**Hobby Stock Rules**

(Updated January 7, 2025)

**FRAME:**

1. Any American made OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Frame must match body
2. Minimum 107.5 in. 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 0.083 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 Mustangs.

**ROLL CAGE:**

1. Main roll cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel
2. Four post cage required, front door bars and rear hoop must be welded to OEM frame. Drivers head must not protrude outside cage with helmet on.
3. 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
4. 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 outside edge of front and rear down bars at top 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 of halo. May have maximum of 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.
5. Rear kickers (down bars) and engine hoop required, and must be minimum 1.25 inch tubing with 0.083 inch wall thickness.
6. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside truck area with maximum 1.75 inch) O.D. tubing. All bars must be inside body.

**DOOR BARS**

1. All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, 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 drivers 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:**

1. All bodies must be approved unaltered OEM, or OEM replacement, in OEM location and match frame. Maximum 31 inches from back of engine block to front of GM metric roof. Front body mounts must be visible.
2. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket fibreglass roof and A-pillars, Shell Valley part #F1015-81-88MCRW, allowed: B and C-pillars must remain OEM dimensions.
3. OEM appearing aftermarket plastic nosepieces allowed (must match body on GM metric car), minimum 9 inch ground clearance.
4. OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Tailpiece must be trimmed for unaltered trunk lid. No metal fabricated rear tailpiece
5. All bodies panels may be gutted, including fenders, doors, hood, roof and quarters, but must remain original size. No spoilers, hood scoops, ground effects or skirting altering OEM appearance allowed.
6. OEM steel hoods only, maximum three inch bow. Hood must be security fastened and back of hood must be sealed off from driver’s compartment with metal. Hood must be separate from fenders.
7. OEM steel unaltered trunk lid only, no gutting. Hood and trunk must be securely fastened. Front and rear inner wells may be removed. Trunk floor may be replaced, frame to rail to frame rail, with 0.049 inch thick steel, must be located on top of frame rail. Overlapping of body panels permitted.
8. All glass must be removed, all windows in body must remain open: maximum seven inch sun visor allowed across top of windshield opening.
9. All doors must be securely fastened.
10. Fenders and quarter panels may be trimmed for tire clearance.
11. Car numbers must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.
12. No Station Wagons, or Mustangs.

**DRIVERS COMPARTMENT:**

1. Minimum three windshield bars in front of driver.
2. Aluminum high back seat only and must be bolted using minimum 0.375 inch bolts. Driver seat may be further back then rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell.
3. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Kick and rocker panels may be removed.
4. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049 inch thickness. Front firewall may be no further back then the rear of oval frame hole, must be vertical and 24-26 inches tall. All holes in firewalls and floor must be covered.
5. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18 gauge or 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
6. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. Firewall must extend to body.

**FRONT SUSPENSION:**

1. All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
2. OEM or OEM replacement ball joints allowed. No screw-in or 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 display “IMCA approved” decal on top of rear tube of A-frame.
3. Upper A-frame mount must remain OEM and cannot be moved.
4. No suspension stops of any kind allowed.

**STEERING:**

1. All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5 inch steel tube; replacement spindle with Speedway Motors raised cast – part number 91034501 (metric frame only); bolt on spindle savers allowed;
2. OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended), steering wheel and quick release (required) may be aluminum.

**SHOCKS:**

* 1. One unaltered, 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 OD 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:**

* 1. One steel closed end 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:**

1. 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 2.35 to 2.5 inches from bottom of housing.
2. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed.

**REAR END:**

1. 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 (centered) for that make and model. One inch inspection hole in housing required. Ring gear, pinion, center section and yoke cannot be lightened. Welded spider gears or mini spools only. No scalloped ring gears, cambered rear ends, heavyweight axle tubes (max .250” wall) or housing braces.
2. Steel or aluminum u-joint caps allowed.

**BUMPERS/RUB RAILS:**

1. Maximum one inch wide by two inch tall steel or Lexan rub rails allowed bolted flush to body.
2. Front and rear tow hooks or straps mandatory.
3. All front bumpers must be mounted minimum six inches from front frame horn. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts.
4. 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. Fabricated tubular bumpers (front and rear) allowed, must be covered by plastic nose or tail piece and bent to fit 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.

