



## **2024 HOBBY STOCK RULES**

### **1. Chassis/Body**

- Acceptable vehicles: All North American OEM 4-link cars 1966-Present with a minimum wheelbase of 105". Wheelbase must measure the same on both sides. No convertibles, trucks, jeeps, station wagons or sport utilities, open T-Tops or sunroofs. MUST be closed in with steel.
- Must have full firewall and floorboards in driver's compartment. Must be factory, not home made. Patching ok; you must use proper steel for patching.
- No spoiler or spoiler sides. Rear deck must have no rake, and no rake on roof.
- No sideboards or wings of any kind or size. No rear spoilers.
- Body panels must be steel OEM type and must pass tech inspection approval. No Flat panels on the sides. Roof must be steel ONLY. Roof, roof posts, and tail piece MUST be OEM. No Late model style roofs or posts. It MUST be STOCK (No Exceptions). Replacement body panels steel ONLY OEM - no aluminum. No aluminum hoods or trunks (No Exceptions).
- Tail piece must be closed in. Nosepiece must be stock type. No late model style noses permitted. EXAMPLES: GM G-body, Monte Carlo, Malibu, Regal, Cutlass, Grand Prix or Ford Granada, Mercury Monarch, T-bird, or Fairmont.
- Must have steel front and rear bumper. Replacement style Monte nose or tail piece, stock appearing acceptable with a steel type bumper under body panels.
- All cars must have wrecker hookup, cables or hook chains.
- All cars must have fire extinguishers within reach of drivers, 2 lb minimum.
- Window nets are mandatory for all cars.
- No radios, mirrors, communication equipment permitted, including pit boards and signal sticks.
- 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.
- Interior must be gutted of all burnable materials.
- Windshield must have screen, max ½" holes with 3 vertical bars.

### **2. Frame**

- Must remain OEM appearing. Front and rear suspension mounts on frame MUST remain STOCK and in STOCK LOCATIONS. Altering will result in disqualification.
- Rectangular tubing may be used to replace rusted frames behind rear-end, or sub-frame connector on uni-body chassis. Any alterations MUST HAVE TECH APPROVAL.
- Uni-body frames must have 2"x3" box tubing joining OEM front and rear frame sections. Must have Tech approval, and be factory dimensions.

### 3. Roll Cage

- Front and rear cage hoop highly recommended, but must remain behind body. 1 ½ inch OD seamless tubing Min .095. 4 post design min. 3 horizontal door bars per side securely welded. Drivers door should have 2 vertical bars between each door bar. Drivers side MUST be plated and drivers bars must arch outward to door skin. Cage needs to be Xed behind driver. 2 inch clearance between drivers helmet and halo bar on top of cage.
- No cage setback - setback of cage cannot be less than 23 inches from center of rearend.
- Must have high back racing seat securely mounted to cage.
- All roll bars must be padded within drivers reach.

### 4. Suspension

- Suspension must match chassis used.
- No coil-overs permitted. No driver adjustable components.
- Stock coil springs only. Must be same height, left to right.
- Front A-arms: Stock Factory upper and lower. No tubular A-arms permitted.
- Rear OEM Location 4-Link or leaf spring only. Mounts on rear-end must remain in stock location and on frame. No heim ends or any type of adjustable arm will be permitted.
- Leaf-Spring cars may have adjustable shackles on rear. No spring sliders.
- Shocks must remain STOCK and in the STOCK position. Heim end shocks will NOT be permitted. No racing shocks, only factory type replacement shocks permitted.
- No adjustable shocks front or rear.
- Rear control arms stock, may be boxed. No aftermarket control arms permitted. No mono ball bushings permitted.
- No weight jacks, front or rear, permitted.
- No progressive springs or cargo coils.

### 5. Steering

- Steering must remain OEM for type of chassis used.
- OEM steering boxes only. No racing or aftermarket steering boxes permitted.
- Rack and pinions allowed only if factory equipped (Ford). No aftermarket performance parts.
- Steering quickeners not allowed.
- Original power steering pumps only. No aftermarket pumps allowed.

