

# 2018 A HOBBY

*Double file re-starts for the 2018 season*

**RaceCeiver Required, NO other radios or communication equipment or mirrors allowed at any time.**

Fort Payne Motor Speedway reserves the right to place drivers in the division most suited for them according to their performance level.

*All Hobby Cars Must Have A Rear Tow Hook*

*A HOBBY 2500 lbs.*

*All Tube & 4 Bar Cars 2550 lbs.*

*Crate Engine 602 2500 lbs*

*Limited to American made cars only. No compact, convertibles, sports cars or station wagons.*

## **BODY:**

- A. OEM stock steel bodies must maintain stock appearance.**
- B. OPTIONAL BODIES: Stock Appearing Aftermarket Steel or Aluminum bodies will be allowed. All aftermarket bodies must have plastic nose, Roofs must be Stock Appearing Fiberglass or Steel, No Dirt Late Model style roofs. Hood may be fiberglass, aluminum or steel. If you use a aftermarket body install it right, No flat-sided bodies. All bodies must be mounted Straight-up. All bodies stock or aftermarket are subject to approval by the technical inspector.**
- C. No front push bars will be allowed. If you feel you need some protection for the radiator you may build a guard using tubing, but all tubing must be kept completely behind front bumper in the grill area. If you have a body style with a plastic nosepiece all guards must be behind nosepiece.**
- D. Rear push bars permitted.**
- E. All cars with stock bodies must have OEM type front & rear bumpers NO homemade tube type bumpers. Cars with aftermarket bodies must have plastic nosepiece.**
- F. NO glass or lexan in windows (must be open).**

- G. RaceCeiver Required, NO other radios or communication equipment or mirrors allowed in car at any time.**
- H. Any plastic additions must conform to original body contour.**
- I. NO homemade nosepieces or body parts.**
- J. Spoilers may have a maximum size of 8" height, by 72" width. Note: Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements, Spoilers will be measured according to total length and width of material, in any shape.**
- K. Three spoiler braces allowed, braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.**
- L. A metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.**
- M. Boxed interiors permitted.**

***FRAME & RAILS:***

- A. Stock frame rails. Body does not have to match frame but must be OEM stock steel or one of the approved Five Star body kits. This will allow you to use a newer body style.**
- B. Tying frame rails together, reinforcing or X bracing permitted.**
- C. Weight jack area may be altered. Buckets, plates, etc.**
- D. Frame or frame rails may be replaced from snout, (must be a stock automotive Camaro snout or late model metric snout or Ford snout) to the rear of car with a minimum of 2" x 2" square or 2" round, and must be .095-wall thickness.**
- F. HOWE TUBULAR CAMARO REPLACEMENT CLIP APPROVED**  
**(Must be tech personnel approved)**

***FRONT SUSPENSION & STEERING:***

- A. Tubular upper control arms and mounts permitted.**
- B. OEM Lower control arms for make & model required. After-market bushings permitted. May run tubular lower control arms on tube chassis.**
- C. OEM or Safety spindles and hubs permitted.**
- D. 5" minimum O.D. on coil springs.**
- E. Weight jacks permitted.**

**F. OEM steering boxes, rack pinion steering.**

**G. Inner and Outer tie rod ends may be rod ends and any tie rod sleeves permitted. Rack & pinion steering allowed, power steering racks allowed.**

**H. Racing shocks permitted one shock per wheel, NO canister shocks. 4 bar cars must run one shock and one spring assembly per wheel.**

### ***REAR SUSPENSION***

#### ***LEAF SPRING CARS:***

**A. Slide boxes on leaf spring cars permitted.**

**B. Coil overs or coil springs allowed.**

**C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.**

**D. Racing Shocks permitted one shock per wheel. No canister shocks.**

#### ***COIL SPRING CAR:***

**A. May use a three point set up, 90-10's, spring bar or rubber bushing torque links permitted.**

**B. Solid Panhard Bars with rod ends permitted.**

**C. Rear lower control arms may be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes.**

**D. Rod ends allowed on solid panhard bar, solid upper link bar and rear lower control arms, this is the only place rod ends will be allowed on rear suspension.**

