Maritime Pro Stock Tour Rules 2025

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, and understood a copy of the current rules, and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

SECTION 1: GENERAL

1.1 These rules have been written with three goals in mind; promoting safety, ensuring fair competition, and help control costs. No set of rules can encompass all eventualities so there will be times when officials and drivers will have to work together to find an appropriate response to unforeseen developments.

1.2 The Maritime Pro Stock Tour (MPST) officials reserve the right to amend any rule with prior (fair) notice to competitors. Regardless of all else, MPST officials will be the final authorities in interpretation and application of these rules and the equipment used to enforce these rules. By presenting the liability waiver at the event, the signee is stating that he/she understands the “risk” of entering the pit area, the limits of the series/facility insurance coverage, and that he/she agrees to unconditionally abide by the rules and regulations as set forth in the Maritime Pro Stock Tour rules and procedures.

1.3 It is the responsibility of the competitor to become familiar with the current rules. Compliance with these rules is expected of all participants. Any item not covered in the rules must be approved in writing by MPST. Any item being considered by a competitor that is not addressed in these rules requires the competitor to contact MPST for a judgement as to acceptability prior to entering an event. Any rule thought by a competitor to leave a grey area should be verified by officials for its intent (before doing something and attempting to justify it when questioned). **If it doesn't say you can, you can't.**

1.4 Tour cars are expected to compete in the entire tour and will be fully eligible for bonus money and awards. These cars must be fully compliant with the rules of the tour.

1.5 Occasionally, casual cars may be entered for competition and are not likely to be eligible for post-season awards. These cars may not fully comply with the tour rules and are expected to declare all differences, prior to competing. Some changes may be required. A casual car entered in a tour meet will be expected to adjust to offset any potential competitive advantage that non-compliances may offer.

1.6 When a car is found to be non-compliant in pre-race tech, efforts must be made to bring it within the rules. If this is not possible and the difference may affect the fairness of competition (in the opinion of officials), the tech staff may propose an adjustment to try to eliminate any perceived advantage. No hard and fast rules can be listed to cover all possible situations, but the intent and spirit

of the rules will guide all decisions. Adjustments made under this rule are good only for that race meet.

1.7 Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating.

1.8 Cars found non-compliant post-race could be subject to penalties up to and including disqualification or suspension.

1.9 Tech inspection centers on the pre-race formal check; however, the car is subject to inspection at any time from the start to the finish of a race meet.

1.10 Competitors are encouraged to have any parts or pieces, they are not certain to meet the rules, inspected by the chief technical inspector pre-race. Any defects found pre-race; the competitor will be given the opportunity to bring the car within the rules with no penalty (see 1.6). Post-race, any defects could result in penalties. It is the competitor's responsibility to know what they have and to maintain it within the rules.

SECTION 2: SAFETY

2.1 All competitors are obliged to inspect the racing facilities, safety personnel and equipment, and conditions of the track on a continuing basis before and during each event. It is the competitor's obligation to inspect, observe, and promptly report to the Promoter any inadequacy in the facilities, personnel or equipment, or conditions at the track. Competitors are solely and directly responsible for the safety of their race cars and safety equipment and are obligated to perform their duties (whether as a car owner, driver, or crewmember) in a manner designed to minimize to the lowest possible degree, the risk of injury to themselves and others. Neither the Maritime Pro Stock Tour nor the Promoter can or will be responsible for the adequacy of a competitor's race car, racing equipment, or racing activity to accomplish this purpose. Neither the Maritime Pro Stock Tour nor the Promoter shall be responsible for the security of the competitors' race car(s), tow vehicles, trailer, tools, pit equipment, or personal vehicles, on the property owned or leased by the Promoter.

SECTION 3: PIT SAFETY

3.1 In the pits, safety will be greatly enhanced by attention to basics including but not limited to, the wearing of protective clothing and eye wear at appropriate times; fire safety practices; proper storage and disposal of flammables, chemicals, and waste; safe working practices, including the use of jack stands whenever the car is off the ground. A working fire extinguisher must be present while fueling a car.

SECTION 4: DRIVER PROTECTION

It is the responsibility of the driver, not Maritime Pro Stock Tour, its' officials, or the Promoter, to ensure that he/she maintains, wears, and properly uses all the protective equipment described below. The following items are required to be worn when operating a car on the racing surface:

4.1 Snell (SA or SAH) approved helmets only may be used. ***2015*** or newer full-faced helmets are mandatory. Certification label must be visible for inspection. Snell SA 2015, SA2020, SFI31.1 and FIA 88602018.

4.2 Full fire resistant/retardant drivers suit with a minimum SFI rating of 3.2A/1, in good condition, with SFI rating visible in the left sleeve, is mandatory.

4.3 SFI rated fireproof gloves and shoes, with an SFI rating of 3.3 and a visible label are mandatory.

4.4 SFI rated, Head and Neck restraint system is required to be within the manufacturers expiry date, with a visible tag.

4.5 Tour cars are recommended to have an on-board fire system. All entries must at least have a CSA approved fire extinguisher of 5 BC rating, dated for the current year, which always accompanies the car. Fire extinguishers, whether a suppression system or a stand-alone extinguisher, must be mounted in such a manner so the gauge is visible when looking in from outside the car.

SECTION 5: DRIVERS COMPARTMENT (Roll Cage)

5.1 All cars must have a safe roll cage, constructed of 1¾" outside diameter, 0.090 wall molybdenum (chrome moly) or seamless mild steel tubing. The base of the upright members must be solidly welded to the frame and side-to-side members must reinforce the cage. Four sidebars on the driver's side are mandatory. The door bar on the right side must be seamless mild steel tubing or molybdenum (chrome moly). A plate of 16-gauge metal approximately 15" x 30" must be mounted on driver's door between door skin and roll cage. Plate may be integrated into the roll cage structure.

5.2 Door bars – for emergency driver removal, the following is suggested: A 2½" hole in each door intrusion panel located near front & rear main roll bar. The 2½" hole must be located 3 inches from the door bar centerline (see diagram in Section 38).

5.3 All roll bars within drivers' helmet area must be padded with SFI approved roll bar padding.

SECTION 6: SEATING AREA/INTERIOR

6.1 A complete steel firewall (front and rear), floorboards, and area surrounding the driver are mandatory.

6.2 Interior metal from right side door must slope (no shelf) toward floor sufficient to allow access to lap belt through the passenger side window.

6.3 The floor plate must be a minimum of ⅛" metal and should cover the entire floor area including under seat. This shall not become an aerodynamic enhancement in the name of safety.

6.4 An aluminum or Carbon fibre (SFI rating of 45.1) racing seat properly mounted to the cage is mandatory.

6.5 All cars must have an SFI 27.1 rated window net, properly installed in the left front window

opening with a quick release at top. Quick release must be located at the top left corner toward the “A” pillar and fastened at the top and bottom only, the window net must fit and pull tight. No Velcro, cable ties or similar fasteners may be used.

6.6 All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded.

6.7 Seat Belts must be securely installed as per manufacturer’s instructions. Seat belts must meet SFI 16.1 standard. Four-point seatbelts are mandatory. The fifth point crotch strap is recommended. Seat belts must not be beyond the expiry date or be dated no more than three years old. Belts with an expiry date of 2024 **may** be extended one year at the discretion of Chief Technical Inspector.

6.8 Battery must be mounted securely outside of driver’s compartment.

SECTION 7: FRAMES

7.1 Frames must be 2”x 3” (minimum) fabricated magnetic steel tubing or larger; minimum wall thickness of .083”.

7.2 Frame and roll cage, including weight box, must be inside of the left front and left rear tires.

7.3 Minimum wheelbase is 102”, maximum 106", measured from the center of the rear axle to the center of bottom ball joint.

7.4 Track width maximum is 66”, minimum 64”.

7.5 Jack positioners on cars must be set flush with or hidden beneath the door skin.

7.6 Bumpers bars and right-side door bars may be a minimum .065 X 1.25” and a maximum .065 X 2” diameter magnetic steel or molybdenum (chrome moly) tubing.

