

2010
MINERAL CITY SPEEDWAY
HOBBY STOCK RULES

CAR BODY---

Any 1960 or newer American made stock passenger automobile with factory steel top. No Camaros, Firebirds, or Station Wagons. Sunroofs and T-tops must be reinforced and enclosed. All bodies must be OEM, or OEM replacement. No Spoilers, wings, skirts, air scoops or anything that alters the stock appearance. No gutting of trunk lids, gutting of hoods is allowed. All hoods and trunks must be securely fastened and the back of the hood must be sealed off from driver's compartment.

- Maximum seven-inch sun visor may be added to top of windshield opening only.
- All sharp edges, torn fenders and body panels must be repaired prior to next race. Must have a minimum of three bars, at least .250 of an inch in diameter (solid, no hollow tubing allowed) in front of driver. No ballast allowed.
- No interior tin or other covers. All doors must be secured shut; (welded, chained, bolted etc). The front inner wheel wells may be removed. But not the rear wheel wells. Hood and trunk lid must be pinned not bolted.

FRAME-- 110 inch wheelbase minimum for unibody cars, 107 inch for full frame cars. Frames may be X braced. Unibodies must be tied-rear frames to front frame. NO station wagons, convertibles, front-wheel drive, four wheel drive or rear engines. Fords can be on Ford frames only, Chryslers can be on Ford or GM frames. Maximum 1" x 2" steel rub rail from fender well to fender well - bolted allowed, must be flush with body.

Bumpers must be in stock location. Front and rear bumpers must be capped to the fender the width of the bumper. Front and rear bumper must have two 1/8" cables connected to main frame to keep them from hitting the ground if broken off.

SUSPENSION

Must be original type suspension and match frame. Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame (STEEL only), bolt on spindle savers allowed. Upper A-frame mount must remain OEM and cannot be moved. No add-on quick steer boxes. No racing shocks, springs. Etc. Shock mounts must be the same on both sides of the rearend. No spacers lumber, or chains allowed. Rear spring rubbers will be allowed. Any shock may be claimed for \$30.00! One or all shocks on car may be claimed per event, counting as one claim on card. Driver cannot claim shocks and engine in the same event. Refusal to sell shocks will result in same penalty as engine claim refusal. Loss of all Mineral City Speedway points, a 30 day suspension and a \$300.00 fine.

TIRES & WHEELS

Stock (OE) 205/75 or 205/70, 14 inch or 15 inch passenger tires only. Tires must be inside the body. No mud, racing, or fancy exotic, trick gumball tires allowed. NO softening, siping or grooving allowed. No mag wheels allowed. Spoke steel wheels and steel racing whhels allowed. Maximum seven-inch wheel, Reinforcing of stock wheels recommended, One-inch lug nuts required.

ENGINE

Engines are restricted in one of two following methods.

1. Nine to one compression ratio.
2. Flat top pistons only: GM cars-must be 76cc heads or larger (approved head numbers are 335, 399, 388, 441, 454, 487, 624, 813, 882, 991, 993) Ford cars, no after market heads or SVO heads. Chrysler cars, no after market or W2 heads, 360 cubic inch heads only. Engine Quest (EQ) Stock Replacement (SR) cylinder heads, part number CH350I may be used. Head must remain as produced, valve sizes can not be changed. No beehive springs allowed. OEM firing order may not be changed. Racing oil pans are allowed with a recommended one inch inspection hole. Engine must appear strictly stock for that model and make and in the original mounts. No 400 or larger cubic inch parts allowed. Stroke must match block. No valve cover bolts in the center of the head and no adapters. NO porting or polishing or alterations of any kind to heads or intake. Disqualification and \$100.00 fine if illegal. No stud girdles allowed. Stamped steel roller tipped rockers allowed. Maximum 360 cubic inches (370 for Chrysler). Cubic inches will be checked. Must have OEM cast iron two barrel intake. No headers, must be cast iron exhaust manifolds. No center dump type manifolds. Exhaust must extend past the firewall. Must remain dual exhaust. No crossover or "Y". No electrical fuel pumps allowed. NO rev kits allowed. Aluminum pulleys and radiators allowed. NO aluminum flywheels. Any overflow tubes and to be directed to the ground, inside the frame rails. Mufflers are recommended. All cars must run a stock two barrel carburetor with a maximum top measurement of 1.380 and maximum bottom measurement of 1.688. No Holley. Remove choke, but no other alterations allowed. NO alternations to carb boosters, (note: carburetor may be claimed for \$50.00 following engine claim procedure. Carburetor or engine, but not both may be claimed by eligible driver on any given night.

