



## **HOBBY STOCK RULES - Updated 2022**

**ANYTHING NOT COVERED BY THE FOLLOWING RULES MUST BE CHECKED WITH CHEMUNG SPEEDROME OFFICIALS BEFORE PROCEEDING.**

**CHEMUNG SPEEDROME RESERVES THE RIGHT TO ADJUST ANY RULE FOR BETTER COMPETITION.**

**ALL CHEMUNG SPEEDROME MANAGEMENT DECISIONS ARE FINAL AND BINDING.**

**EVERY COMPETITOR MUST MAKE THEMSELVES AWARE OF AND FAMILIAR WITH THE TECHNICAL RULES IN THIS CLASS. EVERY INDIVIDUAL AGREES TO BE KNOWLEDGEABLE AND BOUND BY THE CONTENTS OF THE CHEMUNG SPEEDROME HOBBY STOCK RULE BOOK.**

**NO TRACTION CONTROL DEVICE OF ANY TYPE IS ALLOWED. ANYONE CAUGHT WITH A TRACTION CONTROL DEVICE, OPERATIVE OR NOT, WILL BE SUSPENDED INDEFINITELY AND LOSE ALL POINTS & MONEY FOR THE NIGHT & ALL POINTS FOR THE YEAR.**

**\* 3 INCH SPOT MIRRORS WILL BE ALLOWED INSIDE DRIVERS SIDE ONLY\***

**1. FRAME:** Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Frame must match body. Minimum, maximum one-inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inches by three-inch steel tubing with minimum 0.083-inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. Camaros, Firebirds, or Mustangs will be allowed to run.

**2. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.50-inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25-inch O.D. with 0.083-inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM

frame horns. Rear kickers (down bars) and engine hoop required and must be minimum 1.25-inch O.D. tubing with 0.083-inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with minimum 1.50-inch O.D. tubing. All bars must be inside body. Roll cage will be no further than 80 to 82 inches from the center of the left front hub.

3. DOOR BARS: All door bars and uprights must be minimum 1.50-inch O.D. with 0.095-inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

4. BODY: All bodies must be approved unaltered OEM, or OEM replacement, in OEM location and match frame. Maximum 31 inches from back of engine block to front edge of GM metric roof. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car), OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Tailpiece must be trimmed. No metal fabricated rear tailpieces allowed. Spoilers allowed, maximum 6 inch. Hood scoops allowed, maximum 4 inch but must be enclosed, OEM STEEL hood only, maximum three-inch bow, hood may be gutted. OEM STEEL trunk. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed. Trunk floor directly over rear end housing must be removed. Overlapping of body panels permitted. All glass must be removed, all windows in body must remain open; maximum seven-inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

5. DRIVER COMPARTMENT: Aluminum high-back seat only and must be bolted in using minimum 0.375-inch bolts. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Inside rear quarter panels, below window level, may be cut out. Doors and driver side B-pillar may be gutted. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049-inch thickness. Front firewall may be no further back than the rear of oval frame hole, must be vertical and 24-26 inches tall. All holes in firewalls and floor must be covered. OEM floor may be replaced from OEM front firewall to OEM rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight-inch-tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. Firewalls must extend to body. No mirrors of any kind. OEM Sway bar only, no aftermarket.

6. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM position and match frame. OEM rubber or steele A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. Exceptions are for 1978-1987 GM mid-sized metric frame, OEM

upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed). Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed. (Spring spacers or adjustable spacers may be used).

**7. STEERING:** All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5" steel tube; replacement spindle with Speedway Motors raised cast - part number 91034501 (metric frame only); bolt on spindle savers allowed; OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended), steering wheel and quick release (required) may be aluminum. No steering quickeners (minimum 2.5 turns lock to lock. A safety hub on the RF Only is allowed and recommended.

**8. SHOCKS:** One unaltered steel, nonadjustable, OEM-mount shock, in OEM position, one per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125-inch O.D. shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole and centered on control arm bracket. All shocks subject to Chemung Speedrome approval. NO shock with a published racers net price greater than **\$125.00 U.S. currency** will be permitted. Any shock to be approved must be available to all competitors.

**9. SPRINGS:** One steel closed end spring per wheel only in OEM position. Minimum 4.5 inches O.D., maximum 14-inch free height, non-progressive coil springs only. Spring rubbers may be used.

**10. REAR SUSPENSION:** All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM position and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, pan hard bars, extensions, chains or cables. No suspension stops of any kind allowed. Upper and Lower spring cups allowed.

