



2012 Season Rules I-90 Speedway Hobby Stocks

(Last revised 1/8/12)

(Note: This division is open to passenger car bodies and full sized pick-up bodies.)

1. This class of cars is an invitation of all legal sanctioned divisions of Hobby Stocks. You may run either sanctioning body rules but you **MAY NOT** mix any of them together. If you are a sanctioned division Hobby Stock you cannot be claimed and you cannot claim.

PASSENGER CAR BODY

2. 1960 or newer American made stock passenger automobile with factory steel top.
3. No Camaros or Firebirds. No front wheel drive car bodies.
4. No sunroofs or T-tops. All bodies must be OEM.
5. No OE spoilers, wings, skirts, air scoops or anything that alters the stock appearance. Aftermarket nose pieces allowed and rear aftermarket pieces.
6. No ballast. Any item deemed as ballast will be required to be removed, i.e. fuel cell straps, fuel cell cans, battery boxes, bumpers, etc. Gutting of hoods, front fenders & trunk lids allowed. All hoods and trunks must be securely fastened with hood pins only, no nuts & bolts, and the back of hood must be sealed off from the driver's compartment. A rear deck lid spoiler is allowed, 3" maximum material measured from base and no side sails.
7. Cars must have original firewall in stock location, and full floor board including trunk floor. All holes in firewall must be tinned.
8. Maximum 7" sun visor may be added to the top of windshield opening, only. One external rub rail allowed on each side Maximum 1" by 2" square rub rail allowed painted to match car.
9. Car number required on both sides of car doors and on roof minimum of 18" in height, a number is required facing the front and rear minimum of 6" in height.
10. Must have a minimum of 3 windshield bars, minimum of 1/4" solid bars, and screen securely fastened in front of driver.
11. All glass, plastic, upholstery, rear seat, lights, mirrors and chrome must be removed. No interior tin or other covers.
12. Front and rear regulators, handles, door locks, and armrests must be removed. Doors must be securely welded on outside. Upper door frames must be completely welded to roof and windshield posts. Inner door panels can be removed only to allow roll cage bars to extend out into the doors.
13. Bumpers must be stock and in stock location. Bumper ends must be covered or attached to fenders to prevent hooking. Bumpers may be reinforced with maximum material thickness of 1/8". Aftermarket bumpers allowed with nose and tail cones, maximum 2" O.D. round 1/8" thick wall, mounted in stock location.
14. Unibody cars must have a minimum wheelbase of 110". Full frame cars must have a minimum wheelbase of 107.5" and a maximum of one inch difference from side to side. Frames may be 'X' braced. Rear of frame behind rear tires, from a point no further forward than 1" behind the factory seam, may be replaced in stock location with 2" by 3" tubing with .095" wall thickness. Factory seam must remain visible. Must replace the same length material removed. Unibodies must be tied front frame to rear frame. No station wagons, convertibles, front wheel drive, four wheel drive or rear engines.
15. Radiator spray bar allowed. Maximum of 5 gallon water tank securely mounted between "X" in roll cage and rear fire wall.

