

Section 11- Hobby Stocks

WOODHULL HOBBY STOCKS

RULES ARE LOCKED IN FOR 3 YEARS- 2019, 2020 & 2021 SEASONS

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Unless otherwise noted, all parts to be approved OEM and must match make and year of car.

SAFETY EQUIPMENT:

Rules apply at all times car is on track. Snell-rated SA2005, SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. 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 required if using head and neck restraint system. 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.

Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Maximum four inch tall visor attached to window net.

Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage.

Recommended: Safety belts no more than Five years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

FRAME:

Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. No SUV trucks or station wagon allowed! Frame must match body. Max wheelbase diff. 1 inch side to side. Wheelbase must match car used. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.095 inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. Camaros, Firebirds, or Mustangs are permitted. unibody cars must have frame connectors welded in. Inner

rockers must be reinforced with min. 2x2x1/4 angle full length of of rocker welded in place. Roll Cage must be welded to angle. No tack welds permitted

ROLL CAGE: NO SET BACK OR OFFSET CAGES- MUST BE STRAIGHT UP

Main cage must consist of continuous hoops, minimum 1.50 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: 1.75 inch DOM low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers and rear hoop and engine hoop required, and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing. All bars must be inside body. any cage deemed unsafe will not be permitted to run until repairs made!

DOOR BARS:

All door bars and uprights must be minimum 1.50 inch O.D. with 0.095 inch wall thickness. Minimum 4 door bars drivers side, 3 bars passenger top bar must be parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

BODY: All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car). OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Tailpiece must be trimmed for unaltered trunk lid. No metal fabricated rear tailpieces allowed. No spoilers, ground effects or skirting altering OEM appearance allowed. OEM STEEL hood only, maximum three inch bow, hood may be gutted. OEM STEEL trunk lid, may be gutted Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed, unibody car must leave front and rear inner fenders to shock towers. Trunk floor directly over rear end housing must be removed. Trunk floor may be replaced, frame rail to frame rail, with 0.049 inch thick steel, must be located on top of frame rail. Overlapping of body panels permitted. All glass must be removed, all windows in body must remain open; maximum seven inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both

sides and roof of car; six inches tall on rear and front if possible. Hood scoops must be closed and can be no taller than 3 inches.

DRIVER COMPARTMENT: Minimum one windshield bar, two recommended in front of driver. .50 heavy ga. hardware cloth must cover at least half of windshield. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver must be sealed off from track, driveline, engine and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. Must have full stock or fabricated firewall and floorboard. From driver's seat to rear window may be enclosed. Inside rear quarter panels, below window level, may be cut out, except on unibody car must be left intact. Doors and driver side B-pillar may be gutted. Roof, kick panels, rocker panels, must remain intact. Full frame cars may fabricate firewall, 18 ga steel frame rail to frame rail, must be stock height, OEM floor may be replaced from front firewall to rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.

FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, spring spacers, chains or cables. Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), must be same dimensions of stock only no a frame kits. Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed.

STEERING: All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: replacement spindle with Speedway Motors raised cast - part number 91034501; bolt on spindle savers allowed. OEM steering column may be replaced with steel steering shafts (Recommended: collapsible steering shaft). Steel knuckles only. No steering quickeners (minimum 2.5 turns lock to lock), or remote power steering reservoirs. Steering wheel and quick release (required) may be aluminum.

SHOCKS: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No gas port, Schrader or bladder type valve 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.

SPRINGS: One steel spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14 inch free height, non-progressive coil springs only. No spring rubbers allowed.

REAR SUSPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed.

REAR END: Approved OEM housing and carrier only. No floater rear ends. OEM, or OEM replacement (recommended) solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end stock height on mounts(centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials.

BUMPERS/RUB RAILS: Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness. Maximum 2" x 2" skid rail allowed, must be tight to body, no open ends, ends must be angled in toward body. ALL CARS MUST HAVE TOW CHAINS FRONT & REAR if cannot be towed away by the bumper.

TIRES/WHEELS: Unaltered 15 inch passenger car tires only. Tire size must be legible, any tires without size, will be illegal. May run one size diff up or down side-to-side max 235/70, no 60 or 65 series tires. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum eight inch wide, three to four inch offset, steel wheels only- must weigh minimum 19 pounds. No wheel spacers. One inch O.D. steel lug nuts required. No bleeder valves. Beadlocks are allowed on the Right Rear only. No mud plugs allowed.