**TIRES/WHEELS:**

* 1. Unaltered OEM 205/75, 15 inch passenger car tires only. All four tires and wheels must be same size. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum seven inch wide, three to 4 inch offset, unaltered, D.O.T. stamped steel wheels with standard bead bump – must weigh minimum 21pounds.
  2. No bolt on wheel spacers or bleeder valves.
  3. One inch O.D. steel lug nuts required.
  4. Track will grandfather in use of Hoosier G60, American racer G60,or American Racer Wissota tires with 8 inch steel wheels for a 2 year period. Existing tires at the start of the 2025 season must be stamped for use. Cars with race tires still must meet 3200 pound minimum after the race with driver.

**BRAKES:**

1. Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, must match frame or rear end. Full OEM backing plates, no aftermarket.
2. OEM or OEM appearing master cylinder must be in OEM location.
3. No antilock brake systems.
4. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster.
5. Steel brake lines only, must be visible.
6. No oil bath front hubs.
7. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

**EXHAUST:**

1. OEM cast iron exhaust manifolds or cast iron replacement manifolds only. No center dump type manifolds. Exhaust manifold can be ported and drilled to fit.
2. No adaptor allowed between manifold and head.
3. Exhaust must extend past firewall and turn toward ground. Must remain dual exhaust, no crossover or “Y” pipes.
4. Maximum 2 inch exhaust line
5. No pan evac systems, exhaust sensors, coatings or wrap.
6. Sealed Crate engines may use Schoenfeld Header part no. 1485-cm2-22 or OEM exhaust manifold with maximum 2.25 inch diameter exhaust pipe. Open engines may use Schoenfeld header part no. 1485-20 or OEM exhaust manifold with 2 inch diameter exhaust pipe. Unaltered painted header only.

**FUEL SYSTEM:**

1. 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 than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cell allowed over rear end housing. Metal firewall must be between driver and fuel cell.
2. 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.
3. 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.
4. Fuel lines through driver compartment must run through metal pipe or metal conduit.
5. One fuel filter allowed, cannot be in driver’s compartment. No cool cans.
6. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold sir boxes or air cleaner ductwork.
7. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators. Fuel shutoff recommended.
8. Maximum 2bbl 500cfm carburetor.
9. No boring or machining on ANY allowed carburetors. Must be within factory specs upon inspection.

**FUEL:**

1. Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests.

**WEIGHT:**

1. No ballast allowed. (Unless using G60 tire rule). Ballast must be centered over rear end. Any item deemed as ballast will be required to be replaced – fuel cell straps, fuel cell cans, battery boxes, etc. No titanium, magnesium, carbon fiber or tungsten products. No gun-drilled tubular, hollow bolts or studs. Steel fasteners only.

**BATTERY/STARTER:**

1. One 12 volt 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’s compartment.
2. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled.
3. Car must leave initial staging area on demand, unaided, or go to rear of that race.

**GAUGES/ELECTRONICS:**

1. No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race receiver radio by officials), timing retard control, or digital gauges (including tach).
2. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach.
3. 12 volt ignition system and HEI distributor only. Ford/Chrysler may use HEI distributor.
4. No billet distributors or crank triggers.
5. Ignition rotor, cap, coil and module must remain OEM appearing. No ignition boxes.
6. All wiring must be visible for inspection.
7. OEM type alternator with internal regulator allowed. No electronic traction control devices.

**TRANSMISSION/DRIVE SHAFT:**

* 1. All forward and reverse gears must be operational.
  2. Manual: Must be unaltered OEM three or four speed, with 10.5-inch steel/organic single disctype clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing – minimum 270 degrees around top of clutch and flywheel area. No light weight bellhousings.
  3. Hydraulic clutch release bearing allowed.
  4. Steel unaltered flywheel only – 16 pound minimum.
  5. Automatic: Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing.
  6. Minimum 10-inch diameter torque converter containing a minimum of three quarts of fluid - $150 fine if illegal.
  7. Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate.
  8. Flexplate must be full, unaltered OEM, or OEM replacement.
  9. No bump starts allowed.
  10. Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip yoke only. Drive shaft must be painted white.
  11. 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 u-joint.

**ENGINE COMPARTMENT:**

1. 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.
2. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block.
3. Aftermarket steel engine mounts allowed. No mid plates allowed.
4. 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.
5. Minimum two core radiator must be mounted in front of engine. Overflow tubes must be

directed to ground.

1. (2) Steel or aluminum v-belt pulleys only.
2. No electric fans, surge tanks or vacuum pumps.

