

## **HOBBY STOCK**

***Any American made rear wheel drive car 1955 through 1995. No convertibles, or fox body mustangs, no two seaters, and no trucks. Ford to Ford, GM to GM, Mopar to Mopar etc. Minimum wheel base 101".***

### **BODY:**

After market noses ok, must match model. Hoods, fenders, roof, q-panels MUST be OEM stock. Doors maybe stock or 20 gauge steel. Hood, doors, and trunk lid may be gutted. If you have sheet metal quarter panels MUST be stock configuration and 20 gauge steel PLUS 50lbs or 25lbs per side. Bumpers MUST be in stock configuration or covered. Stock firewall MUST be in place. All stock floor boards MUST be in place. Spoiler may be NO wider than trunk lid. Spoiler to be no taller than six inch (6"). Battery MUST be in a covered box with a master switch located behind driver. MUST have full windshield and can be lexan. Wing windows no longer than ten inches (10").

***Bodies must remain stock appearing and in full spirit of class.***

**There must be an open space at the top of the windshield for the class sponsor.**

### **ROLL CAGE:**

Fully conforming roll cages are required. Front hoops allowed. External driver's door nerf bar optional. All bars are subject to the Technical Director's approval. Roll bars are required and must be of at least one and one-half inches (1 ½") O.D. steel pipe, one-eighth inch (1/8") wall thickness, one and one-half inches (1 ½") by ninety-five hundredths (.095) wall thickness on tubing. Roll bars MUST be welded or securely fastened inside the car to the floor pan and braced on the rear main bar. All roll bars have to have three (3) sissy bars on the driver's side connected with three (3) vertical bars in the center, with a minimum of two (2) sissy bars on the passenger side. All cars MUST have a rear safety bar attached to the main cage to protect gas tank.

### **ENGINE HEADS:**

Approved stock production only. Bigger valves ok and all seat work must be on center line. Screw in studs ok. Rocker arms MUST be stock stamped steel. Rocker ratio MUST be stock per engine. NO porting, polishing, deburring, port matching. NO angle milling. NO stud girdle. NO oil deflectors. NO roller rockers. NO titanium retainers, "steel only". NO titanium valves. NO

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epoxy. NO aluminum. NO welding. NO "N" heads. NO bowtie vortex. NO vortex. NO angle plug. NO W2. NO world SR. NO Ford Motorsports. NO after-market.....

## CAMSHAFT:

.530 lift max; Hydraulic cam. Hydraulic lifters MUST de-pump FULL stroke of lifter. NO hydraulic rollers. NO flat tappet cams. NO stacking of hydraulic lifters. NO gear drives.

## BLOCKS:

Stock OEM production only.

## INTAKE MANIFOLD:

Stock OEM cast iron Q-Jet only. Two (2) big holes and two (2) small holes, low rise. Ford equivalent or subject to penalty. Dodge equivalent or subject to penalty.

## EXHAUST MANIFOLD:

NO porting or port matching. NO headers. NO lighting. NO exit greater than two an quarter ( $\frac{2}{4}$ ). MUST have muffler and pass at 95db.

## ROTATING:

Option 1: MUST be of stock weight and dimension. Flat tops only. Two (2) value relief piston ok. MAX cubic inch 360. Stroke MUST match block. NO stroked or de-stroked. NO light weight.

Option 2: See Weight

## OIL SYSTEM:

NO dry sumps. NO external oil pumps. NO external oil filters.

## RADIATOR:

Steel or aluminum ok. NO anti-freeze. MUST have a catch can.

## CARBURETOR:

Holley 4412 five hundred (500) cfm with full choke horn. The part number MUST be on choke horn and meter plate. NO racing carburetors.

## CARBURETOR SPACER PLATE:

One inch (1") carb spacer or Canton Phenolic. NO tapered, CNC milled or ANY high performance spacer.

## AIR FILTER:

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Fourteen inch (14") round, three inch (3") tall, MAX. K&N ok.

## CLUTCH:

MUST be stock cast iron flywheel; .870 thick or more. One (1) clutch disk. All steel pressure plate, ten half inch (10 ½") minimum. MUST have a one inch (1") access hole in bellhousing for visual on clutch and a one inch (1") hole in bell plate. NO racing clutches. MUST have scatter shield or belting.

## TRANSMISSION:

MUST have all forward gears and reverse. Automatic transmission MUST have torque convertors.

## REAREND:

Can be stock or nine inch (9"). Locked only. NO limited slips. NO detroit lockers. NO floater hubs. Spring shackles ok.

## DRIVELINE:

MUST be steel; painted white. MUST have loop twelve inches (12") behind transmission. .

## BRAKES:

MUST have ALL OEM brakes (4 working). Disc-brake rear PLUS fifty pounds (50lbs). After -market pedal ok. Remote brake adjuster MUST be under dash / hood.

## WEIGHT:

Option 1: Up to 360 cubic inch

**Weight 3200 min**

**Left 55% max**

**Rear 47% max**

Option 2: 400 cubic inch

**Weight 3400 min**

**Left 55% max**

**Rear 47% max**

## SHOCKS:

Stock steel body. NON rebuild-able NO External adjustment.

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Mounted in Stock Location.

NO heim ends. NO changing ends. NO External adjustments.

RIDE HEIGHT:

Five inch (5") ride height from lowest part of car.

A-ARMS:

Stock OEM only.

SPINDLE:

MUST be stock OEM.

CAMBER:

Two inch (2") max measured with square at top of wheel.

WEIGHT JACKS:

NO weight jacks. Pocket spring adjusters ok.

TRAILING ARM:

MUST be stock OEM dimension. MUST be in stock location. NO alteration allowed.

SWAY BAR:

One and one quarter inch (1 1/4") max in stock OEM saddles. All thread ok for adjustment.

IGNITION:

Option 1: Firing order MUST be stock per engine. NO crank triggers. NO electronic tuning.  
Option 2: 4-7 swap okay.

FUEL CELL:

MUST be covered in twenty (20) gauge steel in trunk location. Fuel filter MUST be metal. Fuel line MUST be in conduit if located through car. Fuel cell no lower than ten inches (10") and no closer than twelve inches (12") from back bumper.

FUEL PUMP:

Mechanical only. NO electric.

WHEELS:

15 x 7 or 15 x 8 racing wheel. 5/8 wheel stud mandatory.

TIRES:

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Hoosier 970. NO softening inside or outside. NO poking. NO tire shine. The tire you qualify with you MUST start the main event with. Qualifying tires will be stamped at the scales prior to qualifying.

## SAFETY:

MUST have race padding on all bars that your hands and head can reach. MUST have window net. MUST have three inch (3") wide shoulder belt. ALL belts must be five (5) years or newer. MUST have two inch (2") sub belt. MUST have fire extinguisher. MUST have master electrical shut off behind driver's seat. Helmet MUST be SNELL 2005 or newer; NO motorcycle helmets. Head and neck restraint recommended. Driver's suit must be clean with no visible holes. Racing gloves must be worn at all times. Holes around shifter must be covered. Seats must be aluminum. 2" belt okay with HANS or Youth.

## TRANSPONDER:

Location: Right rear frame rail; fifteen inches (15") behind center of rear-end.

## CAR NUMBERS:

Doors: Twenty-four inch (24") MINIMUM      Roof: Thirty inch (30") MINIMUM

***These rules can be adjusted anytime to even competition.***

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