A driver wishing to protest any engine tech issue of another car may post \$100, and the car being protested must make visible the area in question. In the event that the car in question is legal, its driver keeps the money. If it is found illegal, that car and driver will be disqualified for that event.

SAFETY

All cars must have an aluminum racing seat fastened to roll cage with grade 5 bolts, not bolted to the floor board. Five point racing belts, sub belt and shoulder harness required. SF1 approved full fire suit, fire retardant neck brace and fire retardant gloves required. Helmets are required and must be Snell SA90 or SA95. Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection. Belts must be mounted to the roll cage. Full size (minimum 16 inch by 20 inch) window net required (no string type nets or arm restraints) Window net to be mounted so that latch is at top front of driver side window. Kill switch required within easy reach of driver and must be clearly marked "off" and "on". 360 degree driveshaft loop is required and must be constructed of at least .25 inch by two inch steel and shall be mounted six inches back from front of driveshaft. Driveshaft must be painted white. Arm restraints may only be used as long in conjunction with a window net.

ROLL CAGE

A full perimeter four post roll cage with an x-brace in rear and rear kickers must be used. Roll bar padding required in driver compartment. Fire retardant padding recommended. Roll cage must be securely welded to frame. Must use .095 inch tubing at least 1.666-inch diameter for main cage and door bars. NO offset cages. Four post roll cage must be used, front and rear hoop welded to the OEM frame, rear hoop must have and X brace. Front down-bars must be tied together. Must have a minimum of one cross bar in top halo of roll cage. Must

be a minimum of 40 inches between front and rear down bars at the top of door pane. No more than 41 inches from top center of windshield to front edge of rear hoop: no more than 13 inches to front edge of front hoop and top halo must be no less than 40 inches across, outside to outside. Rear kickers and front hoop must be minimum 1.25 inch tubing with .083 inch wall thickness. Three horizontal door bars on both sides are mandatory. Minimum of four uprights tied from frame to top door bar on driver's side, three on passenger side. May have two bars for protection in front of radiator, behind bumper, within confines of body. No wider than stick frame horns. May tie front horns together. All bars front and rear must be minimum thickness metal, must be securely welded to outside of door bars on driver's side. An 18 gauge metal plate must cover the area from the top door bar to the rocker panel and from the rear down post to six inches in front of the seat. Must be visible for inspection. Must have a tow hook front and rear. Front hoops allowed. Absolutely no square tubing or galvanized pipe allowed. Fuel cell protection bar may be used, mounted frame rail to frame rails, no higher than the fuel cell and inside the trunk area. Maximum 1.75 inch pipe.

BATTERY

Batteries must be in marine type-case securely mounted in a metal frame in the trunk area.

FUEL

Gasoline only, no E85. Racing fuel cell required no boat or stock automotive fuel tanks. Must be securely fastened inside trunk of car and be mounted by at least two .125 of an inch solid steel straps, two inches wide around cell, above level of stick truck floor. Fuel cells must be in a steel container. Firewall must be between driver and fuel cell. All cell mounts must be steel, attached to frame/cage. No adjustable fuel cell mounts. Fuel cell vents must have a check valve. Firewall must be between driver and fuel cell. Fuel lines through driver compartment must be in metal pipe or metal conduit. No fuel filters in driver compartment. A limit of one standard fuel filter is allowed between the fuel cell and carburetor. No cool cans allowed. Gas only. No alcohol: No performance enhancing additives. Penalty for illegal fuel is loss of points and money for the night. There must be a bar across the top of the fuel cell from driver's side fender to the passenger side fender which can be bolted in.

BRAKES

OEM brakes on all four wheels must work. NO rear wheel disc brakes. NO after market brake pedal assemblies allowed. Brakes will be tested.

DRIVE TRAIN

Transmission must be OEM automatic transmission with functional torque converter, or OEM single disc-type clutch on manual transmission only. All forward and reverse gears must be operational. Torque converter must have a minimum of an 1/8-inch plug. Must have an approved scattershield or blanket. Scattershield may be constructed of a .25 inch by three inch steel, 270 degrees around flexplate or flywheel. NO truck rear ends allowed. Nine-inch Ford rear ends allowed, but must be mounted like stock rear end for that make and model. Rear end may be welded. No floater rear ends allowed. Rear suspension must match frame.

NUMBERS

Car number must be clearly marked on both sides of car: 24-inch height and 3-inch stripe width. Must also have car number on roof at least 18-inch height and 3 inch stripe width. Number must also be on back of car. If the

scorekeepers can't see the number you will not be scored.

MISC

No transmitting or listening devices allowed in the car. NO electronic monitoring computer devices capable of storing or transmitting information except tach allowed in the car. No digital gauges on the car. NO adjustable ignition control boxes allowed.

Rules are subject to change at any time