



2010 RULES FOR HOBBY STOCK

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Competition Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES.** Any interpretation of, or deviation from, these rules is left to the discretion of race officials.
THEIR DECISION IS FINAL! No exceptions!

THESE ARE THE RULES SET FORTH FOR THE 2010 SEASON! BRING YOUR CARS TO THE TRACK RACE READY FOR THE RULES SET FORTH BELOW. NO DRIVER VOTING WILL BE ALLOWED FOR ANY RULE AMENDMENTS DURING THE SEASON. IF YOU, (DRIVERS/OWNERS) WISH TO HAVE THE TRACK CONSIDER ONE RULE OVER ANOTHER FOR THE FOLLOWING SEASON, PLEASE SUBMIT YOUR REQUESTS IN WRITING NO LATER THAN THE LAST POINTS RACE OF THE 2010 SEASON! NO EXCEPTIONS!

BOLD, BLACK, CAPITAL, UNDERLINED PRINT = alterations from 2009 rules

1. Any 1960 or newer U.S. Manufactured full body passenger car. No 4-wheel drives, station wagons, Firebirds, Camaros, or convertibles.
2. Minimum wheelbase allowed is 107.5 inches. Uni-body cars may be tied together. (Maximum 2x2 square tubing.) Tow hooks on front and rear of car capable of lifting the car are mandatory.
3. Full perimeter 4 post roll cages with X brace in rear securely welded to frame must be used. Three horizontal door bars on each side mandatory (four recommended). Driver's side door bars must be tied together with vertical bars and attached to frame in at least two places not including the corner posts. One cross bar in top halo of roll cage mandatory. Minimum .095 tubing at least 1.667 outside dia. for cages & door bars. Petty bar will be allowed. One loop in front of radiator of 1 1/2" round tube may be used between front frame horns. Roll bar padding required in driver's compartment. One vertical vent bar from the front corner of halo to driver door bar is allowed (1-1/4" dia. bar).
4. Car body and frames must be completely stock. Minimum weight of car (including driver after the race) must be 3350 lbs. No cutting, chopping, or shortening allowed, except for placement of roll cage. Wheel openings may be trimmed for reasonable tire clearance. The steel stock unaltered floor pan, firewalls and trunk lid must be retained as stock. (Trunk lid bracing may be removed) Rear wheel wells, all holes in front firewall, floor, rear firewall and rear speaker deck must be covered, with metal. Inner body panels in cock-pit, on sides and roof may be removed. NOTE: Trunk floor directly over rear end housing must be removed. (Except uni-body models) Dash must not extend more than 24 inches back from lower windshield opening and must be flat. Rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers allowed. When using a newer style front wheel drive car body the floor pan must remain OEM for that frame and in OEM location. May use 1988-1996 Cutlass, Grand Prix, Lumina, Regal or Monte Carlo body on 1978-1987 GM 108-inch wheelbase full frame. Frame must match body – GM to GM, Ford to Ford,

Chrysler to Chrysler, and wheelbase to wheelbase. Exception is: 1980 or newer Ford uni-body may be installed on Ford full frame, and shortened to minimum 107.5-inch wheelbase. Rear of frame behind rear tires, from a point no further forward than one inch behind factory seam, may be replaced in OEM location with two-inch by three-inch steel Tubing with .095-inch wall thickness. Factory seam must remain visible. Uni-body must tie rear frame to front frame. Frame may be 'X' braced. No Camaros, Firebirds, or Mustangs. A steel firewall must be in place to separate the trunk from the interior of the car. Hoods may be gutted. Front inner fenders may be removed. Rear side opera windows can be filled in. Hood scoops allowed. (Hood scoops must be sealed and may not draw any outside air) The rear of the hood must be sealed from the drivers compartment with metal. Front windshield screen and three vertical 3/8" minimum bars required. No interior enclosures or covers. After market nose pieces allowed.

