



Aztec Speedway Hobby Stock Rules 2011

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.

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.

Unless otherwise noted, all parts to be approved OEM and must match make and year of car.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track.

Snell-rated SA2000, SA2005 or SFI 31.1/2005 helmet required.

- Roll bar padding required in driver compartment (*Fire retardant recommended*).
- SFI-approved full fire suit required.
- Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. **Right and left seat head supports required if using head restraint system with no neck collar.** *Recommended: Fire retardant head sock and underwear; collapsible steering shaft.*
- Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, **and must be mounted to roll cage so latch is at top front of window on the inside of rollcage.**
- Minimum three inch wide SFI-approved five point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, *recommended to be no more than one year old.* (NO HOME MADE BELTS ALLOWED).
- Kill switch required **to be on the left side of dash** within easy reach of driver and must be clearly marked "OFF" and "ON".

2. FRAME:

- Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. No four-wheel drives, or rear engines.
- Frame must match body and be minimum 107.5 inch wheelbase, maximum one inch difference from side to side.
- Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.095 inch wall thickness, same length as material removed. Factory seam must remain visible.
- Unibodies must tie rear frame to front frame with a minimum 1" x 2" x 1/8" steel tubing.
- No pickups, Rancheros, El Caminos, Station Wagons, Camaros, Firebirds, or Mustangs.

3. ROLL CAGE:

- Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch, *low carbon or mild steel recommended.*
- Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.
- Driver's head must not protrude outside cage with helmet on.
- Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness.
- Front down bars must be tied together. *Recommended measurements: Must be minimum 40 inches between front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside.*
- Minimum one cross bar in top halo.
- Rear kickers (down bars) required and must be minimum 1.50 diameter with a .095 wall thickness.
- Rear hoop shall be mounted inside trunk for the purpose of fuel tank protection. Rear hoop attached to frame in no more than two (2) spots on the right side and more than two (2) spots on the left side just inside of trunk pan made of a minimum of 1.50 inch(diameter) and .095 (wall) tubing.
- One additional bar tying rear frame horns together, under the body but in front of rear bumper.



- Optional front hoop minimum 1.50 diameter with a .095 wall tubing, no wider than frame rails. Shall not extend past factory sheet metal. No more than 2 bars in front of radiator.

4. DOOR BARS:

- All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- Minimum three door bars on left side and two on the right side, parallel to ground, and perpendicular to driver. With uprights that tie all bars together and three (3) uprights tied to the frame from the lowest door bar on both sides.
- Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to bottom door bar and must cover seat from front to back. Must be visible for inspection.

5. BODY: All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame.

- Front body mounts must be visible.
- Sunroofs and T-tops must be enclosed.
- **Aftermarket plastic nose piece allowed, recommended to match body.**
- No spoilers, hood scoops, ground effects or skirting altering OEM appearance.
- OEM hood only, hood may be gutted.
- OEM trunk lids only, no gutting.
- Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal.
- Hood must be separate from fenders.
- Front inner wheel wells may be removed; **rear wheel wells may be removed to middle seam and sheet metal installed to seal off driver.**
- **No overlapping or shortening of body panels.**
- All glass plastic, upholstery, rear seat, lights, mirrors and chrome must be removed, all windows in body with exception of opera window.
- Maximum seven inch metal sun visor allowed across top of windshield opening.
- All doors must be securely fastened.
- Fenders and quarter panels may be trimmed for tire clearance, ONLY, edges to be rolled over.
- All sharp edges, torn fenders and body panels shall be repaired prior to next race.
- Cars shall have full and complete floorboards, visible from passenger window.
- **Radiator support may be removed, radiator must remain in the stock location.**
- Steel rub rails no larger than 1" x 2" may be attached to the body from fender well to fender well flush with body and painted to match the vehicle, ends must be tapered.
- The firewall between driver compartment and engine shall be in stock location with no modifications and all holes covered with metal.
- Bumpers shall be in stock location and stock type of vehicle used. **Bumpers must be capped to body with minimum .049 steel strap 2 inches wide, bolted or welded.**
- Front and rear bumpers shall be capped to fenders. No re-enforcement to bumpers.
- Cutting of metal out of car shall be kept to a minimum. The only cutting allowed will be for placement of roll cage and from A pillar to rear wheel well from top of door skin to the rocker panel and tire clearance, and the spare tire carrier on some chevy vehicles. Do not gut the trunk lids or trunk area, rear package tray, rear seat back mount structure, A pillar kick panels, cockpit floor braces, front fire walls, dash mounts, wiper ledge, do not "trim down" the front fenders.

