

North Central Arkansas Speedway, LLC
Hobby Stock Rules

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

NCAS officials reserve the right to change, delete, or amend rules in the interest of competition and safety. All participating drivers agree to abide by and not attempt to manipulate the NCAS rules set forth and acknowledge that their car is subject to inspection any time by a Track Official.

Body: Any year model production American full-size car. All cars MUST remain stock in all aspects and must have complete stock body with the exceptions of, aluminum stock appearing doors and aluminum fenders, fiberglass stock appearing hoods ok. Cars may use aftermarket front nose piece and rear bumper but must remain stock appearance. Trunks must slope down from back glass opening towards taillight and maintain stock appearance. Rear deck heights: Camaro we will measure 12" from top of frame at rear of car to top of deck at rear of trunk. Trunk lid must slope to rear of car. May have factory spoiler or 4" spoiler max with 6" long sides no taller than top spoiler. Metric cars 40" from ground to deck at rear of trunk with 4" spoiler max with 6" sides max no taller than top of spoiler. Maximum deck height in interior must not exceed 44" anywhere. Trunk must slope downward to rear of car. May use fabricated rear bumper but must remain narrower than body with no sharp ends and must be capped. No mirrors or reflective devices of any kind. All chrome glass, trim, etc. must be removed. Windshield must be removed and replaced by at least 3 windshield bars at least 3/8 diameter in front of driver. Gutting of body is allowed. Must have steel OEM floor pan from frame rail to frame rail with transmission tunnel from cowl to rear body panel back to rear end yoke full OEM firewall frame rail to frame rail. Must have rear firewall between driver and gas tank, aluminum decking in driver's compartment is allowed but must have inspection hole for steel floor pans.

6" Max hood drop from cowl to front of fender

44" Max center of front hub to nose

66" Max width outside of door tops measured at driver's seat

64" Max spoiler width
36" Minimum 48" Maximum from center of rear hub to rear bumper
3" Max fender or hood bubble
74" Max overall body width
1" Minimum outward body curvature (no flat sides – no dished sides)
40" Max deck at rear
44" Max top of spoiler
5" Max spoiler side height
10" Max spoiler side length

FRAME: Minimum 99" wheelbase can have 1" difference max to long side. You can run late model body on older frame but must remain stock in all aspects no cutting moving or shortening of frame. (Exception is 1980 or newer Ford frame or any truck frame can be shortened to minimum of 108" wheelbase.) Chevy to Chevy-Ford to Ford, etc. Stock rear trailing arm mounts may not be moved on chassis. Unibody must be tied together. Cage must be made of minimum 1 ½" x .095 roll bar tubing 1 ¾" x .095 highly recommended. Cage must be welded solid to steel frame, no bolting to floor pans. Drivers door must have 18 gauge steel plate welded in place, NO SPOT WELDS, either solid plate or individual plates between bars fully welded.

ROOF: May run manufactured roofs made of steel, minimum 20 gauge, must conform to manufacturer's dimensions for that body style and be stock appearing, NO MODIFIED STYLE ROOFS, NO STYLE LATE MODEL ROOFS, NO FIBERGLASS ROOFS. MUST BE STOCK APPEARING.

REAR SUSPENSION: May use 9" Ford or stock rear end. Trailing arms must remain stock for frame being used and be in stock location on chassis GM to GM-Ford to Ford, etc. No aluminum parts. No Schrader valves or adjustable shocks. No gas reservoir shocks. Shocks must be all steel. Cannot move spring forward back or side to side. Must be in stock location. Leaf springs can run lowering blocks but no adjustable lowering blocks. NO spring slider. NO type traction devices. NO roller bearings. NO heim ends. Must be stock type bushing i.e. if it came with rubber bushing with steel insert it must remain that way. Aftermarket stock replacement ok. NO floating bird cages coil eliminators or any other traction devices allowed!!!! NO weight jack bolts. Rear shocks must be in stock location. (If they came in front of the rear end they must remain there.) Fabricated mount ok heim ends ok on rear shocks only. Rear trailing arms no more than 2 7/8 inches from bottom of housing to center of bolt. Same both sides. Upper control arms no more than 2 ½ inches from housing to center of bolt. Same both sides. NO adjustment holes allowed on rear end or chassis, must be stock location on chassis. Torque arms cars must use stock type arm, aftermarket replacement ok but must match OEM measurement non-adjustable, must use stock type bushing, front mount may be fabricated but cannot be

adjustable.

FRONT SUSPENSION: Gm TO gm, Ford to Ford, etc. Stock suspension. NO tubular A-Arms. NO gas reservoir shocks. Shocks must be all steel. Steel bushing allowed in front, upper, and lower control arms only. NO aftermarket parts. NO weight jack bolts. Stock mount front shocks. NO Schrader valve or adjustable shocks-upper and lower A-Arms mount must be OEM in stock location adjustable front spring spacers allowed. If running sway bar must run OEM sway bar in OEM location. All mounting pounds must be stock and in stock locations. A-Arms and mount must be stock and unaltered. (Officials will be checking with jigs.)

SEAT BELTS AND SEAT: Metal racing seat only. Five points safety belts, sub-belt and shoulder harness required. Racing seat belts must be safety approved and less than 3 years old allowed. Seats and seat belts must be bolted to frame or roll cage. Helmets of at least snell SA2005 rating are mandatory. Complete one piece or two piece fire suits of flame retardant nature, must be worn by all drivers at all times when the car is on the track. SFI approved fire resistant gloves and neck roll required. Window net or arm restraints required NO exceptions.

STEERING: Removable steering wheel allowed. OEM rack and pinion steering allowed if car was originally equipped NO aftermarket rack and pinion units. Steering quickener allowed.

