



## 24 RACEWAY 2010 HOBBY STOCK RULES

January 8, 2010

- 1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA2000, SA2005 or SFI 31.1/2005 **full coverage** helmet required. NO "M" RATED HELMETS ALLOWED. Roll bar padding required in driver compartment, *fire retardant recommended*. SFI-approved full fire suit required. Fire retardant neck brace (**or head and neck restraint**), gloves and shoes required. **Recommended Head, Neck and Shoulder Restraint.** *Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft.* 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. Minimum three inch wide SFI-approved five or six point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, CAN NOT BE OLDER THAN 3 YEARS, *recommended to be no more than one year old*. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON". Must have fire extinguisher mounted within reach of driver.
- 2. FRAME:** Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Frame must match body. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. 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. No Station Wagons, Camaros, Firebirds, or Mustangs. Must have pick up chains, front and rear.
- 3. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch, *low carbon or mild steel recommended*. 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, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. 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 (down bars) 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. **MUST HAVE PETTY BAR ON DRIVER'S SIDE.** Roll bars

within the driver's reach must be padded with an accepted material as determined by an official. *Fire retardant material is highly recommended.*

4. **DOOR BARS:** All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, 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. **MUST HAVE PETTY BAR ON DRIVER'S 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.
5. **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. Aftermarket plastic nose piece allowed. No spoilers, hood scoops, ground effects or skirting altering OEM appearance. OEM STEEL hood only, hood may be gutted. OEM STEEL trunk lid only, no gutting. 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 inner wheel wells may be removed, rear wheel wells may be removed to middle seam. Trunk floor directly over rear end housing must be removed. No overlapping or shortening of body panels. 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. No reflective body panels. All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four inches thick and at least eighteen inches high. Top numbers should be at least four inches thick and twenty-four inches high.
6. **DRIVER COMPARTMENT:** Loose objects and/or weights are not allowed. Minimum three windshield bars in front of driver. Factory-manufactured aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts. Homemade aluminum, plastic or fiberglass seats are not allowed. Driver seat may be no further back than rear edge of B-pillar. 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. No other interior tin or covers. Inside rear quarter panels, below window level, may be cut out. Doors may be gutted. No cutting out of firewalls, roof, floor, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.
7. **FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. No aftermarket 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; bolt on spindle savers allowed. Upper A-frame mount must remain OEM and cannot be moved.
8. **STEERING:** All components must be steel unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel steering shafts (*collapsible steering shaft recommended*). Steel knuckles only. No steering quickeners, or remote power steering reservoirs. Quick release metal coupling on steering wheel is required, plastic couplings are not allowed. Steering wheel and quick release (required) may be aluminum. No add on quick steer boxes.
9. **SHOCKS:** One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. No coil-over shocks, air shocks, remote reservoir shocks. No 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. One or all shocks on car may be claimed per event for \$50 each. Driver claiming shocks may not claim carburetor or engine on same night.
10. **SPRINGS:** One steel spring per wheel only in OEM location. All coil springs must be minimum 4.5 inches O.D. and non-progressive.

11. **REAR SUSPENSION:** All components and mounts must be steel, unaltered, OEM, 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. Spring rubbers are allowed.
12. **REAR END:** OEM, or OEM replacement solid steel axles only. Nine inch Ford rear end allowed, floater rear ends allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. No lightened ring gears. Must be welded spider gears, or mini spool. No torque dividing differentials. No ratchet type rear ends.
13. **BUMPERS/RUB RAILS:** Bumpers must be approved OEM in OEM location, capped to fender with steel, welded or bolted. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails.
14. **TIRES/WHEELS:** 14 to 16 inch D. O. T. approved passenger tires allowed not to exceed 10 inches wide at any point on the tire. No American Racers or Hoosiers allowed except for American Racers 205-70-15 Hobby Stock tire is optional. No racing, snow, or all-terrain tires. No softening, conditioning or grooving allowed. Tires may not extend outside the body of the car past the centerline of the tread at the top of the tire. Spoke steel wheels allowed. IMCA wheels allowed. Maximum 8 inch steel wheel. May use bead lock wheel on right rear only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8 ¾ inches. Reinforcing of stock wheels recommended. No wheel spacers. One inch O.D. steel lug nuts required. No bleeder valves.
15. **BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, disc (front) and drum (rear) brakes, must match frame or rear end. Rear wheel disk breaks allowed. Full OEM backing plates, no aftermarket. 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. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.
16. **EXHAUST:** OEM cast iron exhaust manifolds only. Headers optional. Exhaust must extend past firewall and turn towards ground. Maximum two inch O.D. exhaust pipes. Must remain dual exhaust, no crossover or 'Y' pipes. No exhaust sensors.
17. **FUEL SYSTEM:** Mechanical OEM type push rod fuel pumps only. CARBURETOR: Stock OEM two barrel carburetor, GM to GM, FORD to FORD, Etc. No Holley carburetors except the Holley 350 listed below. Must remove carburetor choke plate, but no other alterations allowed. Booster I.D. may be machined to 0.25 inch. Bore at base of carburetor may not exceed 1 11/16" and 1 3/8" at the throat. Float bowl must face forward. Weight rule for this is 3200 pounds.  
( IF YOU RUN THIS, YOU WILL GET A 100 POUND WEIGHT BREAK – 3100pounds) -- 350 C.F.M. Holley - part no. 0-80787-1 with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no 0-80787-1. Air bleeds cannot be removed, .076-inch maximum diameter. Float bowl must face forward. The raised casting numbers 6R1919B on the flat part of the air filter mount, behind the choke horn on top of carburetor must remain on it. Any carburetor without these numbers will be a instant D.Q. Float bowls, metering blocks and the base plate have to be genuine Holley parts. No other modifications allowed to carburetor. \$200 carburetor claim. Driver claiming carburetor may not claim engine or shocks on same night. 1 1/2 inch maximum adapter plate including gaskets is allowed. Plates must be flat both sides, no extrusion may be added. Stock air cleaner mount must be retained. Air cleaners must remain under the hood. 4" maximum air cleaner height. No holes in hood. Conventional air cleaner housings only. No top flow air cleaner housings. No cold air boxes or air cleaner duct work allowed. Maximum 22 gallon racing fuel cell required, 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 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 only, cannot be in driver's compartment. No cool cans.