Roll Cage

16. Must have a full perimeter 4 point cage with a "X" brace and rear kickers. No offset cages and no offset halos.
17. Round tubing only. Tubing must be a minimum of .095" thick and 1.666" outside diameter for roll bar, "X" brace, halo, and halo cross bar, front down bars, horizontal door bars, vertical door bars and rear kickers.
18. Steel tubing only (no black pipe, galvanized pipe and etc.).
19. Welds on all connecting points must be welded completely all the way around with a quality weld.
 - A. Main roll bar must have an "X" brace and be welded to frame with a gusset at each connecting point.
 - B. Halo must be securely welded to roll bar with a gusset at each connecting point. Halo must have minimum of one cross bar (either front to back running through the middle of the halo or corner to opposite corner).
 - C. Front down bars must be welded to frame with a gusset on each connecting point. Top of each front down bar must be welded to halo bar with a gusset at each connecting point. There must also be a horizontal bar connecting both front down bars together running under or over the steering column.
 - D. Driver side door needs a minimum of 4 horizontal bars connecting from front down bar to roll bar. All horizontal bars must be connected together with a minimum of 3 rows of vertical bars between each row of horizontal bars.
 - E. Passenger side door bars need a minimum of 3 horizontal bars connecting from the front down bars to roll cage. All horizontal bars must be connected together with a minimum of 3 rows of vertical bars between each row of horizontal bars.
 - F. Rear kickers must be connected to top of halo bar with gussets at each connecting point. The other end of the kickers must be welded to the frame with gussets at each connecting point. Kickers must run through the wheel wells. Must be a support for kickers mounted from kicker straight down to the frame between the wheel wells.
 - G. There must be a seat cradle for the seat to be bolted to. The cradle must be securely mounted to the roll cage also with a seat back support and a head rest support. Seat must be securely bolted to seat cradle only and not to the car.
 - H. Aluminum racing seat only must be mounted so the driver shoulders will be no farther back than the rear of the "B" pillar post and have a minimum of 2" between the top of the drivers helmet and the top of the halo bar.
 - I. Seat belts must be securely fastened to the cage- not the car.
 - J. No roll cage bars may extend forward past the front firewall except for the front hoop and leg guard. No roll cage bars may extend back past the rear firewall except the rear kickers.
 - K. Fuel cell rear protection hoop allowed.
 - L. Leg guard is allowed on drivers side from front down bar through front firewall to the frame. Maximum 2" O.D. tubing.
 - M. All roll cage, front hoop and rear hoop tubing must remain inside the body.
20. Front hoop is allowed. Must be a maximum of 1.66" O.D. by .095" tubing, must be confined under hood and fenders.
 - A. Must be welded to front down tubes.
 - B. May extend in front of radiator.
 - C. Hoop may be only 1" wider than frame rails.
 - D. May have additional 2 bars in front of radiator for radiator protection.
 - E. Hoop bar may be supported to frame in a maximum of 6 places.
21. Rear hoop is allowed. Maximum 1.666" O.D. by .095" thick tubing and can not protrude out of the body.
 - A. May run from frame by rear spring pockets to rear valance.
 - B. Hoop may be supported to frame in a maximum of 4 places.
 - C. Maximum of 3 additional bars between the rear of the fuel cell and rear valance. Bars may be horizontal or vertically mounted.
22. Fuel cell guard is allowed.

23. Must have a tow hook or chains on front and rear of car.

SUSPENSION

24. Stock suspension. Suspension parts and mounts must remain stock for that make & model of frame. No spring expanders or shrinkers, lumber or chains, etc. may be used to alter stock suspension of frame. Spring spacer maybe used under rear springs only and spacer must be welded or bolted to spring perch and equal spacers on both sides. Upper "A" frames may be reinforced. Non adjustable Tubular "A" frames are allowed, stock location only no modification and must match factory specs for the frame being used.
25. Only 1 non-adjustable shock per wheel allowed. The shafts of all shocks must fit into a 9/16" open end wrench. All Shocks must be bolted on. No Heim or rebuildable shocks allowed.

BATTERY

26. Plastic or poly case securely mounted in steel battery box firmly mounted in trunk.
27. One (1) 12-volt battery only (no 16-volt batteries).

BRAKES AND DRIVE TRAIN

28. OEM brakes on all 4 wheels must work. After market brake pedal assemblies are not allowed. Disc brakes allowed on rear ends. O.E.M. calipers only. Steel vented rotors only. No drilled or lighted rotors allowed. One or two piece rotors allowed (two piece rotors must use steel only hats). No OEM or aftermarket anti-lock brake systems. Working red rear brake light required and must be visible from behind.
29. Transmission: All forward and reverse gears must be operational.
- A. Automatic: Transmission must be OEM with torque converter. Must hold a minimum of 3 quarts of fluid and have a drain hole. Automatic transmissions must run flex plate safety shield.
 - B. Manual: Must be unaltered 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 or steel safety shield- minimum 270 degrees around top of clutch and flywheel area. No lightweight bell housings. No light weight pressure plates. Steel unaltered flywheel only. No Corvette or aluminum flywheels.
30. Floater rear ends allowed. 9" Ford rear ends allowed, but must be mounted like stock rear end for that make and model. Must use stock control arms. Upper mounts must be level, rear end must be centered in chassis. Lower control arm bolts on rear end must be the same on both sides, center of bolt to bottom of rear end housing maximum of 3".
31. Rear end may be welded. Mini spools are allowed. Full spools, Detroit Locker and etc. are NOT allowed. No traction control devices are allowed.
32. Rear suspension must match frame. Drive shafts must be painted white. Full 360 degree loop required, must be a minimum of 5" from front "U" joint and/or a maximum of 12" from front "U" joint. Must be constructed of at least 1/4" by 2" steel.

