



2012 HOBBY STOCK RULES

The spirit and intent of these rules are to keep down the cost of racing. Any attempt to circumvent this intent will not be tolerated. ***JUST BECAUSE IT DOESN'T SAY IT, DOESN'T MEAN YOU CAN.*** Speedway officials will have the final word on all matters of the rules. Officials may restrict any car from competing at any time.

This is an entry level class. OEM means stock, unmodified, as designed by the manufacturer. Alterations or modifications not specifically allowed for in these rules will be considered a violation of these rules. Speedway officials will have the final word on all matters of the rules. Officials may restrict any car from competing at any time.

SAFETY EQUIPMENT:

Rules apply at all times car is on track. Snell-rated SA2000, SA2005 or SFI 31.1/2005 helmet required. Roll bar padding recommended in driver compartment (Fire retardant recommended). SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports recommended if using head restraint system with no neck collar. Recommended: Fire retardant head sock and underwear; collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two-inch with head restraint system) wide SFI-approved five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, recommended to be no more than one year old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

BODY AND CHASSIS

Any 1964 or newer, American OEM full body, full frame, rear wheel drive passenger car or pickup truck. Sports cars, e.g. Camaro, Mustang, Firebird, are prohibited. No "T" tops, convertibles, or four-wheel drive cars. All unibody cars must connect front and rear sub frames together. Frames may be X-braced.

The minimum wheelbase is 107.5 inches.

No alterations except as listed in these rules. Body must remain stock, OEM as produced except as provided herein.

The hood and trunk lid may be gutted. No holes. Pins are required on the hood and trunk. No bolts. Doors may be gutted. No gutting or cutting of firewall, roof, kick panel or rocker panel except for roll bar clearance.

The front inner fender wells may be removed. Rear fender wells may be removed to middle seam. Fenders may be cut for tire clearance.

Rear trunk floor must remain stock. Rear fire wall between trunk and cockpit of car must be closed off with sheet metal or aluminum. Trunk floor above rear end area only must be removed. Rear section of trunk floor must remain in stock location.

All holes in the firewall must be closed with sheet metal or aluminum. All glass, chrome, interior trim, seats and flammable items must be removed. Fiberglass nose pieces must be removed.

Aftermarket noise pieces are allowed.

All doors must be welded or bolted closed.

Spoilers are prohibited.

No side skirts or covering of any windows.

Rusted rear frame rails may be replaced with 2 inch by 3 inch square tubing, only replace from the rear spring pocket to the rear bumper area.

Aftermarket clutch and accelerator pedals are permitted.

WEIGHT

No ballast allowed. Any thing that appears as ballast must be removed.

ROLL CAGE

Roll cage must be constructed of a minimum 1.50 inch O.D. and .095 inch wall thickness, and be built using continuous hoops and be mounted to frame in a minimum of six points. And must have a cross bar in the halo area.

A minimum of four windshield bars must be installed in front of the driver.

Minimum of three door bars on the driver's side and two on the right side. Minimum tubing size of 1.50 inch O.D. and .095 inch wall thickness. Driver's side door bars must be plated with 18 gauge steel. Plated area must be full height of door bars and extend from rear main cage down tube to a minimum of five inches in front of drivers seat. Roll bar padding recommended in drivers compartment.

FUEL AND FUEL CELL

Pump gas or racing gas only. No additives of any kind.

Fuel cell must be inside of a steel can. It must be mounted inside the trunk area and cannot go through the trunk floor. Cell must be bolted down with two inch by .125 inch steel straps and must have a 4 inch by 4 inch by .125 inch plate on the bottom side of trunk floor and must use ½ inch bolts to mount the cell to trunk floor.

Fuel line must be steel front to rear, except where it connects to the cell and fuel pump.

BUMPERS/RUB RAILS

OEM bumpers must remain in stock location but can be reinforced with 1.75 by 0.095 inch tubing on the back side.