**E. 5<sup>th</sup> coil, lift bar.**

**F. 5" minimum O.D. on coil springs.**

**G. Coil overs or coil over eliminators on rear only.**

#### ***ROLL CAGE:***

**A. All cars must a suitable steel roll cage protecting the drive's compartment.**

- B. Side roll bars are mandatory, and must extend into door panels; a minimum of three bars must be used on left side and two on right side.**
- C. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall thickness.**
- D. Roll cage must be welded to frame.**
- E. Seat must be fastened to roll bars or rail.**

***SAFETY:***

- A. All cars must have 3" inch seat belts with shoulder harness and must be attached to roll cage. And must be worn at ALL times while on Race Track**
- B. We strongly recommend that all cars have an approved fire extinguisher system securely mounted, within easy reach of the driver.**
- C. A 5 lb. Halon System is recommended.**
- D. All drivers must wear a complete fire suit.**

***NUMBER:***

- A. Number must be at least 18" inches high and on both sides and top of car.**

***FUEL CELL / FUEL:***

- A. An approved fuel cell mandatory (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" inch by 1/8" inch steel straps.**
- B. Gas and E85 Flex Fuel permitted - NO alcohol - NO nitrous oxide, nitro methane or other nitrate additives.**
- C. NO propylene oxide.**
- D. Gas must not check above + 5 or - 5 on electronic fuel checker when calibrated with tracks racing gas.**
- E. Gas must pass acid test.**

***REAR END:***

- A. Locked rear ends required, welded or spool or mini spool permitted.**
- B. 9 inch Ford floaters allowed. Housing and axle tubes must be steel, or aluminum.**
- C. NO ratchets, True-Track or any other type locker unit allowed.**
- D. Quick changes with steel or aluminum axle tubes allowed no open differentials. All bracket must be welded to axel tubes.**

***WHEELS:***

- A. 14" Aluminum wheels, maximum width.**
- B. Wide 5 wheels permitted.**
- C. Bead locks permitted.**

***TIRES:***

- A. Hoosier -1350, 1450 Right Rear Only, 1600, D-21, D-55 Spec 21, Spec 55, Crate 21 or Crate 55. American Racer MD 48, MD 53 Right Rear Only, 56, or G40.**

**Tires must have all numbers and name on the tire NO grinding off of numbers or names, any tire that has been altered will be illegal.**

- B. NO tire softener, tires will be randomly checked before and/or after race and must punch a minimum of 48 (cold or hot) on tracks durometer.**
- C. Tires available at Track**

***BRAKES:***

- A. Four-wheel disc brakes permitted.**
- B. Dual master cylinders permitted.**
- C. Brake adjusters permitted.**

***EXHAUST / MUFFLERS:***

- A. Collector type headers only.**

- B. Mufflers 25 lbs weight break
- C. NO deliberate air leaks, vents, holes, etc.

***TRANSMISSION:***

- A. OEM standard production 3 or 4 speed transmission only.
- B. Must have at least one forward and one reverse gear in working order.
- C. Bert or Brinn transmissions permitted.
- D. Automatic transmission permitted, must have OEM type torque converter (10" minimum) in working order.

***STARTER:***

- A. All cars must have starter in working order.
- B. May run Burt or Brinn Bell Housing
- C. Chevrolet LS 5.3 and Ford 5.4 Starter and Fuel Pump only on Bell Housing.

***A HOBBY ENGINE RULE***

***ENGINE SETBACK:***

- A. All Cars Engine set back 6" with 1" tolerance
- B. Must have original engine cross member in original position, Drive train must be in centerline of car.

***ENGINE:***

- A. All engines have a maximum bore size and must be standard stroke for engine being used.
- B. Small blocks only. NO big blocks.
- C. Chevrolet LS 5.3 and Ford 5.4 Must be Stock Factory Bore.

**BLOCK:**

- A. OEM Cast iron V-8 block, **After market steel blocks allowed no lightening.**
- B. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060
- C. OEM main caps only, NO after-market main caps, NO splayed, studed or strapped main caps.
- D. Deburring block and plugging deck to strengthen block permitted.
- E. Plug or vent and screen oil drain holes in lifter valley permitted.
- F. May surface deck of block.
- G. Lifter bore must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901.
- H. **Stock Factory Blocks for Chevrolet LS 5.3 and Ford 5.4.**

**CRANK:**

- A. Standard production OEM or Stock Replacement cast or steel crank.
- B. Must be standard production stroke for engine.

