

Thunder Mountain Speedway

Hobby Stock/Sport Stock Rules Grandfather to IMCA Hobby Stock Rules 2017 ONLY!!

2018 Race Season All CARS will be IMCA Legal

Changes are in BOLD

Rules NO LONGER IN Effect are ~~strike thru~~

Rule Book 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 directors shall be empowered to permit minor deviations from any of the specifications herein or imposed any further restrictions that in his/her opinion 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.

BODY RULES:

1. Any American or Canadian made car with minimum factory specification of 108-inch wheelbase.
2. No vans, trucks, station wagons or convertibles.
3. ~~Minimum weight with driver is 3500 pounds, with 1750 lbs on front.~~ **NO ballast allowed, Any item deemed as ballast will be required to be replaced – i.e. fuel cell straps, fuel cell cans, battery boxes, etc. No titanium , magnesium or carbon fiber products. No gun drilled, tubular, hollow bolts or studs, Steel fasteners only.**
4. No reinforcing, cutting apart, welding or modifications of anything on the vehicle is allowed except as specified.
5. All glass and burnable materials must be removed.
6. Hood may be gutted.
7. No gutting of firewall, floor pans and trunk floor (See K-6, Fuel Cells).
8. Front wheel wells may be removed.
9. All doors must be welded or bolted shut.

10. Engine must remain in original position.
11. A drive shaft hoop is required and must be located 6" to 12" behind front u-joint. The hoop must be made of 1/4 " x 2" steel and, if bolt-in type used, must be mounted with graded hardware. Hoop must be 360 degrees around shaft. NO chain allowed. Drive shaft must be painted white
12. Rear bumper must be stock mounted and tied to rear fenders with straps.
13. No gutting of bumpers — front or rear.
14. A short piece of chain must be bolted through a hole in the bumper and a hole in the frame to prevent the bumper from falling off. This applies to both front and rear bumpers.
15. Must be stock front bumper is OK. You may replace your factory shock absorber mount with pipe no larger than 1 3/4" .095 tubing. Straps from front bumper to fender are allowed and recommended.
16. Body must match frame and wheel base.
17. Rub bars may be used on the sides of the car. Rub bar maximum 2" x 3" tubing with tapered ends.
18. Sheet or roll plastic or an aftermarket nosepiece may be used.

B. ROLL CAGE:

1. A six 6-point roll cage is mandatory: must be 1 3/4" 0.095" tubing one post by each windshield post and two behind the driver with all four connected at the top with a roof hoop. You must have an angle brace from the driver's front of the roof hoop to the right rear of the roof hoop. You must have an angle brace running from the upper right corner to the lower left corner behind the driver. The two back bars must run from the top left and top right of the roof hoop to the rear of the car. We recommend a protective bar running from the front left cage post forward and down to the frame to protect the driver's foot area. There should be a minimum of 3" from the top of the cage to the top of the driver's head.
2. Minimum of four (4) 3/8" windshield bars.
3. Minimum of three (3) door bars on the left side, 1 3/4" 0.095" tubing
4. Must have a 18 gauge driver side door plate, Top to Bottom, 5" in front of driver seat.

C. SAFETY BELTS AND SEAT:

1. Each driver must have a fire extinguisher in his/her pit.
2. Any racing seat is allowed, aluminum seats must be mounted to cage.

3. Seat belts must consist of a 3" lap belt and double 3" shoulder belts that release with one mechanism. Seat belts must be mounted to roll cage.

4. A driver's side window net is mandatory. Window net must be mounted with solid mount at the bottom of the window and latch at the top. Latch must be readily accessible by both driver and safety personnel.

5. Shoulder belts should be mounted a minimum of 6" lower than driver's shoulders to keep the driver down in the seat in case of a rollover.

6. Helmet must be a Snell approved full-face helmet. Must be a minimum of SA 2005, **SA2010, or SA 2015** rating.

7. Must have fire retardant driving suit, gloves, and neck restraint.

8. Receivers are required.

D. ENGINE: Stock!! Stock!! Stock!!

1. Stock cast two or four barrel intake ~~ONLY~~. No porting, polishing or gasket matching. **ONLY unaltered aftermarket aluminum intakes allowed are: Weiland GM #7547, #7547-1; Ford #7517, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, Chrysler #2176. No cooling lines allowed.**

2. ~~No aluminum intakes.~~ No marine intakes.