5. All glass, plastic, upholstery, lights, mirrors, molding & chrome removed.
6. All doors must be welded shut. Hoods & trunk lids must be securely fastened with pins, no bolts. Rub rails no bigger than 1"x 1" tubing or 1/4"x 2" flat steel may be attached to body from fender well to fender well, flush with body with smooth edges and painted to match car.
7. Bumpers must be in stock location. Hydraulic bumpers must be welded to brackets and brackets welded to frame. Hydraulic bumpers should be drilled to release oil. Tube type bumpers are allowed on the front of the car, behind aftermarket nose pieces only. Cars that do not have an aftermarket nose piece must run a stock type bumper on the front of the car.
8. All cars must have an aluminum racing seat. Seat must be securely fastened to roll cage cross member and frame.
9. Stock gas tank must be removed. Fuel cell required. Fuel cell must be encased in an approved steel can and must be securely mounted. Fuel lines through driver's compartment must be in steel pipe or conduit. No vented gas caps.
10. Drive shaft must be painted white. An approved safety loop required and must be constructed of 1/4"x 2" steel strap no more than 6" behind front universal joint. Drive shaft must be made of steel.
11. Battery may be relocated, but must be securely fastened in a sealed container, if it is in driver's compartment. If it is in the trunk, you may use standard racing battery box, secured and the positive terminal must be covered with plastic. Only one 12 volt battery allowed in car.
12. No computers of any kind allowed on car.
13. Weights must be painted white with car number on them & must be secured inside trunk or inside the frame rails with two 1/2" bolts. No weight allowed in driver's compartment. No sandbags or loose ballast permitted.
14. Spoilers, wings, skirts, or anything that alters the stock appearance is not allowed.
15. Car must be clearly marked with contrasting number 24" high & 3" stripe width and have 18" number on the roof.

DRIVER'S EQUIPMENT

1. An approved helmet with a Snell, SA 2000 or SA 2005 rating & full fire suits required. Competition 5-point shoulder harness & lap belts are mandatory & must be securely fastened to the frame or roll cage. Fire extinguisher recommended. Snell SA95 no longer allowed.
2. Fire resistant gloves are required & fire resistant shoes recommended. Window nets & neck braces required. 16" x 20" Ribbon or mesh window net required. Kill switch clearly marked "ON" & "OFF" recommended.
3. Roll bar padding required in driver's compartment. (any where within a 24" diameter of where drivers head could reach)

SUSPENSION - TRANSMISSION - REAR END

1. All springs must be stock type for that make and model. Coils for coil spring cars, leaf for leaf spring cars. Full floating rear ends and safety hubs are allowed. No lumber or chains allowed. No air shocks. All 4 brakes must lock up. No brake shut-off devices allowed. No brake bias proportioning valves, other than the factory front to rear proportioning valve, are allowed.
2. 9" Ford allowed, but must be mounted like stock rear end for that make and model. No monoballs – rubber or nylon bushings only – No offset bushings. Trailing arm/shock mounts – Bottom of mount must be 1" above bottom of wheel. Disc brakes allowed on rear with Ford 9", but must use O.E.M. type brake calipers. No aftermarket brake calipers allowed. Aftermarket brake pedal assemblies allowed with only one master cylinder. No brake adjuster or brake bias allowed. Posi-traction or locked rear ends are allowed.
3. \$50 will protest clutch assembly or torque converter and a 2" easy accessible inspection hole is required on all bell housings. If the protested transmissions are illegal, the protesting driver will receive the money back and the protested driver is disqualified for the night with no points or money. No transmission oil coolers located in the driver's compartment. Transmission: All forward and reverse gears must be operational.

Manual: Must be OEM three or four speed, with minimum 10.5" steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bell-housing – minimum 270 degrees around top of clutch and flywheel area. No lightweight bell housings. Steel flywheel only.

Automatic: Must be OEM, with OEM pump, original bell-housing and minimum 10" diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum .125" plug. Must have approved scatter shield constructed of minimum .125" x 3" steel, 270 degrees around flex plate. Flex plate must be full, unaltered OEM or OEM replacement.

