

Hobby Stock Rules

This class is intended as an economical and/or an entry level Driver class. OEM means stock, unmodified, as designed by the manufacturer. Alterations or modifications not specifically allowed for in these rules will be considered a violation of these rules. Raceway officials will have the final word on all matters of the rules. Officials may restrict any car from competing at any time. ACR reserves the right to change any rule at any time for the betterment or safety of the sport. Please also read the General Rules.

NOTE: Cars wishing to race here from other area tracks and/or sanctions will be allowed in 2017. There will be no mismatching of rules. Each car will declare their rules and they will be teched according to their declared rules. Allowed tracks: Lakeside, Humboldt, US 36, IMCA & USRA.

• **BODY & FRAME**

- American made 1955 or newer RWD, front engine car, 101" minimum wheelbase.
- No sports cars allowed (Corvettes or any fiberglass bodied cars).
- All bodies must remain stock appearing and in stock location on the frame.
- All bodies must be steel OEM panels or steel OEM Replacement panels only. Sunroofs must be closed in using steel panel and welded.
- Body must match frame.
- 1970-1982 Camaro may be used but you must use a 2"x 2" sub-frame connector under the car only to connect front and rear sub-frames. You cannot under sling the rear end of the car. All rear suspension mounting points must remain in stock location.
- All frames must remain stock and unaltered. If rear frame rails are rusted and need repaired you may cut the frame at a point no farther forward than the vertical center line of the rear end housing and replace them with 2" x 3" .095 rectangular tubing minimum.
- Rear firewall must be installed to close off trunk area from driver's compartment completely. You may use a minimum of .035 sheet aluminum or sheet steel.
- Front firewall must remain full and unaltered in any manner. All holes must be closed off with a minimum of .035 sheet aluminum or sheet steel.
- All glass, chrome, exterior trim & fiberglass body parts must be removed.
- Gutting is allowed, you may gut the interior, hood, trunk lid, doors, and fenders for reasonable tire clearance, and under fuel cell for fuel escape. No aluminum hoods or trunks.
- Plastic nose pieces are allowed. No wedge noses.
- No spoilers or wings allowed. No open holes are allowed in hood.
- Fabricated front & rear bumpers allowed. Rounding hoops above and below rear bumper are allowed to help protect the fuel cell in trunk.
- Deck lids must be secured using quick release pins only (no nuts or bolts).
- All cars must have a minimum 5/16" chain on front and rear of car and easily accessible for towing purposes.

- Side skirts are permitted. Skirts must maintain five inches of ground clearance at the lowest point and not extend above the first body line on the doors and quarter panels.
- All cars must be clearly marked with numbers on the driver's side, passenger side, roof, front, and rear. Side and roof numbers shall be a minimum of 18" tall and contrast car color. Front and rear numbers shall be a minimum 5" tall and contrast car color.
- **WEIGHT**
 - Minimum car weight including driver is 3,000 lbs. Track scales are final.
 - Any weight added to car must be attached by weight clamps and be painted white with car number on it. Weight must be attached by a minimum of two 1/2" bolts or weight clamps. No bolts welded to bars or frames. Weight must be mounted inside the trunk, no weight can be mounted up high on roll cage or in the cockpit of the car.
 - Any weight found loose will result in a disqualification.
- **STEERING & CHASSIS**
 - Must have original suspension pieces and in stock locations. No steering quickeners allowed.
 - Big metric spindles, brake rotors, and calipers allowed on small metric cars.
 - Speedway 3 pc. Spindle allowed.
 - Rebuildable ball joint allowed.
 - Tubular upper A-frame allowed.
 - No weight jacks of any kind.
 - No independent rear suspensions.
 - Aftermarket trailing arms are allowed. However; any trailing arm used must be stock length with no offset bushings, no neoprene bushings, and mounted in stock location. If using a 9" Ford rear end, all mounting points must match all mounting points on the rear end being removed. Rear trailing arm bushings must be rubber OEM type, they cannot be drilled out for softening or altered in any way. Same for front A-Arm bushings, no altering of any kind and they must remain OEM. No neoprene bushings allowed.
 - Racing shocks are allowed. Shock must be in stock location and in stock mounts only.
 - Only one shock per wheel is allowed. No Heim end shocks, no aluminum shocks, shock adapters that allow Heim end shocks to be mounted in stock location are not allowed. No adjustable or twist type adjustable shocks are allowed. No pressure adjustable shocks of any type are allowed. Shock mounts cannot be altered, cut, re-welded or changed in any way to mount shocks.
 - Anyone caught altering shocks in any way will be disqualified for the night. They will not receive any points or pay earned that night.
 - Racing springs ok, springs must be mounted and tethered in stock OEM location and mounting only, maximum of 13 inch rear springs on both sides. It is required to run the same length on both sides.
 - No weight jacking device, spring spacers, or spring rubbers of any kind allowed.
 - No adjustable lower blocks.