3. ~~Limit of 1 3/8" carb spacer or adapter, including gaskets; measured between intake manifold & carb base.~~ NO SLIDERS.

4. Maximum 361 cubic inches (GM); 363 cubic inches (Ford); 370 cubic inches (Chrysler). Maximum compression ratio is 9.5 to 1, no tolerance. **2018 Engines will need to be 9.0 to 1**

5. No porting of heads or intake or exhaust manifolds. No grinding or cutting of intake manifold.

6. Flat tappet hydraulic camshafts only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters. Must be able to remove lifter from top of lifter gallery at any time. No truing of lifter bore.

7. No center dump exhaust manifolds.

8. No double hump heads. (Casting number NOT allowed: 186, 462, 461, 461x, 492, 432, 041, 040, 370, 10239906.) ~~No aftermarket heads (Ford-no aftermarket or SVO heads; Chrysler-no aftermarket or w-2 heads; GM-no Vortec heads (CRATE engines only) or bowtie heads).~~ **ONLY aftermarket heads allowed Engine Quest (EQ) GM #CH350i, (EQ) Chrysler Part CH318B, World Products Ford part number 53030 – 1.250 inch (± 0.15 tolerance) maximum O.D. valve springs, no beehive valve springs allowed.**

9. No headers, No roller cams, no roller tip rockers, no roller rockers
10. Heads must match engine. Example: 305 head on 305 engine.
11. Piston must sit below deck of block.
12. Head cannot be angle milled.
13. Stock stroke. Crank must match block. No offset grind.
14. Rods must match block. No Lightening, grinding, knife edging or polishing of any type.
15. Balancing is allowed.
16. Stock two-piece balancer only, balancer must match crank.
17. Aluminum water pumps are allowed.
18. Valve seats may be ground no further then ¼ inch below top of seat. Valve must match head being used.
19. Stamped steel rockers only. No stud girdles. Guide Plates are allowed. Valley pans allowed.
20. Valve springs must be stock diameter for heads being used.
21. Racing oil pan allowed. Pan will go with claim.
- 22. CRATE ENGINES Allowed, unaltered sealed GM#88958602 or #19258602 crate engine. All cars utilizing GM602 crate engine must clearly display on both front roof posts the word CRATE. Must be contrasting in color. MARKERS NOT ACCEPTABLE – EFFECTIVE January 1, 2019, all Create engines must have IMCA Cable-Lok seals.**

E. CARBURETORS AND FUEL:

1. One stock 2-barrel carburetor only - ***Recommend Rochester carburetor.***
2. Front bowl Holley on Mopars only. Motorcraft on Ford only.
3. No Marine carbs.
4. No milling or grinding allowed.
5. Choke can be removed but not the air horn.
6. Must have stock measurements.
7. Electric fuel pumps allowed with oil pressure safety shut off swith.

~~8. Carburetor claim will be \$200 plus exchange. Same claim procedures as engine claim rule will be followed, claim must be made within 5 minutes of the end of the feature event. The claim can only be made by the driver and the claim fee must be in US currency. In order to claim, a driver must be in the top 8 finishers, on the same lap as the winner. The cars in the last two(2) places are ineligible to claim. The car whose driver is claiming must meet all rules and must weigh after the feature. Refusal of claim will result in \$500 fine and 30 day suspension. IMCA Claim Procedures will be followed.~~

9. Fuel must be pump gasoline only. 10% ethanol-enriched gasoline may be used. No alcohol, no nitrous oxide or nitro, no nitrous devices allowed. No methane or propylene oxide allowed.

10. All cars will be required to run Speedway Motors Carburetor part #135-3502G.

11. GM Crate Engine will be required to run Rochester carburetor and Speedway Motors carburetor adaptor, part #135-3502G.

F. IGNITION:

1. Ignition must be either point system or stock electronics (HEI). No super coils.
2. No Multiple spark boxes (like MSD).

G. RADIATOR:

1. Radiator must remain in stock position and be operable. Radiator mount may be replaced with pipe to tie the fender to it and hold radiator.
2. Extra cooler may be used. It must be mounted inside the car and shielded from the driver.
3. Aluminum radiators are allowed.