4. One shock per wheel in stock location using stock mounts. Maximum tube diameter is 1.999". Bottom of lower mount must be 1" above bottom of wheel. Shocks may not have heim ends. No coil over shocks, air shocks or remote reservoir shocks allowed. Shocks must be steel & non-adjustable. No adjustable spacers on springs. No adjustable lowering blocks on leaf spring cars. Shock claim: 1 or all shocks can be claimed for \$25 each per event. (no counter claims)

No screw jacks or weight jacks allowed. Leaf spring cars may not use adjustable spring shackles.

5. OEM UPPER A-FRAMES MAY BE REPLACED USING AFTER MARKET UPPER A-FRAME. (STEEL OR ALUMINUM CROSS SHAFT ALLOWED) UPPER A-FRAME MOUNT MUST REMAIN IN STOCK LOCATION.

6. No quick steer boxes allowed.
- 7.. Stock OEM type steering pumps only. No aluminum bodied aftermarket power steering pumps allowed. Remote reservoir pumps are okay but pump must be steel.

TIRES AND WHEELS

1. Tires must be D.O.T. stock passenger car tires not exceeding 10" wide at any point on the tire. No recaps. No all terrain tires allowed. No shaving or grooving allowed. Tire may not extend outside the body of the car past the centerline of the tread at the top of the tire.
2. Only steel wheels allowed. Maximum of 8" in width. No bead locking devices allowed.
3. Right front wheel to be reinforced or spoke wheel, with larger stud. 1" diameter lug nuts are required.

ENGINE

1. Engine must be visibly stock and maintain stock or approved stock replacement components (GM to GM, Ford to Ford, etc.) Engine must remain in stock location. Center casting line of the fuel pump must be 1 ½" ahead of the factory weld where the frame rail meets the cross member. No roller cams. No roller lifters. All cars must have operable starter. No after market blocks. OEM passenger vehicle production block only. No GM bowtie, Ford SVO or Chrysler W blocks. OEM type harmonic balancers only. Wet sump oiling system only. No serpentine belts allowed.
2. One two bbl. O.E.M. external stock appearing carburetor only, no Holleys and no dual feed carbs. Carburetor must match engine, Ford to Ford and GM to GM. Venturi may not exceed 1-3/8". Carburetor maybe claimed for \$50. If claim denied, there will be loss of points and money for that night's racing. An approved adapter plate is allowed. 2-barrel or 4-barrel cast iron intake manifolds only, (no internal build up allowed and stock air cleaner mount must be retained).
3. Cast iron intake and exhaust manifolds only. No center dump exhaust manifolds. Exhaust must go down, back and exit past the firewall under the car. Exhaust may not be directed out the side of the race car.
4. No aluminum heads allowed.

5. NO IGNITION CONTROL BOXES OR MAGNETOS. OEM IGNITION ONLY.

CLAIMING RULES AND PROCEDURES

1. ANY DRIVER THAT FINISHED IN THE TOP 20 IN POINT STANDINGS THE PREVIOUS YEAR IS ELIGIBLE TO CLAIM ON OPENING NIGHT. DRIVER MUST HAVE BEEN AT TRACK ON OPENING NIGHT TO CLAIM SECOND NIGHT. FOLLOWING THAT, NO DRIVER MAY CLAIM UNLESS THEY COMPETED AT THE TRACK THE TWO PREVIOUS CONSECUTIVE TRACK POINT EVENTS. **(TWO PREVIOUS CONSECUTIVE EVENTS DOES NOT INCLUDE THE NIGHT OF THE INITIAL CLAIM)**
2. DRIVER IS ALLOWED ONLY ONE CLAIM PER EVENT, REGARDLESS OF CLAIM OUTCOME. DRIVER CLAIMING ENGINE CAN NOT CLAIM SHOCKS **OR CARBURETOR** ON SAME NIGHT. NO DRIVER MAY CLAIM SAME DRIVER'S ENGINE MORE THAN ONCE, SHOCKS **OR CARBURETOR** MORE THAN ONCE DURING CURRENT CALENDAR YEAR. DRIVER BEING CLAIMED IS SUBJECT TO ONLY ONE CLAIM PER EVENT. IF MULTIPLE CLAIMS ARE MADE ON SAME DRIVER, ENGINE CLAIMS TAKES PRECEDENCE OVER SHOCK **OR CARBURETOR** CLAIM.