SECTION 8: BODIES

8.1 Bodies must be full and complete.

8.2 Entire body should be Five Star Nextgen and same design/style throughout (No combinations). No panning, wings, ground effects, belly pans, tubs or any other fabrications that could conceal the original structure or appear to be an attempt to control air flow, are permitted. No under car panning outside of the width of the frame rails no further than the driver’s tub, front, or rear, at the bottom of the frame. Weight cannot be used as panning or aero advantage. No inner wheel wells. No obstructing the view from the engine compartment to the rear of the car. A **skid plate** will be allowed below the oil pan with a minimum 50% open surface area. The skid plate must be no lower than frame and not contact the oil pan.

8.3 Bodies must be installed to meet all Five Star “ABC Official Rule Book” (Version 11.0) dimensions and angles. (abcbodyprogram.com). The body must be mounted parallel to the centreline of the tread width front and rear with a maximum 1” tolerance. Part numbers must be visible (not painted over) on

all panels (see diagram in Section 38). The AR Revolution body is not ABC approved and does not fit available ABC templates. Occasional cars with an AR Revolution body (that meet the AR Revolution templates and measurements) may be allowed to compete with a minimum 50 pounds of additional weight. AR ABC 2004-2019 bodies are permitted.

8.4 Body measurements will be with driver out of the car. Tire pressure will be set at 20lbs. for measuring body heights. Allowance for shock travel must be built into body installation.

8.5 All body panels and windows must remain as produced and maintain their original shape. The measurement (traditional body), from the fender to the bottom of the nose must maintain a minimum length of 11½". The minimum length allowed for the nose is 20" measured from the bottom leading edge at centre, up to the hood seam. Grill screen must meet Five Star ABC dimensions and remain open except for tape.

8.6 Full dimension windshield and rear window must be minimum ⅛" thickness polycarbonate.

8.7 Quarter windows must be cut out and have polycarbonate windows in both left and right window opening.

8.8 Vent windows (optional) must conform to Five Star shape and dimensions.

8.9 Body air ducts may only allow air into the interior, not exhaust it out.

8.10 Bodies that do not meet ABC specifications will (at the discretion of officials) see the total measurements of all discrepancies added together to determine how much the rear spoiler will be reduced. Wheel openings must align with the outside tread of the tire, both front and rear. The front edge of the fender and quarter panel behind the tire cannot be more than 2" inward from the outside of the sidewall of the tire on both sides of the body. No distorting of body panels. There are new templates to check side-to-side and centreline measurements on all ABC approved bodies. (see ABC "Official Rule Book" Version 11.0).

8.11 No drilling of holes in body panels to reduce weight. Any excessive body panel lightning will result in a weight penalty. No adjusting devices should protrude through the hood.

8.12 Traditional and Greenhouse bodies must meet MPST ABC templates. When template is placed on car, fitted tightly to the roof, and touching the rear deck at the spoiler, there will be no more than ½" gap on the front and rear windows. The Nextgen body must fit templates within ABC rulebook tolerances.

8.13 Adjustable body brace brackets are permitted. Bracing under car may not exceed ¾" maximum width and must be flat material. Bracing under car may not exceed 1" width and must be flat or angle material only. All body panels must connect at stock locations without alteration.

8.14 Body must always meet ABC measurements during the race-day. Damage caused on track will be taken into consideration. Bodies and windows must be sufficiently braced to prevent distortion at

speed. Minimum 3 inside windshield braces ⅛” x 1" (or ABC) spaced 5" apart on centre; Minimum of two inside rear window braces required.

8.15 Spoiler must have a minimum of four external spoiler braces: two for each half. Braces must be bolted on each end. No pop rivets.

8.16 Radiator shroud must pull air only from the original opening of the ABC nose and no wider than the radiator.

8.17 Hood and trunk lids must be removeable, or hinged to allow flipping open, in the conventional manner. Hood must have a minimum of 5 positive locking pins across its leading edge.

8.18 Rear bumper covers may not be trimmed, hulled, drilled, or otherwise changed or modified. Bumper cover must be supported by a tubular support to the chassis.

8.19 Rocker panels must be ABC or duplicate dimensions and must run parallel to the racing surface.

8.20 Five Star Part # 000-2100 is the only approved rub rail. If installed, it must be mounted horizontally between the wheels and centered between 18” and 20” from the ground.

8.21 Minimum nose, body and frame height is 4” with a maximum of 8” while in tech for the purpose of tech inspection.

SECTION 9: WEIGHT

9.1 All cars will carry a maximum 52.5% rear weight and a maximum of 58% left side weight (at all fuel levels). Pro Stock Package maximum 58.5% left side weight (see “Engines and Weights” combinations in section 10.26.

9.2 Cars will be weighed with the driver in position using Tour approved scales. Wheels must be pointed straight ahead.

9.3 Cars must be full of fuel for all heat races and feature races. The amount of fuel required to top up following a race should not vary amongst competitors.

9.4 Solid ballast only. No ballast adjustment devices allowed. All ballast must be painted white, securely installed, and identifiable by car number. All ballast must be lead or steel only.

9.5 Weight box must be securely fastened or welded and must not extend beyond the drivers’ compartment or be outside frame rails in any direction.

9.6 Weight will vary for different car construction, suspension, and/or engine options. See section 10.26, Engines and Weights.

SECTION 10: ENGINES

Built Engine

10.1 Built engine with GM 350 9" block, Ford 302 or 351 block allowed. Block and crank to be cast iron only. Maximum compression of 10.5:1 (10.99:1 checked with a whistler). The measurement of the whistler will be final.

10.2 The lead cylinder head must touch a string line between the stock location grease fittings on the upper ball joints.

10.3 The minimum crankshaft height is 10" (measured with a 47" roof height).

10.4 Ford is allowed to have dished pistons. GM is allowed flat top pistons only. Maximum .040 overbore is allowed. Maximum cu. In. GM-358, Ford 302-347, Ford 351-358

10.5 Flat tappet camshaft only.

10.6 Dry Sump pump is the only external oil pump allowed.

10.7 Heads must be cast iron. Approved heads include **GM** 23-degree SB Bowtie, Vortec, Dart Iron Eagle 180, 200, 215, or 230, World Product SR Torquer, Sportsman 11, Motown 220; **Ford** 20-degree GT40, Windsor, Windsor Jr.

The bowl and short turn on the intake side below the valve seat, may be reworked in as far as the head bolt. The maximum volume of any intake runner is plus 5cc. from the manufacturers listed specification for that head. Bowl-blending below the valve seat on the exhaust side is limited to one-inch. Port matching is allowed in a maximum of ½". Multi angle valve jobs are allowed.

10.8 **Ford** M6049-N351 heads are permitted. Heads must remain as produced except gasket matching which is allowed ½" in on the intake ports only. Bowl blending on the intake and exhaust will be a maximum ½" below the valve seat. No port matching on exhaust ports. Intake runners must not exceed manufacturers listed specifications. Multi angle valve jobs are allowed.

10.9 No heads other than those listed are allowed. No 14-degree heads.

10.10 Roller rockers are allowed. No mushroom lifters or aluminum rods are allowed.

10.11 No carbon fiber valve covers.

10.12 Maximum RPM is 7400.

10.13 Built engines could be subject to penalties. These may include weight, weight percentage, RPM reduction, restrictor plate and/or dyno testing.

The intent of the built engine rule is not to allow a superior car to outperform everyone else. It is to provide a comparable package for those without a Crate Engine to compete equally.

The built engine rule is to allow non-crate motors to run with the crate motors without having a competitive advantage, based on the opinion of the Competition Director and the Chief Tech inspector.

Crate Engines

10.14 All crate engines must be approved by MPST officials. Any engine sealed by another organization or track could be subject to removal and testing at the discretion of officials. Tampering with a sealed crate engine (e.g., seal or bolt tampering, unauthorized repairs) will result in a one-year suspension from the date the infraction is found.

10.15 Engines come sealed from the factory and must receive further sealing from MPST before they are eligible for competition.

10.16 Purchase or repair of a "Crate engine" should see the competitor contact MPST. Officials will hear the request and offer a solution to have an engine delivered or repaired. A new engine will require initial sealing before delivery. A rebuilt or refreshed engine, from an authorized repair facility only, will be re-sealed before it is returned to the owner. The minimum charge for sealing is $100 for the first hour or part thereof.

For all crate engines:

10.17 Headers must be 1⅝" outside diameter into a 1¾" outside diameter stepped header with a 3" outside diameter collector.