EXAMPLE: 327cid Chev- 3.250 / 350cid Chev - 3.480

302cid Ford - 3.000 / 351cid Ford - 3.500 /360cid Chrysler - 3.580

- C. NO stroking or de-stroking.
- D. NO lightening or knife-edging crank.
- E. NO turning down counter weights or drilling crank pins.
- F. Eagle ESP Cast Crank Part #103503480 and steel crank part#53503480 will be allowed. The thru holes will not be considered “drilling the crank pins” due to the cranks are manufactured with the thru holes.
- G. May balance engine.
- H. **Stock Factory Balanced Cranks for Chevrolet LS 5.3 and Ford 5.4.**

**RODS:**

- A. Stock appearing I-beam steel rods.
- B. 6-inch rods permitted.

- C. NO H-beam sportsman type rods.
- D. NO polishing rods.
- E. Press or floating pins permitted.
- F. **Stock Factory Rods and Lengths for Chevrolet LS 5.3 and Ford 5.4.**

*PISTONS:*

- A. Any flat top pistons and pins.
- B. NO dome pistons.
- C. **Stock Standard Pistons and Bore for Chevrolet LS 5.3 and Ford 5.4.**

*CAM:*

- A. Hydraulic cam permitted.
- B. Any lift and duration permitted.
- C. NO roller or mushroom or radius cams.
- D. Flat tappet cam permitted.
- F. **Any Hydraulic cam for Chevrolet LS 5.3 and Ford 5.4.**

*LIFTERS:*

- A. Hydraulic lifters.
- B. NO cheater hydraulic or modified lifters.
- C. Anti pump-up lifters permitted.
- D. NO roller or mushroom or radius lifters.
- E. Lifter retaining tray permitted.
- F. Lifter must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901.
- G. **Factory Stock Hydraulic lifters for Chevrolet LS 5.3 and Ford 5.4.**



***TIMING CHAIN:***

- A. Any chain and gears.**
- B. NO gear or belt drives.**
- C. [Stock for Chevrolet LS 5.3 and Ford 5.4.](#)**

***HEADS:***

- A. OEM standard production cast iron heads only, all heads must have casting numbers and numbers must be readable at the time of a cyl. head check.**
- B. Chevrolet straight plug heads. [Any stock replacement straight plug heads only 189cc intake runner max.](#)**
- C. Chevrolet Vortec heads casting #10239906 & 12558062 permitted.**
- D. NO Chevrolet Vortec Bowtie heads.**
- E. World Products S/R (stock replacement) heads casting # I-052 permitted.**
- F. Ford and Chrysler angle plug standard production cast iron heads permitted.**
- G. NO Bow Tie, W2 or Ford SVO heads.**
- H. May surface heads (no cc limit).**
- I. Steel valves only, NO titanium,**
- J. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500 50 lb penalty for larger than stated valve size (Ex. 2.02 add 50lbs, 2.02 and 1.60 add 100 lbs)**
- K. Maximum size for Ford and Chrysler, (Consult Tech Inspector)**
- L. Valve stem diameter 11/32 minimum for all engines.**
- M. Under cut stems permitted, any type guides.**
- N. Any valve springs and keepers permitted.**
- O. Steel retainers required.**
- P. Guide plates and screw in studs permitted.**
- Q. Roller rocker arms permitted any ratio.**
- R. NO after-market shaft or pedestal mount rocker arms allowed on Chevrolet.**

- S. **If standard production head came with shaft or pedestal mount rockers they will be allowed.**
- T. **Stud girdles allowed.**
- U. **Racing valve job permitted Machine cuts only.**
- V. **NO porting or polishing all heads must remain AS-CAST.**
- W. **NO blending valve job to casting.**
- X. **NO port matching or deburring intake or exhaust runners.**
- Y. **Chevrolet LS 5.3 Heads Part Numbers 241; 243; 706; 799; 862 only. Ford 5.4 Factory Stock Heads.**

***HARMONIC BALANCER:***

- A. **Fluid damper permitted.**

***OIL SYSTEM:***

- A. **Wet sump oil pump in pan system only.**
- B. **NO dry sump system.**
- C. **Racing oil pan and/or windage tray permitted.**
- D. **Remote oil filter and oil cooler permitted.**

***WATER PUMP:***

- A. **Cast or aluminum permitted.**
- B. **NO electric water pump.**
- C. **Factory Stock for Chevrolet LS 5.3 and Ford 5.4.**