BRAKES: Steel, unaltered OEM, or unaltered OEM replacement, operative four-wheel, disc (front) and rear brakes. Full OEM backing plates, no aftermarket. OEM or OEM appearing master cylinder must be in OEM location. No antilock brake systems. No brake shut-off or bias adjuster. Steel brake lines only, must be visible. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs. no three wheel brakes, must be able to slide all four tires at any time a brake check is done.

EXHAUST: OEM cast iron exhaust manifolds, center dump type manifolds or 1 5/8 tube street headers permitted only, No step headers. Exhaust manifold can be ported and drilled to fit. No adaptor allowed between manifold and head. May use maximum 2.5 inch O.D. exhaust pipes. Exhaust must extend past driver. Must remain dual exhaust, no crossover or 'Y' pipes. No pan evac systems, exhaust sensors, coatings or wrap.

FUEL SYSTEM: Racing fuel cell required, maximum 22 gallon capacity (Recommended: 12 gallon), must be in minimum 20 gauge steel container. Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators. Fuel shut-off required. CLAIM and Crate engine must use unaltered OEM two barrel carburetor for that engine, except: booster I.D. may be machined to 0.25 inch, venturi I.D. machined to 1.375 inch and throttle bore I.D. machined to 1.6875 inch on Rochester carburetor. 0.625 inch minimum booster height on Rochester carburetor. Must remove carburetor choke plate. Stock Holley 4412 also permitted. 17-A. Intake: No carburetor spacers on cast iron intake. One 0.25 inch (maximum) thickness gasket only. Speedway Motors carburetor adaptor, part #135-3502G, allowed on aluminum intake with Rochester carburetor. Speedway Motors carburetor adaptor, part #135-3502G, allowed on GM aluminum intake. Mr. Gasket carburetor adaptor, part #1933 with OEM carburetor, or Speedway Motors carburetor adaptor part #135-3502G with Rochester carburetor allowed on Ford and Chrysler aluminum intake. Maximum of two 0.100 inch thick carburetor gaskets on all aluminum intakes. 4412 carb adapters permitted- Trans Dapt 2040 Holley 2bbl to Small Rochester 2bbl, Trans Dapt 2039 Holley 2bbl to Rochester 2bbl, Trans Dapt 2065 Holley 2bbl to any 4bbl.

FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives.

WEIGHT: 3000lb after race. weight may be added must be painted white with car no. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

BATTERY/STARTER: One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Stock type starters only no light weight or gear driven, except stock mopar. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials, frequency 454.000) timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM-appearing. All wiring must be visible for inspection. OEM type alternator with internal regulator allowed. 14.5 volts max No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational. Manual: Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly, bellhousing - minimum 270 degrees around top of clutch and flywheel area. scatter shield recommended, No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only - 16 pound minimum - \$150 fine if illegal. Automatic: Must be unaltered OEM, with unaltered OEM pump. scatter shield or explosion-proof steel or aluminum bellhousing. Minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid - \$150 fine if illegal. Torque converter must have a minimum 0.125 inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Flexplate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop within 1 foot of front U-Joint required and must be constructed of minimum 0.25 inch by one inch solid steel, or one inch tubing, 180 degree driveshaft loop within 1 foot of the rear U-Joint.

ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Ford metric frames must have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. Minimum two-core radiator, must be mounted in front of engine. Overflow tubes must be directed to ground. (2) Steel or aluminum V-belt pulleys only. No electric fans, surge tanks or vacuum pumps.

ENGINE OPTIONS AND SPECIFICATIONS: 9.0-1 comp ratio max. All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word CRATE. Must be contrasting in color from body, minimum two inches tall. Markers not acceptable.

(A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of points and fine.

(B) ENGINE: Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. No Stokers. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of points. Maximum compression ratio is 9.0-1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc (track option which method is used). Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. Max cam lift .480". OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. ‘Wet’ sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans - no obstructions to crank and rods. **CYLINDER HEADS:** Steel only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification and \$250 fine if illegal. Screw-in shouldered studs (GM 0.375 inch max) and polylocks allowed. No stud girdles. Stock stamped rockers only 1.5 ratio for GM, 1.6 ratio for Ford. GM - 1.250 inch (\pm .015 tolerance) maximum O.D. valve spring, Ford- 1.4 inch maximum O.D. valve spring, no beehive valve springs allowed. **INTAKE:** Unaltered, approved OEM cast iron, low-rise, two barrel intake, aluminum Crate intake allowed OR Edelbrock Part #2101 and #2116. Only unaltered (no porting or polishing). No cooling lines allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.