

Central Nevada Racing Association – Tonopah Speedway

2025 Hobby Stock Rules & Regulations

1. General:

- 1.1. Any American made rear wheel drive car or full-size half-ton truck. No vans, 4WD's or SUV's.
- 1.2. Must be manufactured by Ford, General Motors, or Chrysler.
- 1.3. Must have a minimum wheelbase of 107.5in.

2. Roll Cage:

- 2.1. 6-point roll cage minimum consisting of four-point center section and "kicker bars".
- 2.2. Kicker bars may be "X" braced.
- 2.3. Cage must be built using minimum 1-1/2in. OD .095in. wall thickness (1-3/4in. OD .095in. wall thickness recommended) steel tubing. No tubing larger than 2in. OD.
- 2.4. All tubing must be minimum .095in. wall thickness.
- 2.5. No galvanized steel allowed. No black pipe allowed.
- 2.6. A minimum of three (3) horizontal door bars on driver's side and "Z" bracing on passenger side are required. If car is equipped with two (2) seats, passenger side must have three horizontal door bars.
- 2.7. Door bars on both sides must have vertical bracing from top to bottom bars.
- 2.8. Door bars must have minimum 18-gauge steel anti-intrusion plate securely welded to outside of bars.
- 2.9. 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.
- 2.10. Every cage must have at least one halo bar and one in the center.
- 2.11. Unibody attachment points must have 16in. of linear weld minimum per attachment point, not counting where the roll bar attaches to the plate. Minimum 4in. x 4in. plate steel or 8in. long angle iron welded on all sides.
- 2.12. Roll bar to unibody attachment point must have a minimum of 4-1/2in. of linear weld connecting roll bar to the attachment point.
- 2.13. Roll bar to frame attachments must have a minimum of 4-1/2in. of linear weld connecting roll bar to the frame.
- 2.14. Welds must be of good quality with gussets added in critical areas.
- 2.15. Front cage hoop permitted.
- 2.16. Nerf bar must be flush with the factory body and must terminate inward and contain no sharp edges. Capped 1in. x 2in. tubing OK.
- 2.17. No additional weight or ballast of any kind may be added anywhere on the car.

3. Helmets & Fire Suits:

- 3.1. Drivers and passenger must have a Snell SA2015 or better (preferably SA2020 or better) rated helmet. The strap and clasp must be in good functional condition. Helmets cannot have any cracks and must accompany the vehicle at time of inspection. No open face helmets will be allowed.

- 3.2. Driver (and passenger) must have an SFI rated driving suit, driving shoes, gloves and neck brace. SFI rated socks and Hans/Hutchins device highly recommended. ***No open toed or street shoes allowed whatsoever.***

4. Safety:

- 4.1. Driver side window net is mandatory. Passenger side will be mandatory IF car is setup for a passenger. Webbed net only, no mesh. Window net must be SFI approved.
- 4.2. Window net must be mounted so it can be easily accessible by the driver and Safety Crew.
- 4.3. No stock seat belts. Five (5) point type harnesses required with minimum 3in. waist and shoulder straps. Belts must be no more than three (3) years old. All belts must be 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.
- 4.4. Any passenger must meet all driver safety and age requirements.

5. Driver's Compartment:

- 5.1. All glass, carpet, and plastics MUST be removed. All airbags MUST be removed.
- 5.2. Minimum three (3) steel vertical supports, and protective screen mounted in front of driver (and passenger if car has second seat). Supports must be strong enough to support 150 lbs.
- 5.3. All vehicles must have a high back aluminum seat fastened to the roll cage ONLY. Do not attach the seat to the car body/floor pan. Seat must be mounted with four (4) 3/8in. bolts, in at least four (4) points. Side bolsters and side impact head supports are recommended.
- 5.4. Seat covers and padding must be fire retardant. Cover must be in good condition with no rips or holes.
- 5.5. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in the driver's compartment must be fire retardant.
- 5.6. Any fluid transfer through the cab must be double walled steel, securely fastened and must be shielded from the driver. Subject to tech approval.
- 5.7. Driver must do everything possible to keep the driver's compartment completely sealed off from the engine and trunk area.
- 5.8. No loose objects in the driver's compartment.

