

CANAAN FAIR SPEEDWAY

PRO STOCK RULES

All crate engine rules on page 4.

Engine

1. The following are Maximum engine displacement listed by manufacturer. No carbon fiber or ceramic parts allowed. General race procedures and Safety provision rules are as specified in the Pro stock rules as posted by CFS. CFS reserves the right to modify these rules at any time in the interest of fair and equitable competition. CFS officials have final determination of legality and intent of all part.
2. Location: #1 spark plug aligned to ball joint centerline. Engine to be centered in chassis +/- one inch. Crankshaft height shall be no less than 10 inches from center to ground height. All cars with engine set back will be assessed a 50 pound weight penalty by Tech.
3. Oiling system: Wet sump supplied oil systems only. Pump must be located in pan or an external belt driven single stage pump supplied from wet pan source only. Remote oil filter or accusump permitted.
4. Cylinder Heads:
 - GM: Any current (year 2009 or older) 23 degree cast iron heads only. NO port matching, flow work, polishing or grinding allowed. Multi-angle valve job allowed. Maximum Intake valve size is 2.050 inches. GM vortec heads must meet all CFS specs while retaining 1.94 intake valve size. Maximum exhaust valve size is 1.60 inches. When cutting valve angle seats NO stone or grinding marks above the bottom of the valve guide. No porting, polishing, sandblasting, glass beading, painting, angle milling more than 2 degrees or adding material to the head permitted.
 - FORD: N351, N352 (year 2009 or older) allowed. Cleveland: Intake maximum 2.19, exhaust maximum 1.60 WP casting #4351 only. Windsor: Intake maximum 1.84, exhaust 1.54 Ford casting #GT40-M6049-L302
 - DODGE: W/2 castings (year 2009 or older)
 - CHRYSLER 340 CI: Intake maximum 2.02, Exhaust maximum 1.60
 - CHRYSLER 360 CI: Intake maximum 1.88, Exhaust maximum 1.60

Bowl work allowed on all heads is a maximum of ½ inch below valve seat on intake. Bowl work allowed on all heads in a maximum of ¼ inch valve seat on exhaust. Any valve spring permitted.

5. Any head may be confiscated if it does not meet tech approval. If an outside source is needed for a second opinion it will be taken to the facility with two members from the team and a Tech official. At that point in time whether the head is legal or illegal it will be returned to the competitor and any penalties will be assessed.
6. Crankshaft: Steel production design only. Aftermarket crankshafts similar in construction and design to OEM will be allowed. Maximum stroke shall be: Chevrolet 3.500, Ford 3.515, Chrysler 3.500
7. Camshaft & Lifters: Any lift solid or hydraulic type steel camshaft allowed. No roller cams or lifters permitted.
8. Exhaust: Must exit under the car and the mufflers must pass a 96 decibel reading. Any car having the exhaust exiting out the right side of the car **WILL NOT BE ALLOWED TO COMPETE!!** New cars that register after the first 4 scheduled meets of the season will be allowed 13 CONSECUTIVE CALENDAR DAYS from the date of registration to comply with the muffler and exhaust and location rule.
9. Intake: Any standard production typical design aftermarket intake permitted.
10. Carburetor: Holley 4412 two barrel. Only modification to the carburetor will be the removal of the choke plate, shaft and jets. Any 1" carburetor spacer allowed.
11. Block & Pistons: Stock blocks only. Maximum bore size for GM is 4.060 Flat top pistons only. 2 or 4 valve relief permitted. No portion may protrude above top of block surface edge.

Driveline

12. Transmission: No bert or internal clutch transmissions permitted. Minimum Two forward working gears and a working reverse.
13. Clutch: Minimum 5.5 inches permitted.
14. Rear End: Any rear end center section with spur gears will be allowed. Rear end must not use any electronic devices. Full floating axles are compulsory. Limited slip, lockers or unlocked are permitted with no electronic controls. Differential oil coolers are permitted. Cambered steel or aluminum axle tubes are permitted. Steel, aluminum or rubberized drive plates may be used.

Suspension

15. Shocks: Retail cost not to exceed \$350. Only exception will be the Penske Red #7500 series shock. Any other shock that exceeds the monetary amount must be approved by CFS. Internal shock pressure not to exceed 300 psi. No external tanks permitted.
16. Springs: Any springs allowed.

