

BATESVILLE MOTOR SPEEDWAY 2024 HOBBY STOCK RULES

Disclaimer: 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 all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race direction shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinions do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

1.) FRAME: Any year model American made car or truck that came production with leaf springs. No metric (Monte Carlo) or front strut type cars allowed. Unibody cars must be tied together. No front wheel drive vehicles. Wheelbase must match the factory spec for that frame (1 inch tolerance). No alterations to the frame are allowed other than bracing.

2.) ROLL CAGE: All tubing shall be at least 1.5 inch OD tubing of at least .095 wall thickness. The cage shall be an "A" shaped affair with bars running from the upper right corner to the lower left corner and just the opposite on the other side, forming an "X" as viewed from front to rear. There must also be a crossbar on top of the "A" and 4 bars down the side and around the top to complete the cage around the driver. Minimum three door bars, both sides, parallel to the ground, and perpendicular to the driver. 3.) BODY: Bodies must have a factory production appearance and may be made of sheet metal or aluminum. Any body style is acceptable as long as it is GM to GM, Ford to Ford, Dodge to Dodge. Body must match frame. Example: Leaf Camaro to leaf Camaro. Hoods and trunk lids must be pinned down. Front and rear inner fender walls may be removed. Trunk area may not be cut no further than pinion of rear end. Must have stock type floor pad rocker panel to rocker panel-third member pinion to front firewall. Must have stock firewall. Holes in firewall must be covered. Plastic nosepiece and tailpiece allowed, recommended to match body. No wedge or late model noses allowed. Ground effects OK. All glass must be removed, all window openings in body must remain open. A maximum 7 inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. No raised quarter panels. Fenders and quarter panels may be trimmed for tire clearance. Back of body must be enclosed from fender to fender. Deck height not to exceed 40 inches. Spoiler must not exceed 6 inches in height and only 2 end braces are allowed not to exceed 6 inches in length. Spoiler may not be wider than trunk lid. Enclosed interiors allowed provided you can crawl out of the passenger side. Back panel opened up to let mud fly out.

4.) BUMPERS/RUB RAILS: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, welded or bolted to steel bumper mounts. Fabricated tubular bumpers (front and rear) are allowed as long as the front bumpers are covered by a plastic

nose. All bumpers must have rounded edges. Main bumper bar must be minimum 1.5-inch O.D. (2" maximum) with 0.083 inch minimum (0.125 maximum) wall thickness. Must run inner rub rail mounted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. ALL CARS MUST HAVE TOW LOOPS SECURELY FASTENED TO FRONT & REAR BUMPERS.

5.) INTERIOR: 3 ¼ inch windshield bars in front of driver. All flammable material must be removed such as carpet, headliners, plastic, etc. Gauges must be removed. Aluminum high back or containment type seat only and must be bolted in. Driver seat must be in about stock position. SFI approved safety harness, neck brace is mandatory. Window net or arm restraints are mandatory. Quick release steering wheel is ok. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON." 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, front firewall may be reworked to allow engine clearance. Must be repaired with steel of at least same thickness as OEM. Inside rear quarter panels, below window level may be cut out. Doors may be gutted. All OEM holes in firewalls and floor must be covered with metal or aluminum. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind. Floor pan may be replaced with metal of equal thickness and weight.

6.) FUEL CELL: Racing fuel cells are mandatory. 32 gallon maximum. Fuel cell must be securely fastened in trunk above level of OEM trunk Floor, behind rear tires, with minimum two solid steel straps around entire cell, 2 inches wide and .0125 inch thick. NO FUEL CELLS ALLOWED OVER REAR END HOUSING.

7.) FRONT SUSPENSION: All front suspension parts including steering box must be OEM replacement. Aftermarket upper A-Frame may be used as described below. All mounts must be in stock locations. Only the following shocks are permitted: AFCO 10 series steel body shocks or PRO street stock series shocks. All shocks must be painted for ID purposes. No adjustable or aluminum shocks. Racing springs are allowed. No coil over shocks. No Heim end shocks. Adjustable/cheater weight jacks are allowed. OEM upper a-frame may be replaced using aftermarket upper. A-frame (steel or aluminum cross shaft allowed) must be non-adjustable and no heim ends bolt on spindle savers allowed. Shocks subject to dyno test at any time at the track official's discretion.

8.) REAR SUSPENSION: AFCO 10 series steel body shocks or PRO street stock series shocks only. No Heim end shocks. Racing springs allowed. No adjustable shocks. No coil overs. Screw type weight jacks are not allowed. All components and mounts must be steel, unaltered OEM or OEM replacement, in about oem location and match frame. This Means very close to OEM location. Rear shock mounts can be fabricated due to crash repair or previous elimination. No sliders. No sway bars, pan hard bars, spring spacers, extensions, chains, or cables. No suspension stops of any kind allowed.

9.) REAR END: 9-inch Ford housing highly recommended. GM rear end must have axle retention. Grand National rear ends are allowed. All rear ends must be locked. No Gold Tracs or any other form of traction control devices allowed.

