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2012 Hobby Stock Cruiser Rules

Race Procedure—A minimum of 14 competitors must be present in order to run qualifying heat races. If there are less than 14 competitors, the feature will be lined up by a pill draw. This is an entry-level class for those who have a limited amount of racing experience and/or a limited budget. One way radios mandatory 2011. Transponders mandatory 2012

Cars-- Any 1974 and newer rear wheel drive, domestic, complete bodied production car. No jeeps, station wagons, 4-wheel drives, front wheel drives, compacts, convertibles, sports, T-tops or trucks. Minimum stock wheelbase allowed 108 inches. No camaros, firebirds, mustangs or cougars.

Bodies--Must be a complete stock body or stock appearing body. All body panels must be steel. If using a stock appearing body, all lines and bends must match oem body. Complete bumper to bumper steel unibody must be retained. No cutting or lightening permitted. The stock steel unaltered floor pan, fire walls, trunk and trunk floor and wheel wells must be retained. No cutting, chopping, channeling, shortening allowed. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. Stock type plastic nose will be allowed, however require original bumper bracing. No additional piping in front for reinforcement.

All glass and lights removed. All decorative trim, door handles, chrome molding, etc. must be removed. No Plastic grills. No spoilers allowed. All doors must be welded shut.

Car numbers must be at least eighteen (18") tall on both doors...NO EXCEPTIONS. Legible roof number is also required. Number should be a contrasting color than color of body for scoring purposes.

No rub rails permitted.

Motor, transmission and rear end mounts must be in original location.

Interior--Must remain stock. No boxing permitted. Complete factory floor pans from front fire wall to rear fire wall. Interior should allow for easy access to driver from either

side of car and be clear of material or construction methods that could cause injury to driver. Interior must be gutted of all flammable material and upholstery. Rear bottom seat cushions must be removed. Rear seat shelf must be left in as fire stop otherwise a metal firewall must be mounted to separate the driver's compartment from the trunk. Fender wells must remain stock in rear. No mirrors or 2 way radios. Steering column must remain in stock location right to left and front to back. No steering quickeners of any kind. Pedals must be in or close to stock location. No extending the pedals rearward. Driver seat should be in the same location as original. Seat with seat belt and approved shoulder harness is required.

Fire extinguisher within reach of the driver and safely mounted is mandatory.

No fluid reservoirs, tanks or radiators in driver's compartment.

Roll Cage--Must have a full six-point roll cage. Roll cage must be welded 360 degrees with gussets and welded to frame. A minimum of four (4) bars must be used in the driver's door. Passenger side must have two horizontal bars. Each bar must be a minimum of one and one-half (1 1/2) in. diameter with a minimum thickness of ninety-five thousandths inch (.095). Two bars can extend into engine compartment and trunk area

Roll cage should be padded around areas where driver may come in contact.

All doors must be welded shut.

Weight-- Cars with engines of 360 cu in for Chevy and Ford or 365 cu in for Chrysler must weigh a minimum of 3300 pounds with driver after race. Cars with the 400 cu. in. engines must weigh a minimum of 3600 pounds with driver after the race. All weight must be added in front of driver's compartment. No weight is allowed to be added anywhere else on car. All weights must be secured in two places. Weights added anywhere else on car will disqualify the car from competition.

Engines--No big blocks permitted. Exhaust manifold, carburetor and intake must remain stock. No "Ram Horn", center dump type exhaust manifolds. Intake manifold must be OEM cast iron of 2 or 4 barrel design with no porting, polishing, machining, welding or acid etching. No Bowtie intakes. No marine intakes.

Must use stock mechanical fuel pump.

Hydraulic cams only. No solid,hydraulic roller or mechanical roller camshafts permitted.

Stock OEM heads for all makes. Minimum combustion chamber size will be 64 cc. No Vortec or any other aftermarket heads will be allowed. Stock or stock-type stamped steel rocker arms only. No cutting, grinding, welding, porting, port matching, polishing or acid etching of combustion chambers or port runners (maximum 170cc intake runner). No Bowtie intake manifolds.