10.18 Maximum RPM is 6400.

10.19 The lead cylinder head must touch a string line between the stock location grease fittings on the upper ball joints.

10.20 Crank height is a minimum 11". Less than 11” but 10” or more crank height is allowed with 25 pound weight addition. Crank height is measured with a 47” roof height.

10.21 Rebuilt crate engines must remain within factory specifications, including camshaft.

10.22 General Motors "604 Crate engine" part numbers 8958604, 19318604, 88869604, 19370604, 19419604, 19433604, 19434604 are allowed. The fuel pump push rod may be replaced with Comp Cam part number 4607.

10.23 GM crate engines must maintain the original timing cover, harmonic balancer and oil pan as produced. Any changes will result in a 25 pound weight addition.

10.24 Ford "Crate engine" P/N D347SR and McGunegill 425LM and must maintain factory specifications.

10.25 Crate Engine Registration form (Appendix 1 at end of these rules) must be signed and returned to MPST prior to any crate motor being approved for competition.

10.26 Weights in 10.20 and 10.23 are separate.

10.26 Engines and Weights

Engine #1: GM 604 as produced (bottle cap) with stock oil pan, 8" harmonic balancer, 1.5" rockers, stock camshaft, Holley 4150 4 bbl. carb with one .065 gasket, 11" crank height: 58% left side, with QA1 shocks, 2700lbs.

Engine #2: Engine #1 with any or all the following changes: timing cover, harmonic balancer (minimum 6 3/4"), oil pan (7"), valve covers, with 58% left side and QA1 shocks: 2725lbs.

Engine #3: Ford 347 SR that meets manufacturers specs, 1.65" rockers, stock camshaft, Holley 4150 4bbl. carb with one .065 gasket, 11" crank height: 58% left side, with QA1 shocks 2725lbs.

Engine #4: Engine #3 with 1.5" rockers or 1.65" rockers and 1 Allstar Performance AL26180 ½" "governor" plate with 1.35" inserts: 2700 lbs.

Engine #5: McGunegill 425LM that meets manufacturers specs, 1.6" rockers, stock camshaft, Holley 4150 4bbl. with one .065 gasket, 11" crank height, 58% left side, with QA1 shocks: 2750 lbs.

All engines above with crank height no lower than 10" and below 11" will add 25 lbs. to their total weight. (see 10.23)

Engine #6: Grandfathered GM or Ford built engine with 7400 rpm rev chip, Holley 4412 2bbl. carb, 10" crank height: 58% left side, with QA1 shocks 2775lbs.

All the above engine combinations will add 50 lbs. if rebuildable shocks are used.

All the above engine combinations will have 58% maximum left side weight.

Crank height will be with roof height at 47" per ABC rulebook (Version 11.0).

An APC car (only) will be allowed to use the APC approved Bilstein shock with no additional weight.

Engine #7: **PRO STOCK PACKAGE:** Engine #1, Engine #3 or Engine #4, with no bump stops, bump sticks or bump springs; no coil bind; maximum front spring rate 425 lbs., T-10 type 2 speed transmission with conventional type shifter or rods (no Hightower or similar designs); QA1 shocks; with **Engine #1**: 2675 lbs., 58.5% left side; with **Engine # 3** 2700 lbs., 58.5% left side weight, with **Engine #4**: 2675 lbs., 58.5% left side weight.

Officials must approve this package prior to the car competing at each event.

Engine 8: Any engine not listed above must be approved prior to any event the competitor wishes to enter. Sufficient notice must be given to allow time to accept or reject any request. The engine in question may require testing (at the expense of the competitor) and adjustments at the discretion of the chief technical inspector or the competition director.

MPST BUILT AND REBUILT ENGINE PROGRAM 2025

Rebuilt engine

All refreshed crate engines will conform to manufacturer specs. GM 604, Ford 347SR, and McGunegill 425 LM will be allowed and must maintain their original weight.

Exceptions

GM 604

GM will be allowed the following exceptions to the guidelines:

Maximum 9.8:1 compression

ALLSTAR Part # 90008 stock timing cover (or equivalent)

Minimum 6 ¾" steel harmonic balancer

Minimum 6.5" oil pan depth, CHAMP Part # CP106KORB or 7" Champ Part# CP100LTRB, with non-adjustable trap doors or scrapers (or equivalent); CHAMP Oil Pick-Up Tube Part # 0461012SB (or equivalent).

Minimum Rod and Bearing size: .030"

Mahle replacement Pistons Part# 930127805 allowed

Maximum engine bore 4.01"

Maximum deck surfacing of block: .005"

Maximum deck surfacing of Cylinder Head: .010" straight only. NO angle milling permitted.

Ford 347SR/McGunegill 425LM

Rebuilds will be allowed the following exceptions:

Engine bore greater than 4.03" will be considered rebuilt (maximum 4.04")

Maximum Rod and Main Bearing size: .030"

Maximum deck surfacing of block: .005"

Maximum deck surfacing of Cylinder Head: .010" straight only. NO angle milling permitted. Must maintain original maximum compression (10.0 To1).

Weight

All engines meeting any or all the above exceptions will carry an additional 25 lbs.

Approved Rebuilders/ Commitment

The following engine shops will be allowed to perform any work required on the above engines:

A & J Automotive Melvern Square N.S. 902-765-4878

R & D Performancentre Lower Onslow N.S. 902-893-3795

MacKenzie Motorsports Montague Gold Mines N.S. 902-476-6418

The above shops will seal the engines with MPST supplied seals, guaranteeing the engine conforms to specs.

MPST will receive a spec sheet for each engine, provided by the rebuilder.

All engines will require dyno results to be provided to MPST by the rebuilder.

Inspection

1. Engines may be removed after a racing event for further inspection by MPST officials and/or an approved engine repair facility.

2. Any engine, removed for further inspection, that passes inspection will be re-sealed with MPST seals at no cost to driver/owner.

If the engine fails inspection, the driver/owner is responsible for ALL outstanding invoices prior to the engine being returned.

Within the guidelines of utilizing the CRATE engine options, all competitors are subject to a zero-tolerance policy for inspection and conformability to all guidelines as specified by the manufacturer or the *MPST rebuilt* option.

Failure to adhere to any action taken by MPST officials will result in immediate disqualification from the event, a one race suspension, and any or all the above inspection process at the competitors' cost prior to re-entering the competition.

At the conclusion of any race event, MPST reserves the right to require any team to remove the engine in complete form and turn over possession to appropriate officials for inspection purposes to be determined by officials.

Engines will be subject to dyno testing and/or engine tear down for complete inspection to determine total legality as indicated by the original manufacturer or the rebuilder.

Built Engines

Currently racing built engines (and currently racing Mopar engines) may be grandfathered in, provided they are checked by the Cam Doctor and the P&G cubic inch tester, weigh the same as other engines, and pass the Dyno test at an MPST approved facility. Horsepower and Torque will be adjusted into a range within the Crate Engines horsepower, torque and RPM range.

Note: We expect we can reach the horsepower goals using a restrictor plate. Excessive torque may result in an RPM Chip decrease.

Once the range is acceptable to officials, the built engines will be sealed and subject to the same procedures and engine repair facilities as the Crate Engines.

Non-program Participants

Part Time entries not in the program will be subject to the same inspection process.

Regular participants with already tagged MPST engines will be accepted until they require a refresh or rebuild.

SECTION 11: IGNITION

11.1 **MSD** analog 6-series (6T, 6TN, 6AL, 6ALN) 6400, 6401, 6420, 6430; **GM** 10037378; **Crane** HI-6RC CD ignition # 6000-6701, JMS Daytona Sensors Part# 6000-6701K, ignition systems are allowed.

11.2 No HEI ignitions. No magnetos. No crank trigger ignition systems. No adjustable timing controls.

11.3 Only one ignition box is allowed and must be mounted as far to the right of the car as possible. Only one coil is allowed and should accompany the box.

11.4 All wiring from box to distributor and coil must be entirely accessible, top surface mounted and able to be unattached and easily removed, when requested, for easy tracing by officials. Ignition wires will not be part of any other wiring harness. Officials must be able to completely follow each ignition wire from the point of origin to the final connection. The distributor wire positive (+) (purple/violet) and the pickup negative (-) must be routed separately from all other wiring and must remain open for inspection. Both wires must be routed directly from ignition box to distributor and cannot be connected to any other wires or components. Tach wire is considered a part of the ignition system.