3. TOP FOUR FINISHERS MUST REPORT DIRECTLY TO CLAIM AREA AND ARE SUBJECT TO CLAIM BY ANY OTHER DRIVER FINISHING FIFTH ON BACK IN FEATURE THAT IS SCORED ON THE LEAD LAP. SHOULD ONE (OR MORE) OF THE TOP FOUR FINISHERS BE DISQUALIFIED, FIFTH PLACE DRIVER IS NOT ELIGIBLE TO BE CLAIMED, NOR CAN HE/SHE CLAIM ANOTHER DRIVER IN THAT EVENT.
4. FAILURE TO REPORT DIRECTLY TO CLAIM AREA WILL RESULT IN DISQUALIFICATION AND LOSS OF MONEY AND POINTS FOR FIRST INFRACTION. (ALL ITEMS ARE STILL CLAIMABLE) WILL BE TREATED AS ENGINE CLAIM REFUSAL FOR SECOND INFRACTION. (EXCEPTION: IF CAR IS INVOLVED IN ACCIDENT OR RENDERED UNABLE TO REPORT DIRECTLY TO CLAIM AREA. CAR SHOULD BE TAKEN TO CLAIM AREA **BY PUSH TRUCK/TRACK OFFICIALS**)
5. DRIVER MAKING CLAIM MUST DRIVE IMMEDIATELY AFTER FEATURE, UNDER OWN POWER, DIRECTLY TO CLAIM AREA. DRIVER MUST HAVE CORRECT AMOUNT OF CASH.
6. CLAIM MUST BE MADE TO TECH OFFICIAL IMMEDIATELY AFTER FEATURE. (5 minutes – from drop of checkered flag) ONLY INVOLVED DRIVERS AND OFFICIALS ALLOWED IN CLAIM AREA, AND DRIVERS REMAIN IN CARS. NO COMMUNICATION OF ANY KIND BETWEEN DRIVERS AND ANYONE OUTSIDE CLAIM AREA.
7. ONLY DRIVER MAY CLAIM AND ONLY DRIVER MAY AGREE TO SELL OR REFUSE. CLAIMED DRIVER HAS TWO MINUTES TO ACCEPT OR REFUSE CLAIM. FIRST ANSWER TO OFFICIAL IS FINAL. IN CASE OF MULTIPLE CLAIMS ON SAME ITEM, DRAWING WILL BE HELD TO DETERMINE OUTCOME.
8. ONCE CLAIM HAS BEEN MADE AND ACCEPTED, ENGINE IS NOT TO BE STARTED AND CAR IS TO BE PUSHED WHERE REMOVAL WILL OCCUR (BOTH CARS ARE TO BE PUSHED WHEN EXCHANGE IS IN EFFECT)
9. SHOULD ANY DRIVER VOLUNTARILY WITHDRAW A LEGAL CASH ENGINE CLAIM, THEY WILL BE FINED \$200. IF EXCHANGE OPTION IS CHOSEN BY CLAIMED DRIVER, CLAIMING DRIVER CAN NOT WITHDRAW CLAIM, IF SO, IT WILL BE TREATED AS AN ENGINE CLAIM REFUSAL.
10. ALL CLAIMED ITEMS MUST BE REMOVED AT TRACK. CLAIMED ITEMS MUST BE REMOVED WITHIN A REASONABLE AMOUNT OF TIME, AT DISCRETION OF TRACK OFFICIALS.
11. ANY SABOTAGE DISCOVERED WHILE REMOVING CLAIMED ENGINE WILL RESULT IN SAME PENALTIES AS ENGINE CLAIM REFUSAL. DRIVERS ARE ACCOUNTABLE FOR ANY SABOTAGE, AND WILL BE RESPONSIBLE FOR ALL PENALTIES AS A RESULT OF SABOTAGE. CLAIM WILL BE DISALLOWED AND MONEY RETURNED TO CLAIMER.
12. DISQUALIFICATION OF CLAIMED OR CLAIMING DRIVER WILL NOT AFFECT LEGAL CLAIM. CLAIMED ITEM WILL BE REMOVED AND TRANSFERRED PRIOR TO ANY PENALTIES BEING ASSESSED.
13. UNSPORTSMANLIKE CONDUCT DURING ANY CLAIM PROCEDURE WILL RESULT IN AN IMMEDIATE MINIMUM \$100 FINE AND/OR SUSPENSION.
14. PROMOTER MAY CLAIM, FOR PROPER DOLLAR AMOUNT, ANY CLAIMABLE ITEM AT ANY TIME, UNLESS THAT DRIVER HAS MADE A LEGAL CLAIM IN THAT EVENT. DRIVER CLAIM TAKES PRECEDENCE OVER PROMOTER CLAIM.
15. DURING ANY CASH CLAIM, ALL CLAIMABLE ITEMS WILL BE INSPECTED FOR LEGALITY PRIOR TO TRANSFER OF ITEMS. IF CLAIMED ITEM IS FOUND ILLEGAL, DRIVER IS DISQUALIFIED. DRIVER WITH LEGAL ITEM HAS OPTION TO ACCEPT OR DECLINE CLAIM. ADDITIONAL PENALTIES MAY APPLY, DEPENDING ON INFRACTION.