10.) BRAKES: Must have at least 3 wheel brakes. Aftermarket pedal assemblies allowed as

long as brakes are not adjustable. Brake shutoff valve must be in engine compartment, no front to rear shutoff allowed. No brake bias gauges are allowed, and brake lines must remain visible.

11.) WHEEL/TIRES: • WHEELS: 10-inch max width steel racing wheels only. Bead lock wheels allowed on right rear only. Metal, plastic, or foam mud plug covers are allowed on all wheels. No plastic or aluminum wheels. 5/8-inch wheel studs mandatory. ** TIRES: Hoosier asphalt pull-offs or IMCA pull-offs. Tires must durometer at 45 at any time. Grooving and siping allowed. No softening or chemically treating tires. Sidewall markings must remain visible.

12.) WEIGHT: All cars must weigh 3200 lbs. With driver after race. All extra weight must be bolted to frame outside of the drivers compartment and must be painted white and be clearly marked with car number.

13.) BATTERY/STARTER: One 12 volt passenger car battery only and 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, un-aided or go to rear of that race.

14.) ENGINE: Engine must be stock production factory blocks only. Roller cam blocks are allowed and must run mechanical fuel pump. No bowtie or aluminum blocks. Casting numbers must be readable by Tech official. No 400 blocks engine set back to the #1 plug even with upper ball joint. Flat top or dished pistons only. 1 inch inspection hole in oil pan mandatory. No undercut counterweights on crankshaft. Must maintain stock stroke GM 3.184 inch, Ford 3.500 inch, Mopar 3.578 inch. Maximum cubic inch displacement to include clearance and wear is 361 GM, 363 Ford and 370 Mopar. Electric cooling fan allowed. Factory stock or HEI distributors only. No remote coils on GM car. No onboard electronic devices capable of storing information allowed. No aftermarket electronic amplifying devices allowed. No traction control devices of any kind. 602 GM crate engine will be allowed. Must have GM, IMCA, OR NESMITH seals. (must run 2 bl carb)

15.) IGNITION: HEI or OEM style distributors. No remote coils. Modules must be OEM style. No ignition boxes MSD/GM. No on-board data collection except recall tachometer. No traction control.

16.) INTAKE: Unaltered cast iron intake or cast-iron marine intake or approved unaltered aftermarket dual plane aluminum intakes allowed. No air gap intakes. No porting or gasket matching or acid dipping allowed. No Brezenski intakes or heads allowed. Plenum webbing cannot be removed on any intakes. No grinding of any kind on intake. Intakes may not be reworked under the carb area.

17.) CARBURETOR: Booster no larger than 0.308 diameter. 4412 Holley 2 barrel or Barry Grant/Demon 2 barrel allowed. 500 cfm. Bottom throttle plate hole 1 11/16 inch. Venture will measure 1 3/8 inch. Must pass go - no go gauge. Carb spacer no taller than 1 1/2 inch allowed. Pump, racing or aviation gas only. No nitrous oxide allowed.

18.) HEADS: Cylinder heads must be stock OEM (Vortec allowed) or stock replacement (listed below). Casting numbers or engraved markings must be readable by tech official. 2.02 -1.60 inch valves are the largest size allowed GM & Ford; 2.02 - 1.625 inch Mopar. No titanium components allowed. Aftermarket valve springs are ok, not to exceed 1.5 inch od. No " beehive" type springs. OEM or roller rockers allowed. No angle milling of heads. 62cc minimum combustion chamber on all heads. It is racers responsibility to check numbers. Screw in studs

ok, not to exceed 7/16 inch. Poly locks are ok. 043600, 043610 Summit:151124, 152123 Ford: Renegade:21960 Chrysler: Engine Quest: ch318b

19.) CAMSHAFT: Hydraulic cams only. No roller cams or lifters. Option #1: 480 lift maximum measured at the retainer. Option #2: 14 inches of vacuum at 1.000 measured by tracks tooling.

20.) HEADERS: Headers are legal.

21.) TRANSMISSION: Stock Production Manual or Automatic transmissions. Must have all working gears. Stock Production type flywheels, clutch, and pressure plates. No lite weight or aluminum flywheels. If using automatic transmission, must have working torque converter containing fluid. Automatic transmissions must be stock or TCI

22.) CLAIM/TEARDOWN: \$550 cash and swap. \$50 goes to wrecker for pulling engine. Driver claiming must have raced in hobby stock class the previous 2 feature events, claimed items include: block, rotating assembly, camshaft, heads, balancer & timing cover. Anyone wishing to make a claim must have finished the feature on the lead lap. Only Top 4 can be claimed. To claim, go to infield and hand cash to the official with the 5 minute protest period. If you leave track, claim is void. If you refuse to swap or teardown, you lose all money and points won that night and get a 4 week suspension. Second refusal, same applies plus a year suspension. Track owner may claim any engine. No driver may claim more than one engine per season. No driver can be claimed more than twice. Claimed engine will be marked and must be run upon return to Batesville Motor Speedway. If marked engine is not run upon first visit, you will not be able to run until marked engine is placed in car. \$225 teardown rule on pistons, cams, lifters, rockers, porting of heads and intake, flywheels/clutch, driveline. Driver only may protest. Only 2 representatives from each protest team allowed in infield during teardown.