

Central Nevada Racing Association

2021 Hobby Stock Rules

A. CAR SPECIFICATIONS

1. Any American made rear wheel drive car. Any full size half-ton truck, manufactured by Ford, General Motors, or Chrysler. No vans, 4WD's or SUV's.
2. Wheel base minimum shall be 107.5 inches.
3. Car and/or truck bodies must have the appearance of a stock car and be all steel. No other type of metal allowed. Plastic nose caps or valances permitted.

B. SAFETY

1. The roll cage shall be constructed using 1.5" OD steel tubing or greater with minimum wall thickness .095". No tubing on the car can be greater than 2" OD. Six-point cage consisting of four-point center section and "kicker bars". Kickers may be "X" braced. Center section of the cage must consist of a main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on. Every cage must have at least one halo bar and one in the center. The four points of the cage center section must be securely welded to the cars' frame rails or mounted on a steel 4x4 plate welded to unibodies. Windshield bar required. A minimum of three driver's side door bars are required to be plated with at least 18-gauge steel metal plating. Passenger side "Z" bracing required minimum. Driver and passenger doors may be gutted as necessary to fit the cage. Doors must be securely fastened, if running two (2) seats; passenger side needs to meet the same requirements as the driver's side door.
2. Front cage hoop permitted. Inner fender wells may be removed.
3. Roll bar padding is mandatory where drivers can come in contact with the cage. All roll bar padding in the driver's compartment must be fire retardant.
4. Nerf bar may extend up to 2" beyond the factory body and must terminate inward and contain no sharp edges.
5. Fuel cell is mandatory. Must be located in the trunk mounted securely. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material. If a fuel cell is dropped below the car must be surrounded by at least 18-gauge covering the bottom of the fuel cell. No more than three (3) feet of rubber hose on the fuel system may be hooked to the stock fuel line. Must have a ground strap. Steel fuel filters only. Each fuel cell must be fuel tight and have a functional roll over valve.

C. HELMETS

1. Drivers must have a Snell 2005 or better rated helmet. The strap and clasp must be in good functional condition. Helmets can't have any cracks. Helmet must be worn at all times while the vehicle is on the track and must accompany the vehicle at time of inspection.

D. DRIVING GEAR

1. Driving suit, gloves, racing shoes, and neck roll are mandatory and must be SFI approved fire retardant. SFI approved head-socks and Hans/Hutchins devices are highly recommended. Driver's using a Hans/Hutchins device are exempt from using a neck roll. All safety gear must be in good condition. No rips or frayed edges in driving suits. E. WINDOW NETS 1. Window net will be mounted so it can be accessible by the

driver and Safety Crew. Webbed net only, minimum size of 16"x20". Must be SFI approved. Subject to inspection.

F. SEATS AND BELTS

1. All vehicles must have an aluminum seat fastened to the roll cage ONLY. Do not attach to the car body. Seat must be mounted with 4 – 3/8" bolts, in at least four (4) points. Side bolsters and side impact head supports are recommended. 2. Seat covers and padding must be fire retardant. Cover must be in good condition. No rips or holes. 3. Five (5) point type harnesses required with three (3) inch waist and shoulder straps. Belts may be no more than three (3) years old. Subject to tech inspection. All belts must be roll bar typed or securely mounted to the roll cage. No worn or sun rotted belts. Tattered fibers, nonfunctional clasps and insufficient mounting points will be cause for vehicle to fail tech.

G. Driver's Compartment 1. Battery must be securely mounted in a box within the driver's compartment, marine type or better. One battery only per car.

2. NO BATTERY IN TRUNK OF VEHICLE. A battery kill switch is mandatory and the switch must be in the reach of the driver and Safety Crew.
3. Driver's compartment must be sealed from the engine and fuel cell by at least an 18-gauge steel sheet. Driver must do everything possible to keep the driver's compartment completely sealed off from the engine and trunk area. No loose objects in the cab.
4. Any fluid transfer through the cab must be double walled steel and securely fastened and to be shielded from the driver. Subject to tech approval.
5. All glass and trim must be removed. Except for the hood, replacement body parts must be steel only.