WHEELS & TIRES

33. Stock (OE) 205, 70 or 75 series tires (may intermix) passenger tires. No LT, no heavy lug mud & snows, or no all terrain. Must be D.O.T. stamped and legible. (No exceptions). All 4 wheels on car must be the same size, all 14" or all 15". No shaving, no grooving, no sipping (factory or after market) of any kind, no studable all season, or no snow tires. No D.O.T. stamped Racing Hoosier, American racer, or other brand racing tire (cheater tires) (Hoosier D.O.T. street tire is ok).
34. Steel spoke wheels or steel racing wheel are allowed. Maximum 8" wheel only. Reinforcing of stock wheels required. 1" lug nuts required.
35. Wheel spacers are allowed, but may not exceed two (2) inches of total offset. Spacers may be used on three (3) and four (4) inch wheels only.
36. Bead locks are optional.

FUEL & FUEL TANKS

37. Gasoline only. No additives. Purple allowed. E85 allowed, carburetor modification limited to cars on E85 only.
38. Racing fuel cell required, 22 gallon maximum, must run flapper valve in fuel cell. No boat or stock fuel tanks allowed. Must be securely fastened to the frame inside the trunk on the cars, and in the box on the pick-ups. Trunk floor can be removed for fuel cell, maximum of 1" clearance allowed between trunk floor and fuel cell. A steel

firewall must be between the driver and the fuel cell. All fuel cell mounts must be made of steel and attached to the frame or cage. Fuel cell must be in a steel container. Fuel cell vents must have check valves. Fuel lines that go through the driver's compartment must be in steel pipe or steel conduit. No fuel filters in driver's compartment.

ENGINE AND CARBURETOR

39. The engine must appear strictly stock for that make & model and in the stock location. Only stock OEM rods and crankshafts allowed. No lighting of Crankshafts. No (400) or larger cubic inch parts allowed. Stroke must match block.
40. No porting or polishing or alterations of any kind to cylinder heads or to intake manifold. No angle cutting heads allowed. Roller tip rocker arms are allowed. No roller lifters or roller cams. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). No stud girdles. Pined or screw in rocker studs are allowed. Single spring valve springs only, must be stock diameter. 202 valves allowed.
41. Maximum (360) cubic inches on Chevrolets & (370) cubic inches on Fords & Chryslers.
42. Maximum compression ratio of 9.5:1 is allowed.
43. Any OEM cast iron (2) barrel intake manifold.
44. Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2915; Weiland GM#7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #7545. Aftermarket aluminum intakes are permitted, but must run a one and seven-sixteenths (1.4375) inch restrictor plate between carburetor and carburetor adapter plate.
45. NO Headers. Must be cast iron exhaust manifolds only. Exhaust must extend past the firewall. Must remain dual exhaust, no crossover or "Y" pipes allowed. Rear dump cast stock exhaust manifold only. Aluminum water pump allowed.
46. No electric fuel pumps. Mechanical OEM type push rod fuel pumps only. Only stock power steering pumps allowed. No remote reservoirs. No quick steers allowed. Gear box must turn a minimum of 2 turns from lock to lock. Steel or aluminum pulleys allowed.
47. No aluminum flywheels.
48. Minimum 2 core approved steel or aluminum radiator. Any overflow tubes must be directed to the ground, inside frame rails.
49. Manufactures stock production (2) barrel carburetor only. No alterations allowed except for removal of choke plate and shaft, 1 11/16" throttle bore maximum, maximum carburetor boosters bore 1/4". No Holley's. No spacers allowed. Sealed motors may use a maximum 1 1/4" tall 4 barrel to 2 barrel adapter plate only, maximum 3 (2 of the 3 gaskets may only be a maximum of .100 thick each) gaskets allowed. Restrictor for sealed motors must be a maximum of 1.4375. No top flow air cleaner housings, cold air boxes or air cleaner duct work allowed.
50. Flat top pistons only. Pistons must be even or below block at top dead center. GM engines must run (76) CC or larger heads. Approved head numbers are: (014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, and 997) (May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CC167ES2, head must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason). Ford engines, no after market or SVO heads. Chrysler engines, no after market or W2 heads. (360) cubic inch heads only. No porting or polishing allowed.
51. No remote after market ignition boxes such as, Accel, Mallory, MSD, etc., and no magnetos. Must fit in unaltered stock location and must be stock appearing, no circuit board modules allowed.
52. Minimum 3/4" inspection hole on side of oil pan 2 1/2" down from pan rail in line with a journal required. Inspection hole must be easily accessed by tech official.
53. Optional sealed motor to include GM Sealed Motor package part #88958602, motor is unclaimable. Restrictor plate required. Valve train must stay OEM, and a maximum of 80 pounds seat pressure for valve springs. Must run soft-touch rev control box with a 6200 RPM chip. This must be out of reach of the driver but easily accessible for inspection at all times.