- Sway bar must remain stock, stock length bolts and spacer (same length) on both sides of the front end, if you choose to run one. It is not required to run a sway bar.
- No adjustable spring spacer on the front and rear. You may cut to fit on front only. If spacer blocks are used on the front springs they must be the same height and size left and right.
- **ROLL CAGE & DRIVER'S COMPARTMENT**
 - A minimum of a six point roll cage is required with a minimum of 3 driver's door bars and 2 passenger side door bars.
 - The roll cage must be welded to the frame of car. No set back cages are allowed. Main halo behind the driver cannot be further back than 44" from center of windshield to the front of halo behind the driver. No offset cages are allowed.
 - (Camaro's must weld the roll cage to a 6" x 6" x 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6" x 6" x 3/16" steel plate below the floor pan.) Front and rear hoops are allowed. It is mandatory that the Driver's side door bars be plated with 18 gauge steel. Roll cage must be fabricated from 1.50" x .095 wall tubing. Roll cage can be no more than 2" behind the B-pillar. Driver seat may be no further back than rear edge of B-pillar.
 - 1982-1992 Camaros and Firebirds: must have a minimum 6-point cage and weld the roll cage to a 6" x 6" x 3/16" steel plate. Plates must be fully welded to floor pan, then drilled and bolted to a 6" x 6" x 3/16" steel plate below the floor pan. Front and rear hoops, and all down bars must be welded to steel plate and bolted in at least two places on all mounting points by at least two 3/8ths bolts. Front and rear hoops are required. Driver's door bars must be plated with 18 gauge steel from top door bar to bottom door bar and from rear of seat to 12" in front of seat. There must be a minimum of three bars in front of driver fabricated with a minimum 3/8" steel rod.
 - Aluminum racing seats only. Seat must be bolted to roll cage only using no less than 3/8" grade eight bolts with flat washers top and bottom of bolts with lock nuts.
 - Five point safety belts are mandatory. Safety belts must be bolted to roll cage with a minimum of 3/8" grade eight bolts and lock nuts. Safety belt can be no older than 3 years old.
 - Ribbon or mesh type window nets required. Window nets must be mounted in on the bottom with a release at the top.
 - A master on-off switch must be mounted behind the driver's seat or within easy reach of driver and clearly marked with "ON" & "OFF".
 - Steering column must be in stock location. Quick release steering wheel mandatory. No quick steering reducers.
 - Firewall must be stock no moving or straightening. After market floor pan ok, all holes must be covered.
- **REAR END & DRIVESHAFT**
 - OEM original type rear end in stock location is allowed.
 - 9" Ford rear end allowed with drum or disc brakes. Floaters are allowed. No gun drilled axles. No aluminum except axle cap and drive flange.
 - Gears may be locked, no limited slip, mini spools allowed. Full spools allowed. Spool must be steel.

- Steel driveshafts only are required. Driveshaft must be stock OEM only and painted white. A driveshaft loop is mandatory and must be fabricated from a min. of ¼" x 2" steel strap around the driveshaft no further back than 6" from the back of the transmission.
- Lightened gears or center sections allowed.
- **BRAKES**
 - OEM factory original type brakes only. Rear disc brakes are allowed. Rotors must be OEM replacement except for floaters, no aluminum. No light weight brake parts are allowed.
 - Right front brake shut off valves are allowed.
 - Brake pressure residual valves are allowed.
 - Stock brake master cylinder only. Master cylinder must be mounted in stock location on the firewall. Brake pedal must be mounted in stock location or within one (1) inch vertical and one (1) inch horizontal of OEM factory mounting and as close as possible to stock location only. Brake pedals must be stock OEM only. No aftermarket pedal assemblies of any type or kind is allowed.
 - All brake parts, rotors, calipers, drums and all mounts must be steel. No aluminum allowed.
- **TIRES & WHEELS**
 - Tires can be American Racer G-60 KK704, Hoosier G60, Southwest Speed, 8" asphalt take offs, or OEM 205/75 or 205/70 in 14" or 15" passenger tires. All OEM tires and wheel size must be same size. You may groove tires.
 - Bead locks allowed on the right side only front and rear.
 - No softening or conditioning of tires is allowed. All tires must meet a durometer of no less than fifty-five (55).
 - No aluminum wheels. Minimum 1" OD lug nuts. Wheels must be 7" or 8" wide and made of steel. Wide-five adapters are prohibited.
 - Spacer or adaptor, offset wheel or a combination of the two is permitted, but may not exceed two (2) inches total offset per wheel.
- **ELECTRICAL & IGNITION SYSTEMS**
 - Battery may be moved and must be securely mounted. If in driver's compartment, it must be totally encased. Battery positive post must be covered.
 - No voltage enhancing devices allowed.
 - All wiring shall be neatly bundled and secured to chassis, all wires passing through holes shall have a rubber grommet to prevent wires from shorting to chassis ground.
 - OEM HEI or OEM point distributor only with one stock 12 volt coil is allowed. No aftermarket performance parts allowed with the exception of plug wires.
 - No timing retard, voltage reduction, or traction control devices of any kind allowed.
- **FUEL SYSTEMS**
 - Fuel cells are mandatory. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel. Fuel cell must be mounted in the trunk area of car only using a minimum of two 1 ½" x 1/8" steel straps wrapped completely around.