6. DRIVER COMPARTMENT:

- Minimum three windshield bars in front of driver.
- Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts. Driver seat may be no further back than rear edge of B-pillar.
- 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.
- Inside rear quarter panels, below window level, may be cut out.
- Doors may be gutted.
- No cutting out of firewalls, roof, floor, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal.
- Rear firewall and speaker deck must be metal and be of OEM design for that make and model.
- No mirrors of any kind.
- Throttle and brake pedals to be in stock location. NO RACING BRAKE MASTER CYLINDERS. If a clutch is installed in an automatic car, a stand-alone hydraulic clutch pedal may be installed either hanging or on the floor. Do not obstruct the other pedals.

7. FRONT SUSPENSION:

- All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- OEM rubber A-frame bushings only.
- No aftermarket racing ball joints or suspension components.
- Non adjustable spring spacers allowed in the front only.
- Bolt on spindle savers allowed.
- Upper A-frame mount must remain OEM and cannot be moved.

8. STEERING:

- All components must be steel unaltered OEM, in OEM location and match frame.
- OEM steering column may be replaced with steel steering shafts (collapsible steering shaft recommended).
- Quick release steering wheel (required) may be aluminum.

9. SHOCKS:

- One OEM type, unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel.
- No coil-over shocks, air shocks, remote reservoir shocks, or racing shocks.

10. SPRINGS:

- One steel spring per wheel only in OEM location.
- All coil springs must have OE ends (double pig tail).
- Spring rubbers allowed.

11. REAR SUSPENSION:

- All components and mounts must be steel, unaltered, OEM, in OEM location and match frame.
- OEM rubber control arm bushings only.
- No offset control arm bushings.
- No panhard bars, spring spacers, extensions, chains or cables.

12. REAR END:

- Any approved O.E.M. passenger car type or truck rear end may be used. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model.
- No aluminum allowed.
- A one-inch inspection hole in center section is required.
- No lightened ring gears.
- Full steel spool, steel mini spool or welded rear ends only.
- No quick-change devices allowed.
- No cambered rear ends, one-piece drive flange only.
- No electronic or mechanical traction control devices allowed.
- No floating axles.
- C clips eliminators required on all GM rear ends.
- Locked rear ends are REQUIRED.
- Bearing retainers must be tack welded. Any axle loss due to failure to tack weld the bearing retainer will result in one (1) event suspension from racing.



13. TIRES/WHEELS:

- Tires may be any D.O.T. approved highway or IMCA Hoosier G60 Modified/Stock car tire or SportMod tire with a sidewall-to-sidewall width of 10 ½" maximum.
- NO RACING RECAPS, MUD TIRES, NO OTHER DOT RACING TIRES, NO CONDITIONING OR SOFTENING.
- Only grooving allowed is to deepen existing tread pattern. Check with Tech Inspector before regrooving tires.
- **Sipped tires are allowed. Do not sip tires past the outside tread pattern.**
- Wheels shall be steel, max 8" wide, no homemade wheels, no bead locks of any type.
- 1" lug nuts are required on all studs.
- **All four tires and wheels must be same size. Tires must be inside body.**
- **No wheel spacers.**
- **No bleeder valves.**

14. BRAKES:

- All cars must have four (4) wheel hydraulic brakes in good operating condition.
- Master cylinder must be in OEM location.
- **No antilock brake systems.**
- No aftermarket brake pedal assemblies, brake shut-off or bias adjuster.
- **Steel brake lines only, must be visible.**
- Brakes are subject to inspection by track officials at any time.
- Brake components shall all be O.E.M.
- **Rear brakes may be converted to disc by using OEM components or Racing hats and rotors. Calipers must be OEM and the same.**

15. EXHAUST:

- OEM cast iron exhaust manifolds only.
- **Exhaust must extend past firewall and must remain dual exhaust, no crossover or 'Y' pipes.**
- **No exhaust sensors.**
- *Mufflers required. IMCA #609*

16. FUEL/FUEL SYSTEM:

- Stock gas tank must be removed from under the car.
- Maximum 22-gallon cell required must be in a steel container with a minimum 20-gauge thickness. Must be securely fastened in trunk above level of stock floor, by a minimum of two .125-inch thick solid steel straps, two inches wide around entire cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cells. Fuel cell vents, including cap vent, must have check valves. Recommend a hose on the top of valve to eliminate spillage due to splash. Fuel filler flapper required.
- No outside fillers allowed.
- Must have a minimum of six (6) drainage holes at least ½" in diameter drilled in trunk floor under and around fuel cell.
- No plastic fuel lines allowed.
- No electric or belt driven fuel pumps allowed.
- Only automotive gasoline will be used, no additives, no airplane fuel or no racing gas may be used. Fuel must pass Inspection Fuel Test. A first time fail will result in loss of all points and monies for that event, a \$100.00 fine. 2nd fail will result in loss of all monies for that event, loss of all points for the season, \$500.00 fine and 6 event suspension on a rolling calendar year.
- **Specific gravity of fuel shall be equal to that sold at the track. Recommended to purchase fuel at the track.**
- Fuel lines running through cockpit will be inside steel conduit.
- No cool cans allowed, one fuel filter only.
- Mechanical OEM type push rod fuel pumps only.
- All cars run a Holly 2300 Series (List #4412) 2 barrel 500 CFM Carburetor.
- Maximum 1" spacer, gaskets included.