- 18. FUEL:** Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests.
- 19. WEIGHT:** Car must weight minimum 3200 pounds with driver after race, unless running 350 C.F.M Holley then 3100 pounds. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two ½ inch bolts.
- 20. 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. Car must have capability of starting without being pushed or pulled.
- 21. GAUGES/ELECTRONICS:** No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No ignition control boxes. OEM ignition only.  
**Ford/Chrysler may use HEI distributor. No billet housings or crank triggers.** All ignition rotors, caps, coils and modules must remain OEM-appearing. No electronic traction control devices. If traction control devices are found the driver and car will be DQ'ed and suspended for 4 events plus lose all points for previous 4 events, parts will be confiscated and driver and/or car owner will be fined \$1000.00. Must be paid before driver or car is allowed to race again.
- 22. 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 inside an explosion-proof steel bellhousing - minimum 270 degrees around top of clutch and flywheel area. No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only - 16 pound minimum.  
**Automatic:** Must be unaltered OEM, with unaltered OEM pump, original bellhousing and minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid. 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 manual bump starts allowed.  
**Drive shaft:** Steel drive shaft (minimum 2 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.
- 23. 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. Back of engine block to the center of rear axles must be a minimum of 94 ½ inches. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. Minimum two-core radiator, must be mounted in front of engine. Overflow tubes must be directed to ground. Steel or aluminum V-belt pulleys only. No electric fans.
- 24. ENGINE SPECIFICATIONS:** Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287,

14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 360 cubic inches. Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection, such as part/casting numbers and flat top or dish pistons. Flat top or dish pistons only, no gas ported pistons. **OEM or OEM replacement steelcrankshaft only – cannot be lightened (no aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed) OEM or OEM replacement steel rods only – GM 5.7 or 6-inch rod allowed. Cap screws allowed.** Conventional flat tappet cam/lifters only, no mushroom lifters, cannot alter lifter bores. Cylinder heads must be unaltered approved OEM and minimum 76 cc combustion chamber. Only GM OEM heads, maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust, or may use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH350I, head must remain as produced, **seat angles and valve sizes can not be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason);** Ford - no after market or SVO heads; Chrysler - no after market or W-2 heads, 360 cubic inch heads only. No porting, polishing or alterations of any kind to heads or intake, disqualification and \$250 fine if illegal. **Engine/head pro-test rule. \$125 pro-test fee, If engine/head is found illegal than protester gets fee back, if engine/head is found legal then the protest fee goes to the protested driver.** Must use unaltered OEM cast iron two barrel intake or four barrel cast iron intake with adapter. No hi-rise or marine intake manifolds. OEM non-roller rocker arms only. **1.250 inch maximum O.D. valve spring**, no beehive valve springs allowed. Guide plates and screw-in shouldered studs (0.375 inch max) allowed. No stud girdles. Poly locks allowed. Non-shouldered studs may use stud girdles but not guide plates. Unaltered OEM type harmonic balancer only. OEM firing order cannot be changed. OEM type steel or aluminum water pumps only. ‘Wet’ sump oiling system only. Racing oil pans allowed. One inch inspection hole required in all oil pans above oil level with screw in type plug. If you do not have plug you have to remove oil pan - no obstructions to crank and rods. Accumulator allowed, must be mounted under hood.

## 25. ENGINE CLAIM

(A) \$425 cash claim on engine, \$25 goes to wrecker for pulling engine. Driver claiming engine may not claim carburetor or shocks on the same night.

(B) Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor. 20. exhaust manifold and pipes.

**NOTE:** During engine claim, intake should be visually inspected, exhaust manifold must be removed to inspect heads, and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all events until such time as a \$250 fine is paid, for first offense, second offense penalties will be \$500 fine and/or suspension. Claimer then has option to accept or decline engine.

26. **EIRI:** (Except in rare instances) Decisions of officials are final and binding without exception.

**Any questions or concerns contact Johnny Sessler at  
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