

Hobby Stock Rules

Amendments or clarifications in red.

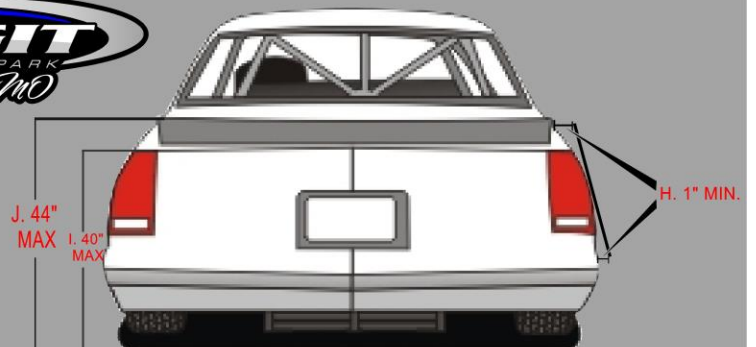
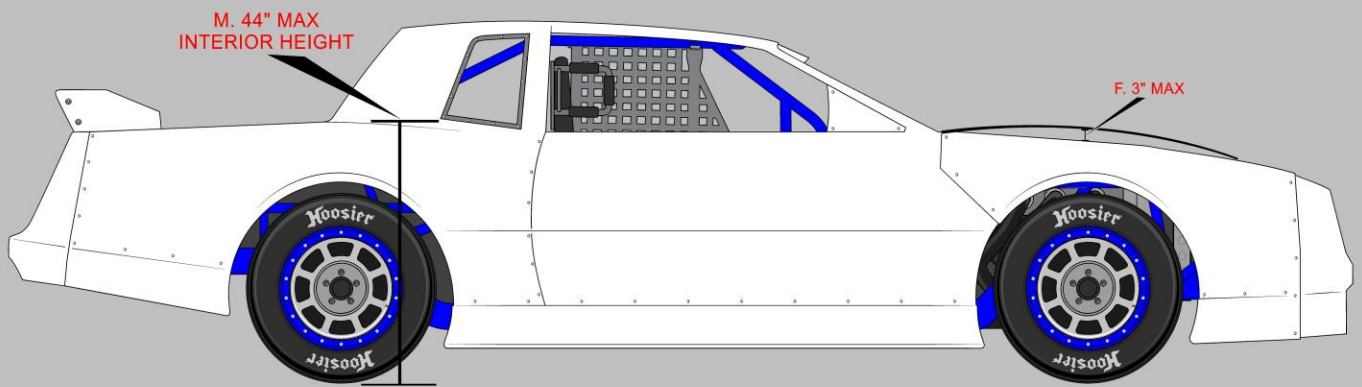
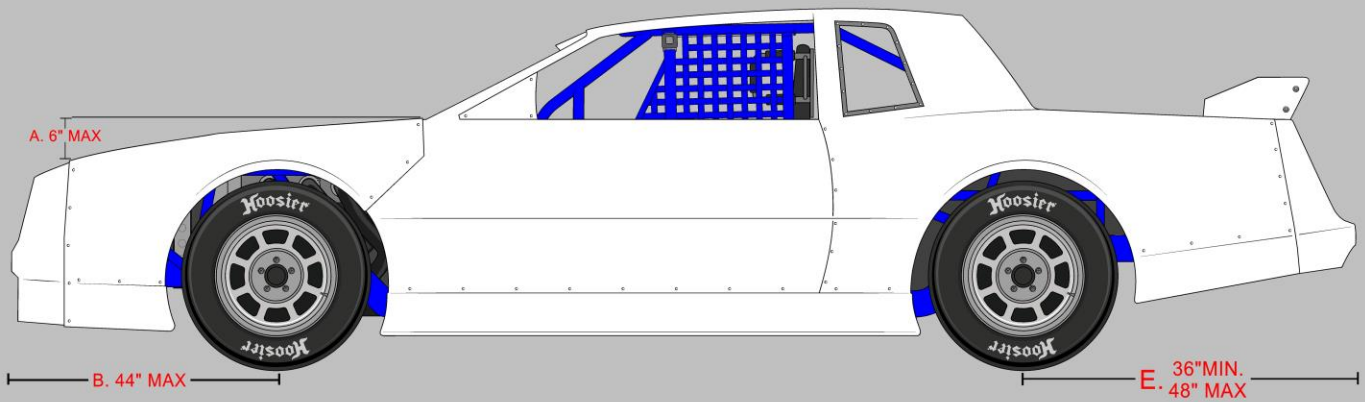
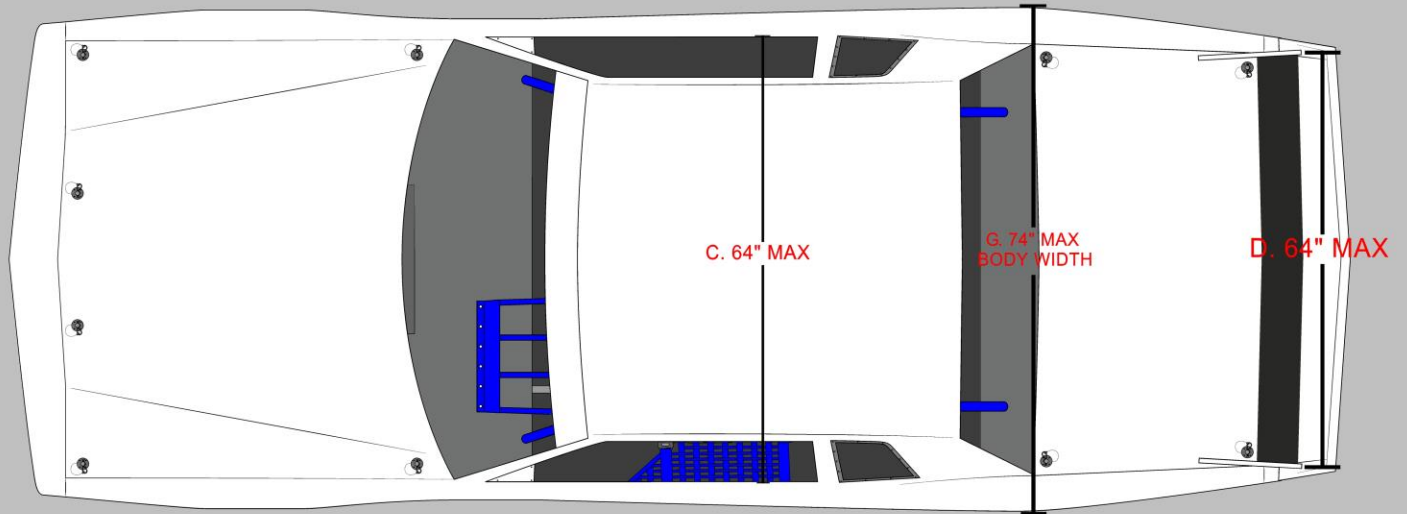
Type: Any year model production American made full size car or truck. NO S-10 or Mini Truck. Full size wagons ok.