17. Tread Width: 66 inches maximum center to center in the rear end and 66 inches center to center in the front end.
18. Weight: 2850 Lbs, 58% left side for cars with engines set back (see engine location rule #2 above) 2800 lbs, 58% left side for all cars. Left side percentage not to exceed posted weight distribution during or after event. Fuel may be added for total weight consideration. No allowance in regard to left side percentage. Total weight, to be with driver in the car. CFS reserves the right to revise weight distribution amongst different options in the interest of parity and fair competition.

Body Specs And Maximum Parameters

19. Aftermarket nose piece required with 8" backset maximum, measured 15" off the ground anywhere across the nose. Center of front wheel forward to front of nose 45" maximum overhang.
20. Bottom of rear bumper to the ground will be 12" minimum. Bumper must be straight and located at the very rear of the quarter panel. Bumper length 72".
21. Quarter panel rear overhand from centerline of rear axle 46" maximum.
22. Rear deck length 28" maximum, measured from the base of the spoiler to the edge of the back window, not to the mounting flange or the added-on piece.
23. Rear spoiler is to be clear lexan and no taller than 8" regardless of angle and to be measured from mounting surface to the top edge of the spoiler. It is to be mounted in the center of the body and no wider than the body at the mounting points. The height is to be no higher than 43" from the CFS tech floor at its highest point. No side boxing is permitted. All bracing is to be in the rear of the spoiler and done in such a way that an aerodynamic advantage is not gained. Spoiler must be flat across the top with No lips or angles of any kind. Spoiler height will be checked with driver in the car after the feature. The discretion of the tech department will be final!!
24. Height of roof measured 10" back from the top of the windshield, 45" minimum with no more than a 2" drop. Minimum roof dimensions, 45" wide by 38" long. Top of windshield or front edge of roof to base of spoiler 102" maximum.
25. Full front windshield mandatory. Side window opening 12 inches x 22 inches, no movable panel.
26. Frame height: Minimum of 3" measured with driver in car after event. Air may be added to the maximum of 25 pounds in any tire.
27. **THE DISCRETION OF THE TECH DEPARTMENT IN ALL MATTERS CONCERNING THESE RULES WILL BE FINAL AND IN ALL CASES ALL PENALTIES WILL BE DETERMINED ON A CASE BY CASE BASIS.**

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Crate Engine Rules

All engines must be registered, sealed, and inspected by Canaan Tech

Canaan crate engines rules are as follows:

29. 604 factory stock with CFS seals or factory seal with Butler McMaster seals and a single 600 to 650 cfm Canaan legal carburetor will weigh 2850 and allowed 58% left side weight with #1 spark plug a maximum of 2" behind upper ball joint center line.
30. 604 crate engines without all the GM factory seals or any part not listed to be factory specs will be mandated to run a single Holley 4412, 500 cfm Canaan legal 2 barrel carburetor. Weight will be 2850 lbs and allowed 58% left side with #1 sparkplug a maximum of 2 inches setback behind front upper ball joint center line. These engines will need to be within the factory specs in all aspects of the GM spec catalog including part numbers, which are available through any GM dealership. This includes combustion chamber specs, intake and exhaust runners, rotating assemblies, block deck height. The only allowed changes will be the camshaft and valve springs and oil pan and timing chain cover.
31. 603/609 crate engines must be factory stock with CFS seals or factory stock with Butler McMaster seals. These engines will need to be within factory specs in all aspects of the GM spec catalog including part numbers. The only changes to this engine program will be any rocker arm and timing chain cover and the oil pan. This engine will be allowed to run any single 2 or 4 barrel carburetor. This engine program will allow the car to weigh 2700 lbs and 60% left side weight with #1 spark plug a maximum of 2 inches setback behind front upper ball joint center line.
32. All crate engine owners must contact Canaan Tech for sealing purposes as soon as possible so that the sealing fee can be kept to a minimum. The minimum fee will be \$100, this fee will increase depending on the amount of time and effort it takes to check what is needed and that will be determined on a case by case basis.
33. ANY CAR FOUND RUNNING A CRATE ENGINE THAT IS NOT REGISTERED WITH CANAAN TECH WILL BE AUTOMATICALLY DEEMED AS ILLEGAL AND WILL BE DISQUALIFIED.

34. THE DISCRETION OF THE TECH DEPARTMENT IN ALL MATTERS CONCERNING THESE RULES WILL BE FINAL AND IN ALL CASES ALL PENALTIES WILL BE DETERMINED ON A CASE BY CASE BASIS.