- No aftermarket Holly's or race carburetors allowed.
- Engine must have a minimum of 12 inches of vacuum at idle (600 RPM).
- Any round air cleaner allowed
- No cold air boxes or air cleaner duct work.
- One fuel filter only, cannot be in driver's compartment.
- No cool cans.

17. WEIGHT:

- Race car must weigh a minimum of 3250 after race with driver inside.
- Ballast allowed as long as it stays in the trunk or engine compartment. No ballast in drivers compartment or outside sheet metal. Must be attached by two ½ inch bolts to the frame or cage.
- **No titanium, magnesium or carbon fiber products.**

18. ELECTRICAL

- **One 12 volt passenger car battery only.**
- Battery shall be enclosed in a plastic battery box located behind the driver's seat or in the trunk.
- Battery shall be securely fastened to cage or frame in a metal frame by means of a metal strap (minimum 1/8 inch thick) and bolts (minimum 3/8") shall sandwich the battery between the strap and the metal frame. A plastic top shall be in place to cover the battery box.
- All cars must be equipped with a starter and must be capable of starting under their own power. Car must leave initial staging area on demand, unaided, or go to rear of that race.
- **GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No ignition control boxes. OEM ignition only. Ford/Chrysler may use HEI distributor. No billet housings or crank triggers. All ignition rotors, caps, coils and modules must remain OEM-appearing. No alternators. No electronic traction control devices**

19. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational.

- **Manual:** Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing - minimum 270 degrees around top of clutch and flywheel area. **No lightweight bellhousings. Steel unaltered flywheel only - 16 pound minimum - \$150 fine if illegal.**
- **Automatic:** Must be unaltered OEM, with unaltered OEM pump, original bellhousing and stock diameter torque converter **containing a minimum of five quarts of fluid - \$150 fine if illegal. Torque converter must have a minimum 0.125 inch plug.** Must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Automatic transmissions shall have the transmission tunnel plated from firewall back 18" with a minimum of 12 gauge steel securely bolted or welded to the floor. **Flexplate must be full, unaltered OEM, or OEM replacement. No manual bump starts allowed.**
- **Drive shaft:** Steel drive shaft (minimum 2 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.

20. ENGINE COMPARTMENT:

- **Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Ford metric frames must have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. No electric fans.**

21. ENGINE SPECIFICATIONS:

- Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle production block only. **No GM Bowtie, Ford SVO or Chrysler W components allowed. Stroke must match block. No 400 or larger cubic inch parts allowed.** Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). **Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all track points for the season, \$1,000 fine and a 30-day suspension. Maximum cylinder compression not to exceed 145 PSI.**



Flat top or dish pistons only, no gas ported pistons. OEM or OEM replacement steel crankshaft only – cannot be lightened (no aerowing, bullnose, knife edge or undercut allowed. OEM or OEM replacement steel rods only – GM 5.7 or 6-inch rod allowed. Cap screws allowed. Conventional flat tappet cam/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 - no obstructions to crank and rods.

- CYLINDER HEADS: Steel only. Must be unaltered OEM and minimum 64 cc combustion chamber. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust, head must remain as produced. Ford - no after market or SVO heads; Chrysler - no after market or W-2 heads, 360 cubic inch heads only. No porting, polishing or alterations of any kind to heads or intake, disqualification and \$250 fine if illegal. OEM non-roller rocker arms only. Guide plates and screw-in shouldered studs (0.375 inch max) allowed. No stud girdles. Poly locks allowed. INTAKE: Must use unaltered OEM cast iron two or four barrel intake. No hi-rise or marine intake manifolds. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

22. DRIVER

- Drivers shall be at least fourteen (14) years of age with documented previous race experience or have a valid drivers license or permit.
- Drivers fourteen (14) years of age but less than eighteen (18) years of age are required to have written permission and proof of age to compete, and it must be signed by their parent or guardian.
- NO PASSENGERS WILL BE ALLOWED.
- A fire suit, fire resistant gloves and fire resistant neck brace are required, SFI rated. Head sock and safety shoes recommended.

23. IDENTIFICATION/CAR NUMBERS

- Car numbers shall be on both side doors and on the roof.
- Car numbers shall be clearly marked in contrasting colors.
- Car numbers shall be a minimum of twenty (20) inches tall and four (4) inches wide.
- There is a ten dollar (\$10.00) registration fee for car numbers. You can name your car as long as it does not interfere with any numbers.

Minimum weight of car after race with driver inside is 3250 LBS

