

## **HOBBY STOCK RULES**

Updated: 01-31-23

**CAR ELIGIBILITY:** Any 1960 to 1996, American-made passenger car allowed. Minimum wheelbase of 108-inches (104-inches for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.

**FRONT WHEEL DRIVE ELIGIBILITY:** Front wheel drive cars produced before 1996 with V-6 EFI engines and minimum 104-inch wheelbase allowed. Full unit-body structures, including trunk floor, required. OEM electronic fuel injection system required. Fuel Cell required. Headers allowed. Minimum weight 2900 pounds. All other rules apply.

**FRAME/ROLL CAGE:** Frame must unaltered from front to back. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 1 3/4" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-up. These bars must mount to top of frame kick-up ahead of rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16 inches from the rear bumper mount. These bars may not be located within 24 inches of the main roll cage halo bar. Roll cage must include an 'X' or diagonal brace behind driver. Three bars required in both the driver's and right side doors. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Deflector plates and foot protection bar required. One bar from each roll cage upright allowed through the rear firewall, bar must mount to frame at or before the top of the axle kick-up. Rubber body mounts (OEM or similar required). Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. Wedge (diagonal) bars allowed. Halo bar must be a minimum of 36" left to right and centered between the frame rails. All roll cage main uprights must be welded directly to top of frame rails. Existing non-compliant cars permitted with weight adjustment. Metric cars may modify forward firewall (moderately) for distributor clearance. Unit body frame rails may be boxed in and reinforced. An "X" brace under driver's compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

**GROUND CLEARANCE:** Minimum ground clearance 5 1/2" at any point (with driver), except front cross-member and mufflers which is 3 1/2".

**INTERIOR:** Firewall and floor pan must be stock. Firewall may be boxed to allow clearance for valve covers and distributor with engine setback. Rear firewall must be added to isolate from trunk area.

**SUSPENSION:** Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Stock ball joints (stock length and width) required. Full size spindles or Coleman hub allowed on metric cars. Lower control arms on metric cars may be lengthened 1". Rear stabilizer bar must be removed. Any magnetic spring over 5" in diameter allowed. Rear springs must be over 11 inches tall in non-metric cars. Rear springs must be over 8 inches tall in metric cars. No progressive springs allowed. **Chain on rear end allowed but must have 2" travel.** Straight valve shocks (compression and rebound must be equal) required. **Shocks- one stock mount sealed shock per wheel. Must extend and compress fully. must be non-rebuildable and non-adjustable. MSRP \$130.** Stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No spring separators or weight jackets allowed. Stock or SRP shocks required. Max camber is 3-inches measured at the wheel. Maximum tread width is 63 ¼" inches. 50lbs weight penalty for over 63 ¼". Absolute max tread width 64 ¼" No offset rear end bushings allowed. Stock replacement center links allowed.

**ENGINE:** Engine must be stock for that make. All engines may be located so that center of the furthest forward spark plug is in line with or ahead of the upper bail joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 9.3 to one. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. Lifters must pass leak-down test. Maximum lift at valve: GM-.425inch, Ford/Mopar -.465-inch. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One OEM unmodified two-barrel carburetor required, maximum bore diameter 1 ¾" with pressed in style booster cone, 1 3/8" on Ford and 1 9/16" on Chrysler products. No dual feed carbs. Air cleaner and overflow tank located under hood required. The IO52 World Product stock replacement head with 171 cc intake runners are the only non OEM head allowed. Roller tip rocker arms allowed 1.52 max. A ¾" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of the pan and above sump area(oil level). One stock Holley 4412 or one 1 ¼" Rochester carb required. HP Metering Blocks not allowed.

**CRANK SHAFT:** Stock appearing crankshaft required, minimum weight #48. Crankshaft must stock appearing counter-weights and may not be scalloped or gun drilled. Stock (un-altered) flanges required. Any suspect crank shaft can be removed and weighed.

