



Hobby Stock Rules and Procedures

Updated 12/11/2025

General Division Rules:

1. Any rule in **BOLD TEXT** either bears significant importance or has been altered from the previous year.
2. Most parts specified as OEM/stock manufactured must be standard option or equivalent aftermarket parts and must be readily available from a car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

Eligible Cars:

1. 1970-1990 year passenger cars. No type of truck, station wagon, front-wheel or four-wheel drive. No sports cars, police cars, convertibles, T-tops or open sunroofs.

Frame:

1. 108" minimum wheelbase.
2. Complete stock production from required to center of rear axle. Frame rails may not be modified. Cross member may be modified for clearance only.
3. Tubing frame replacement permitted behind the center of the rear axle. All frame tubing thickness should be constructed of minimum 2" wide x 3" high rectangular steel tubing, with .095" minimum material thickness behind rear axle.
4. All other chassis tubing should be 1-1/2" to 1-3/4" O.D. and minimum .083" thickness. No holes may be cut in frame.
5. Car should have a horizontal safety bar constructed from the same steel tubing as the frame, mounted behind the fuel cell and securely welded to the frame.
6. Rear bumper should be at least 4" behind the fuel cell. Center of the rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as the frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing, bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as the fuel cell. No part of the fuel cell should be below the protective tubing.
7. Cars must have a minimum of 5" ride height from the lowest point of any frame rail to the ground.

Roll Cage:

1. A four post, box-type roll cage should be constructed with 1-1/2" minimum O.D. and .095" minimum steel tubing material thickness.
2. A six-point roll cage is highly recommended with diagonal bars bracing roll cage at rear, and should run from frame to top of roll cage.
3. Top of the roll cage should be at least 2" above the top of the driver's helmet. Head rest recommended.
4. Cage should have at least three horizontal bars at the driver's side door and two horizontal bars at the passenger side door, extended outward into the door panels. Two vertical bars between each horizontal bar as additional support are recommended. Steel driver's side protection plate highly recommended.
5. Roll cage should extend forward on the driver's side to protect the foot area completely.
6. Roll cage should be securely welded to the sub frame and unibody in at least four places and welded together 360 degrees at all intersecting points.
7. Front windshield opening should have bars and/or wire mesh.
8. All roll cage bars within reach of the driver should be covered with non-flammable foam padding. Other than padding, the roll cage must remain exposed with no aerodynamic effects.

Body:

1. Aftermarket stock appearing nosepiece and bumper cap permitted, but cannot be wider than fenders and must be mounted cleanly in stock position.
2. Stock appearing bumpers in stock location and should have smooth edges.
3. All other body panels must be stock appearing at all points. Steel or aluminum doors, quarter panels, fenders, hood, trunk and roofs. No fiberglass or composite body panels are permitted with the exception of the roof, which may be fiberglass. No flat door panels. All body repairs must have stock dimensions and contour.
4. No cutting of exterior body panels except for wheel area for tire clearance and hood.
5. Body may be hulled.
6. 43" maximum deck height. Deck height must be measured from the bottom of the deck to the ground.
7. Full metal roof. Sunroof opening may be sealed shut with sheet metal.
8. Doors should be welded or bolted closed. Trunk lid must remain on the car.
9. All holes in the firewall should be covered with magnetic metal.
10. All glass, chrome, and flammable materials should be removed. Airbags should be removed. Mirrors must be removed. Dashboard may remain intact.
11. No spoilers, ridges or wings of any kind.

Firewalls & Interior:

1. A full metal firewall constructed from 18 gauge steel or 1/8" thick aluminum should be joined to seal off the driver compartment at the front, rear, sides and floorboard. Must be a full metal floorboard.
2. **Front firewall must remain in stock location.**
3. **The rear firewall may be boxed in, but only within the former rear seat area. Boxing must stop at the backside of the driver's seat and may not extend forward into the driver's compartment. Boxing may not exceed the height of the factory rear bulkhead structure at any point.**
4. **No "boxing" of the passenger side is permitted. Passenger floor may not exceed the height of the driveshaft tunnel.**
5. Top of interior to top of doors should be 3" maximum.
6. Interior should be mounted flush with the outside of the body panels.
7. 12" minimum interior clearance below roll cage at all points for easy exit.

