



To make all competitors as equal as possible this is the rule package we have come up with:

All cars will weigh a maximum of 58% left side

Cars that run the maritime pro stock tour rule book can remove 50 pounds for shocks.

ENGINE OPTIONS

Option #1: Conventional Engine (steel head): 2800 lb. w/7400 Chip @ 58% Left Side

Must run a 2 barrell 500 Holley 4412. Must meet Petty Raceway no-go guage

Option #2: GM Sealed Crate Engine (w/NBIS-MPST seal): 2750 lb. w/6400 Chip @ 58% Left Side

Option #3: Ford McGunegill MEP 425LM Sealed Crate Engine: 2775 lb. w/6400 Chip @ 58% Left Side

Option #4: Ford D347SR Sealed Crate Engine: 2775 lb. w/6400 Chip @ 58% Left Side

Option #5: Mopar ASA 75360 MPST Sealed Crate Engine: 2775 lb. w/6400 Chip @ 58% Left Side

**Option #6: PASS legal "Crate Engine with NO Changes" (PASS 604 engine option #2)
(See APPENDIX "C")**

2750 lb. w/6400 Chip @ 58% Left Side

ADD 15 lb. for 5.7min diameter harmonic balancer

ADD 50 lb. for Cam, Lifter, 1.6 rocker change.

All other options can run a 500 Holley or 650 Holley. Must meet Petty Raceway no-go guage.

SHOCKS

One per wheel regardless of manufacturer

Sealed steel/aluminum shocks (non rebuildable) and rebuildable shocks will be permitted.

Shocks with External adjusters will be allowed. There is NO claimer rule on shocks.

The following shock/suspension packages are approved for competition in the **200**:

- Coilover shock/spring with or without bump stops/bump spring (as per example)
- External bump stop kit-solid shaft and bump package (as per example)
- External shock with bump stop package-Coil spring only at control arm
- Travel indicators allowed on each package



SUSPENSION

No travel limiting devices such as chains, cables, bolts, etc. subject to technical discretion.
Type of springs including height and wire diameter is optional. Springs are magnetic steel only.
Steel spindles only.

REAR END

A solid spool or “locker” type rear end will be allowed.

“Front Change” quick change rear ends will not be permitted.

Outboard solid drive flanges on rear end may be replaced with rubber drive plates only.

Lower trailing arms may be solid or have a rubber biscuit on either lower arm. The single panhard bar on the rear suspension will be solid with heim joints on both ends, solidly mounted to the frame on both sides. *No titanium axles, bars, or arms.*

No Watts link or similar configurations.

The third link should be a single solid bar with one connecting point (heim joint) on each end which can be adapted to a single torque device between the two connecting points. The third link assembly unit must have no more than one bar, one single linear spring, or one bar, one linear spring and one neoprene or rubber biscuit, or one bar and no more than two biscuits. No “dual action”, “right foot”, “pull bars”, “two way” or similar assemblies. No gas or liquid pressure devices allowed. No shock, torque arm, 6th coils, extra bars, etc.

This is a FOUR TIRE race. Must bring FOUR USED spare tires from their own inventory and can only be used in the event of a flat which must be approved by a Petty Raceway Official. Tire depth rule will be announced soon.

Any questions contact Wayne 902-717-0397 evenings only.