### 6. Engine/Drivetrain

- Engine type (GM, Ford, Chrysler, etc.) Must match chassis used (i.e., Ford must have Ford engine; Chevy must have Chevy engine).
- Maximum engine size is 305 (GM), 302 (Ford) or 318 (Chrysler).
- No fuel injection. Production fuel injected vehicles must be changed to carburetion. No electric fuel pumps.
- No Vortec blocks or heads.
- No aluminum blocks. See attached list of approved blocks.
- No aluminum heads. No aftermarket heads. No World Products heads. No double-hump heads are permitted. See attached list of acceptable cylinder heads. No 350 heads, or Ford GT-40 heads permitted.

- Boring up to .030 is allowed. No decking block or heads. No porting heads or intake manifolds.
- Hydraulic camshafts only. .420 maximum lift.
- No solid cams.
- No roller cams, solid or hydraulic.
- No roller sliders.
- No roller rockers. No roller tips will be permitted.
- Stock stamped 1.5 rockers only. No 1.55 or 1.60 ratio allowed. Loose rocker stud can be tapped for replacement unshouldered screw in stud.
- No engine setback-engine to be mounted to stock frame location.
- Factory stock cast iron intakes are the ONLY acceptable intake manifold; any original GM cast iron 2- barrel intake, or GM cast aluminum 2-barrel. Original Ford cast iron 2-barrel or aluminum 2- barrel. Original MOPOR cast iron 2-barrel.
- No Hi-Performance or high rise intake will be permitted.
- No porting of any type. No carb spacers.
- Carburetor: GM-Rochester 2-barrel, Ford-Motorcraft 2-barrel, or Holley 2-barrel (350 or 500 CFM) with adapter for Rochester 2-barrel intake manifold. Choke assembly butterfly & linkage can be removed. No milled airhorns or any other modifications allowed.
- No porting or mods of intake manifold, carb adapter permitted
- Oil pans can be adjusted to allow 6 qt capacity Kick out permitted.
- OEM stock stroke crank shaft only. No aftermarket stroker crankshafts.
- OEM length connecting rods only - 5.7 only GM - no 6 inch rods.
- Pistons: flat top or dish only: No dome tops permitted. Engine will be pumped and torn down to check rods and pistons. Piston max permitted .030 over.
- OEM-type ignition only. No Mags, MSD, Mallory, Accell, Pertronix, and no external spark box. No REV limiters.
- Exhaust must exit past driver. Cast iron exhaust manifolds only, no Ram horns.
- Aluminum radiators permitted, Stock style radiators only. Four core brass permitted.
- No electric fans unless originally equipped and wired as from factory. No on-off switches.
- Transmissions, Automatic and Standard Shift Allowed. No Aluminum manual transmissions. Automatic must be OEM type, 350 automatic only. No powerglides. Factory Ford and MOPAR.
- Automatics must have working torque converter. No stalls. Cars must have all working gears including reverse. Standard Transmissions Saginaw 3-speed. 10 ½ inch clutch steel bell housing. must have all gears (forward and reverse) No triple disc clutches. After market clutch pedals permitted.
- Driveshaft must be stock steel type OEM. Must be painted white with car number. No aluminum drive shafts permitted.
- Driveshafts must have at least 2 driveshaft safety hoops.
- GM 7.5" OEM rear end, 9" Ford rear end, or 8.5" GN or 10 bolt permitted.
- Rears must be locked, or welded. Spool permitted.
- No disc brakes, drums only on rear unless factory stock. C-clip eliminator kit permitted.
- Standard 5-bolt no wide pattern hubs. 1" lug nuts only.
- MUST HAVE 12-volt starting system.
- Cars must have working alternator. 12 volt batteries only, no 14 volt batteries.
- No racing master cylinder - stock OEM pedal assembly only.

## 7. Weight

- Minimum weight will be 3,200 lbs. after the feature.
- Weight will be checked weekly.
- Weight added to car must be painted white with car number on it.
- Weight secured with minimum ½ inch bolts.
- No lead inside car.