Engine:

1. Engine violations may result in fine and/or suspension.
2. All motor parts must be OEM stock with no modifications and must match the manufacturer of frame and body.
3. One spark plug and two valves per cylinder.
4. Engine must be in stock position.
5. No fuel injection, turbo chargers or blowers.
6. No dry sump systems on any car.
7. **265, 283, 302, 305, 307, 318, 350 CI only. Maximum allowance of 358 CI.**
8. OEM cast iron block, heads, and 2 barrel intake. All motor parts must be OEM stock manufactured. No aftermarket or high performance blocks, heads, or intakes (Bowtie, W2, GT40, SVO, Performance, etc.)
9. Any factory GM straight plug cast iron heads. No porting, polishing, grinding, welding or acid etching on heads or manifold.
10. Stock flat top or inverted pistons with zero deck clearance.
11. Stock steel crankshaft with stock stroke. Stock steel connecting rods.

Exceptions

- Headers max 1-5/8" diameter permitted.
- Roller rocker arms permitted, ratio 1.5 only
- Any aftermarket hydraulic cam permitted. No roller cams.

Transmission / Clutch:

1. Stock OEM transmission with all working gears including reverse.
2. Must match the make and model of the car.
3. Manual transmissions must have all gears fully functional, including reverse. The driver must be able to shift through all of the gears.
4. Must have a 360 degree steel bellhousing (shatter or blow proof). Bellhousing must have a 1" minimum inspection hole.
5. Clutch must be OEM for the make and model of the car and must be in stock location.
6. Clutch and flywheel must be stock dimensions and weight. No drilling or machining permitted.
7. Stock cast iron flywheel only. Napa part # NCF88131 OR any exact stock replacement cast iron flywheel permitted. No lightening of the flywheel.
8. No dog type or triple disc clutches are permitted.
9. No aluminum or foreign materials permitted in the clutch or flywheel.
10. No racing direct-drive or quick-change transmissions permitted.
11. Automatic transmissions must have a working OEM torque converter and must be able to shift through all of the gears starting in drive. No Powerglides.
12. No in-and-out boxes.
13. Only one driveshaft is permitted. All driveshafts should be painted white and should be surrounded by two 3" steel safety loops or sling mounted to the frame.

Fuel / Carburetor / Exhaust:

1. Gasoline only, no additives. Fuel samples may be taken at any time. No alcohol, nitrous oxide, nitro-methane, propylene oxide, etc.
2. Fuel lines should not pass through the drivers compartment.
3. Fuel pumps should be any mechanical type.
4. Stock OEM 2 barrel carburetor or stock Holley 4412C, 4412CT, or 4412S 2 barrel carburetor with no modifications. Non-altered adapter (Canton Racing Products part #85-050) or equivalent in all dimensions. Carburetor spacers/adapters cannot exceed 1" between carburetor and intake.

5. 500 CFM maximum. No dual line or predator carburetors.
6. Headers are permitted. Maximum of 1-5/8 diameter. Exhaust pipes may not point towards ground.

Gas Tank / Fuel Cell:

1. A 22 gallon maximum, racing approved fuel cell should be mounted in a square tubing frame securely mounted to the car frame and in the trunk area. Fuel cell should be mounted inside a 20 gauge steel or .060" aluminum metal box and secured to frame with a minimum of two 2" x 1/8" thick steel straps around the entire fuel cell.
2. Minimum 7/16" bolts should be used to mount the fuel cell.
3. Trunk interior may be cut for fuel cell mounting.
4. Fuel cell should have 12" minimum ground clearance. No part of the fuel cell should be lower than the rear end housing.
5. Fuel pick up should be on the top or right side of the fuel cell and be constructed of steel. Fuel pick up should have a check valve in case of roll over.
6. **Foam is highly recommended.**

Suspension:

1. All suspension components must be in stock location with no modifications.
2. No heavy duty or racing suspension parts.
3. No air shocks. One shock on each wheel. Mono tube magnetic steel shocks only.
4. **Shocks must be stock appearing and stock mounted in stock locations. No heims permitted.**
5. Spring cannot be clamped or chained. Springs must have stock appearing diameter and height. Racing coil springs permitted. No progressive rate springs. Spring rubbers permitted.
6. No lowering or lifting blocks.
7. No adjustable suspension parts besides rear weight jacks.
8. Leaf springs must have the same number of leafs on both sides.

