



URANIUM CAPITOL SPEEDWAY, INC.

P.O. BOX 3478 MILAN, NM 87021-3478

2018 Hobby Stock

General Overview

1. The vision for the Hobby Stock Division is to offer a fun, affordable and safe class of racing. These rules are designed to encourage a safe, competitive class with a limited amount of performance and modifications while keeping a limit on expense. In no way will the rules be interpreted to allow a car be constructed in an unsafe fashion that poses a danger to the operator or other competitors.
2. Drivers or passenger must be at least 13 years of age to compete in this class. (Proof may be requested at any given time.)
3. All Vehicles will receive an initial safety inspection and approval before the vehicle is allowed to participate in the first race of the season. (There will not be any grace period given, you are legal or you're not.) In addition all vehicles are subject to random inspections by Tech officials and to include race winners.
4. This class will have no tolerance rule for rough driving. If the vehicle is illegal, that vehicle will be moved up one division until the problem is resolved to the satisfaction of the Tech/Track officials and or Representatives.
5. All other track rules, policies and procedures will apply. **The word "STOCK" means: unaltered as originally produced for that year, make and model including after-market replacement parts. Unless specified below. I.E. Chevy to Chevy, Ford to Ford, Dodge to Dodge.**

BODY STYLE

- Domestic full-size two wheel drive passenger cars only, to include station wagons, El-Caminos and Rancheros.
- No pick-up trucks, vans, jeeps, sport utilities or convertibles.
- No 4 or 6 cylinder vehicles will be allowed without prior track approval.
- Front and rear bumpers mandatory. All bumpers front and rear must fit within stock bumper or bumper cover area and will curve back towards car body, which to eliminate any kind of hook that could catch on another car. (after marker/homemade bumpers are subject to approval by tech committee).
- No bumper higher than 22" will be allowed.
- Stock steel unaltered floor pan and Front firewall. Trunk and rear wheel wells may be removed. OEM floor may be repaired/replaced with .049 steel but must remain OEM dimensions. OEM fire wall may be repaired/replaced with .049 steel but must remain OEM



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dimensions. Firewall may be flat or straight and may be moved back to 6 inches from back of motor.

- Trimming of manufacturer's structural body must be approved by the tech committee.
- The front wheel wells may be removed.
- The body and fenders may be cut for tire clearance.
- All doors must be welded or bolted shut. OEM and Aftermarket body panels allowed. The car must retain the stock look.
- Unibodies may tie rear frame to front frame.
- The vehicle must weigh 3150 pounds minimum with driver.
- Hood of the car may be cut for air cleaner fit but must be enclosed.

CHASSIS and SUSPENSION

- All cars will have unaltered chassis, suspension.
- Shocks and springs must be in factory mounted position.
- Racing shocks, springs OK no suspension modifications are allowed (ie axle tie down, weight jacks, etc.)
- Quick release steering wheels are allowed. No quick steer allowed.
- Tubular upper control arms are permitted, They must retain the stock mounting location +/- ½ inch of stock length (GM stock length is: Camero 9-1/4, Metric 8").

BRAKES, WHEELS AND TIRES

- Factory brakes, no modifications allowed all four brakes must be in working order.
- Steel factory wheels, reinforced or aftermarket steel spoke type wheels are allowed. Max 8" wide. No homemade wheels, RR bead lock only
- Hoosier G60, American Racer KK704, or Street tires only, DOT radial no larger than 275/60/15. No studded snow or all terrain tires of any kind allowed.
- One inch O.D. steel lug nuts required.
- No bleeder valves.

ENGINE, TRANSMISSION, REAREND

- The vehicle must start under its own power and have both forward and reverse motion.
- Normally aspirated engines, carbureted only.
- Crate option GM 19258602 CT350 GM-Sealed 602 Chevy Crate Engine.
 - Must be sealed.
 - Must run MSD 8728 Soft Touch Rev Limiter Control for HEI w/5800 chip and must be out of reach of driver.