## 8. Wheels/Tires

- Steel 15" racing wheels only.
- Bead locks allowed.
- 15" tires ONLY -Hoosier or American Racer 27.5 Max. 7" or 8" rims only.
- No recaps, winter treads, or studded tires.
- Grooving or siping allowed.

## 9. Safety

- ALL seatbelts must meet manufactured expiration date. Any worn, abraded or torn belts shall be replaced. No more than 3 years old. Must be 5 point harness secured with 6 bolts 3/8" or larger.
- Seat must be bolted to roll cage, not to floor. No fiberglass seats.
- Must have fuel cell secured in trunk area. Trunk may be cut 2" bigger than cell. Cell may not protrude more than 3" below trunk floor.
- Trunk area must be sealed off from drivers compartment with steel for drivers safety.
- Must have Master cutoff switch within safety personnel's reach.

## 10. Other

- Pump gas only; no alcohol. No racing fuel or additives.
- All fuel lines that run through car must be completely enclosed in metal tubing.
- No driver controllable brake bias adjusters or shut offs. Must have all 4 brakes working.
- Other than the requirements or exceptions listed elsewhere within the rules, the car and all components MUST remain stock appearing.
- This Hobby Stock Class is preferably for entry level drivers only.
- Mandatory full face, Snell approved, racing helmet. No motorcycle helmets. Flame resistant racing suit mandatory with gloves, neck collar, and shoes.

### Chevy Block Casting Numbers

<u>Casting Number</u>	<u>Years</u>	<u>CID</u>	<u>Comments</u>
355909	75-79	262/305	Car & Truck 2-bolt
361979	76-79	305	Car & Truck 2-bolt
460776	76-79	305	Car & Truck 2-bolt
460777	76-79	305	Car & Truck 2-bolt
460778	76-79	305	2-bolt
14010201	80-85	305	Car & Truck 2-bolt Passenger stick
14010202	80-85	305	Car & Truck 2-bolt Passenger stick
14010203	80-85	305	Car & Truck 2-bolt Passenger stick
14016381	76-85	305	Car & Truck 2-bolt Passenger stick After 79
14016382	80-85	305	2-bolt Passenger stick
14015383	80-85	305	2-bolt Truck
14088551	86-88	305	Car & Truck 2-bolt Passenger stick I-piece seal
14093627	87-88	305	Car & Truck 2-bolt Passenger stick I-piece seal
14094766	86-up	305	2-bolt Passenger stick one piece seal
14101147	86-up	305	2-bolt Passenger stick one piece seal
14102058	86-88	305	Car & Truck 2-bolt Passenger stick I-piece seal

### Cylinder Head ID

<u>Casting Number</u>	<u>CID</u>	<u>Years</u>	<u>Valves</u>	<u>Comments</u>
10065205	305	82-86	1.84/1.50	58cc
10065207	305	82-86	1.84/1.50	58cc
10159551	305	87-94	1.84/1.50	58cc
10159553	305	87-94	1.84/1.50	58cc
12509859	305	87-94	1.84/1.50	58cc
14010201	305	82-85	1.84/1.50	58cc
14014415	267/305	80-85	1.71/1.50	64cc Crack prone
14014416	267/305/350	80-86	1.84/1.50	58cc
14019926	305	80-86	1.84/1.50	
14020555	305	81		
14022301	305	80-86	1.84/1.50	58cc
14022601	267/305	79-86	1.84/1.50	58cc
14022801	305	80-86	1.72/1.50	58cc
14034807	305	78-82	1.72/1.50	
14039121	305	81-86		
14039122	305	81-86		
14101081	305	87-94	1.84/1.50	58cc
14102187	305	87-95	1.84/1.50	58cc
354434	262/305	75-80	1.72/1.50	60cc
358741	262/305	71-79	1.72/1.50	
376450	262/305	75-76	1.72/1.50	
472424	305	76-79	1.72/1.50	
474213	305	78-82	1.72/1.50	

### **Intake Manifold: Factory Original Castings**

1. Any GM cast iron or aluminum 2 barrel intake
2. Any Ford cast iron or aluminum 2 barrel intake
3. Any MOPAR cast iron or aluminum 2 barrel intake