**ENGINE OPTIONS AND SPECIFICATIONS:**

1. CRATE ENGINE: Must be unaltered sealed GM 602 crate engine. All GM 602 Crate engines withChevy logo cap seals must have IMCA Cable-lok seals. Upon inspection, any different, altered or missing GM seal bolts will result in automatic penalty GM seal bolt exception is IMCA approved and issues Cable-lok repair system, and oil pan replaced by IMCA certified repair center with IMCA approved Champ pan and pick-up, or Kevko pan #1087NRHw/ISP or IMCA87 and Kevko pick-up #1003-13/4
2. OPTION 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, 3956618, 3970000, 3970006, 3970010, 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 361cubic inches (GM); 363 (Ford); 370 (Chrysler).
3. Violation of cubic inch limit must be verified by removal of head and will result in

disqualification, loss of all points for the season, $1000.00 fine and a 30-day suspension.

1. Maximum compression ratio is nine to one, 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).
2. Flat top or dish pistons only, no gas ported pistons
3. OEM or OEM replacement steel crankshaft only – cannot be lightened. No arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws.
4. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed.
5. Cap screw allowed. No splayed main caps.
6. Conventional flat tappet cam and lifters only, cannot alter lifter bores.
7. OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2)
8. Wet sump oiling system only. May use oil restrictors
9. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods.
10. Accumulator allowed must be mounted under hood.
11. CYLINDER HEADS: Steel only. Must be unaltered approved and minimum 76 cc combustion chamber (GM). Only GM approved head numbers: 14079267, 3986336, 39886339, 3986339X, 3986388, 3932441, 376445, 3928454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126, 10239906, 12558062 . Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust.
12. May use Stock Replacement (SR) cylinder heads. Engine Quest (EQ) part number CH350I, DartSpeedway Motors part number 91624360, (EQ) Chrysler part #CH318B, World Products Ford part #53030 – 1.25 inch (+ .015 tolerance ) maximum O.D. valve springs. All SR heads 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, Dart or World Products head, for any reason ):
13. Ford – no SVO heads; Chrysler – no W-2 heads, 360 cubic inch heads only.
14. No porting, polishing or unapproved alternations allowed to any cylinder head or intake,

disqualification and $250. Fine if illegal.

1. Guide plates, screw-in shouldered studs (GM 0.375 inch max) and polylocks allowed. No studgirdles.
2. Steel roller rocker arms allowed. GM – 1.250 inch (+ .015 tolerance) maximum O.D. valve spring with magnetic steel retainer and maximum 5/16 inch pushrods, no beehive valve springs allowed.
3. INTAKE: Unaltered, approved OEM cast iron, low rise, two barrel intake.
4. Only unaltered ( no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1: Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181; Chrysler #2176. May use unaltered intake from 602 crate.
5. No cooling lines allowed.
6. Unaltered OEM type harmonic balancer only.
7. OEM type steel or aluminum water pumps only.

**LS BASED ENGINE OPTION**

On a trial basis for 2025, LS based engines will be permitted with the following guidelines:

1. GM years 1999-2007
2. 5.3 iron block with OEM dish pistons or 4.8 block with OEM flat top pistons
3. Bottom end must remain stock
4. Maximum compression of 9.5:1
5. Must retain stock truck camshaft,
   1. Duration @ .050, intake 1.91, exhaust 1.90
   2. Valve lift: Intake 0.457, Exhaust 0.466
   3. Separation angle of 144 degrees
6. 862/706 stock OEM aluminum truck heads
   1. No porting or polishing
   2. No gasket matching
   3. Rocker arms – stock 1.7 ratio
   4. Valve springs – Stock OEM or stock replacement
7. 6014 MSD (no MAP sensors or timing advancers)
8. Coils must be factory replacement (square or round)
9. Unaltered 2bbl 500cfm carbs allowed (4412 holley or Rochester)
10. Maximum 1 inch adapter plate
11. Stock OEM truck manifolds
12. Maximum 9psi electric fuel pump
    1. Must be connected to an oil pressure or inertia switch

As the LS package is new to the class, the track will revisit this rules package and assess it’s viability on an ongoing basis.

**EXCEPT IN RARE INSTANCES (EIRI)**

Decisions of officials are final and binding without exception. Any rules violation will result in no points or payout until fixed unless it’s a safety concern then car will be parked.