**11. REAR END:** OEM housing and carrier only. Ford 9" allowed. No floater rear ends. OEM, or OEM replacement solid steel axles only. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Welded spider gears or mini spool only. No scalloped ring gears cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces.

**12. BUMPERS/RUB RAILS:** Maximum one inch wide by two-inch-tall steel or Lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5-inch O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness.

**13. BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, operative four-wheel, disc (front) and drum (rear) brakes, must match frame or rear end. Rear brakes may be changed to disc's, must use OEM brake calipers with a bolt-on or weld-on steel bracket. If using rear drum brakes, Full OEM backing plates, no aftermarket allowed. No after-market master cylinders allowed must be in OEM and in OEM

position. No antilock brake systems. No aftermarket brake pedal assemblies, brake shut-off and no bias adjuster. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

14. EXHAUST: Racing headers 1 5/8" OR 1 3/4" DIA. or OEM cast iron exhaust manifolds only. No adaptor allowed between manifold and head. Maximum three-inch O.D. exhaust pipes. Exhaust must extend past firewall and turn out away from and behind the driver. Must remain dual exhaust, no crossover or 'Y' pipes. No 180 deg. Headers. No pan evac systems, exhaust sensors, coatings or wrap. No exhaust pipes allowed in drivers compartment. Mufflers are required. A muffler falling off the car may result in immediate disqualification.

15. FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. A fuel shut off is MANDATORY and must be easily accessible by safety workers.

16. FUEL SYSTEM: Racing fuel cell required, maximum 22-gallon capacity (Recommended:12 gallon), must be in minimum 20-gauge steel container. Must be securely fastened in trunk above level of OEM trunk floor (Bottom of fuel cell can be no lower than the center of the rear end housing), behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one-inch square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. 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. One fuel filter allowed, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators.

CARBURETOR - One 500cfm Holley allowed. CARBURETOR must maintain stock venture and throttle bore dimensions: primary venture 1 3/8". The only allowed part numbers are Holley 4412CT or 4412C. CARBURETOR must remain stock in all respects. Booster height must remain stock (no cutting or polishing). No visible modifications without disassembly. Chemung Speedrome carb tools shall be final.

**CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW, ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL**

- Holes drilled in the throttle plates for proper idling
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface, a maximum of .015" on each side.
- Removal of choke plate and shaft
- The jets may be changed as needed.

Carburetor Spacer / Adapter plate: Only one spacer ALLOWED and must be .100 maximum thickness gasket per side. NO modifications to the spacer are allowed. Throttle linkage must be mechanical type. **NO** cable types. (2) two return springs are **MANDATORY**. Toe strap **MANDATORY**.

17. WEIGHT: No ballast allowed. Any item deemed as ballast will be required to be replaced - i.e. fuel cell straps, fuel cell cans, battery boxes, etc. No titanium, magnesium, carbon fiber or tungsten products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

18. BATTERY/STARTER: One 12-volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. A battery disconnect switch is MANDATORY and must be easily accessible by safety workers.

19. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12-volt ignition system and HEI distributor only. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM-appearing. No ignition boxes. All wiring must be visible for inspection. OEM type alternator with internal regulator allowed. No electronic traction control devices.

20. TIRES/WHEELS: Unaltered 15 passenger tires only. Tire size must be legible, any tires without size visible will be illegal. Only 235-70/75-15 or smaller tires will be used. Must be 300 rating or higher, No racing, snow or all terrain tires. NO use of bleed off or pop off type valves. Hand grooving, buffing, grinding and/or cutting on any area of the racing tire will **NOT** be permitted, MINIMUM. of 2/32" of rubber. One inch O.D. steel lug nuts required. Racing wheels will be required, 8" maximum, Must be steel construction.

21. TRANSMISSION/DRIVE SHAFT: Automatic or Standards allowed. All gears must work, Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bell housing. Minimum 10- inch clutch, Minimum 10- inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125-inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flex-plate. Flex-plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Drive shaft: Steel drive shaft (minimum 2.5-inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two-inch solid steel, or one-inch tubing, mounted six inches back from front U-joint.

22. ENGINE COMPARTMENT: Engine must be in OEM location. Ford metric frames must have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement or fuel pump clearance. Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed. No mid-plate allowed. Minimum two-core radiator must be mounted in front of engine. Overflow tubes must be directed to ground. (2) Steel or aluminum V-belt pulleys only. Serpentine belts are allowed. No electric fans, surge tanks or vacuum pumps. NO anti-freeze allowed, must run water, cooling additives are permitted. OEM type steel or aluminum water pumps only.

