum 4" chopped tops are allowed. Minimum roof height 46". Body may be channeled or framed. Body may not be lightened by drilling holes. Body may not be sectioned. Minimum height of door measured from bottom to window crease is 24". Must retain original openings. Windows need not be operational, but must be closed during competition. Class designation must appear on rear quarter window in 3" letters and permanent number in 6" letters. Fiberglass or carbon fiber may be used for deck lids, hoods, fenders, apron, and doors as long as stock appearance is retained, however, rear fenders may be widened to accept larger tires. A maximum dimension to outside of rear fenders is 68". Minimum is 58". Rear fenders may be raised for tire clearance but must be mounted at least 2" below quarter window measured 25" back from door opening. A one-piece fiberglass front end is acceptable. Fenders must be securely mounted to the body. Inner edges may be cut to allow clearance. Deck lid may be fabricated to clear carburetors or injectors. Front fenders may be raised for clearance, but must not be mounted above the front hood, measured at the centerline of the front tire opening. Maximum dimension to the outside of the front fenders is 66" measured to the outside of the fenders. Minimum is 58". No floating mount front hoods. The leading edge of the front end may be squared off and an aero lip added for stability. Maximum measurement from front of door to nose 5" more than stock. Dropped front ends prohibited. Ground clearance must remain at 3". Both doors must be operative and can be opened both from the inside and outside. Super Beetle bodies may be mounted with a standard Type I front end. **All cars must be a finished product and can compete at only two races in primer.** Cars must be complete during qualifying and eliminations, i.e. deck lids, aprons, etc.
- 2. Wings:** Wings are allowed in Pro Stock. A spoiler of single plane design is permitted. It must be mounted below lowest point of rear window and not more than 42" wide except on New Beetle bodies, whereas the maximum width is restricted to 2" outside of the stock rear hatch opening on each side. Maximum height 4" from mounting point. Maximum gap between body and spoiler 1 inch. Any wing configuration not meeting these criteria may be allowed to run if a majority of registered members determines that the variance does not present any significant competitive advantage. Any member with a vehicle requiring exemption should contact the ECPRA board as early as possible so the matter can be thoroughly investigated and discussed by the members.
- 3. Engine:** One 4 cylinder opposed pushrod, 2 valve per cylinder, of VW configuration. One spark plug per cylinder, carburetors, mechanical fuel injection or electrical fuel injection. No turbos, superchargers, nitro, or nitrous oxide permitted. Motor must be in stock location. The term "stock block" is in reference to the factory cylinder head stud pattern. Aftermarket 6 stud through 12 stud configurations are allowed.

4. **Fuel:** ECPRA Pro Stock vehicles must run our official spec fuel of either VP C14 or VP C14 plus. No other fuels or additives are allowed. Fuel testing will be conducted on site via visual inspection, hydrometer, and dielectric tester. All racers are subject to fuel testing. Failed tests may be retested at ECPRA discretion. In the event of a failure of an onsite fuel test, the racer will be eliminated from that day's competition and will forfeit that day's points. Please note that stale fuel may fail during onsite testing. If you have fuel that you would like to have tested, please contact an ECPRA official to have it tested as early as possible on race day.

5. **Fuel System:** Aftermarket fuel tanks or cells are acceptable. Must be located outside driver's compartment. A bulkhead of at least .032" minimum thickness metal must be between fuel tank and driver. Magnesium not permitted. No device that reduces the temperature of the fuel can be mounted on the car.

6. **Transmission:** Any conventionally mounted VW or Porsche transaxle permitted. Mendeola brand, VW-style, gearboxes are permitted. Must have a neutral. Reverse required. Reverse lockout device mandatory. Locked rear ends allowed. Welded spider gears not allowed. Clutchless transmissions are not allowed.

7. **Electronic Devices:** No electrical, or air operated, devices such as delay boxes, throttle stops, or timers may be used. No device that functions to operate the vehicle may be used. One playback tachometer is acceptable. No vehicles may be equipped with computers that in any way affect the operation of the vehicle. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Display or transmission of any data gathered or processed to the driver or any remote location, prohibited. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Must be activated by separate switch. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Transmission or display of data gathered or processed by data recorder to the driver or any remote location prohibited. Data may be reviewed (printout, replay, etc.) only after the run.

8. **Frame:** Any type frame permitted providing it meets safety requirements. Must have automotive type suspension commonly used by automobile manufacturers. Must have one hydraulic shock absorber for each sprung wheel. No air adjustable shocks allowed. **Frame must be certified by NHRA / IHRA if running 9.99 (6.39 1/8 mi.) or quicker.**

9. **Steering:** Minimum steering wheel diameter is 13". Butterfly wheels not allowed.

10. **Wheels and Tires:** Must use an automotive-type wheel. Racing slicks are permitted. Wire or motorcycle wheels not permitted. Minimum wheel size 13".