**DRIVE TRAIN:** Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Torque converter must have tap plug to check fluid levels. Tap plug must be checked for tightness regularly. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide or Turbo Hydromatic 200 (metric) transmissions allowed. No rubber transmission lines allowed, except for 4" ahead and behind transmission cooler, lines must be in good condition at all times and checked regularly. Transmission cooler not allowed in driver compartment. Stock, unaltered, open rear ends required. Stock diameter steel drive shaft required. Aftermarket or S-10 right side axle required on metric cars.

**INTAKE & EXHAUST MANIFOLDS:** Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. Four-barrel intake manifolds allowed only on engines that were not offered with a two-barrel manifold. 1 3/4" adapter plate allowed on cars with four-barrel manifolds. No Bow Tie manifolds. Internal hear riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6-inches. No cast iron header manifolds.

**WEIGHT:** Minimum total weight for all cars (full size and metric chassis) is 3400lb. Minimum 53% front axle, and minimum 45% right side on non GM metric chassis cars. Minimum right side weight for GM metric chassis cars is 44%. All weights must be properly anchored to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver. Non-compliant roll cages must add 25# to right side frame rail in the driving compartment. Management reserves the right to adjust the weight requirements as needed to preserve competitive balance.

**WHEELS & TIRES:** All cars are required to use Hoosier 850. Steel wheel only, maximum width 8" measured at bead, maximum offset 2 inches. Aftermarket racing wheels required on right side. No wheel spacers allowed. No bleeders allowed. One-inch lug nuts required. Heavy-duty studs recommended.

**FUEL & FUEL CONTAINER:** All stock tanks must be removed. Maximum 16-gallon fuel cell required. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, minimum ground clearance of 10 inches and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails: one in front of and one behind the tank/cell. Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails. Steel or steel braided fuel lines required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Bottom rear of fuel cell must be protected by properly reinforced ASA style protection bar. Fuel type: highway grade pump gas only.

**BRAKES:** Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No “made for racing” components allowed. No brake blower motors allowed. Wheel fans allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

**BATTERY:** Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12-volt system.

**EXHAUST SYSTEM:** Maximum diameter 2 ½” before collector and/or muffler, 4 ½” maximum diameter behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from 8<sup>th</sup> row of bleachers. No car expelling flame, smoke or backfiring allowed.

**BODY & TRIM:** Complete stock appearing steel bodies with glass or Lexan windshields (with braces) required. Full metal firewall and floorboards required. Rear spoilers allowed, maximum spoiler length 3”. Spoiler may not extend outside body. Stock, unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. **Fenders may not be inclined or bent downward more than 3 inches from stock.** Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace hood and trunk latches. Hood X reinforcement must be removed. Bumpers must not extend past body more than 2”. Bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator and nose cone protection bars allowed. Modest use of bars on top of bumper and behind nose piece allowed. Plastic nose and rear bumper covers allowed provided they are stock appearing for that make & model car. Quarter and rear windows allowed must be clear and not obstruct visibility. Vintage steel OEM bodies with minimum wheel base of 108” permitted. OEM body used must be within 4” of cars wheelbase. All bodies must remain stock appearing. Poorly constructed bodies must be corrected and returned to “stock appearing.” Tow hooks on front and rear required. ¼” cable has proved inadequate.

**FORD & CHRYSLER EXCEPTIONS:** Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

**GM METRIC CHASSIS EXCEPTIONS:** IMCA approved stamped steel tubular upper A-arm 8 to 8 1/2 inches only allowed. One inch longer than stock ball joint allowed, both sides must be the same length. G body stock center link required.

**CRATE MOTOR:** GM 602 crate motor (P/N 88958602/ #19258602) for use in the Hobby Stock division. All crate motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6200 rpm chip. Stock unaltered 500 CFM Stock Holley 4412 2 bbl carburetor.

**TEAR DOWN CLAIM:** For a fee of \$750 and Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$500 is awarded to the one inspected with \$250 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require valve covers, distributor, intake, carburetor, exhaust manifolds, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

**End of Hobby Stock Rules**