Car Body: All cars MUST remain stock in all aspects and must have complete stock body with the exceptions of, aluminum stock appearing doors & fenders. Fiberglass stock appearing hoods ok. Must have factory OEM roof including A&B posts or fabricated steel to factory OEM dimensions. (NO aluminum or aftermarket roofs.) Cars may use aftermarket front nose piece and rear bumper but must remain stock appearing. Trunks must slope down from back glass opening towards taillight and maintain stock appearance. Rear deck heights: Camaro we will measure 12" from top of frame at rear of car to top of deck at rear of trunk. Trunk lid must slope to rear of car. May have factory spoiler or 4" spoiler max with 6" long sides no taller than top of spoiler. Metric cars 40" from ground to deck at rear of trunk with 4" spoiler max with 6" sides max no taller than top of spoiler. Maximum deck height in interior must not exceed 44" anywhere. (Water must run off rear of trunk.) Rear body must be enclosed with panel between frame rails at rear of car from deck to bumper (Panel must be minimum width of 40" **and no holes**). Taillight area may be left open. May use fabricated rear bumper but must remain narrower than body with no sharp ends and must be capped. No mirrors or reflective devices of any kind. All chrome glass, trim, etc. must be removed. Windshield must be removed and replaced by at least 3 windshield bars at least 3/8 diameter in front of driver. Gutting of body is allowed. Must have steel OEM floor pan from frame rail to frame rail with transmission tunnel from cowl to rear body panel back to rear end yoke full OEM firewall from rail to frame rail. Must have rear firewall between driver and gas tank, aluminum decking in drivers' compartment is allowed but must have inspection hole for steel floor pans.

See figure for body dimensions.

- A. 6" Max Hood drop from Cowl to front of Fender.***
- B. 44" Max Center of Front Hub to Nose.***
- C. 64" Max width outside of Door tops measured at Driver's seat.***
- D. 64" Max Spoiler width.***
- E. 36" Minimum 48" Max center Rear Hub to rear Bumper.***
- F. 3" Max Fender or Hood bubble.***
- G. 74" Max overall Body width.***
- H. 1" Minimum outward Body curvature. (No flat sides, no dished sides.)***
- I. 40" Max Deck at rear.***
- J. 44" Max top of Spoiler.***
- K. 5" Max Spoiler side height.***
- L. 10" Max Spoiler side length.***

HOBBY STOCK BODY DIMENSIONS



Truck Body: No extended cabs, no step sides. Two-wheel rear drive only. Any full-size GM, Ford, or Dodge truck. Frame must remain stock & same as all other Hobby Chassis rules. Cab must have full floorboards. Bed may be covered with flat sheeting. All other Hobby Stock Rules apply.