Stock crankshafts and rods as manufactured for the block used.

Gasoline only with no additives. Gasoline is subject to testing.

Engine must remain in the stock position.

Stock two barrel carburetors with no modifications. Venturi size will be checked with a calibrated go / no-go gauge . Two barrel carbs. can be mounted to a stock four barrel manifold using an adapter plate no thicker than 1 inch. Any adapter or spacer may be no more than 1inch thick.

Oil pans must be stock appearing. A 1 inch hole must be drilled on side of pan for inspection purposes.

Flat top or inverted dome pistons only. Pistons must be at zero deck height or below the deck at top dead center.

Stock type ignition only. GM ignitions must be stock or stock type HEI.

400 cu.in. engines will be phased out by July 2012.

Fuel Cell-- Thirty-two gallon maximum safety approved fuel cell in a twenty (20) gauge steel box supported by two (2) one-eighth inch (1/8") by two inch (2") steel straps top and bottom to safely secure fuel cell. All fuel cells must be mounted securely in trunk area of car. Fuel line must run under floor of car. If fuel line runs through interior, it must be encased and sealed at both ends. Bottom of fuel cell can be no lower than the bottom of frame rails. Fuel shall be subject to testing.

Frames-- Must remain stock . Suspension components must remain as manufactured by the auto manufacturer for the body being used. No adding of any suspension components from different makes or years. No more than one spring per wheel and in original location. Stock or stock appearing springs are mandatory. Coil springs must have a pig tail on at least one end. Springs can be no shorter than 11 inches and no smaller than 5 ½ inches in diameter. Front left and right side springs must match. Rear left and right side springs must match. Tolerance on coil diameters when checking spring matching will be .015" dia. No weight jacks.

If a car is used that is manufactured without a full frame, frame must be tied together.

Stock or stock appearing shocks only. Shocks must be steel and have stock type mounts.

Transmission and Rear End-- Transmission and rear end must remain stock and must match the make and model of the car (i.e. Ford/Ford, GM/GM, Chrysler/Chrysler, etc.).

ONLY Automatic transmissions allowed. Must have a working stock torque converter. Transmission must shift through all gears starting out in drive and will be checked. No Manual transmissions. No powerglides.

No locked welded or spooled rear ends. No factory limited slip rear ends. No Positive track rear ends are permitted.

No aluminum drive shafts. All driveshafts must be chained in place.

Drive shafts must be painted a contrasting color and have a safety hoop. Safety hoop must measure a minimum of six inches (6") in diameter and (1/4") thickness by one-inch (1") width.

Tires, Wheels, and Brakes-- 15 x 8 steel racing wheels only are permitted with a 3 inch offset on all four corners. Street tire 70 series by 2:25 only.

Reinforcing of wheels, especially the right front is mandatory. Oversize lug nuts are required.

F. All four wheels must have working brakes and should be stock for the model and year of car. Brake and clutch pedals must remain stock type. No "hung style" racing pedals. No driver controlled brake adjusters.

NO rear DISK Brakes.

Safety--All cars should be equipped with an approved racing seat of high back type. Seat should be securely fastened with a minimum of 3/8 inch bolts to the roll cage and or frame in six spots. No floorboard installations.

Fuel cell must be mounted in the rear of the car and surrounded by a 20 gauge steel box.

Two (2) one-eighth inch (1/8") by two-inch (2") steel safety straps are required to support the fuel cell.

BATTERIES must be removed from original position and remounted behind driver in driver's compartment. Batteries must be securely mounted in at least 2 places and covered.

Approved fire resistant driver's uniform is mandatory. Fireproof gloves, socks and shoes are highly recommended.

Full faced helmet with Lexan face shield.

Complete original fire wall in stock location and must be completely enclosed. No open holes. Complete factory floor pans from front fire wall to rear fire wall.

Driver window net is mandatory.

Doors must be welded shut.

All glass must be removed. (No broken glass allowed in door wells, trunk or inside car. This will be checked.)

Screens are mandatory in windshield.

Cars should contain shock resistant roll bar padding on all bars within 18 inch of driver's body.