11. Ground Clearance: Ground clearance of 3" minimum from front of car to 12" behind centerline of the front axle is required. 2" minimum for remainder of car except for oil sump and exhaust header.

12. Roll Bar: Roll cage required with side bar. See current NHRA / IHRA Rulebook.

13. Wheelbase: Wheelbase: Axles and body location must remain within 1 inch of original location. Maximum wheelbase variation left to right is 1 inch.

Car	Stock	Min	Max
Type 1 or 3	94.5	93.5	95.5
New Beetle	99	98	100

14. Interior: Minimum one front seat. It may be a properly braced and reinforced fiberglass or aluminum bucket. Dash board must be retained but may be modified. Doors must have panels. Headliner not required. Floor and firewall required constructed of steel or aluminum.

15. Electrical: Battery must be securely mounted outside of driver's compartment. All cars must be self-starting. Master cut-off switch is required. All cars must have one working tail light.

16. Brakes: Must be hydraulically operated. Minimum two wheel rear brakes operated by a foot pedal mounted in a conventional location. (Front brakes recommended.)

17. Helmet: Helmet must meet or exceed **Snell 80, 85 or SFI 31-1, 31-2**, specifications.

18. Protective Clothing: Jacket and pants meeting **SFI Spec. 3-2A/5** required. Drivers must wear approved **gloves**.

19. Seat Belts, Shoulder Harnesses: Driver restraint systems meeting **SFI Spec. 16-1** required. Restraint system must be updated at 2-year intervals from date of manufacture. Crotch strap is mandatory.

20. Window Net: Ribbon type window net is required.

21. Neck Collars: Must be worn by driver.

22. Weight: Minimum weight including driver is **1300 lbs.** for cars using engines with factory stock Type I cylinder head stud pattern. A maximum 4 studs per cylinder allowed. The minimum diameter for a head stud is .281". Minimum weight for all other engine configurations is **1350 lbs.** All cars must weigh at least 9lbs per cubic inch of engine displacement.

23. Safety: All cars must meet NHRA / IHRA safety standards.

PROTEST PROCEDURE: All Participant Protests must be made to the Director of the ECPRA prior to the start of eliminations & must be accompanied by a **\$450 Protest Fee**. Protested Vehicle will be checked after completion of eliminations for specific alleged violation. If found to be **in compliance** with ECPRA rule, the Protest Fee will be given to Protested Participant. If found to be **in violation** of protested ECPRA rule, the Protest Fee will be returned to the Participant that entered the protest and Violator will be disqualified, losing all entry fees & points earned at that Race. Race Officials can enter a protest at any time.

TOW VEHICLES: All tow vehicles must have the number of the car they are towing displayed on the front windshield. This will allow the time slip personnel to quickly find the correct time slip and reduce traffic tie-ups.

RULEBOOK: The rule book is intended as a guide to reflect the ECPRA rules in general. If something is not specifically allowed in the rules you are advised to check with the ECPRA Technical Department BEFORE you attempt to race at an ECPRA event.

RACE OFFICIALS: **The Competition Director has the final authority on any dispute or interpretation of the rules. Any driver or group of drivers, attempting to override the Competition Director will be removed from the ECPRA program for that race with no refund of entry fees.**

COMPETITION: All winners are advised that their engines will be checked for displacement prior to being awarded the win. All engines must be the exact displacement as claimed or smaller. If the engine is larger than claimed the driver will be disqualified even if the car has the correct weight for the actual size of the engine. **Driver must report to scales immediately prior to each round of qualifying AND eliminations to be weighed.**

ENTRY FEES: Entry fees in addition to those paid at the gate must be paid prior to attempting to qualify. Consult the ECPRA for location at each race. Pro-Stock entry fee is \$125.00; Purse will be divided 70% to Winner and 30% to Runner-up, with semi-finalists receiving their entry fees back.

Any questions about these rules should be referred to [Gene Collier](#) (President)

ECPPRA POINTS SYSTEM

Points are earned as follows:	
Attempt to qualify	10 Points
For each round entered	20 Points

Event Win	20 Points
Setting new elapsed time record	20 Points
Race Attendance	10 Points
Bonus for competing in every race	70 points

Qualifying Position	Points
1	16 points
2	15 points
3	14 points
4	13 points
5	12 points
6	11 points
7	10 points
8	9 point
9	8 point
10	7 point
11	6 point
12	5 point
13	4 point
14	3 point
15	2 point
16+	1 point

For example, a driver who wins a race consisting of 3 rounds, qualified number 2 and sets a new E.T. record would earn 127 points as follows:

Points Calculation Example	
Attendance	10 points
Attempting to Qualify	10 points
Qualifying Second	15 points
3 Rounds Entered	60 points
New Low ET Record	20 points
Race Win	20 points
Total	135 Points

Each racer's lowest single race point total will be dropped from the final points tally for determination of final point's standings.