11.5 All wiring harnesses must be capable of plugging into an MSD 6ALN box with a weather tight connector **(MSD # 8170).** Solenoid wire (Battery +) running to the box must be maximum 36". The ground (Battery -) must be within 12" of box. All wiring must conform to **MSD** or **CRANE** wiring diagrams (see diagram in Section 38). A manufactured ignition harness (**Quick Car 50-2053** or equivalent) is recommended and will eventually become mandatory.

11.6 Boxes wired with **8170** connectors will be wired as follows**: Red** (ignition switch) to A; Tachometer to B; **Black** (negative coil) to C; **Orange** (positive coil) to D: **Green** (negative distributor) to E: **Violet** (positive distributor) to F. The female connector (with the male pins) is installed at the box end. The male connector (with the female inserts) is installed on the chassis end (see diagram in Section 38). Non 6ALN or 6TN boxes will require the mag+ and Mag- wires to be installed into the 8170 connectors.

11.7 Allstar performance part# **ALL 76267** or Quickcar part# **QRP 50-332** or equivalent, with male pins toward the box and the female pins toward the chassis, will replace the **PICO P/N 1890** 12-gauge plug required for power. The A terminal will be wired to ground and the C terminal will be wired to power. The B terminal will remain empty. This connector matches the connector on the Quickcar 50-2053 harness (see diagram in Section 38). MPST rental box will be wired with Quickcar QRP 50-332 connector (see 11.11).

11.8 A Master Shut Off switch must be mounted in the middle of the car. The driver must be able to reach the switch while belted into the car. The switch must also be easily accessible from the outside of the car on either side. It must be florescent orange and clearly marked **Off** and **On.**

11.9 Ignition boxes will be tested by Maritime Pro Stock Tour. Once installed, RPM limiting chip or external adjusters will be sealed by the Maritime Pro Stock Tour. No removal will be required on a weekly basis.

11.10 Should a box be required during the feature and Maritime Pro Stock Tour official cannot test prior to installation, a team may (upon approval by officials), install their own box and have it tested post-race.

11.11 MPST reserves the right to exchange a box with a competitor or among several competitors.

SECTION 12: TACHOMETER/ELECTRONICS

12.1 Tachometer must be disconnected whenever the car is in competition.

12.2 Within the first foot of wire from the box, there must be a minimum 8" that can be totally removed. This wire must be removed prior to the car taking its first competitive lap at any event and remain disconnected for the entire event. Tach wire must be completely visible from origin to termination.

12.3 Cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, digital readout gauges, Lapceiver, video recording devices. No cell phone, Bluetooth watch, or any other electronics allowed in the car during competition. GoPro or similar devices must be approved at each event.

12.4 Radios must be two-way communication type only, independent of the car's electrical system.

SECTION 13: CARBURETOR

13.1 Two return springs on separate brackets are required. Throttle stops are mandatory. Air must enter combustion chamber through carburetor only. No air passages allowed below the venturi. Throttle shaft can be spot welded to linkage.

13.2 **Built engine** may use any 2- or 4-barrel cast iron or aluminum intake. Carburetor must be a Holley 4412, 500 cfm.; must pass MPST no-go gauges (including booster height). Only the choke flap may be removed. Jets and power valves may be changed. No other modifications are allowed. A 4-barrel to 2-barrel adapter may be installed using one .065” (maximum) gasket.

13.3 **Crate engine** is allowed a Holley 4150 HP, 650 cfm carburetor #80541 (-1, -2 or -3). Carburetors must bolt directly to intake using a maximum .065" gasket only. No spacer plate can be used unless as stated in Engines and Weights section. Carburetor must pass MPST no-go gauges (including booster height). Metering block hole diameters must meet Holley specifications (see diagram in Section 38). No reworking of the metering block.

SECTION 14: FUEL PUMP

14.1 Manual block mounted stock type fuel pumps only. No electric fuel pumps are allowed. No icing, freon type chemicals or refrigeration may be used in or near the fuel system or engine compartment.

SECTION 15: STARTER

15.1 Cars must start without assistance.

SECTION 16: AIR BREATHER

16.1 An air breather is mandatory. No nitrous oxide or nitrous plumbing allowed. All air shall be filtered through the element only. The top of the air cleaner must be solid. The element may not be sprayed or soaked with any type of chemicals or liquid.

16.2 Cowl induction is allowed. The front of the cowl must be sealed to the back of the hood when the hood closes. Maximum opening is 20" X 2½".

SECTION 17: COOLING SYSTEM

17.1 Any radiator allowed. Overflow must blow on the right lower quarter of windshield.

17.2 Oil coolers are allowed.

17.3 No antifreeze or other cooling agents are allowed.

SECTION 18: FUEL CELL/FUEL

18.1 SFI 32.1 approved, bladder type (ATL or Fuel Safe), fuel cell only. The fuel cell must have a maximum capacity of 22 US liquid gallons (83.28 litres). The fuel cell must be contained in a steel box. The lowest point of the fuel cell must be at least 8" from the ground. The trunk area must have magnetic steel or molybdenum (chrome moly) tubing (Min .065X.125", Max 2") in front of and behind the fuel cell. The fuel cell must be secured with (magnetic steel or molybdenum) roll bar tubing or flat straps, no closer than 11" to the back of the rear end tube.

18.2 The fuel cell vent must exit the rear of the car, under the spoiler, on the left side. An Oberg #SV0828 or SRI #FFF-FSV fuel safety valve, mounted as close to the fuel cell as possible, is mandatory.

18.3 No horseshoe or "U" shaped fuel cells allowed.

18.4 No dry breaks will be allowed to be used for fueling the car. A two-lap penalty will be applied.

18.5 Alcohol, nitromethane, nitrous oxide, oxygenated fuel or other additives are not permitted.

SECTION 19: EXHAUST

19.1 Any type of single flange steel tubular header is permitted. No Inconel, stainless steel or carbon fibre headers, mufflers, or pipes are allowed. Exhaust may not exit past body panels and must be flanged. The bottom of exhaust pipes may not exceed ten inches from the ground. Maximum 5" O.D. single or 3.5" O.D. dual pipes beyond the header.

19.2 Exhaust must exit behind the driver and in front of the rear wheels. If exhaust exits under the car, exit must point toward the ground.

19.3 The maximum decibel reading at 100' will be 95. Failure to meet the decibel rule will result in a 400 RPM reduction allowance.

SECTION 20: CLUTCH AND FLYWHEEL

20.1 Any safe clutch and flywheel may be used. The minimum diameter of clutch discs is 5.5 inches. No carbon fibre, or material other than metallic, discs. A scatter shield is mandatory with an open clutch.

SECTION 21: TRANSMISSION

21.1 Any manual transmission with operating reverse is allowed. All transmissions will have final drive ratio of 1:1. Transmission may have no other gear closer to 1 to 1 than 1.23 to 1. Transmission must remain exposed from sides and bottom.

SECTION 22: DRIVE SHAFT

22.1 Steel or aluminum drive shaft only. Drive shaft must be surrounded by two (1/4" minimum) safety hoops. A steel drive shaft must be painted white.

SECTION 23: REAR END

23.1 Solid spool or permanently locked quick-change rear ends only. Matching white lines are to be painted on each hub to indicate the relationship of one axle to the other. These lines are to be positioned so they line up the same on each side (3 to 9 o’clock or 12 to 6 o’clock).

23.2 Quick change gears must be on rear of housing only. No Gleason or Torsen rear ends permitted. No independent rear suspension permitted. Quick change must be complete as intended by the manufacturer. No eliminating original type gears and running a ring and pinion inside the quick-change case.

23.3 Lower arms and the single pan hard bar (only one allowed) on the rear suspension will be solid magnetic steel or aluminum with steel Heim joints on both ends, solidly mounted to the frame and rear end on both sides. No titanium (or other material) bars or arms allowed. No hydraulic or spring devices are allowed. No rear sway bar permitted.

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

23.5 The third link should be a single solid bar with one Heim joint on each end. It can be connected to a single torque device between the two connecting points. The third link assembly may be comprised of no more than (one bar and one single linear spring) or (one bar, one linear spring and one neoprene or rubber biscuit) or (one bar and a maximum of two rubber or neoprene biscuits). No "dual action", "right foot", "pull bars", "two way" or similar assemblies allowed. No Watts Link, gas or liquid pressure devices, shock, torque arm, 6th coils, "bird cages", extra bars, etc.

