

Hobby Stock Rules

12/15/2020.

- 1. Hobby Stock Rule package-** In an effort to revitalize the Hobby Stock class, different rule packages will be amalgamated into one unified set. These rules are subject to adjustment in the interest of compatibility.
- 2. Road Runner/Thunderstock package-** All Road Runner/Thunderstock rule package cars must meet minimum safety rules as spelled out below. The provisions that must be followed include those found in the general requirements for all cars, frame/cage, interior, gas tank and drivers' attire. Cars using Road Runner/Thunderstock package may use Rockford/LaCrosse legal rims and tires or the 8'x15" rims and approved tires. Road Runner/Thunderstock can use a stock 4412 carb or any legal at Rockford/LaCrosse. Maximum tread width 63". Minimum weight 3400 lbs, 53% nose, 45% right side weight. All Road Runners/Thunderstock can adopt all or part of the Tomah-Sparta Hobby rules to improve competitiveness.
- 3. Safety Belts and Helmet-** Belts must be dated 2015 or newer. Helmet must meet Snell SA 2010 or newer.
- 4. Car eligibility-** Any 1960-1996, American made car allowed. Minimum wheelbase of 108" (104" for Ford and Chrysler), no T-tops, sports cars, pony cars, or special manufactured car allowed without approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.
- 5. Frame /Roll Cage-** Frame must be unaltered from front to back. Roll cage must have 4 uprights located in the furthest forward corners of the drivers compartment and directly behind drivers' 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 2 bars welded to the rear frame kick-up. These bars must mount to top of the frame kick-up ahead of the rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16" from the rear bumper mount. These bars may not be located within 24" of the main roll cage halo bar. Roll cage must include an "X" or diagonal brace behind the driver. Three bars are required in both the drivers' and right side doors. Doors maybe 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 firewall, bar must mount to frame at or before the top of the axle kick-up and radiator protection bars. Front hoop may connect to front stub at a maximum of 6 points. Wedge (diagonal) bars allowed. Metric cars may modify firewall (moderately) for distributor clearance. Frame rails may be boxed in. An "X" brace under drivers' compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.
- 6. Ground clearance-** Minimum ground clearance 5 1/2' at any point (with driver), except front cross member and mufflers which is 3 1/2".
- 7. Interior-** Firewall and floor pan must be stock. Firewall maybe boxed to allow clearance for valve covers and distributor with engine setback. Rear firewall must be added to isolate from trunk area. No radios allowed.

- 8. 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 allowed on metric chassis. 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" tall in non-metric cars. Rear springs must be over 8" tall in metric cars. No progressive springs allowed. Straight valve shocks (compression and rebound must be equal) required. Shocks must be non-rebuildable and non-adjustable. Stackable shims allowed on top or bottom of coil springs. Stock steering components required. No spring separators or weight jacks allowed. Stock or SRP shocks required. Max camber is 3" measured at the wheel. Maximum tread width is 63", 50 lbs penalty for each inch over max. No offset rear end bushings allowed. Stock replacement center link allowed.
- 9. 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 ball joint's centerline. No Chevrolet 400 cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 9.3:1. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. Lifters must pass leakdown test. Maximum lift a valve: GM .425, Ford/MOPAR .465. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributor. OEM type mechanical fuel pump in original location required. One OEM, unmodified two barrel carburetor required, maximum bore diameter 1 1/4" with pressed in style booster cone. 1 3/8" on Ford, 1 9/16" on Chrysler products. No dual feed carburetors. Air cleaner and overflow tank located under hood required. The IO52 World Product stock replacement head with 171cc intake runners are the only non OEM heads allowed. Roller tip rocker arms allowed 1.52 max. A 3/4" 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 pan and above sump area (oil level). One stock Holley 4412 on one Rochester carb required. HP metering blocks not allowed.
- 10. Crankshaft-** Stock appearing crankshaft required, minimum weight #48. Crankshaft must stock appearing counter-weights and may not be scalloped or gun-drilled. Stock, unaltered flanges required. Any suspect crankshaft can be removed and weighed.
- 11. Drive train-** Stock automatic transmission with all forward and reverse gears operating required. Stock operating 12inch minimum diameter torque converter required. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide transmissions. No rubber transmission lines allowed. 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.
- 12. Intake and exhaust manifolds-** Completely stock passenger car 2bbl cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. 4bbl intake and manifolds allowed only on engines that were not offered with a 2bbl manifold. 1 1/4" adapter plates allowed on cars with 4bbl manifolds. No Bow-Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold diameter 2 1/16". No cast iron header manifolds.

- 13. Weight-** Minimum total weight 3400lbs. 53% front axle and 45% right side weight. All weights must be properly anchored to (and not lower than) frame rail outside drivers' compartment. Ballast must be painted white and lettered with car number. All weights include driver. Management reserves the right to adjust the weight requirements as needed to preserve competitive balance.
- 14. Metric weight rule-** Metric cars run at 3400lbs with a right side weight 44%.
- 15. Wheels and tires-** Hoosier 850 tires required. Steel wheels only. Max width 8" measured at the bead. Max offset 2". Aftermarket racing wheels required on right side. No wheel spacers allowed. No bleeders allowed. 1" lug nuts required. Heavy duty studs recommended.
- 16. Gas tank-** All stock tanks must be removed. A 6 or 8 gallon marine or farm tractor tank allowed. Maximum 16 gallon fuel cell allowed. Gas tank must be placed as far forward in the trunk area as possible, centered right to left. Minimum ground clearance of 10" 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. Fuel line must exit top of tank. No fuel lines in drivers' compartment. Complete metal firewalls front and rear required.
- 17. 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 motors allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.
- 18. 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 approved sealed battery box. Maximum 12 volt system.
- 19. Exhaust system-** Maximum diameter 2 1/2" before collector and/or muffler. 4 1/2" 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. No car expelling flame, smoke or backfiring allowed.
- 20. Body and trim-** Complete stock appearing steel bodies with glass or Lexan windshield (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" from stock. Front and rear overhangs maybe shortened maximum of 4". All glass and plastic must be removed, except windshield. Hood pins must replace hood and trunk latches. Hood X-brace reinforcement must be removed. Stock steel bumpers required front and rear, may be reinforced, and bumper ends connect to body. Tire cutting edges must be trimmed. Limited radiator 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 and model car.
- 21. Tow hooks-** Tow hooks on front and rear required. 1/4" cable has proved inadequate.
- 22. Ford and Chrysler exceptions-** Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

- 23. GM Metris exceptions-** IMCA approved stamped steel tubular upper A-arm 8 to 8 ½” only allowed. One inch longer than stock ball joint allowed, both sides must be the same length.
- 24. Crate motor option-** Management reserves the right to experiment with adapting a GM 602 crate motor for use in the Hobby Stock division. All carburetion, weight and other rules will be adjusted to maintain competitive balance. Contact track for additional information.

End of Hobby Stock Rules Section