

2010 Hobby Stock

Safety: Required helmets must be Snell SA2000, SFI 31.1/2005 or newer. Must have helmet shield or goggles. Helmets must be worn at all times including packing. No passengers allowed during packing. SFI approved full fire suits, fire retardant neck braces and gloves are required. Fire retardant shoes highly recommended. Roll bars must be padded around driver. If in driver compartment, battery must be in enclosed box and securely mounted. 16X20 driver side ribbon or mesh type window net or arm restraints required. Window net to be mounted so latch is at the top front of window. Five point safety harness is required and must be securely mounted to roll cage using 1/2" diameter bolts. Aluminum racing seats only and must be securely fastened to roll cage. 360 degree driveshaft loop required and must be constructed of at least .25" by 2" steel mounted 6" from the front of the driveshaft. Kill switch to be mounted within easy reach of driver and clearly marked "on/off". Must have an additional master shut off switch mounted BEHIND driver seat on horizontal surface (floor is not acceptable), clearly marked "on/off", and be easily accessible from outside of car.

Chassis: Any unaltered U.S. manufactured full body rear wheel drive passenger car with full frame or uni-body. Minimum 108" wheelbase. Rub rails no bigger than 1" by 2" may be attached to the body from fender well to fender well and rear quarter panel, flush with body and painted to match car.

Roll Cage: All cars must have minimum 4 point roll cage. Material must not be less than 1.625" O.D. tubing and must have a wall thickness of .095". Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. Must be electric welded and well constructed. No brazing or soldering allowed. Location: No more than 41" from top center of windshield to front edge of rear hoop. Top halo must be no less than 40" across, inside to inside. On uni-body cars, cage will be mounted to four 1/4" plates and mounted to the floor with four 1/2" bolts per plate. Must have minimum of one cross bar in the top of halo of roll cage. May have front hoop from roll cage forward to protect radiator. Tubing may be added from top of roll cage to rear frame section to protect fuel cell. May have two bars for protection in front of radiator, behind bumper within confines of body, no wider than stock frame horns. May tie front horns together. Must have minimum of three windshield bars in front of driver.

Driver Door Bars: Must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver without causing undue difficulty in getting into or out of vehicle. Material must not be less than 1.5" O.D. tubing and must have a wall thickness of .095". Three horizontal door bars on both sides are mandatory and must be welded to the front and rear roll cage members. Minimum of four uprights tied from frame to top door bar on driver side, three on passenger side.

Body: All bodies must be strictly stock. Must be neat appearing. No chopping or channeling of bodies allowed. Must have full stock floorboard with metal firewall between trunk and passenger area. Maximum 7" visor may be added to top of windshield opening. No interior tinning allowed. No mirrors allowed. Minimum 12" vertical window opening on right and left sides. All windows must remain open, except opera windows may be covered with clear lexan. Must have windshield pillars, painted roll bars are not acceptable. Original firewall must be in stock location with all holes filled. Dash is not to extend more than 24" back from the center of lower windshield opening. Hood and trunk must be stock. No spoilers allowed. No body skirting allowed below body lines and must be securely fastened top and bottom. Must have front and rear stock appearing bumpers or bumper covers. You will not be allowed to compete without front and/or rear bumper. May reinforce to prevent loss (one bar from horn to outer end of bumper). Must have rounded corners, no sharp edges. Rub rails no bigger than 1" by 2" may be attached to the body from fender well to fender well and rear quarter

panel, flush with body and painted to match car. Minimum 24" tall numbers on both sides of car. Must have minimum 6" tall car number visible from front of car.

Suspension and Steering: Suspension and steering components must be unaltered, in original location, and match frame. Suspension must be stock type in original location. Tubular upper control arms allowed, but must be in stock location. Standard production steering parts only. **Steering quickeners allowed.** No screw jacks or adjustable spring cups, front or rear, allowed. Steel, non reservoir, racing shocks allowed but must be in original location. No extended shock mounts allowed. No adjustable control arm mounts allowed.

Tires and Wheels: IMCA G60 Hoosier required and must have a maximum width of 9" mounted on a steel wheel with a maximum width of 8". Beadlock allowed on right side only. Bolt-in plastic mud cap or foam only. No snap-in caps allowed. Must use only steel bolts. Grinding on tires allowed. No straight line cuts, grooving, or siping allowed. No softening of tires allowed. No recaps allowed.

Brakes: All 4 wheels must be stock hydraulic type with no adjusting type mechanism in the driver compartment. Disc brakes allowed on rear.

Intake and Exhaust: Unaltered cast iron intake and exhaust manifold only. Exhaust must exit behind driver with unaltered racing mufflers and turn down exhaust.

Fuel Cells: Racing fuel cells are mandatory and must be mounted by at least 2 steel straps 2" wide around fuel cell. Check valve required. If fuel cell does not have aircraft style positive seal filler neck/cap system; a flapper, spring or ball type filler rollover valve is required. Fuel cells must be enclosed in metal container. Firewall required between driver and fuel cell. All cell mounts must be steel, attached to frame or cage. No adjustable fuel mounts. Fuel lines through driver compartment must be in steel pipe or conduit. No fuel filters in driver compartment. Gas only. No alcohol or performance-enhancing additives.

Weights: Must weigh minimum 3100 lbs with driver after race. Loose objects and/or weights will not be allowed in driver compartment. All weights added to vehicle must be securely mounted to tubing or frame with at least two 1/2" bolts and painted white with car number. No weights allowed outside of the body. No weights attached above the deck of the car. Stacked weights will be at the discretion of tech inspector.

Battery: Must be securely mounted and shielded. Positive post must be covered.

Transmission and Drivetrain: Unaltered production type only. Automatic must have torque converter. Must have all working gears. Rear end gears may be locked or welded. Stock clutch in bellhousing. Ford 9" rearend allowed. **NO FULL FLOATER REARENDS.** Driveshaft must be steel and painted white. **Manual: Must have explosion-proof steel bellhousing - minimum 270 degrees around top of clutch/flywheel area. Automatic: Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate.**

Engine: Must be in original location and self starting. No limit on engine cubes. No roller rockers or roller cams allowed. Roller tips allowed. No vortec or aftermarket heads allowed. Any over flow tubes must be directed to the ground, inside frame rails. Stock pushrod type fuel pump only.

Carburetor: No aftermarket carbs. No Holley carbs. Stock OEM carbs only. Carburetor adapter plate and/or spacer may be used, 1" maximum between carb and intake. No air funneling devices. Metal top open air cleaner allowed with maximum 4 inch element.

Traction Control: No computers allowed on racecar, including, but not limited to, electronic traction control devices. Any driver caught with a traction control device will be subject to a fine, seizure of illegal parts and/or a lifetime suspension from all Drt Trak events and a notice of the details of suspension will be sent to all promoters in Eastern Iowa and Western Illinois.

Protest Rules: All intent to protest must be placed with a race official immediately following the feature with \$100 cash. Car in protest will be checked and if found illegal car will lose all points and awards for that night and protester's money will be returned. If car is legal then the protested car receives the money. Car owners and drivers are the only ones allowed to protest. Track officials have the right to protest any car, at any time, at no charge. No driver may protest more than two times during the racing calendar year. Protest is in effect on opening night for all eligible drivers and driver must have been at track on opening night to be eligible to protest second night of season. Following that, no driver may protest unless he/she has competed at the track the two previous consecutive events or 50% of the seasons races.

Any rule, covered or not covered, will be interpreted by track officials. Officials' decisions on scoring and rules are final. Promoter retains the right to change and/or interpret the rules in the interest of better competition or safety.