SECTION 24: AXLES

24.1 Axles must be magnetic steel only.

SECTION 25: PLUGS

25.1 Oil pan, transmission and rear end plugs must be wire locked.

SECTION 26: SUSPENSION

26.1 Independent front suspension is mandatory with articulating upper and lower control arms.

26.2 Lower A-frames must be stock appearing or strut arm type. Lower A-Arms can have no type of panning between the lower control arm and the strut arm.

26.3 Upper and lower A-frames may be different lengths. No material can be added to or removed from suspension pieces without previous approval. Magnetic steel parts only may be used unless stated otherwise.

26.4 Ball joint type is optional. Mono balls are allowed.

26.5 Steel Spindles only.

26.6 One magnetic steel, one piece or three-piece assembly front sway bar is allowed with a maximum 2" diameter. Sway bar may be splined for attaching to chassis.

26.7 Front suspension travel can only be controlled by one shock, one spring, one bump spring, bump stop or bump stick (per wheel) and one sway bar combination.

26.8 Shocks must be mechanical only.

26.9 Steel coil over bucket type springs only.

26.10 No “J-Damper” shocks permitted.

26.11 The check for coil binding and "bumping" (Pro Stock package, with driver in car) will see the car parked on ¾” boards and pushed down (4¾”) by crewmembers until the nose is on the ground. While the crew members hold it down, officials will ensure that no coils touch each other or if there appears to be any other travel limiting device.

SECTION 27: STEERING

27.1 Steering column must have a minimum of two U-joints. Collapsible steering column recommended.

SECTION 28: SPRINGS

28.1 Springs must be linear (single rate), magnetic steel, coil over bucket type only.

28.2 No progressive (variable rate) springs.

28.3 Right rear may use one take up spring (zero rate) and spring guide. No other spring helper or

spacer is allowed.

28.4 Hydraulic spring perches are not allowed.

28.5 Spring rubbers with 2 ends are allowed.

28.6 No on-board coil-over spring adjusters allowed.

SECTION 29: SHOCKS

29.1 A maximum of one shock absorber per wheel is permitted.

29.2 Maximum shock gas pressure is 300 psi.

29.3 Bump Stops, sticks, or springs are permitted on front suspension only.

29.4 Rebuildable shocks are allowed and must carry an additional 50 lbs. External adjusters are allowed.

29.5 AFCO series 10 or 14, or QA1 series 63 are allowed. No adjustable shocks with this package. AFCO shocks must remain as produced *(7" front; 9" rear*) within + or- 1" on shaft to allow a threaded Heim joint. QA1's must remain as produced.

29.6 Shocks could be subject to exchange with tour officials only. Testing away from the track may be required.

SECTION 30: BRAKES

30.1 Functional four-wheel brakes with a working caliper on each wheel are mandatory.

30.2 Calipers may be made of steel, cast iron, or aluminum only.

30.3 Cast iron brake rotors only. No steel or cast iron faced aluminum.

30.4 No carbon fibre, titanium, or material other than those mentioned above are allowed.

30.5 Maximum one caliper per wheel; Maximum four pistons per caliper.

30.6 Electronic wheel speed sensors or brake activators are not permitted.

30.7 Maximum of two brake hoses per side with a maximum diameter of 3” each are permitted for the front brakes. Cooling hoses are permitted to blow on the rotors only. Must attach to a spindle mounted duct only. Maximum of one blower/fan per side. Air inlet for hoses must come from the nose or radiator duct work only.

30.8 Fan ducts or hoses to rear brakes are not permitted.

SECTION 31: TRACTION AIDS

31.1 No electronic or mechanical traction devices allowed.

31.2 Panhard bar adjuster allowed. It must not be accessible to the driver. No other suspension adjusting devices are permitted, such as onboard wedge or sway bar.

31.3 No hydraulic or electric suspension adjusters allowed.

31.4 MPST must approve any new technology equipment prior to it being permitted.

SECTION 32: WHEELS

32.1 Steel wheels only with a maximum width of 10" measured bead seat to bead seat.

32.2 Tire relief valves (bleeders) must be self-releasing only and remain independent from the rest of the car.

32.3 Lug nuts (five required) and studs must be magnetic steel.

SECTION 33: TIRES

Ordering Tires

33.1 All race tires must be purchased from MPST.

33.2 Cars must race on tires registered to that car only. Tires can only be ordered for the next event.

33.3 All tire orders will be filled, based on availability, in the order they were requested. Tires ordered after the ordering deadline could be subject to a minimum $20 additional fee per tire at the discretion of officials and may arrive at the track unmounted.

33.4 Tires should be ordered by Tuesday night prior to the event. Contact Trevor MacDonald (902-476-5255).

33.5 All cars must purchase four new tires (two lefts/two rights = one set) for each event unless they choose to race on their previously impounded tires (see below).

33.6 A competitor may impound their race tires, on wheels, for future use, up to 1/2 hr. following the completion of an event. A maximum of eight tires can be in impound at any one time. Competitors wishing to use impounded tires must follow the same procedure to inform officials as those ordering new tires (i.e.: which four tires they are going to use as race tires at their next event).

33.7 Tires purchased for an event must be raced at that event on the car they were purchased for, unless approved by officials. Races allowing more than 4 tires may see new tires remaining at the end of the event. They can be impounded for future use. Impounded tires may not be exchanged for new tires at any event (see 34.9, 34.10, 34.12) EIRI.

33.8 Following the completion of an event, race tires can remain on the car and be used as practice tires and/or spares going forward unless they are impounded for future use as race tires.

Four tire races:

33.9 The four tires purchased that day must be used for all qualifying rounds and feature races. Teams are only allowed to use spare tires, once qualifying begins, to replace a flat tire.

Six tire races:

33.10 Teams are allowed to purchase four right side tires and two left side tires.

33.11 Once qualifying begins, a left side tire can only be changed if it comes off the track flat. Right side tires can be managed by teams.

Eight tire races:

33.12 Teams can purchase and manage up to eight new tires (four lefts and four rights) for these events.

33.13 Any event allowing more than 4 new tires will see a maximum of 4 new right-side tires permitted.

Spares and Flat Tires

33.14 Teams will be permitted to have a maximum of eight tires (four on the car, four on the ground) in their pit area at any time during the event, including practice. Races where infield pits are used will see spares stacked during the race. Spare tires will be two lefts and two rights only.

33.15 On a race with less than eight new tires allowed, teams will be permitted to use the number of spare tires required to make two complete sets. Spares must have been raced in a previous MPST event EIRI*.

33.16 In events that allow tire changes, a car may change tires and add fuel. Additional adjustments are also allowed on that stop.

33.17 During a four tire (or left side tires on a six-tire) race, a tire can only be replaced if it comes off the track flat. The flat tire may be inspected by an official. The tire must be cut or flat due to tire failure. A faulty bleeder or tire valve is not accepted as tire failure. In the event of a bleeder or tire valve failure the team must change or repair the bleeder or tire valve and reinstall the repaired tire and wheel on the next caution. Should a caution wave before the crew had sufficient time to repair or replace the bleeder or tire valve, officials may extend the requirement to pit and reinstall the original tire, until the next caution. Should there be no further caution, no action is necessary.

33.18 A car that has a flat race tire prior to the Main Feature (must come off the track flat and be noted and approved as legitimate by an official) may be allowed to replace the flat tire with another new tire at the discretion of the Tire Coordinator. Should this happen more often than required (in the opinion of the Tire Coordinator), to any car or team, these privileges may be revoked.

Tire Penalties

33.18 A **two lap penalty w**ill be assessed to any car that:

A. Brings out a caution by itself or spins another competitor to cause a caution if the car (the one that spun the other car or spun by itself) pits and changes a tire under that caution.

B. Does not come back in under the next caution to replace the spare that was put on because of a faulty bleeder or tire valve unless approved by a Tire official.

C. Came out of the pits under caution, has a flat tire, and pits before completing two green flag laps, EIRI*.

Note: Lucky Dog opportunities will remain for the first incident of the day only.

33.19 A flat that is the result of a damaged wheel, or an on-track incident will be taken into consideration by officials.

