



Hobby Stock

All cars must have wrecker hookup. All cars should have fire extinguishers in reach of drivers, 5 lb. minimum. Window nets are recommended for all cars. No radios, mirrors communication equipment permitted, including pit boards.

All parts specified as OEM/stock manufactured must be standard option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

1. MODEL CARS

1970-1990 year passenger cars. No type of truck, station wagon, front-wheel or 4-wheel drive. No sports cars, police cars, convertibles, t-tops or open sunroofs.

2. MOTOR

Motor violations may result in fine and/or suspension.

All motor parts must be OEM stock with no modifications and must match manufacturer of frame and body. 1 spark plug and 2 valves per cylinder. Motor must be in stock position. No fuel injection, turbo chargers or blowers. No dry sump systems on any car.

265, 283, 302, 305, 307 and 318 ci only. OEM cast iron block, heads and intake. Cast iron exhaust—no headers permitted. All motor parts must be OEM stock manufactured—no aftermarket or high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc.). No Vortec, angle plug or double hump heads. No porting, polishing, grinding, welding or acid etching on heads or manifold. Stock hydraulic cam. Stock flat top or inverted pistons with zero deck clearance. Stock steel crankshaft with stock stroke. Stock steel connecting rods.

3. BODY

Aftermarket stock appearing nosepiece and bumper cap permitted, but cannot be wider than fenders and must be mounted cleanly in stock position. All other body panels must be stock manufactured and stock appearing at all points. All body repairs must have stock dimensions and contour. Stock appearing bumpers in stock location and should have smooth edges. All glass, chrome, and flammable materials should be removed. Airbags should be removed. Mirrors must be removed. Dashboard may remain intact. Doors should be welded or bolted closed. Trunk lid must remain on car. No cutting of exterior body panels except for wheel area for tire clearance and hood. Body may be hulled. All holes in firewall should be covered with metal. Full metal roof. Sunroof opening may be sealed with sheet metal.

4. SPOILERS

No spoilers, ridges or wings of any kind.

5. TIRES

Maximum 8" tire tread width. Hard compound Hoosier only E-mod type or Hoosier 36-105H500 tires permitted. Stock tires only with maximum **235/75/15 DOT number**. No winter treads or slicks, or other racing tires.

6. WHEELS

Maximum 15" diameter x 8" wide steel wheels only. Racing wheels—OK. Beadlocks OK. All wheels should be reinforced with washers and 1" or double lug nuts. All wheels must have the same offset.

7. CARBURETOR

OEM stock 2 barrel carburetor only with no modifications. No dual line or predator carburetors. No carburetor spacers.

8. FUEL

Gasoline only. No alcohol, nitrous oxide, nitro-methane, propylene oxide or additives. Fuel lines should not pass through driver's compartment. Fuel pump should be any mechanical type.

9. DISTRIBUTOR

Distributor must be stock for make and model.

10. FRAME

108" minimum wheelbase. Complete stock production frame required to center of rear axle. Frame rails may not be modified. Cross member may be modified for clearance only. Tubing frame replacement permitted behind center of rear axle. All frame tubing and connectors should be constructed of minimum 2" wide x 3" high rectangular steel tubing, with .095" minimum material thickness behind rear axle. All other chassis tubing should be 1 1/2" to 1 3/4" outside diameter and minimum .083" thickness. No holes may be cut in frame.

Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing.

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11. SUSPENSION

ALL CARS—All suspension components must be in stock with no modifications and in stock location. Car must be level from side to side. **No** heavy duty or racing suspension parts. **No** air shocks. **One** shock on each wheel. **No** weight jacks. **Springs** cannot be clamped or chained. **Springs** must have stock appearing diameter and height or [Racing coil springs permitted](#). **No** lowering or lifting blocks. **No** adjustable suspension parts. Leaf springs must have the same number of leaves on both sides. **Right** front wheel may be cambered.

12. BRAKES

All cars must have **4** wheel braking system. Calipers and rotors must be OEM steel. **No** drilling or lightening of brake components. **No** driver-adjustable brake systems.

13. REAR AXLE

Stock production rear end for make and model or [9" rear end permitted](#). Rear end must be locked. [No maximum gear ratio](#). Heavy duty aftermarket axles are highly recommended.

14. TRANSMISSION & CLUTCH

Transmission must be OEM stock automatic and must have working OEM torque converter. **No** quick change or racing transmissions. Transmission should have explosion-proof bell housing or **360** degree 1/2" steel scatter shield securely mounted to car. **No** in and out boxes. Transmission should be bolted to the motor and must have working reverse gear. **Only** one drive shaft permitted. **All** drive shafts should be painted white and should be surrounded by two **3"** steel safety loops or sling mounted to frame.

15. TRACTION CONTROL

All traction control devices using wheel sensors are **NOT** permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are **NOT** allowed in the cockpit or any other location accessible by driver. Any remote control components or data acquisition equipment are **NOT** permitted.

16. EXHAUST

Headers are not permitted. Stock exhaust manifold only. Exhaust pipes may **NOT** point towards ground. Mufflers are recommended for all cars

17. STARTER AND BATTERY

All cars must be self starting. Battery must be in stock position or should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor and fuel pump highly recommended mounted in reach of driver and should be clearly labeled for safety crew. Car must have working generator and alternator.

18. ROLL CAGE

4 post, box-type roll cage should be constructed with 1 ½" minimum outside diameter and .095 minimum steel tubing material thickness. Should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels. 2 vertical bars between each horizontal bar as additional support are recommended. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be securely welded to subframe and unibody in at least 4 places and welded together 360 degrees at all intersecting points. 6-point roll cage is highly recommended with diagonal bars bracing roll cage at rear, and should run from frame to top of roll cage. Top of roll cage should be at least 2" above top of driver's helmet. Head rest recommended. Front windshield opening should have bars or wire mesh and driver's side window should have quick-release net. All roll cage bars within reach of driver should be covered with non-flammable foam padding. Other than padding, roll cage must remain exposed with no aerodynamic effects.

19. GAS TANK/FUEL CELL

22 gallon maximum, racing-approved fuel cell should be mounted in square tubing frame securely mounted to car frame and in the trunk area. Fuel cell should be mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around entire fuel cell. Minimum 7/16" bolts should be used to mount the fuel cell. Trunk interior may be cut for fuel cell mounting. Fuel cell should have 12" minimum ground clearance. No part of the fuel cell should be lower than the rear end housing. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over.

20. FIREWALLS AND INTERIOR

A full metal firewall constructed from 18 gauge steel or 1/8" thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. Full metal floorboard. Top of interior to top of doors should be 3" maximum. Interior should be mounted flush with outside body panels. 12" minimum interior clearance below roll cage at all points for easy exit. Onboard fire suppression system recommended.

21. SEAT AND SAFETY BELT

Metal racing-approved seat with padded headrest should be securely attached to frame. 3", 5, 6 or 7-point, quick release racing belt with double harness should be bolted to frame or roll bars. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts should be replaced if two years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used.

22. FIRE SUIT AND HELMET

Drivers should have flame retardant firesuit and racing approved full-face helmet with face shield. Nomex shoes, socks, gloves, and hood highly recommended. Head and neck restraint system and arm restraints recommended.

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23. WEIGHT

3,200 pound minimum weight after any race. All weights should be solid material, entirely painted white or a bright color and marked with car number. Each weight should be 50 pound maximum. Weights should be bolted to frame with two ½" Grade 5 bolts on two weight clamps or secured with steel plate. No weights should be attached to rear bumper or in driver's area. Weights should not be lead pellets or liquid. Each weight should be bolted to the frame individually and should not be stacked on another weight.

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