- Cell and mounted to chassis of the car. Bottom of fuel cell must be set in car no lower than bottom of frame rail.
- Fuel lines may be routed in one of two ways:
 - Under the car and kept above the bottom of the frame rails.
 - Run through the interior of the car but must be run through a steel tube.
- All fuel pumps shall be mechanically driven and bolt directly to engine block in stock location.
- No electric, belt drive, or rear drive fuel pumps allowed.
- No pressurized fuel systems allowed.
- No fuel additives of any kind are allowed.
- Pump gas only.
- "No" 110 racing fuel allowed.
- No E 85 or E 98 allowed.
- **CARBURETOR**
 - 500 Rochester allowed.
 - 500 Motorcraft carb allowed.
 - 4412 Carburetor is allowed. Must be stock and pass a go no go gauge. No down leg boosters and no altering of booster cluster. Throttle shaft must remain stock and must not be thinned or cut in any manner. Stock throttle plates and screws, must not be thinned, cut or tapered. Maximum throttle bore 1 11/16" and maximum venturi bore 1 3/8". No modification of carburetor. No boring or polishing of throttle or venturi bore allowed. No Performance Carbs. Carburetor is subject to claim. Carburetor has a claim of \$400.00 outright, no exchange. The track has the right to exchange your carburetor with a new one. USE CARBURETOR ADAPTER Mr. Gasket part #1933 or #1929 ONLY.
- **INTAKE**
 - Stock cast iron OEM quadrajet or 2 barrel intakes.
 - GM – Edelbrock #2101, Star Performance #9101, or Renegade #72001
 - Edelbrock 3701 also allowed, do not confuse this with 2701. 2701 is not allowed.
 - Ford – 2121 or 2181
 - Chrysler – 2176 or 3776
 - No porting or polishing. No gasket matching.
 - "Unaltered"
- **ENGINE & TRANSMISSION**
 - A V-8 engine and OEM size configuration are mandatory. 360 cubic inch is the maximum.
 - No stroker motors.
 - Engine must remain in stock location, no moving motor back or down or up. Motor mounts in stock locations only.
 - **SIZE** – Maximum size of engine block :
 - 350 gm .060 max. / 351 windsor ford .060 max. / 360 chry. .060 max.
 - Harmonic balancer on G.M. minimum 6 3/4".
 - Smaller engine allowed no stroker engines allowed!!!!

OEM firing orders cannot be changed.

9 to 1 compression max.