6. Engine & Drivetrain:

- 6.1. Engine and related components must remain stock as manufactured.
- 6.2. Factory GM L31 Vortec heads are allowed with casting numbers 10239906 or 12558062. Chevrolet Performance Bow tie blocks or heads are not allowed.
- 6.3. May use Stock Replacement (SR) cylinder heads:
 - 6.3.1. Engine Quest part number CH350I
 - 6.3.2. DART Speedway Motors part number 91624360
 - 6.3.3. Engine Quest Chrysler part number CH318B
 - 6.3.4. World Products Ford part number 53030
 - 6.3.5. 1.250 inch ($\pm .015$ tolerance) maximum O.D. valve springs.
 - 6.3.6. All SR heads must remain as produced, seat angles and valve sizes cannot be changed.
- 6.4. Intake manifolds must be low rise. Blocks and heads must be OEM cast iron.

- 6.5. No rollerized valve train components. No roller cams - flat tappet cams only.
- 6.6. Screw in rocker arm studs allowed. No stud girdles allowed.
- 6.7. No grinding, polishing, or porting of any kind to the intake, exhaust runners, or manifolds.
- 6.8. Engine must be mounted in stock position. Solid motor mounts are allowed.
- 6.9. Distributors must be OEM or OEM direct replacement, no magnetos.
- 6.10. Radiators must be mounted in stock position. Electric cooling fans are permitted.
- 6.11. 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.
- 6.12. OEM and factory transmissions mandatory. Steel flywheels only.
- 6.13. Working stock torque converter with fluid OR stock clutch mandatory.
- 6.14. Manual transmissions must have a scatter shield or steel bell housing.
- 6.15. Locked rear ends optional. No traction control device allowed.
- 6.16. Nine-inch Ford rear end allowed. Full floater rear axle allowed.
- 6.17. Drive shaft must be painted white. Drive shaft hoop mandatory.

7. Exhaust:

- 7.1. Exhaust must exit behind the driver.
- 7.2. No exhaust components in driver compartment.
- 7.3. Headers allowed. NO 180° headers.

8. Fuel System:

- 8.1. Gasoline, up-to 110 octane race fuel and E85 are allowed. NO methanol.
- 8.2. Unmodified Holley 4412 carburetors only - not to exceed 500 cfm.
- 8.3. No after-market metering blocks.
- 8.4. Changing of squirter's, jets, and power valves is allowed.
- 8.5. Removal of choke plate mandatory.
- 8.6. All 4412 carbs are subject to passing a no-go gauge.
- 8.7. One (1) adapter no more than one (1) inch in height.
- 8.8. No tampering, no power adders allowed.
- 8.9. Electrical fuel pumps allowed with an oil pressure switch or inertia switch mandatory.
- 8.10. Fuel cells are mandatory and must be mounted securely in the trunk of the car. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails.
- 8.11. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material.
- 8.12. If a fuel cell is dropped below the car must be surrounded by at least 18-gauge covering the bottom of the fuel cell.
- 8.13. Metal fuel filters only. Each fuel cell must be fuel tight and have a functional roll over valve.

9. Electrical:

- 9.1. Battery disconnect switch is mandatory and must be labeled and within reach of driver and Safety Crew.
- 9.2. One battery per car. Battery must be securely mounted.
- 9.3. No batteries in the driver compartment, unless behind the driver seat in a marine type battery box.

10. Steering & Suspension:

10.1. Unibody cars:

- 10.1.1. May build frames to tie front and rear suspension together and must ONLY go from rear of front sub frame to front of rear suspension connection point.
- 10.1.2. No under-slung rear suspension.
- 10.1.3. Front leaf spring mounts must remain unmodified and in stock location. Lowering blocks and adjustable shackles are OK. Shackle location may be modified. **NO sliders allowed.**

10.2. Cars with trailing arms:

- 10.2.1. Factory frame mounts must be used. Adjustable trailing arm mounts on housing are allowed. Reinforcements allowed, subject to tech discretion.
- 10.2.2. Trailing arms must be factory stock and unmodified.
- 10.2.3. Coil springs must mount in stock location on the frame and housing.