33.20 Any competitor purposely avoiding an MPST official by running through dirt, water, taking extra laps around the track etc., could be determined to have illegal tires.

3321 A car found with an unapproved tire in competition will be disqualified from that event and penalized as many new tires (as were found unapproved) at its next event.

33.22 *EIRI (except in rare instances). Officials are not there to play mind games. Do not put your team in a position that requires a call.

Tire Mounting and Impound

33.23 Ordered tires will be mounted on team-supplied wheels and brought to each event by MPST.

33.24 Removed tires, not marked return, will be disposed of at MPST's discretion.

33.25 A team with no (or not enough) wheels in MPST inventory will see their ordered tires brought to the event and in an impound area near the tire trailer. These tires must be mounted in the designated impound area in the presence of an official.

33.26 No more than two crew members per team will be allowed to manually mount the tires.

33.27 No chemicals, sprays, rubs, or any other formula that could be considered a tire enhancing product are permitted in the impound area, hauler, trailer, or any other property belonging to any associate of the team. Violators of this rule could trigger a one-year penalty.

33.28 Tires must be holding air, stamped, and serial numbers recorded before leaving the impound area unless accompanied to team's pit area by an official.

33.29 Compressed air can be replaced with nitrogen using only one single line from a nitrogen bottle with a regulator attached. Air pigs could be subject to inspection.

33.30 Tire cleanup with a scraper blade is allowed. No steel brushing (EIRI) or any form of liquid

allowed to clean tires. No hand grooving, buffing, grinding, and/or cutting on any area of the racing tire allowed. No tire warming or heating allowed. No blowers or air directional devices, including duct hoses, are allowed to be directed at the tires.

33.31 Within 30 minutes of the completion of the feature, the required number of wheels (with or without tires) must be placed in the tire trailer for the teams next event, if they wish to have their new tires mounted for their next event. Each individual tire or wheel must be marked with car number.

SECTION 34: COMMUNICATIONS

34.1 Teams must provide track officials with all their frequencies.

34.2 All cars must have one person in a specified area monitoring the race director and scoring officials with the ability and means to relay messages to their driver.

34.3 No scrambling allowed. All frequencies must be able to be monitored by the officials' multi-channel scanner without modification to the scanner.

34.4 100, 400, and 800 frequencies only.

34.5 In the event of a conflict with MPST frequencies, MPST takes precedence.

SECTION 35: TRANSPONDERS

35.1 AMB scoring system is used at all MPST events.

35.2 Competitors can purchase or rent their own transponder from "AMB Transponders" and have it approved and registered by the chief technical inspector. TranX 260 and TR2 are the only approved models. MPST TranX 260 transponders are available for rent on race day for $30 each.

35.3 A transponder bracket can be purchased from MPST officials for $25. Bracket must be securely installed on the inside left rear frame rail, with the stud at the top, 12 inches back from the centre of the rear housing (see diagram in Section 38).

35.4 Anyone requiring an MPST Transponder will receive it as the car goes through technical inspection pre-race. MPST transponder must be returned before the car leaves the pit area. Failure to return an MPST transponder in working condition could result in replacement charges of not less than $500. Rentals from AMB are the property and responsibility of the competitor and will remain with the car.

35.5 Hard wired transponder must be wired directly to the main battery switch.

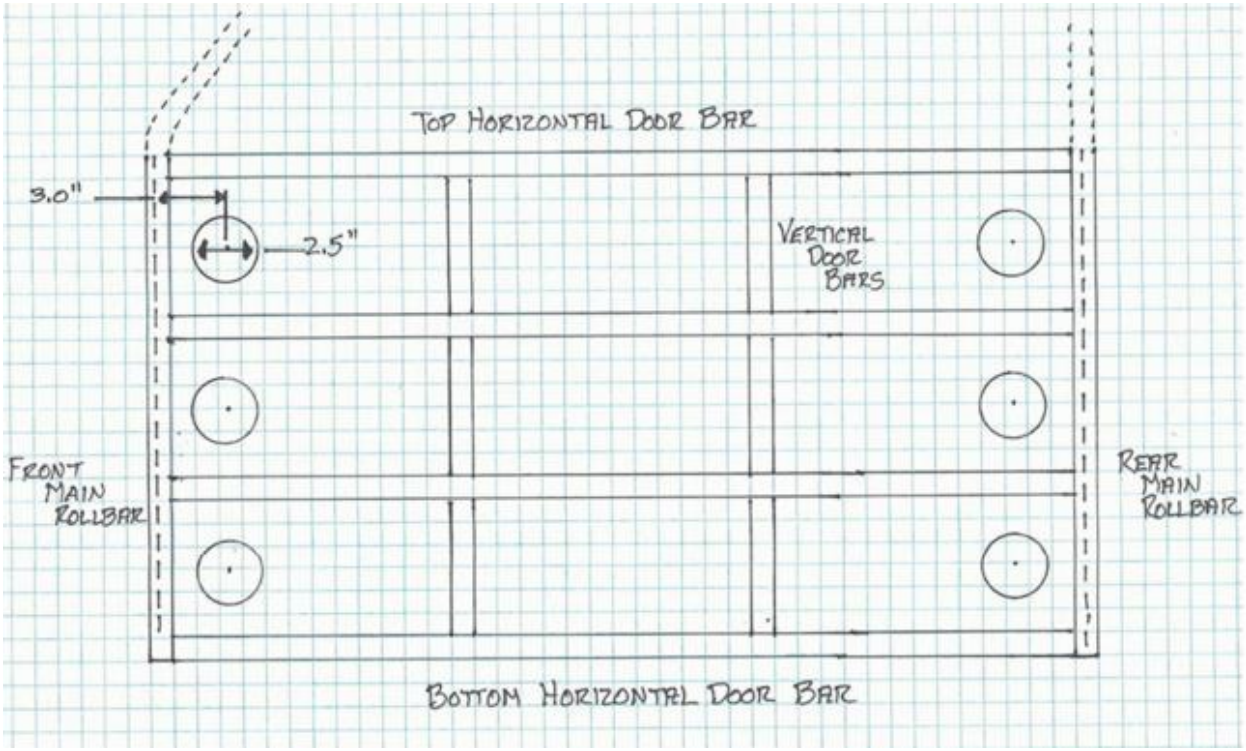
SECTION 36: MISCELLANEOUS

36.1 No titanium parts of any kind are allowed.

36.2 No carbon fiber, Inconel, or other unapproved material is allowed, unless specified.

SECTION 37: DIAGRAMS

Rule 5.2 Roll Bar holes diagram



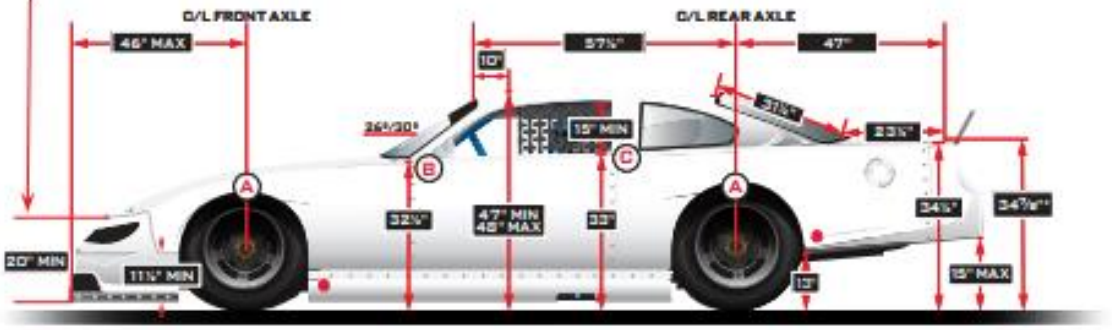
Rule 8.3 Bodies diagrams – direct from ABC Official Rule Book, Version 11.0