***FUEL PUMP:***

- A. **Block mounted mechanical pump only.**
- B. **NO electric pump.**
- C. **Fuel Pump and Starter on Bell Housing only for Chevrolet LS 5.3 and Ford 5.4.**

***FLYWHEEL:***

- A. Steel flywheel only.**

***CLUTCH:***

- A. Standard stock type discs and pressure plate only.**
- B. NO special production clutches or clutch parts.**
- C. Must use diaphragm type pressure plate, with solid face.**
- D. NO 3-finger pressure plates.**
- E. 10" inch minimum diameter on clutch.**
- F. Full circle fiber type disc with spring loaded hub only, NO puck type fiber disc or solid hubs allowed.**
- G. Pressure plate and disc must be steel.**
- H. Triple disc clutch permitted.**

***DISTRIBUTOR:***

- A. OEM factory HEI or OEM factory point distributor's, MDS distributor, and 6AL box with \$100.00 swap claim rule.**
- B. After-market coil and module will be allowed as long they are stock appearing and mount in stock location with NO modifications. Printed circuit board modules allowed. No rev limiters.**
- C. Advance kits permitted.**
- D. NO ignition booster or amplifier to ignition.**
- E. NO dry cell battery pack to ignition.**
- F. Alternator, if used must be wired to battery, NO loop system wiring to distributor.**
- G. [MSD Box Part Number 6014 for Chevrolet LS 5.3.](#)**
- H. [MSD Box Part number 6011 for 2 valve heads only for Ford 5.4.](#)**

***INTAKE:***

- A. Any single four-barrel intake permitted.**
- B. \$250.00 claim or swap rule on intake.**
- C. Any size carburetor spacer permitted.**
- D. Rules above apply to Chevrolet LS 5.3 and Ford 5.4.**

***CARBURETOR:***

- A. One four barrel carburetor.**
- B. No dominator or predator carburetor.**

**SHOCKS:**

**Same as Sportsman**

**CRATE ENGINE PART NUMBER**

**P/N # 88958602 – 350 CID / 350 HP**

- A. GM Engines may be purchased at any GM dealer.**
- B. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Fort Payne Motor Speedway.**
- C. NO changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part /or parts on/or in the engine.**
- D. NO vacuum pumps.**
- E. All crate engines must remain stock as they came sealed from the factory. Crate Engines must not be altered, modified or changed from factory specs.**

**TOTAL LIMIT AMOUNT WEIGHT BREAK FOR ALL SAFETY AND EXHAUST IS 50 LBS MAX**

***WEIGHT:***

- A. A Hobby 2500 lbs. minimum with driver.**

- B. All cars must have specified weight posted on top of roof.**
- C. 20 lb. weight allowance after feature race.**
- D. All weight must be bolted on.**
- E. Track reserves the right to adjust weights in interest of competition should it deem necessary.**

***A HOBBY PROTEST AND CLAIM FEES***

<b>\$350.00</b>	<b>One Head (2 valves will be pulled)</b>
<b>\$250.00</b>	<b>Oil Pan</b>
<b>\$300.00</b>	<b>Flywheel and Clutch</b>
<b>\$100.00</b>	<b>Engine Setback</b>
<b>\$100.00</b>	<b>Gas</b>
<b>\$150.00</b>	<b>Rear End</b>
<b>\$250.00</b>	<b>Claim on Intake</b>

**NOTE: The 8 rule / we will allow .008 thousandths on the bore, stroke and valve size.**

**Any item not listed in protest fees is considered a visual protest item and must be protested before race and not after.**

***CRATE ENGINE REPAIR & REBUILD PROGRAM***

**Fort Payne Motor Speedway has in place a network of Authorized Crate Engine repair and rebuild centers. All repairs and rebuilds must be done by one of these Authorized Repair/Rebuild Centers. The engine will be repaired or rebuilt and sealed according to the engine manufactures guidelines provided by the manufacture of the engine. For a complete list of the Authorized Repair/Rebuild Centers call**

**Fort Payne Motor Speedway at (256) 623- RACE (7223) or**

**Tim (256) 393-6847**

**Marvin (706) 346-3385**

***Track reserves the right to delete, change, or amend rules in the interest of competition.***

***2018 FORT PAYNE MOTOR SPEEDWAY ALL RIGHTS RESERVED.***