H. DRIVE-TRAIN SPECIFICATIONS

1. Engine and related components must remain stock as manufactured. Factory OEM angle plug heads allowed. Factory GM Vortec head allowed with ALL Caps and ALL manifolds must be low rise. Bow tie blocks or heads not allowed. Blocks, head, intake, and exhaust manifolds must be OEM cast iron. No rollerized valve train components. No grinding, polishing, or porting of any kind to the intake, exhaust runners, or manifolds. Engine must be mounted in stock position. Solid motor mounts are allowed.
2. 602 crate motors are optional; seals must remain intact, rev limiter 6200 chip max, OEM soft touch rev control allowed.
3. No roller cams, flat tappet cams only. Screw in rocker arm studs, OK. No stud girdles allowed.
4. Radiators must be mounted in stock position. Electric cooling fans are permitted. Radiator spray bar, pump and reservoir are permitted. Maximum reservoir capacity is five (5) gallons. System must be operational. Reservoir and system components must be securely mounted. Reservoir can only be mounted in the driver's compartment.
5. Exhaust must exit behind the driver. No exhaust components in driver compartment.
6. Distributors must be OEM or OEM direct replacement, no magnetos.
7. Two-barrel carburetor only, not to exceed 500 cfm.
 - I. No after-market metering blocks.
 - II. Changing of squirters, jets, and power valves is OK.

- III. Removal of choke plate mandatory. IV. All carbs are subject to passing a no-go gauge. V. One (1) adapter no more than one (1) inch in height. No tampering allowed.
8. Gasoline/110 race fuel/ E85 ok, no methanol.
 9. Electrical fuel pumps ok with an oil pressure switch or inertia switch mandatory and master shutoff switch (clearly marked).
 10. OEM and factory transmissions mandatory. Working stock torque converter with fluid required. Stock clutch mandatory. Manual transmissions must have a scatter shield or steel bell housing. Steel Fly-wheels only.
 11. Locked rear ends optional. No traction control device allowed. Nine-inch Ford allowed. Full floater rear axle allowed. Drive shaft must be painted white. Drive shaft hoop mandatory.

I. FRAME, SUSPENSION, WHEELS & TIRES

1. Unibody cars may create frames to tie front and rear suspension together, must go from rear of front sub to front of rear sub only and no under-slung rear suspension. Shocks must mount in stock location. Frame strengthening allowed. Non-adjustable heimed shocks allowed.
2. Suspension mounting points, trailing arms and sway bars must remain factory stock – unmodified. No weight jacking devices, spring spacers, adjustable spring shackles, sliders, or adjustable lowering blocks. 1-inch wheel spacers are allowed. Spindle savers are optional.
3. Non-adjustable upper control arms are allowed. Steel shaft, non-adjustable, stock length replacement tubular upper control arms for Camaros allowed.
4. One (1) inch lug nuts mandatory
5. No recaps, heavy lug, mud terrain or studded snow tires. P rated street legal tires or G60-15 tires allowed. No Dirt Bosses. Tires must not be any wider than 9-inch tread ax. 8” wheel width max
6. No additional weight or ballast of any kind may be added anywhere on the car.
7. Brakes must function on all four wheels. No adjustable brake proportioning valves of any kind or shut off devices. Emergency brake cable must be cut or removed. Any non-functional brake may result in disqualification. Subject to tech approval.
8. All brake components including pedal, calipers, rotors, spindles, drums, and
9. Steering system related subcomponents must be stock. Aftermarket master cylinder allowed. must be stock or OEM replacement for make and model used. Steering shaft may be changed but it must be a collapsible type shaft. Aftermarket power steering pumps are allowed.
10. Steering quickeners allowed.
11. Front and rear bumpers are required and must be chained securely to the frame, rounded inward, or attached to fenders. No excessive reinforcement of the bumper (at discretion of track officials)

J. ANY INTERPRETATION or deviations of the rules is left to the discretion of the Officials