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## Hobby Stock Cruiser Specifications

updated June 4, 2019

### 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**
- V.) Factory Vacuum port in carburetor base plate or intake and must remain operable for technical inspection at all times

## **CRATE ENGINE:**

- A.) Part # 19258602 ONLY.
- B.) Stamps must be in place.
- C.) 650 or Smaller 4 barrel

## **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 are **NOT** permitted

## **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 RECOMMENDED** and will be enforced in 2018.
- Q.) Stock factory floor boards and firewall. **NO** boxing of interior

## **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.
- B.) Bead locks are permitted.
- C.) Reinforcing of wheels, especially the right front is mandatory.
- D.) Oversize lug nuts are required.
- E.) 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.