BRAKES: NO Aluminum calipers or rotors. Rear drums may be replaced by disc, provided they are OEM type components. Single piston cast iron OEM calipers on all four wheels. Calipers cannot be lightened. Brakes must operate on all 4 wheels. NO brake shut off allowed. Aftermarket pedals allowed but no brake bias adjustment allowed within reach of driver.

Engine Option 1 : Steel blocks only. 23 degree cast iron heads only. 360 ci max headers allowed. NO tri-Y headers. Starter and fuel pump must be in stock location. Tip of number on spark plug must be even or in front of installed upper ball joint. Oil pump must be in stock location and OEM. NO dry sump system. Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit. Must pull 16 inches of vacuum at 1000 RPM by tech man's gauge after race or before it is the tech official discretion NO 400 blocks. NO roller cams or roller lifters NO mushroom lifters. Only unaltered (no porting and/or polishing) aftermarket aluminum intakes are permitted. The following aftermarket intake manifolds are permitted. Edelbrock Performer (part no. 2101) Weiand X-Cel-erator (part no. 7547-1, 7515, 7516, 7545, or 8023) Edelbrock GM (27101 or 2716) Ford (7121, 7181, or 7183) or Chrysler (2915)
Engine Option 2 : 602 GM Crate engine allowed with 4 barrel carb. Must have original GM seals or approved rebuilder. Crate engine subject to be dyno tested

at any time, if legal, track pays cost of dyno, and if illegal, racer pays cost of dyno and loses all points and pays \$1,000.00 fine.

REAR ENDS AND DRIVELINES: Rear ends may be locked. 8" or 9" Ford may be used on all car makes. Floater rear ends are allowed. Minimum 2" diameter drive shaft must be painted white and must be steel and retained with a steel safety strap. NO traction control devices. NO ratchet rear ends or torque dividing differentials. NO cambered rear ends allowed. NO aluminum spools.

TRANSMISSION: Three or four speed OEM with all forward and reverse gears functional. NO direct drives. Bert, Brinn, or Falcon not allowed. Direct drive automatic transmissions are not allowed. Automatic allowed must have working torque converter car must move under its own power. Drive shaft must be steel. Must have 360 degree drive shaft loop, located within 12" of transmission yoke, loop must be steel, minimum of 1/4" x 2" wide flat stock.

CLUTCH: Car must have a workable clutch. Mini clutch allowed. NO aluminum flywheels. Clutch must be on flywheel.

CARBURETOR: Must use unaltered gauge-legal 4412 Holley 2 barrel 500 CFM One (1) carb is (HP Legal) properly installed carburetor is permitted must have stock OE casting numbers to identify carburetors make and specs at time of inspection. Aftermarket metering block is permitted. NO aerosol carburetors allowed.

IGNITION: Aftermarket OEM distributors allowed. NO adjustable timing control or magnetos allowed. NO MSD box allowed. Aftermarket ignition module and coil allowed. One 12 volt battery mounted in protected position and securely fastened.

STARTERS: Must be in working order and start racecar.

FUEL: MUST RUN PUMP GAS OR RACING GAS, NO ADDITIVES, NO E85, NO OXYGENATED FUELS Racing gas only. NO alcohol. NO electric pumps or pressure systems. Racing fuel cell mandatory and must be mounted to frame. Fuel cell must not hang below rear end housing must have metal can around cell. Maximum specific gravity of .745 NO oxygenated fuels or additives.

TIRES: 10 inch Hoosier asphalt take offs or Hoosier or American Racer Mod tires. Grooving and siping ok must durometer 50. NO tire softening or conditioning allowed. **NO MUD PLUGS ALLOWED.**

WHEELS: Any 8" steel racing wheel. Beadlock allowed on right rear only. NO wide 5's. NO mud plugs.

WEIGHT: All cars must weigh 3400 with driver after race NO tolerance. Lead must be mounted with 2 (1/2") bolts per lead. Cannot mount in driver's compartment or higher than top of doors.

ELIGIBLE TRUCK BODY SPECIFICATIONS BODY Any GM, Ford, or Chrysler full size conventional cab pickup truck. 67 models or newer chassis year. NO extended cab NO step sides. Two wheel, rear drive only. Engine and body must match, Ford in Ford or GM in GM, etc. All measurements shall be as referenced to stock truck except those stated in HOBBY STOCK measurement section.

CHASSIS: Any full size GM or Ford automobile or truck frame may be used. Frame must remain stock production in all aspects except behind center of rear axle housing. (minimum of 2" x 2" tubing on back) NO offset chassis. NO under slung chassis. Weights must be fastened with two (2) 1/2" bolts. Weights must be painted white with car number painted on weights.

SUSPENSION: Stock Steering box may NOT be relocated. NO aluminum parts. Front upper and lower A-Arms must be stock and in stock location. Rear suspension must match frame being used and use stock control arms. Minimum spring diameter 5 inches. NO coil-overs. NO coil-over eliminators. NO weight jacks.

MEASUREMENTS:

- A. Wheelbase 112" min.
- B. Center of front hub to rear of cab 76" max.
- C. Rear of cab to rear of tail gate 72"-77 1/2" max.
- D. Frame/sheet metal height 4 1/2" min.
- E. Roof height- NO tolerance 57" min.
- F. Top of tailgate to ground 37"- 39" max.
- G. Top of tailgate to bottom of bumper 30" max.
- H. Spoiler height - NO lips 4" max.
- I. Spoiler width - NO laterals 70" max.
- J. Front air dam ground clearance 4 1/2" min.

Visiting cars must call to verify compatibility of rules packages!