Truck Measurements:

A. Wheelbase 112" min. B. Center of front hub to rear of cab 76" max. C. Rear of cab to rear of tail gate 72" – 77 ½" max. D. Frame/sheet metal height 4 ½" min. E. Roof height – NO tolerance 57" min. F. Top of tailgate to ground 40" max. G. Top of tail gate to bottom of bumper 30" max. H. Spoiler height – NO lips 4" max. I. Spoiler width – NO laterals 70" max. J. Front air dam ground clearance 4 ½" min.

Station Wagon Body: Full size wagons only. Floor pan complete to rear yoke. No spoiler allowed. Interior deck max 40". B-post side panels must be open and resemble OEM windows stock dimension & appearance. Roof must stop 6" short of rear deck. 108" wheel base minimum. No dishing or ramping of interior deck. All other Hobby Stock Rules apply.

Frame: NO twisted or altered frames. Must be stock to center of rear-end housing or rear most suspension mounting point (Must be stock width, thickness, and location to center of rear end. Not narrowed, shaved, twisted, or relocated). Straight rear axles only. No independent rear suspension. Minimum 99" wheelbase can have 1" difference max to long side. You can run late model body on older frame but must remain stock in all aspects no cutting moving or shortening of frame. (Exception is 1980 or newer Ford frame or any truck frame can be shortened to minimum of 108" wheelbase.) Chevy to Chevy-Ford to Ford, etc. Stock rear trailing arm mounts may not be moved on chassis. Uni-body must be tied together. Cage must be made of minimum 1 ½" x .095 roll bar tubing 1 ¾" x .095 highly recommended. Cage must be welded solid to steel frame, no bolting to floor pans.

Appearance: Must be numbered with 24" legible numbers both sides & top. All contingency sponsor decals must be installed to receive points. NO profanity on car. Crate engines must indicate crate on right front window post 2" legible letters.

Safety: Window net required (with or without arm restraints). Neck brace or restraint required. Full drivers SFI approved fire suit, safety gloves, & shoes required. Approved helmet (Snell SA2005, SA2010, or SA2015). Min. 3 lb. fire extinguisher required (properly mounted in drivers reach). RACEiever always required. No car allowed on track without all above.

Seat & Belts: Metal racing seats only. Five-point safety belts, sub-belt and shoulder harness required. Racing seat belts must be safety approved and less than 3 years old. Seats & seat belts must be bolted to frame or roll cage.

Front Suspension: GM to GM, Ford to Ford, etc. stock suspension. NO tubular A-Arms. NO gas reservoir shocks. Shocks must be all steel. Steel bushing allowed in front, upper, and lower control arms only. NO aftermarket parts. NO weight jack bolts. Stock mount front shocks. NO Schrader valve or adjustable shocks. Upper and lower A-Arm mount must be OEM in stock location adjustable front spring spacers allowed. If running sway bar must run OEM sway bar in OEM location. All mounting points must be stock and in stock locations. A-Arms and mounts must be stock and unaltered. Ball joints must be OEM style, press-in only. (No welded sleeve screw ins.) (Officials will be checking with jigs.) No bump stops or suspension limiting devices internal or external. NO chains or cables. No aluminum parts. No Helix springs.

Rear Suspension: May use 8 or 9" Ford or stock rear end. Trailing arms must remain stock for frame being used and be in stock location on chassis GM to GM-Ford to Ford, etc. No aluminum parts. No Schrader valves or adjustable shocks. No gas reservoir shocks. Shocks must be all steel. Cannot move spring forward back or side to side. Must be in stock location. Leaf springs can run lowering blocks but no adjustable lowering blocks. NO spring slider. NO type traction devices. NO roller bearings. NO heim ends. Must be stock type bushing, if it came with rubber bushing with steel insert it must remain that way. Aftermarket stock replacement ok. NO floating bird cages, coil overs, eliminators or any other traction devices allowed!!! NO weight jack bolts. Rear shocks must be in stock location. (If they came in front of the rear end they must remain there.) Fabricated mount ok heim ends ok on rear shocks only. Rear trailing arms no more than 2 7/8" from bottom of housing to center of bolt. Same both sides. Upper control arms no more than 2 1/2" from housing to center of bolt. Same both sides. NO adjustment holes allowed on rear end of chassis, must be stock location on chassis. Torque arms cars must use stock type arm, aftermarket replacement ok but must match OEM measurement nonadjustable, must use stock type bushing, front mount may be fabricated but cannot be adjustable. No suspension limiting devices. Leaf spring cars must have stock length rear shackle (3 1/2" bolt to bolt on Camaro).