10.3. All cars:

- 10.3.1. Heim joint shocks are allowed but must mount in stock location.
- 10.3.2. No weight jacking devices allowed.
- 10.3.3. 1in. max. wheel spacers are allowed. Spindle savers are optional.
- 10.3.4. **Non-adjustable** aftermarket upper control arms are allowed.
- 10.3.5. Steering system related components must be stock.
- 10.3.6. Steering shaft may be changed but it must be a collapsible-type shaft.
- 10.3.7. Steering quickeners are allowed.
- 10.3.8. Three-piece spindles allowed.

11. Brakes:

- 11.1. Must have a minimum of four working brakes at all times. No brake shut off or bias adjusters allowed.
- 11.2. Unaltered OEM disc or drum brakes. All related components including pedal, calipers, rotors, and drums must be stock.
- 11.3. Stock replacement aftermarket master cylinder allowed.
- 11.4. Any non-functional brake will result in automatic disqualification.

12. Wheels & Tires:

- 12.1. "P" -rated street legal tires *or* Hoosier IMCA G60-15 tires only.
- 12.2. No heavy lug, mud terrain, or studded snow tires allowed. No Dirt Bosses allowed.
- 12.3. 9in. maximum tire tread width (1/2in. variance maximum) - 8in. maximum wheel width.
- 12.4. 1in. lug nuts mandatory. No loose, broken or missing wheel studs or lug nuts.

13. Body & Bumpers:

- 13.1. Front and rear bumpers required. Must have two safety chains from frame to each bumper.
- 13.2. No excessive bumper reinforcement - at the discretion of the tech.
- 13.3. All bodies must be approved unaltered OEM, or OEM replacement steel panels unless otherwise noted.

- 13.4. OEM appearing aftermarket fiberglass roof allowed.
- 13.5. OEM appearing aftermarket plastic nosepiece and OEM appearing aftermarket plastic tailpiece allowed.
- 13.6. All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size.
- 13.7. OEM or aluminum aftermarket replacement hood allowed.
- 13.8. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal.
- 13.9. Hood must be separate from fenders.
- 13.10. All inner wheel wells may be removed.
- 13.11. OEM or aluminum aftermarket replacement trunk lid allowed.
- 13.12. Overlapping of body panels permitted.
- 13.13. All glass must be removed and all windows in body must remain open.
- 13.14. All doors must be securely fastened.
- 13.15. Fenders and quarter panels may be trimmed for tire clearance.
- 13.16. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car.
- 13.17. Driver must be sealed off from track, driveline, engine and fuel cell.
- 13.18. Front OEM firewall may be replaced using steel fabricated full firewall, 18-gauge thickness.
- 13.19. Front firewall may be no further back than the rear of oval frame hole, must be vertical and 24-26 inches tall.
- 13.20. All holes in firewalls and floor must be covered.
- 13.21. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18-gauge minimum thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail.
- 13.22. Firewalls must extend to body.
- 13.23. No mirrors, or glass of any kind.

14. Clarifications:

- 14.1. Any refusal to go through tech or fix tech related issues will result in disqualification from that event.
- 14.2. Any problem found by the tech MUST be fixed before a car will be allowed to race.
- 14.3. Anything not clearly stated in the rules, or in a gray area, is up to the tech's discretion. Any decisions made by the tech are final.
- 14.4. Any car that dominates or walks away may be subject to weight being added at any time.

******* Central Nevada Racing Association reserves the right to make changes/clarifications to any rules to keep a competitive level playing field in the best interest of the class, the track and the drivers. Changes may be made mid-season in order to clarify gray areas not already covered in the rules set forth above. *******