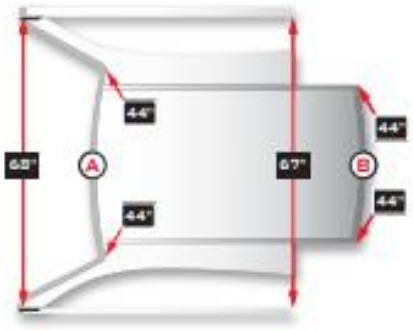
ABC BODY DIMENSIONS

APPROVED BODY CONFIGURATION

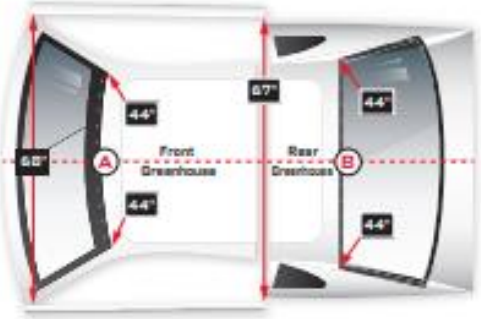
WIDTHS

A	B	C
79½ MAX"	68"	67"
Body Width: Measured at wheel wells	Door to Door Width: Measured at A-posts & inside edge of doors, measured through car	Door to Door Width: Measured at B-posts & inside edge of doors, measured through car





TRADITIONAL ROOF



GREENHOUSE

CHASSIS	ROOF HEIGHTS	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	A 47" B 45½"	66" MAX	101-106"

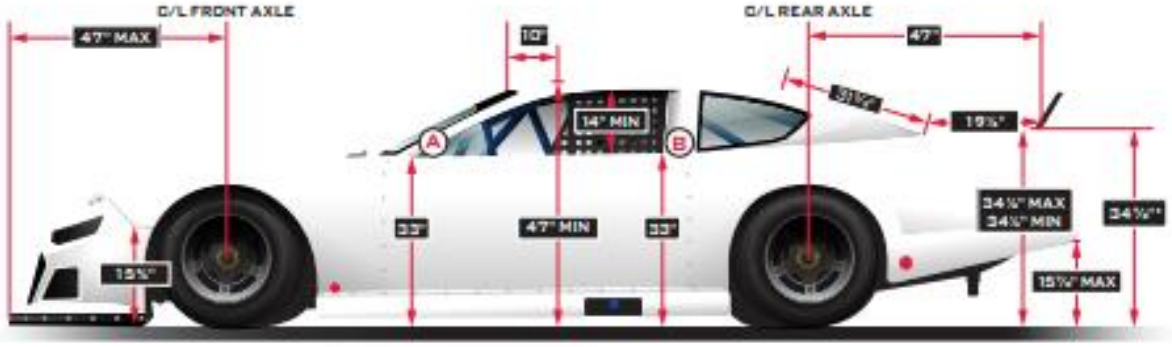
NOTES:

1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated minimum dimensions, all four must increase by the same amount.
2. Must fit centerline template within allowable tolerance. *Measured at the seam of bumper cover at deck lid intersection, +/- 1/4"
3. *The front edge of the Fender and Quarter Panel behind the tire can not be more than 2" inward from the outside of the sidewall of the tire on both sides of the body.

ABC NEXTGEN BODY DIMENSIONS

WIDTHS

A	B
68"	67"
Door to Door Width: Measured at A-posts & inside edge of doors, measured through car	Door to Door Width: Measured at B-posts & inside edge of doors, measured through car



CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	47"	66" MAX	101-106"

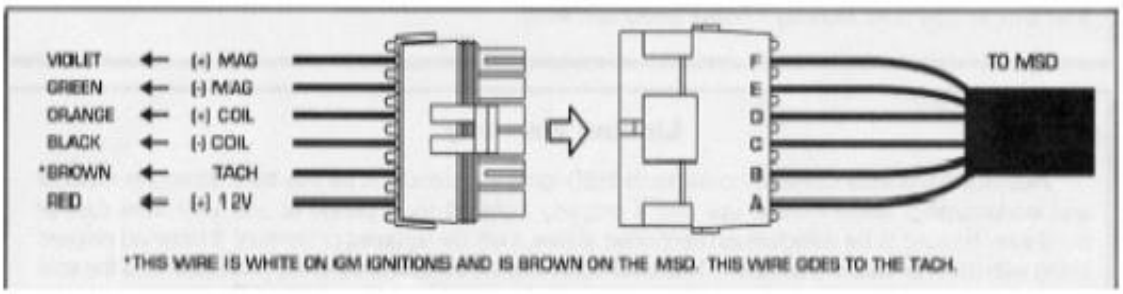
NOTES:

1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated Minimum dimensions, all four must increase by the same amount.

2. Must fit centerline template within allowable tolerance. *Measured at the seam of bumper cover at deck lid intersection, +/- 1/4"

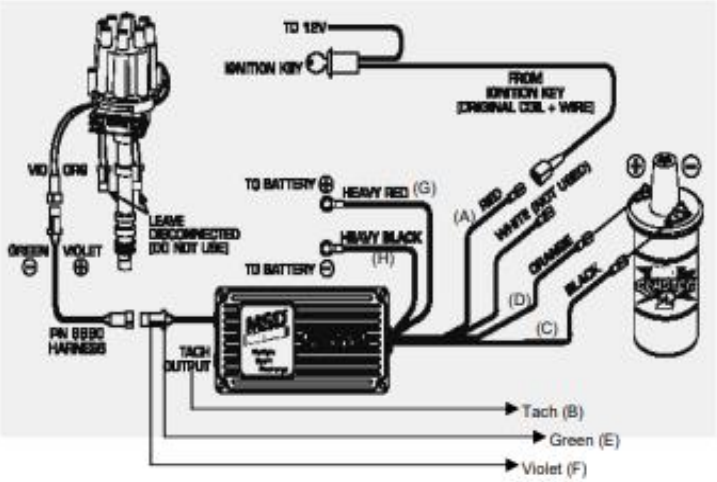
3. *The front edge of the Fender and Quarter Panel behind the tire can not be more than 2" inward from the outside of the sidewall of the tire on both sides of the body.

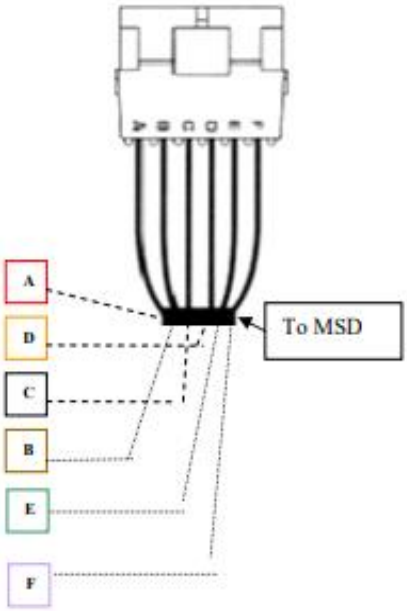
Rule 11.6 Previous Wiring Diagram for MSD Ignition box diagram



Above shows wiring order for connector installation on MSD 6AL and 6T Ignition Box

MSD 6AL Wiring Diagram

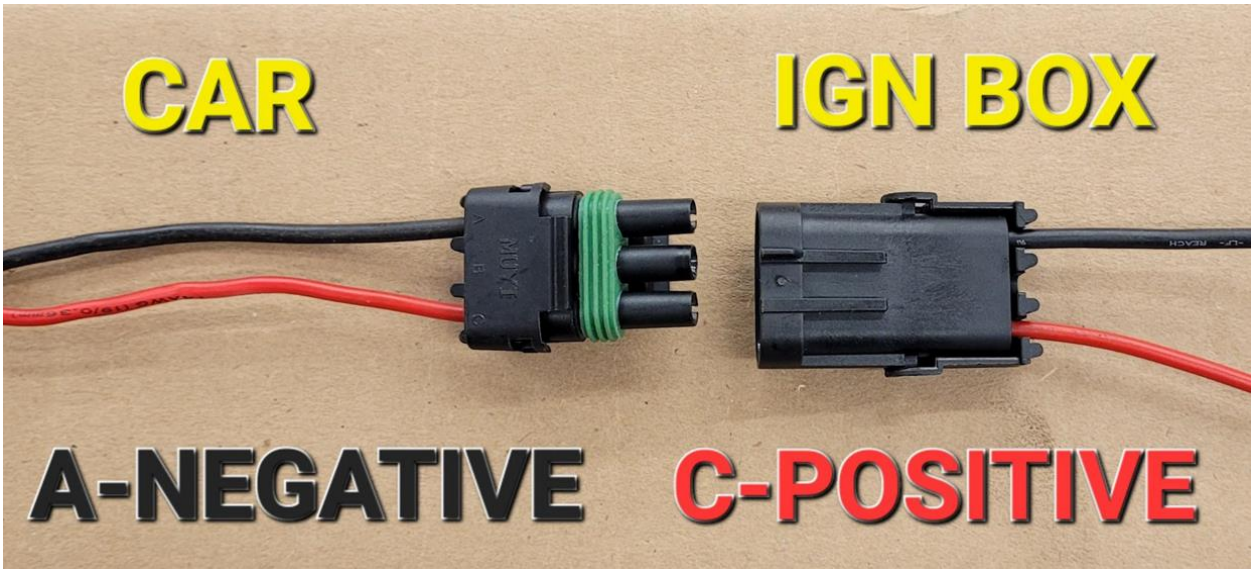




(A), (B), (C), (D), (E) and (F) to the 8170 Connector.