H. TRANSMISSION AND REAR END:

1. Must be Stock 3 or 4-speed automatic transmission only. Must be fully functional in all forward and reverse gears. No lightening or removal of internal parts allowed.
2. ~~No powerglides allowed.~~
3. Minimum of 10-inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum .125" plug. Must have approved scattershield constructed of .125-inch by three-inch steel, 270 degrees around flexplate. Flexplate must be full, unaltered OEM, or OEM replacement.
4. Posi-traction or welded rear ends are required. Aftermarket mini spool allowed. No full spools allowed.
5. No floater rear ends. OEM, or OEM replacement solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch

inspection hole in housing required. No lightened ring gears. Must be welded spider gears, or mini spool.
No torque dividing differentials

6. Any Gear Ratio Allowed.

I. BATTERY:

1. The battery must be moved inside the car and must be covered and securely fastened in marine type case or steel box. (NO TARP STRAPS).

2. One battery only – must be 12 volt.

J. BRAKES AND SUSPENSION:

1. Brakes must be factory stock including master cylinder, booster optional.

2. Drum brakes on rear of car only.

3. All cars must have 4 working brakes at all times.

4. No altering of suspension or steering. Steering shaft with u-joints or slip joint is OK. All suspension parts must match frame. **1978-1987 GM mid-sized frame, OEM upper A-frame may be replaced using aftermarket upper A-Frame (steel or aluminum cross shaft allowed), must display "IMCA Approved" decal on top of rear tube of A-frame.**

5. No racing shocks. NO filing of numbers off shocks. Bilstein, Carrera, etc., "stock replacement shocks" are allowed. No "helper" springs or shocks (coil-over). Front springs must be at least 5" in diameter. Springs must be stock mounted. No sliders on leaf cars. No Multiple holed shackles. Racing springs allowed with no adjustable spacers.

K. FUEL TANKS:

1. Fuel tanks must be moved into the trunk area. Trunk floor may be gutted for fuel cell only BUT no more than 2 inches around cell. If fuel cell protrudes below trunk floor, a fuel cell guard must be in place. This guard will consist of a piece of tubing, minimum of 1 ½ inches in diameter, 1 inch below the cell and from frame rail to frame rail. The bottom of the fuel cell cannot be lower than the bottom point of the stock frame rail. Fuel tanks or fuel cell must be mounted to the roll cage.

2. No stock tanks, fuel cells recommended.

3. There must be a firewall between the driver and the fuel tank.

4. Fuel tank must be securely mounted using a minimum of two (2) 2" steel straps.

5. If a fuel cell is used, it must be in a metal container.

6. No plastic boat tanks.

7. Must have a ball check valve on vent and flapper valve on filler neck.

L. TIRES AND WHEELS:

1. Any Racing or Street tires, must be no wider than 8" tread. ~~No mixing of racing tires, tires must be the same on all 4.~~ Racing tires allowed **on the Front** are the Wissota H40, Wissota 35, or IMCA G60 . **Rear Tires will be unaltered OEM 205/75 or 205/70, 14 inch or 15 inch passenger car tires only – SAME SIZE on the rear. Midseason all four tires will need to be OEM 205/75 or 205/70, SAME SIZE on all four corners. (2018 Race Season - IMCA TIRE AND WHEEL Rule will take effect).**

2. 14" & 15" by 8 " max Steel wheels only. Racing wheels allowed, any offset allowed. No stock rims, steel rims must be 19 pound minimum. **(2018 Race Season - IMCA TIRE AND WHEEL Rule will take effect).**

3. 1" Lugnuts are mandatory.

M. GENERAL RULES:

This class is designed for stock street cars only. NO high performance or racing parts allowed on this car. Suspension, engine and drive train must remain STOCK. Any areas not covered in the above rules shall be left up to the discretion of the management. If in doubt – ASK. We will uphold the intent of the rules.

N. NUMBERING:

Cars must be neatly numbered using numbers form 1 through 999. Numbers must be at least 18" high and 10 " wide with a body of 3". Numbers must be painted on the door on both sides of the car and the roof. A 6" x 6" plate with the number painted on it must be placed in the front window and the rear window. All Numbers must be of contrasting color to the car. Do not incorporate graphics into your umber. Simple block numbers using the above dimensions and contrasting colors are the easiest to read. Do NOT paint number on the rear quarter panels. Do NOT use shiny reflective or prismatic type decals.

O. CAR APPEARANCE:

All cars will be kept neat appearing. Tin hanging off cars and/or sharp edges will not be tolerated.

P. TRACK OFFICIALS MAY TEARDOWN ANY CAR AT ANY TIME.