SAFETY

54. Five point safety belts, sub belt and shoulder harness required. Belts required being no more than three years old.

55. Fire retardant racing suit is mandatory.
56. Fire retardant racing gloves and shoes are mandatory.
57. Fire retardant socks, underwear and hood are highly recommended.
58. Neck brace is mandatory.
59. Window net is mandatory and must be fastened to roll cage.
60. Helmets - SNELL SA05 or SA10 required. Helmets must be worn at all times when driver is operating race car.
61. No transmitting or listening devices, except race receivers (mandatory), allowed in the race car.
62. No electric monitoring computer devices capable of storing or transmitting information, except tach, allowed on race car

CLAIM RULES

63. The top four finishers in the events feature will be subject to an engine claim. Any driver finishing on the same lap as the fourth place car is eligible to claim provided they are a legal car, the driver pulls into the claim area under his own power and announces his/her intentions of claim to the track official and produces \$350 cash. \$325 will go to the claimed driver and \$25 goes to the Tow Truck in the event the claim is accepted. Claim Option: Claimee has the option to accept \$325 cash or claimer's motor. If the Claimee accepts the claimer's motor, the claimer gets \$225 back and \$75.00 goes back to the claimee. Claimer will also pay \$50 to the Tow Truck. The engine claim includes the complete engine assembly less the fuel system, oiling system, and ignition system, timing cover and dampener is also part of the claim. In the event of refusal, the driver will lose all points and pay for the event, be suspended for two points races, lose his rights to claim or protest for the season and required to pay a \$300 fine to the points fund before being allowed to return. Additional rules apply (see general track rules for more details).

NOTE

64. Any rules not covered here or any rules in question will be left up to the officials in charge. Their decision will be final.

TRANSPONDER MOUNT LOCATION:

65. AMB-it Transponder must be mounted on the inside of the frame rail after the bend that goes toward the doors but before the bend that goes back to the doors.
*Remember the transponder will not read through metal and must be less than 2 feet from ground.

GENERAL RULES

Track officials shall have responsibility for rules regulations enforcement at all events. At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to inspection at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be constructed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and action of their crew members. Absolutely NO alcoholic beverages will be consumed by driver or pit crew prior to or while competing. No use of illegal drugs. All drivers must be at least 16 years of age (proof of age required). *Drivers under 18 years of age must have a signed and notarized parental consent form by parents or legal guardian and said consent must be in the hands of the track official before the individual will be allowed to participate in any event.* The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these event, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final.