Steering: Removable steering wheel allowed. Steering quickner allowed. OEM rack and pinion steering allowed if car was originally equipped no aftermarket rack and pinion units. Steering box must be stock and in stock location steering components must be stock style and dimension. Spindles must be OEM & unaltered.

Wheels: Any 8" steel racing wheel. Bead lock allowed on right rear only. No mud plugs or wheel covers. No wide 5's. 8" wheels only.

Tires: Hoosier Asphalt take off on 8" wheel (Durometer 50 cold/47 hot min.) or Hoosier or American Racer G60 Mod tires on 8" wheel (Durometer 55 cold/52 hot min.). Grooving & siping ok.

Tire Testing: No softening or conditioning. Track Tire Testing policy in general rules applies.

Brakes: Rear drums may be replaced by disc, provided they are OEM components. Single piston cast iron OEM calipers on all four wheels. Rotors cannot be lightened or scalped and must be steel. Brakes must operate on all 4 wheels. No brake shut offs allowed. Aftermarket pedals allowed but no brake bias adjuster allowed in drivers reach.

Rear ends & Drivelines: Rear ends may be locked 8" or 9" Ford may be used on all car makes. Floater rear ends allowed. No ratchet rear ends or torque dividing differentials. No cambered rear ends allowed. No aluminum spools. Minimum 2" diameter driveshaft must be painted white. Must be steel and retained with steel safety strap or loop.

Transmission: 3 or 4 speed OEM with all forward and reverse gears functional. No direct drives. Bert, Brinn, or Falcon not allowed. Direct drive automatic transmissions not allowed. Automatic allowed and must have working torque converter. Power glides ok with working torque converter.

Clutch: Must have working clutch. Mini clutch allowed. No aluminum fly wheels. Clutch must be on fly wheel.

Carburetor: Must use unaltered gauge legal 4412 Holley 2-barrel 500 CFM (HP legal). All engine intake air must pass through ventura of carb. No bypass of air or air intake from any other location. Aftermarket metering block is permitted. No aerosol carbs allowed.

Battery: Must be 12 volt and securely fastened inside roll cage area. (Gel cell recommended.)

Starters: Must be in working order and start race car.

Fuel & Fuel System: Racing gas only. No alcohol. No electric pumps or pressure systems. Fuel cell mandatory and must be securely mounted to frame. Fuel cell must not hang below rear end housing and must have metal can around cell. Race gas maximum specific gravity .745. No oxygenated fuels or additives. E85 fuel permitted for 602 crate engine use only.

Engine:

Option 1: Steel blocks only. 23-degree cast iron heads only. 360 CI max. Headers allowed (NO tri-y leaders). Starter & fuel pump must be in stock location. Engine set back tip of number 1 spark plug must be even or in front of installed upper ball joint. Oil pump must be stock type and in stock location. No dry sumps or external pumps. Exhaust system and or mufflers must be mounted in such way as to direct spent gasses away from cock pit. Must pull 16 inches of vacuum at 1000 RPM by tech man's gauge after race or before. Tech official's discretion of when to check. No 400 blocks. No roller cams or roller lifters. No mushroom lifters. Only unaltered aftermarket aluminum intakes (No porting, polishing, or gasket matching). The following aftermarket intake manifolds are permitted. Edelbrock Performer (part no. 2101) Weiand X-Cel-erator (part no. 7547-1, 7515, 7516, 7545, or 8023) Edelbrock GM (2701 or 2716) Ford (7121, 7181, or 7183) or Chrysler (2915)

Option 2: Sealed 602 GM Crate Engine allowed with 4-barrel carburetor. (No Aerosol) Must have original GM seals or approved rebuilder seals. Crate engine subject to Dyno test at any time, if legal track pays cost if illegal racer pays cost and loses all points and pays \$1,000.00 fine. Crate subject to cam test, CI test, &/or compression test to determine legal. 602 must use properly installed Rev. Limiter to 6200 RPM out of reach of driver.

Weight: No unsprung weight or in motion weight. Lead weight must be mounted with 2 or more 1/2" bolts on lead 50 lbs. or less. More may be required on larger pieces. Added weight or lead must be painted white with car number visible. All cars on engine option 1 must weight 3400 lbs. Cars with engine option 2 GM Crate must weight 3200 lbs. ***No unsprung weight means: No lead bolted or added to rear end or suspension components. No weighted hubs or rotors, no solid unvented rotors. No exotic metals. No weighted wheels or liquid, powders, or ballast of any type added to tires. Aluminum wheel spacers only.***