It is strictly forbidden to tamper with the factory or any Chemung Speedrome engine seals in order to gain access to the internal working of the engine. Anyone caught tampering with the seals shall immediately have their engine confiscated by Chemung Speedrome, fined \$1000.00 and be stripped of all points accumulated up till the time of the infraction. Multiple infractions of this rule will result in larger fines and longer suspensions. Anyone refusing confiscation / seizure may not compete in any point races in that class for the rest of the calendar year and will be fined \$500 which must be paid before competing again at the track.

**23. ENGINES: 9.0-1 compression ratio MAX.** All cars using the GM602 crate engine. All crate engines must remain as delivered by GM including harmonic balancer, distributor, valve covers, rocker arm, etc.

**CLAIM ENGINE:** Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle stock production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all points for the season, \$1,000 fine and a 30-day suspension. Maximum compression ratio is nine to one, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc. (track option which method is used). Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aero-wing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. ‘Wet’ sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch or larger inspection hole in all pans - no obstructions to crank and rods.

**CYLINDER HEADS:** Steel only. Must be unaltered approved OEM chamber (GM). Only GM OEM approved head numbers are: Double Hump heads will be allowed, maximum compression ratio cannot exceed 9.0-1. Maximum size valves on these heads are 2.02-inch intake and 1.60-inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch ( $\pm .015$  tolerance) maximum O.D. valve springs. All SR heads 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 or World Products head, for any reason); Ford - no SVO heads; Chrysler - no W-2 heads, 360 cubic inch heads only.

No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification and \$250 fine if illegal. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM - 1.250 inch ( $\pm .015$  tolerance) maximum O.D. valve spring,

**INTAKE:** Unaltered, approved OEM cast iron, low-rise, two-barrel intake. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Wieland GM #7547, #7547-1; Ford #7515, #8023

or #7516; Chrysler #8022, 2101; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. No cooling lines allowed.

Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

**24. ENGINE CLAIM:** Claim is for Claim Engine ONLY, 602 crate motors **are** included in the claim. Claimer rule will not be in effect until after the first two-point races, claimer only in effect for regular season point races. No driver or owner may claim unless they have competed in all previous point races. Exception is: If a driver is claimed at any weekly point event, he may claim at any following events at the track without perfect attendance.

Driver or owner may only claim **(1) one** motor during calendar year. Exception: After any driver has had more than one engine claimed, they are eligible to claim as many as they have had claimed.

Driver or owner making claim **must have cash in the amount of \$3500.00 US currency to Pit Stewart within 10 minutes after race.** Car making claim must finish the race on the lead lap. \$50 goes to wrecker for pulling engine and \$50 goes to official. All motors to be removed at the track in a reasonable amount of time. Any sabotage must be discovered at the track. Drivers are accountable for sabotage. If sabotage is determined by official, claim will be disallowed, and money will be returned to claimer. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all events until such time as a \$500 fine is paid, for first offense, second offense penalties will be \$750 fine and/or suspension, third offense driver will be suspended from further races at the track. Claimer then has option to accept or decline engine - if declined, claiming driver is not charged with claim.

Claim does not include - 1. flywheel, 2. carburetor, 3. carburetor adapter, 4. starter, 5. motor mounts, 6. oil/temp. sending units, 7. fan and pulleys, 8. dip stick, 9. water pump, 10. fuel pump, rod and plate, 11. distributor, 12. plug wires, 13. water outlet and restrictor. 14. Exhaust, 15. spark plugs

The Promoter has the right to claim any engine or seize any engine for tech purposes at any time.

Anyone refusing claim / seizure may not compete in any point races in that class for the rest of the calendar year and will be fined \$500 which must be paid before competing again at the track.

**25. SAFETY EQUIPMENT:** Rules always apply when the car is on track. Snell-rated SA2015 OR newer helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inches by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Minimum three inches (two inches with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Safety belts no more than five (5) years old.

**RADIO:** One-way radio system (receive only) is mandatory, Track Frequency is 454.000.

**TRANSPONDERS:** Transponders are mandatory. Transponder location, 12-18" behind right side rear wheel and no higher than 18". Transponder must have an unobstructed view of the racetrack surface. It

is the driver's responsibility to be sure their Transponders is charged working. If your transponder stops transmitting during the race, your car will not be scored.

26. EXHAUST SYSTEM- All cars must run mufflers, all cars must be a maximum of 95 decibel checked from the center of the track. Muffler falling off car may result in immediate disqualification.