16. DURING ANY EXCHANGE CLAIM, BOTH ITEMS EXCHANGED MUST BE LEGAL. IF ANY CLAIMED ITEM IS FOUND ILLEGAL, DRIVER WITH ILLEGAL ITEM IS DISQUALIFIED. DRIVER WITH LEGAL ITEM HAS OPTION TO ACCEPT OR DECLINE CLAIM. ADDITIONAL PENALTIES MAY APPLY, DEPENDING ON INFRACTION.

CLAIM REFUSAL

1. REFUSAL TO SELL ANY CLAIMABLE ITEM FORFEITS ALL CASH AND TROPHIES FOR FEATURE AND ALL POINTS FOR CALENDAR YEAR.
2. ANY DRIVER REFUSING CLAIM, WHEN CLAIMED WITHIN RULES, LOSES RIGHT TO CLAIM ANOTHER DRIVER FOR 12 CALENDAR MONTHS.
3. FIRST REFUSAL WILL ALSO RESULT IN DRIVER BEING SUSPENDED FOR 14 CALENDAR DAYS FROM ALL TRACK EVENTS, FROM REFUSAL DATE AND UNTIL PROPER CASH FINE IS PAID TO TRACK. SECOND REFUSAL WILL RESULT IN DRIVER BEING SUSPENDED FOR 45 DAYS FROM REFUSAL DATE AND UNTIL \$2000 CASH FINE IS PAID TO TRACK. THIRD REFUSAL IS ONE CALENDAR YEAR FROM DATE OF REFUSAL
4. ENGINE REFUSAL FINE - \$1000 & SHOCK/**CARBURETOR** REFUSAL FINE - \$1000
5. ALL FINES MUST BE CASH OR CASHIERS CHECK AND BE RECEIVED BY TRACK PRIOR TO DRIVER RETURNING TO COMPETITION.

SHOCK/CARBURETOR CLAIM PROCEDURES

NO DRIVER MAY CLAIM SAME DRIVER'S SHOCKS **OR CARBURETOR** MORE THAN ONCE DURING CURRENT CALENDAR YEAR. DRIVER CLAIMING SHOCKS **OR CARBURETOR** CAN NOT CLAIM ENGINE ON SAME NIGHT.