Front and rear tow hooks are required and must be strong enough to support the car if towed.

No battering ram type bumpers.

Bars may not extend outside of the nose or tail panels. Bars may not extend past the outside edge of the bumper.

A maximum of a 1 inch wide by 2 inch high rub rail allowed. All ends must be tapered and capped. Rub rails must be mounted tight to body panels.

ENGINE

American V-8 engine only, must be OEM cast iron block and heads.. The center of the crankshaft must be in stock location. Engine casting numbers cannot be altered.

Maximum Displacement;

GM: 361 c.i. Ford: 363 c.i. Chrysler: 370 c.i. Maximum of 9.0 to1 compression.

No Aluminum, titanium or carbon fiber components allowed. Must have OEM or OEM replacement steel crankshaft and rods, cannot be lightened. Stroker motors are prohibited.

The allowable crankshaft strokes are:

GM Ford Chrysler

302 CID – 3.00” 289 CID – 2.87” 318 CID – 3.31”

305 CID – 3.48” 302 CID – 3.00” 340 CID – 3.31”

307 CID – 3.25” 351 CID – 3.50” 360 CID – 3.58”

327 CID – 3.25”

350 CID – 3.48”

Extra capacity oil pans are permitted. The oil pan must have a one inch inspection hole on either side with a screw in plug. Dry sumps are prohibited. The oil pump must mount in the stock location.

The starter must be functional and in the stock location.

OEM blocks allowed:

GM 3892657 3914660 3914678 3932388 3932386 3956618 3970000 3970006 3970010
3970014 10036033 10054727 10066036 10243880 14010207 14010209 14010287
14016376 14016379 14088528 14088548 14088552 14093638 14101148

FORD – Any OEM production block.

CHRYSLER – Any OEM production block.

Pistons must be flat top or dished. No drilling of the second or third rod throws on the crankshaft.

OEM type rods only. 5.7 or 6 inch rods allowed, cap screw rods allowed.

Flat tappet cam and lifters only. No mushroom, roller lifters or roller hydraulic cams allowed. Lifter bores may not be altered. Oil restrictors permitted.

CYLINDER HEADS

GM - OEM cast iron cylinder heads only. Stamped steel roller tip rockers arms only. Poly locks Guide plates, screw in shoulder studs (0.375 inch max) allowed. No stud girdles allowed. NO PORTING, POLISHING OR ALTERATIONS ALLOWED.

Maximum 2.02 inch intake valve and 1.60 inch exhaust valve. GM 1.250 inch O.D. valve spring only on GM OEM heads. GM crate engine valve springs will be as spec rule. No bee hive valve springs allowed.

GM cylinder heads allowed:

330862 333882 376445 468642 3928454 3932441 3932454 3951598
3876487 3970126 3973487 3973487x 3973493 3986336 3986339
3986339x 3986388 3998920 3998991 3998993 3998997 14079267

Head Option: IMCA EQ head part #CH350I. Head must remain stock, valve sizes cannot be changed, no porting or polishing. Guide plates, screw in shoulder studs (0.375 inch max).

FORD – Any cast iron OEM production head with inline valves. No SVO or canted-valve heads allowed. Maximum 2.04 inch intake valve and 1.70 inch exhaust valve. No aftermarket heads. Non shouldered rocker studs allowed. No guide plates or stud girdles allowed. Stamped steel roller tip rocker arms only. Poly locks allowed. NO PORTING, POLISHING OR ALTERATIONS ALLOWED.

CHRYSLER – Any cast iron OEM production head with in-line valves. No Canted valves. No W-2 heads. Maximum 2.04 inch intake valve and 1.70 exhaust valve. No aftermarket heads. OEM rocker arm bar allowed. NO PORTING, POLISHING OR ALTERATIONS ALLOWED.

Intake manifold must be stock. OEM cast iron two or four barrel with OEM part number on intake. No aftermarket or OEM performance intake manifolds allowed. No adjustable carburetor spacers allowed. Maximum 1 inch thick carburetor spacer.