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- All power train items to be located in their original position and locations.
 - ENGINE SET BACK
 - The centerline of the leading spark plug hole must be even with, or in front of, the centerline of the upper ball joint.
- Hydraulic Cam only.
- Cast iron stock exhaust manifolds only. No headers.
- Unaltered, approved OEM cast iron, low-rise, two or four barrel intake. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiland GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176.
- Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. Ford - no SVO heads; Chrysler - no W-2 heads. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust. Aftermarket head numbers are: GM – EQ Part #CC167ES2 or #CH350I; Dart Part #10024267 or #10024360; World Products Part #043600 or #042670; E-Force Part #175762 or # 175769; Ford – World Products Part #53030; Chrysler – EQ Part #CH138B; RHS/Indy Part #20300 or #20301. Valve size no larger than 2.02 intake and 1.60 exhaust.
- Beehive valve springs are not allowed.
- **All cars must run MSD 8728 Soft Touch Rev Limiter Control for HEI w/5800 chip and must be out of reach of driver.**
- A/C, heaters and smog devices must be removed.
- The use of aftermarket valve covers, water pump, oil pan and radiator are allowed.
 - ALL Other aftermarket non-performance enhancing components are subject to approval by the Tec committee.
- Maximum compression ratio is nine to one, no tolerance. Compression ratio checked using Whistler and cubic inches checked 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 arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. 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 inspection hole in all pans (or removal of pan upon tech may be required). - no obstructions to crank and rods. Accumulator allowed, must be mounted under hood.
- Transmission components will remain stock in nature. Automatic or manual OK.



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- No Racing Transmissions.
- All standard transmissions must have shatter proof bell housing or a protective scatter shield. Scatter shield must be a minimum of 3/16" thick.
- Ford 9" allowed but must be mounted in stock location.

CARBURETOR

- 2 barrel Carburetor only. Holly 4412 500 cfm max, or factory **STOCK** unaltered OEM two barrel carburetor for that engine, except: booster I.D. may be machined to 0.25 inch, venturi I.D. machined to 1.375 inch and throttle bore I.D. machined to 1.6875 inch on Rochester carburetor. 0.625 inch minimum booster height on Rochester carburetor. Must remove carburetor choke plate only.
- 1 inch thick adaptor max.
- A four barrel to two barrel adaptor is allowed but cannot be thicker than 1 inch.

FUEL TANK/CELL

- Fuel cell required and must be in the trunk and separated from the driver's compartment by sheet metal and protected from impact.
- No fuel lines will be allowed in the driver's compartment unless it is enclosed in conduit.

SAFETY

- All glass, lights, trim, mirrors and plastic must be removed from interior and exterior. All combustible interior to be removed.
- The use of an aluminum racing seat is required.
- A full front window screen (metal mesh) with a metal support in the center, or 3 Metal bars in front of the driver is required.
- The following equipment and safety specifications are the minimum requirements to participate in the Hobby Stock Division. Any additional safety equipment is strongly encouraged.
 - ⊖ Driver and passenger must have a SA 2000 or better Helmet.
 - ⊖ SFI approved fire suit, neck brace, SFI Gloves and shoes.
 - ⊖ Window net is required for the driver side and if a passenger is in the vehicle the passenger side also, and must be in reach of the occupants.
 - ⊖ A five point harness is required for all occupants and must be 3" wide and approved with in the last 5 years. (Frayed or worn belts may be considered unsafe by the Tech.).
 - ⊖ A two pound fire extinguisher is required and must be mounted within the drivers reach.



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- ⊖ Battery will be soundly secured in the trunk, or in the driver's compartment in a battery box to the satisfaction of the Tech officials.
- ⊖ Passenger must be provided with a "hang on" bar. This may be mounted from the dash, floorboard or door bars and must be accessible to passenger while belted in. The location cannot impede entry and exit of passenger from the vehicle in the event of an accident.
- ⊖ The driver side door and if passenger is to be in the vehicle the door(s) must have 3 horizontal bars from the front upright to the rear upright of the cage. Ladder bracing and gussets are required on all door bars.
- ⊖ A 1/16th inch door plate is mandatory between the door bars and the outer skin. This is required on the driver side and if a passenger is in the car on the passenger side.

ROLL CAGE

- Roll bar requirements are a minimum 1 1/2inch .095 wall thickness steel tube/pipe.
 - One overhead and two rear support kickers with one cross bar behind driver and passenger seats.
 - Roll bar should be welded to frame when possible, if welded to a floor pan a 3x3 1/8 steel plate is required at all junctions plus 3x3 1/8 backing plate is required.
 - Front and rear loops are allowed.
- A full cage is recommended for the vehicle. The drivers head must not protrude above the top of the cage. Roll bar padding is recommended where the driver could come in contact with the cage bars.

Misc.

- A master kill switch is mandatory and must be in an accessible location to track officials and labeled.
- Tow chains are required on the front and rear of the vehicle securely fastened to bumper or frame.