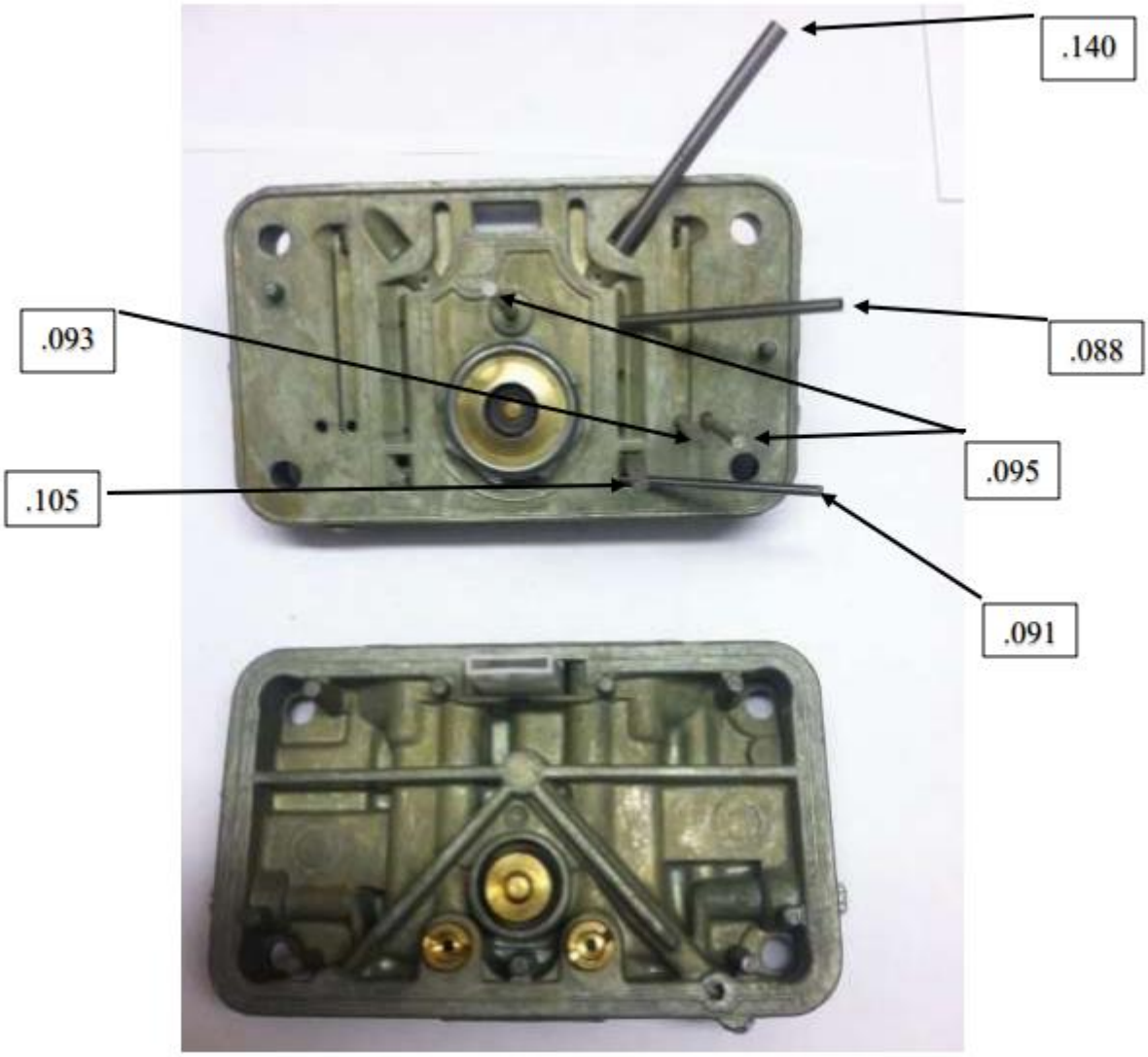
(G) Maximum 36" (H) Maximum 12"
(quick-connect plugs mandatory)

Rule 11.7 Wiring Harness 50-2053 for Ignition Wiring or Power plug diagram

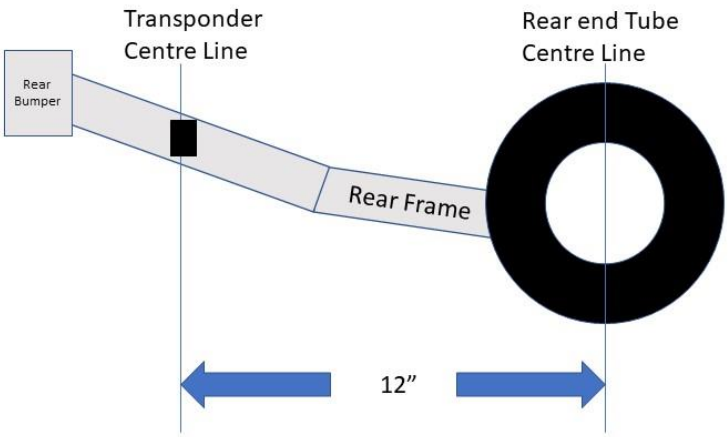


Rule 13.2 Metering Block diagram

Metering Block Part # 11978



Rule 36.3 Transponder Location diagram



APPENDIX 1

2025 MARITIME PRO STOCK TOUR CRATE MOTOR REGISTRATION

Crate Engine Owner: _____ Team/Car #_____

Driver: _____ Crew Chief: _____

ALL COMPETITORS USING A CRATE ENGINE TO COMPETE IN ANY MARITIME PRO STOCK TOUR (MPST) EVENT **MUST** COMPLETE THE FOLLOWING AGREEMENT.

Block Serial #: _____ Intake Seal # _____

Left head Seal # _____ Right head Seal # _____

Oil Pan Seal # _____ Timing Cover Seal # _____

(Serial Number is stamped on block, passenger side in front of head).

By registering and signing this agreement, you will be allowed to compete and receive prize money and points at MPST sanctioned events. There will be NO prize money or points issues without registering crate engine with the MPST prior to competing.

AGREEMENT

- I agree to the policies regarding the MPST crate engine program, as outlined in the MPST rules and regulations, procedural manual, this registration, or any other requirements which might be established.
- I understand that the MPST crate engines are not to be tampered with. Any unauthorized breaking of the seals or unauthorized freshening or altering in any way is a violation of MPST rules.
- I understand that by registering my crate engine(s) and using it/them to compete in any MPST sanctioned event, I, my crew chief, or my assigned driver(s), are subject to all penalties which might be imposed from time to time by the MPST organization.
- I agree to abide by the MPST policy that a crate motor may be confiscated for inspection at any time. If the integrity of said motor is not fully in compliance with the MPST rules, I further understand that I am subject to penalties which may be imposed by MPST and my privilege to compete may be forfeited.
- Failure to comply with the demand of the MPST Official in Charge to confiscate crate motor for inspection purposes may result in suspension of all privileges for competitor, owner, and crew chief of sealed motor to compete at any MPST events for up to one year. Other penalties may be issued. The team will be responsible to place motor in truck or trailer of MPST choice for transport to builder inspection facility. Cost of inspection and delivery will be borne by MPST if found legal, and all costs will be the responsibility of the competitor if found illegal.

I understand and agree to the terms and conditions as outlined above.

Signed on _____ (day) of _____ (month), in the year 2025.

Crate Engine Owner: _____ Driver: _____

Crew Chief: _____ Witness: _____