Exhaust manifolds must remain OEM and must be cast iron. no ram horn, or marine exhaust manifolds. No center dumps, cross over or y-pipes.

One tailpipe is required on each manifold. Tailpipes must extend under the fire wall. The maximum tailpipe O.D. is two inches.

CARBURETOR

The stock Holley 4412 500 CFM carburetor is required. Throttle bore must not exceed 1.6875 inch. Must meet go no go gauges. OEM Rochester 2 barrel (booster ID may be machined to 0.25 inch, venturi ID machined to 1.375 inch and throttle bore ID machined to

1.6875 inch) allowed and must meet go no go gauges.

The air cleaner cannot exceed 14 inches in diameter and 4 inches in height. No top flow air cleaners.

BATTERY AND IGNITION

Battery must be mounted in the trunk and inside of marine type container fastened to floor. Stock ignition only, no aftermarket allowed. No timing retard devices.

REAR END

Must be stock OEM type; no floaters or grand national-type. Ford 9 inch permitted. It must be mounted in the stock location with the stock mounts and trailing arms for the car.

Differential may be locked by welding or mini spool only.

Drive shaft must be painted white and have the car number on it.

A driveshaft loop made of 2 inch by ¼ inch steel is required at the front of the driveshaft.

Gears and spools may not be lightened. An inspection hole is recommended.

SUSPENSION

Front and rear suspension and mounting points must remain stock. After market tubular upper control arms allowed. Upper control arm mount can not be moved. Lower control arm bushings must be rubber.

One unaltered steel, non-adjustable, OEM mount shock, in OEM location, per wheel. No coil over shocks, air shocks, remote reservoir shocks. No Schrader or bladder type allowed. No coil over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket and must mount in stock location on chassis.

The spring must sit in the stock spring seat.

Weight jacks of any type are prohibited. This includes spring rubbers, buckets, and spacers.

TRANSMISSION/CLUTCH/FLYWHEEL

Must remain stock for that type of car. OEM 3-speed or 4-speed transmissions allowed. Transmission may not be lightened; all forward and reverse gears must be operable.

Automatic transmissions must have a working torque converter and have a drain plug so fluid can be drained. Minimum ten inch torque converter.

Transmission coolers may be added.

A two inch inspection hole is required in the scattershield.

The OEM steel flywheel is required; must have 153 teeth. Flywheel cannot be lightened.

The clutch must be a minimum of 10 1/2 inches in diameter. Multi-disc clutches are prohibited.

Hydraulic clutch slave cylinders are permitted.

WHEELS AND TIRES

All cars must use either the American Racer G-60 or Hoosier G60. OEM 205/75 or 205/70 14 inch or 15 inch passenger car tires are allowed. All four tires and wheels must be the same size. No snow or all terrain tires.

No softening, conditioning or siping of the tires allowed. Tire grinding allowed to knock off glaze but may not penetrate tire to form sipes. No nail type grinders.

Tires may be grooved in the original tread lines only. Grooving is not permitted in the small grooves outside of the outermost and innermost zigzag lines.

Wheels must be 7" or 8" wide and made of steel. Wide-five adapters are prohibited. Bead locks are prohibited.

One inch lug nuts are required on all four wheels.

STEERING

All steering linkage must be OEM for the car. All replaceable parts must be OEM

The steering box must be stock and mounted in the stock location. Rack and pinion steering is prohibited. No quick steer allowed

The steering shaft may be replaced with a tubular type shaft.

A quick-release steering wheel is required.

BRAKES/CLUTCH MASTER CYLINDER

All four brakes must work. Adjustable proportioning valves and brake shut off valves are prohibited.

Rear brakes must be the OEM drums; rear disc brakes are prohibited. No cutting or altering backing plates.

Brake master cylinder must be OEM and in stock location. No after market brake pedal assemblies allowed.

After market clutch pedal and master cylinder may be used.