- **HEADS** – GM approved castings : 14079267, 3986336, 3986339, 3986339x, 3986388, 3932441, 376445, 3928454, 3932454, 393493, 3876487, 3973487, 3973487x, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. No vortec heads. 76 c.c. min., stock, no performance heads (no double humps, no 292-041 & 292-041-186 castings, no lt1., no bowtie, no center bolt valve cover, or aftermarket allowed.) No porting or polishing, 3/8ths non shouldered screw in stud allowed, no guide plates, 194/160 valve max. no 202/160 allowed. 305 heads on 305 blocks only!!!
 - **Camshaft** – Hydraulic camshafts only. Hyd. Cam 455 maximum lift at valve, stock 1.5 ratio rockers only no tolerance. Self-aligning rockers are ok. No B Hive valve springs allowed. No roller cams, no roller tip or roller rockers allowed. Chevy 1.260 max. PRC 1000 spring 90# @ 1.750 seat pressure and 275# @ 1.250 open pressure or Ford & Chrysler 1.460 max. diameter single valve spring with flat dampener.
 - **CRANKSHAFT & RODS** – Stock appearing, no light weight no h-beam rods. 3.48 stroke max..
 - **PISTONS** – Any flat top, 4 valve, 2 valve, unibrow, or dish piston allowed. Not allowed: domed pistons of any kind, lightweight pistons, or gas ported pistons.
 - Any stock cast iron exhaust manifolds. Ram horn, center dump, & LT1 are ok. No aftermarket. Maximum 3.5 exhaust pipe.
 - Headers allowed.
 - Aluminum radiators allowed.
 - Transmission must be OEM stock transmissions only. OEM transmissions cannot be altered in any way. No aftermarket racing transmissions of any kind allowed. Anyone using racing transmissions of any kind will be disqualified for that event and will lose all points and money earned for that event. Upon returning to race, car must pass tech prior to heat race.
 - Cast iron bell housing or explosion-proof bell housing is mandatory.
 - Automatics must have all working gears and OEM only, full size OEM stock torque converters only. Stall type torque converters of any type are not allowed. No dummy converters.
 - No aluminum or Corvette components.
- **STANDARD TRANSMISSION**
 - Unaltered 3 or 4 speed in OEM production case.
 - No 5 or more speeds.
 - Must have all working gears, reverse, and natural positions.
 - Functioning shift levers in stock locations.
 - Steel OEM style/size flywheels, no aluminum no billet flywheels.
 - Bolted directly to the end of the crankshaft.
 - Flywheel must weigh 15 lbs. minimum.

- Clutch must be 10.4" minimum, full face clutch, no puck clutches, stock appearing pressure plates, stock spring type disc, full face solid hub clutch allowed. Clutch assembly must weigh 15 lbs..
- Stock clutch assembly inside an explosion proof bell housing covering 270 degrees around top of clutch and flywheel.
- **FORD**
 - Base engines will be 289, 302, & 351(windsor).
 - Max. valve size: 1.84 intake and 1.60 exhaust
 - 456 max. lift at valve.
 - No angle milling of cylinder heads. No aluminum heads.
 - No 255 cranks.
 - No Hi po, No Boss.
 - Max. CID 362.
 - Stroke must match block.
 - C-4 or C-6 unaltered transmission with full size working torque converter. No dummy converters.
 - 2 speed power glide with full size work torque converter allowed.
- **FORD GT 40 HEAD CASTING OPTION:**
 - GT40 or 40p on a 289 and 302 blocks only.
 - Max. stroke size 3.0
 - Must use stock valve springs. No valve spring upgrade.
 - Valve springs 100# at 1.750
 - Must use stock valve size intake 1.84 and exhaust 1.54
 - 1.6 rockers max. no roller tips
 - No porting or gasket matching.
 - No 255 cranks.
- **CHRYSLER OPTION:**
 - Base engine size 318, 340, or 360.
 - .040 max. over bore.
 - Approved head castings: 3418915, 3671587, and 4027596.
 - Minimum 71cc chambers.
 - Valve size: 1.88 intake / 1.60 exhaust
 - 3 angle valve job ok.
 - Non shouldered screw in 3/8 studs allowed.
 - Stock 1.5 ratio rocker arms.
 - Valve springs: 1.494 max. diameter / .96 lb. max. seat pressure
 - Intake manifolds: Edelbrock manifolds 2176 or 3176.
- **SAFETY**
 - A toggle type ignition kill switch boldly marked "ON & OFF" must be connected and located directly behind the driver's seat or in easy reach of the driver. Helmets are required and must be a MINIMUM of SA2005 with certification label inside helmet. Helmet must be worn at all times car is on the track and must be provided for inspection.