Cost of ENGINE claim:

\$550 CASH for engine OR \$100 AND EXCHANGE, CLAIM ON ENGINE, FLYWHEEL AND BALANCING PLATE (\$25 GOES TO WRECKER AND \$25 TO OFFICIAL FOR EACH ENGINE) CLAIMED DRIVER HAS OPTION OF ACCEPTING CASH OR EXCHANGING ENGINES WITH CLAIMING DRIVER.

Claim does not include - (1) Clutch (2) Pressure plate (3) Bellhousing (4) Headers (5) Carburetor (6) Starter (7) Motor Mounts, (8) Oil/Temp, sending units (9) Carburetor spacer , (10) Fans & Pulleys (11) Clutch Ball (12) Clutch Arm (13) Throw Out Bearing (14) Dip Stick (15) Water Pump (16) Fuel Pump, rod & plate (17) Distributor (18) Plug Wires (19) Water outlet and restrictor (20) Breathers

Any driver found to be claiming an engine for anyone other than himself will lose all track points for the season and will be suspended for 30 calendar days or until \$500 fine is paid to the track.

2010 Line-up procedures:

First two nights, all drivers draw for heats. Qualifiers redraw for starting positions. Redraw: Two or five heats – 10 redraw; three, four or six heats – 12 redraw.

From second night on, heats are lined up by season point average, stagger inverted, lowest point average to front, highest point average to rear. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials. Point averages are figured from the IMCA point system. Average is figured by driver's track points, total divided by the total number of times he/she has competed at the track.

"B" mains are lined up straight up from heats, with highest finishers to the front.

When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point average. Promoter reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of “A” feature is lined up straight up from heats and/or “B” features. 18 or more cars will require at least three heats.

A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

Each top three finishers will receive points for their heat races. 1st – 3 points, 2nd – 2 points, 3rd – 1 point.

If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a new car (see above) for the first week he/she returns.

There are no double feature nights allowed, excluding rain-out make-up features. A program is not considered a rain-out unless all qualifying races have been completed and feature line-up is complete. If feature is rained out and will not run at later date, all drivers are to be awarded last place points.

Track reserves the option to line-up mid-season and season championships straight up by total points, inverted positions or draw-redraw. (To be announced accordingly) The track also reserves the right to announce draw-redraw special events at anytime throughout the season schedule.

2010 Point Structure

Weekly “A” Feature win is 40 points, with each subsequent position worth one point less. If more than 20 cars start feature, all positions from 20th on back will receive 20th place points. If a “B” feature is run, first non-transferring driver receives 16 points and each subsequent position, back to sixth position receives one less point per position. Sixth position and back in “B” feature receive 11 points. This applies to all “B”s, even if more than one is run. Drivers that don’t qualify for “A” or “B” feature will receive no points, and that event will not be figured into drivers point average. (NOTE: Driver must take initial green flag in heat race to qualify for feature events – **UNLESS PREVIOUS ARRANGEMENTS HAVE BEEN MADE AND OTHERWISE PERMITTED BY COMPETITION DIRECTOR.** (A’s or B’s) If driver is unable to start “A” feature, he will receive last place points and tow money only) If driver does not start heat race, driver will receive no points or no money for that nights events. **UNLESS PREVIOUS ARRANGEMENTS HAVE BEEN MADE AND OTHERWISE PERMITTED BY COMPETITION DIRECTOR.**

Laps: 15 cars or less – 12 lap features with 6 lap heat races. 16 cars or more – 15 lap features with 8 lap heat races. 24 cars will be considered a full field of cars. **PROMOTER RESERVES THE RIGHT TO ALLOW MORE THAN 24 CARS TO START THE FEATURE RACE!**

RED FLAG means STOP immediately where you are on the track when the red flag comes out. Anyone who passes the accident after the red flag is thrown will get black flagged!

See 34 Raceway General Rules for specifics on, conduct, sportsmanship, pit rules and misc.