Front Suspension

1. Aftermarket stock dimension magnetic steel tubular upper A-arms permitted.
2. **No bump stops or bump springs of any type, including nuts, bolts or any similar fabrications.**
3. No shortening or lengthening of control arms.
4. No front weight jacks.
5. **Maximum camber allowance of negative eight (-8) degrees on passenger side and positive four (+4) degrees camber on driver side.**

Rear Suspension

1. No adjustable upper and lower trailing arms.
2. Rear trailing arms must be stock and unaltered (may be aftermarket type for strength and safety). Arms must be stock length. Rear trailing arm mounts at frame must remain unaltered in its stock location with only one mounting hole.
3. Lower control arm mounts maximum of 3" from the bottom of the rear end housing to the center of the bolts. Brackets with multiple holes on the rear end permitted if additional holes are permanently covered or plated. Only one mounting hole permitted.
4. Upper control mounts maximum of 3" from the center of the top of the rear end housing to the center of the bolts.
5. Rear weight jacks allowed.

Weight:

1. 3,200 pound minimum weight after any race with the driver.
2. All weight should be solid material, entirely painted white or a bright color and marked with car number. Each weight should not exceed 50 pounds. Weights should not be lead pellets or liquid.
3. Weights should be bolted to the frame with two 1/2" Grade 5 bolts on two weight clamps or secured with a steel plate. No weights should be attached to the rear bumper or in the driver's area. Each weight should be bolted to the frame individually and should not be stacked on another weight.

Rear Axle:

1. Stock production rear end for make and model or 9" rear end permitted.
2. Rear end must be locked.
3. No maximum gear ratio.
4. Heavy duty aftermarket axles are highly recommended.

Tires / Wheels / Brakes:

1. Maximum 8" tire tread width. Hard compound Hoosier only. E-mod type or Hoosier 36-105H500 tires permitted. Stock tires only with maximum 235/75/15 DOT number. No winter treads, slicks, or other racing tires permitted.
2. Maximum 15" diameter x 8" wide steel wheels only. Racing wheels and beadlocks permitted. Any wheel offset allowed.
3. All cars must have a four wheel braking system. Calipers and rotors must be OEM steel. No drilling or lightening of brake components. No driver adjustable brake systems.

Starter / Battery / Distributor:

1. All cars must be self-starting.
2. Battery must be in a stock position or should be located in a safe area and covered with a metal fireproof box. Battery should not be in the driver compartment.
3. Battery disconnect kill switch to shut down motor and fuel pump is highly recommended. Kill switch should be mounted in reach of the driver and should clearly be labeled for safety crew.
4. MSD distributors or stock distributors are accepted. OEM distributors must be stock for make and model.
No MSD boxes.

Traction Control:

1. All traction control devices are NOT permitted.
2. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT permitted in the cockpit or any other location accessible by the driver.
3. Any remote control components or data acquisition equipment are NOT permitted.

Seat / Belts / Safety:

1. Metal racing-approved seat with a padded headrest should be securely attached to the frame.
2. A 3, 5, 6 or 7 point, quick release racing belt with double harness should be bolted to frame or roll bars. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts must be replaced if two years old. All worn or damaged safety belts must be replaced.
3. A quick-release, racing-type steering wheel should be used.
4. Drivers should have a flame retardant fire suit. Nomex shoes, socks, gloves, and hood highly recommended.

5. **RACING helmet with Snell SA 2020 newer required (no motorcycle or DOTs helmets).**
6. Head and neck restraint system and arm restraints recommended.
7. All cars must have a wrecker hookup.
8. All cars should have a 5 lb minimum fire extinguisher within reach of the driver. Onboard fire suppression system recommended.
9. **Window nets are highly recommended.**
10. No radios, mirrors, or communication equipment permitted.

Timing and Scoring:

1. Transponder is to be mounted 12" behind the center of the rear axle tube on the passenger side of the frame.

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