- Roll bar padding (fire retardant recommended) on all roll bars within the reach of the driver's head must be covered with roll bar padding.
- SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear highly recommended. Fire retardant gloves and fire retardant shoes are required.
- Minimum 5-point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured. Seat belts and shoulder harness cannot be more than three years old.
- Aluminum seat only, must be bolted in using minimum 0.375 inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports are highly recommended. Seat must be mounted inside the frame rail and ahead of the "B" Post of the roll cage. Bottom of seat can be no lower than the bottom of the frame rail.
- All cars must have an approved rib or mesh window net on driver side of car.
- It is recommended that cars be equipped with a fully charged Halon On Board Fire Suppression System.
- It is recommended that each team have a minimum 10 lb. dry chemical and/or 10 lb. CO2 and/or 2.5 gallon water fire extinguisher in their pit area.
- Steel drive shafts and yokes only allowed. Drive shaft must be painted white. Rear springs must be cable or rope tethered so that they do not come out of a car. Cable must be 1/8" minimum diameter or rope must be 3/8" minimum diameter. Roof escape hatch approved provided it is closed and latched during racing.
- **CLAIM RULES**
 - Drivers eligible to claim must be on the lead lap of the A-Feature. If there are two drivers claiming the same car after the feature event, the driver finishing furthest back in the A-Feature event will be allowed the claim first. Then the next driver up in the finishing order will be the next driver allowed to claim, and so on up the finishing order.
 - Claiming Driver must walk to the Tech Area immediately following the A-Feature event. *Do not drive into Tech area unless in the top 3.* He/She then has ten (10) minutes to make the claim. The claim must be written out, state what is being claimed, signed by the claiming driver and have the money (cash only) for the claim with it. The claim must be given to the Head Tech Official within ten (10) minutes after the finish or completion of the A-Feature event for that class.
 - Claiming driver can only claim a total of up to one (1) time per racing season. Driver being claimed can be claimed up to two (2) times per racing season. Any driver refusing the claim will be disqualified for the night. They will not receive any points or pay earned that night. On a second refusal you will not receive any points or pay earned for that night, there will also be a \$200.00 fine issued and must be paid before you will be allowed to compete at Atchison County Raceway. Any Driver refusing a third claim during a racing season will be disqualified for the night, they will not receive any points or pay earned that night, and will lose all points earned for the year. A fine of \$300.00 will be issued and must be paid before you will be allowed to compete at Atchison County Raceway.

- **PARTS ELIGIBLE FOR CLAIM:**

<i>SHOCKS</i>	<i>\$300.00 for all four shocks</i>
<i>CARB</i>	<i>\$400.00 outright</i>
<i>ENGINE</i>	<i>\$1,500.00 outright</i>
	<i>\$750.00 exchange</i>

- **ENGINE CLAIM**
 - The claimer must examine the engine before and after removal. Once removal has started, the claim is final except in cases of engine DQ.
 - Engine must be removed within one hour from acceptance of claim.
 - Engine must be removed at ACR shop under the supervision of the head tech official.
 - Engine must be stamped by tech official before it leaves ACR property.
 - The claimed engine must be raced in the following week's event.
 - The claimed car has the option to accept \$1,500. OR \$750. and the claimer's engine on exchange.
 - The driver filing a claim must also pay a \$50 for the tow truck to pull the engine.
 - If engines are exchanged, both drivers must pay \$50.
 - Engine claims do not include: flywheel, clutch, pressure plate, bell housing, exhaust manifolds, carburetor, starter, fan & pulleys, motor mount, sending units and switches for oil pressure and water temperature, carburetor adaptor, clutch ball, clutch arm, throw out bearings, dip stick, water pump, distributor, plug wires or fuel pump. The engine will be delivered in sealed long block form.
 - Any motor being claimed or exchanged as a result of a claim will be subject to tear down. Any motor not passing tech will result in the claim being void. Any motor found illegal in the tear down will result in a disqualification for that car. Any car failing tech at any time is subject to a pre-tech inspection upon returning to race at ACR.

- **Feature Win Tear Down Rule:**
 - Any car that wins a feature event can be required to remove the intake manifold and one cylinder head. The engine bore, stroke and heads will be inspected. If any item fails inspection, the driver will lose all points on the season and winnings for the night. A \$100 fine will also be assessed and must be paid before returning to race at ACR. ACR OFFICIALS MAY REQUIRE TEAR DOWN FOR INSPECTION AT ANY TIME. This tear down rule is in place to keep engines in this class as economical and affordable as possible. Tear down is in addition to a complete teching of the car. Everything is on the table to look at and anything that fails whether it is drive train or chassis will be met with points lost for the season.
 - On average a car will be tore down every tree wins. This does not mean we will wait until 3 wins. ACR officials have the right to tear down on 1 or 2 wins. \$50.00 will be added to participants pay if found to be legal.
 - **It is not the responsibility of ACR tech to ensure that your car is legal. It is the driver's responsibility.** If you are not sure of any rule ask before you win a race.

- **Drivers: Check with ACR officials before you do anything to your car which is questionable.**

OEM: Does NOT mean High Performance. If you want to build a high performance motor try the Street Stock class.

Anytime a car is disqualified in the tech area that car will have to pass tech prior to heat race upon returning to ACR.

IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.

Call or text with any questions – Phil 913.370.2520