



15112 National Pike, Hagerstown, MD 21740
PHONE (301) 582-0640 FAX (301) 582-3618
info@hagerstownspeedway.com

Hobby Stock Cruiser Specifications

updated May 30

ENGINES

- A.) No big blocks permitted.
- B.) Headers allowed classic 1 5/8 inch tube and Schoenfeld part number 107 and 107cmd2 are allowed.
- C.) Guide plate allowed.
- D.) Must use stock mechanical fuel pump.
- E.) Hydraulic cams shafts only. **Must be able to adjust to factory and maintains compression.**
- F.) Roller Rockers allowed must hold 14lb vacuum at 1000 RPM.
- G.) Any cast iron head, valve must be in factory location.
- H.) Minimum combustion chamber size will be 60 cc.
- I.) Any two plane intake.
- J.) Stock crankshafts and rods as manufactured for the block used.
- K.) Gasoline or Racing Gasoline only with no additives. (Cam2, Union, 76, etc.)
- L.) Gasoline is subject to testing.
- M.) Engine must remain in the stock position.
- N.) Stock two barrel carburetors and Holly 500 2 barrel with choke horn.
- O.) Venturi size will be checked with a calibrated go / no-go gauge.
- P.) Two barrel carbs. can be mounted using an adapter plate no thicker than 1 inch.
- Q.) Any adapter or spacer may be no more than 1inch thick.
- R.) A 1 inch hole must be drilled on side of pan for inspection purposes.
- S.) Flat top or inverted dome pistons only.
- T.) Pistons must be at zero deck height or below the deck at top dead center.
- U.) Stock Ignition **NO MSD**

CRATE ENGINE:

- A.) Part # 19258602 ONLY.
- B.) Stamps must be in place.

TIRES:

- A.) Street tire not over 11" wide must punch durometer reading of 66 or higher.
- B.) Hoosier M30 and M60
- C.) Hoosier M100 and M200 Medium and Hard permitted for this season only.

BODIES:

- A.) Must be a stock appearing body.
- B.) All body panels must be steel or aluminum.
- C.) Using a stock body, all lines and bends must match OEM body.
- D.) Hood must be kept in place at all times.
- E.) Body sheet metal must be kept in place at all times.
- F.) Stock type plastic nose will be allowed.
- G.) No additional piping in front for reinforcement.
- H.) All glass and lights removed.
- I.) All decorative trim, door handles, chrome molding, etc. must be removed.
- J.) No Plastic grills.
- K.) Stock appearing spoilers allowed no higher than 4 inches.
- L.) All doors must be welded shut.
- M.) Motor, transmission and rear end mounts must be in original location.

INTERIOR:

- A.) Steel floor pans from front fire wall to rear fire wall.
- B.) Interior should allow for easy access to driver from either side of car and be clear of material or construction methods that could cause injury to driver.
- C.) Interior must be gutted of all flammable material and upholstery.
- D.) Rear bottom seat cushions must be removed.
- E.) Rear seat shelf must be left in as fire stop otherwise aluminum or steel type metal firewall must be mounted to separate the driver's compartment from the trunk.
- F.) No mirrors or 2 way radios.
- G.) Steering column must remain in stock location right to left and front to back.
- H.) No steering quickeners of any kind.
- I.) Pedals must be in or close to stock location.
- J.) No extending the pedals rearward.
- K.) Driver seat should be in the same location as original.
- L.) Seat with seat belt and approved shoulder harness is required.
- M.) Seat belts are to be no older than 36 months.
- N.) Fire extinguisher within reach of the driver and safely mounted is mandatory.
- O.) No fluid reservoirs, tanks or radiators in driver's compartment
- P.) 24 X 24 inch 1/4inch steel or aluminum plate mounted inside driver's side door to protect driver is HIGHLY RECOMMENED and will be enforced in 2018.

FRAMES:

- A.) Must remain stock and to factory specifications
- B.) Suspension components: Tubular upper control arms allowed must remain as factory dimensions.
- C.) No adding of any suspension components from different makes or years.

- D.) No more than one spring per wheel and in original location.
- E.) Coil springs must be factory style.
- F.) Springs can be no shorter than 11 inches and no smaller than 5 ½ inches in diameter.
- G.) Spring rates can be split.
- H.) No weight jacks.
- I.) If a car is used that is manufactured without a full frame, frame must be tied together.
- J.) Stock or stock appearing shocks only.
- K.) Shocks must be steel and have stock type mounts.
- L.) With Weight Jacks, must be made stock height and welded all adjuster gone.

ROLL CAGE:

- A.) Must have a full six-point roll cage.
- B.) Roll cage must be welded 360 degrees with gussets and welded to frame. C.) A minimum of four (4) bars must be used in the driver's door.
- D.) Passenger side must have two or three horizontal bars.
- E.) Each bar must be a minimum of one and one-half (1 1/2) in. diameter with a minimum thickness of ninety-five thousandths inch (.095).
- F.) Two bars can extend into engine compartment and trunk area
- G.) Roll cage should be padded around areas where driver may come in contact.
- H.) All doors must be welded shut.

WHEELS:

- A.) 15 x 8 steel racing wheels only are permitted with a 3 inch offset on all four corners. Bead locks are permitted.
- B.) Reinforcing of wheels, especially the right front is mandatory.
- C.) Oversize lug nuts are required.
- D.) No "hung style" racing pedals.

TRANSMISSION AND REAR END:

- A.) Lock Rear or welded permitted.
- B.) 9" Fords Allowed. **NO DISC BRAKES**
- C.) All factory manual transmissions legal.
- D.) Transmission must remain stock and must match the make and model of the car (i.e. Ford/Ford, GM/GM, Chrysler/Chrysler, etc.). **No direct drive transmissions such as Bert, Brinn or Falcon.**
- E.) Must have a working torque converter.
- F.) Transmission must shift through all gears starting out in drive and will be checked.
- G.) Must have factory style single disk clutch and a blow proof and manual flywheel (must have inspection hole). **Must be 10 ½ inch minimum clutch.**

ENGINE LOCATION:

- A.) It needs to be in the original location from stock.

FUEL CELL:

- A.) Thirty-two gallon maximum safety approved fuel cell in a twenty (20) gauge steel box

supported by two (2) one-eighth inch (1/8") by two inch (2") steel straps top and bottom to safely secure fuel cell.

B.) All fuel cells must be mounted securely in trunk area of car.

C.) Fuel line should run under floor of car.

D.) If fuel line runs through interior, it must be encased and sealed at both ends.

E.) Bottom of fuel cell can be no lower than the bottom of frame rails.

F.) Fuel shall be subject to testing at any time.

DRIVE SHAFT:

A.) The drive shaft must be a minimum of two inches (2") in diameter.

B.) All drive shafts must be painted white.

C.) Only one drive shaft is permitted.

D.) A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.

E.) NO aluminum

F.) Steel ONLY

BRAKES:

A.) Standard production brake components only.

B.) No brake bias or balance bar allowed.

C.) Brakes must work on all 4 wheels at all times.

D.) No driver controlled brake adjusters.

E.) NO DISC BRAKES

WEIGHT LIMIT:

A.) A minimum weight limit is in effect.

B.) This weight limit is with driver at the finish of the race without adding fuel.

C.) **The weight limit is 3000 pounds.**

D.) NO WEIGHT LIMIT FOR CRATE ENGINES.

E.) If a car fails to make the legal weight following a racing event, car and driver will be disqualified.

SPECIAL NOTE

A.) The Hobby Stock division is designed to promote greater interest in stock car competition, to enable those of moderate means to participate without spending a lot of money for racing equipment.