SANTA MARIA SPEEDWAY 2016 Hobby Stock Rules

The following rules are subject to change without notice!
All Santa Maria Raceway decisions are final!

DEFINITION OF “STOCK” OR “OEM”
In the following rules stock, stock OEM or OEM will mean that a part or dimension must be from a
standard production vehicle. “OEM” is the abbreviation for original equipment manufacturer. If parts are to be stock, stock OEM or OEM then they can not be GM Performance, Bow-tie, Ford Motorsports, SVO,
Direct Connection such as Performance Catalogues, Marine, Mail Order or any special Off-Road or
Racing Performance Parts. No carbon fiber parts anywhere on the car. Absolutely no removal, alteration or covering of casting numbers, manufacturer’s name, logos, insignias, etc. from any item on the car. To do so will make that part illegal and it will be treated as such.
MODELS:
1964 or later American mfg. stock production 2 or 4 dr. sedan with steel top. Pick-up, El Camino or Ford Ranchero O.K. must meet all rules. No front wheel drive.
BODIES: STOCK APPEARING : STOCK APPEARING : STOCK APPEARING

1. Must be mfg. stock for year model used. Fenders, doors and rear quarter panels may be interchanged with similar models as long as end result is Stock appearing. Any fabricated body

part must be steel or Aluminum. Must run Stock Steel Roofs.
2. The dash and package tray may be replaced with sheet metal. No enclosed driver compartment. Interiors may not be coffin boxed.

3. Body sheet metal may be trimmed for tire clearance a maximum of 5” above tire on both sides of car in race ready position.

4. All body parts must look as stock as possible per track officials. No exceptions.

5. No cutouts in Hood for the air cleaner. Air cleaner must remain completely under hood. Hood and deck lid must have approved quick pull positive hold pins. No gap at back of hood.

6. No fiberglass or plastic fenders, hoods, trunk lids or quarter panels may be utilized. Plastic nose piece and or rear bumper cover OK

7. Engine to driver’s compartment must be completely sealed. Driver to trunk area must be completely sealed.

8. Factory spoilers only. Body side skirts allowed.

9. Complete stock floor pan and Firewall in Factory location mandatory. Must run full stock interior floor pan, turn up to turn up. Stock firewall, master cylinder stock location. If Firewall is replaced for crash damage, it must be in stock location and minimum 20 gauge STEEL.
10. No glass windshields allowed. The windshield area may be covered with wire mesh with minimum ¼” openings or maximum of 1” openings. Must have center support. If no wire mess, minimum of 4 windshield bars required in front of driver. Mounting is at discretion of Track Tech.

11. Number must be on both sides of car located on door. Must also have number located on roof
and on front of car located in approximate headlight area and taillight area. Minimum number size is 20”. Number lines must be a minimum of 4” and in contrasting color to the body of car. DRIVERS LAST NAME OR NICK NAME MUST BE ON BOTH SIDES OF CAR AND ROOF. MUST BE LEGIBLE FROM GRANDSTANDS

11. Window net mandatory. Strict enforcement on secure mounting. No zip ties or pop riveting. Hard mount only.
12. No mirrors of any kind allowed.
13. No radios allowed.
14. Appearance of car must be kept up to track standards. This will be strictly enforced.

ENGINE:

1. ENGINE BLOCKS: Stock OEM engine blocks only. No aluminum. 360 cubic inch + 1% max. Displacement. (363.60) (365.40 on Mopar) Decking allowed. Studded main caps allowed. Must have stock casting numbers on block. Blocks must not altered in any way so that it could not be used in a street legal production car.

a. **(New for 2015) GM Sealed** Part #19258602 602 Crate motor will also be legal for **Competition at Santa Maria Speedway. * See Crate Rules Attachment**

2. CRANKS: Stock OEM cast, large journal, 3.48 stroke crank or Scat series 9000 stock replacement
allowed. This is a no touch crank. No knifing, no lighting. No offset grinding. No stroking. No destroking.
No after market cranks of any kind. No steel cranks allowed. No lightweight cranks allowed. Crank is to
remain stock and will be teched.
3. PISTONS: Stock OEM piston allowed. Any Flat top or 4-valve relief piston allowed. No lighting of any
kind. No domed pistons allowed. Pistons are no touch.
4. RODS: Stock OEM 5.7 or Scat 57 stock replacement, large journal rod allowed. No 6” rods allowed.

No aluminum, no lighting of any kind. Floater rod pins OK. No cap screws, thru bolt w/ nuts only. Heavy rod bolts OK. Shot peened OK. No polishing. No after market rod allowed. Rods are no touch.

5. HEADS: Stock OEM 2.02 intake (max.) 1.6 exhaust (max.) allowed. No vortex, no fuel injection or aluminum allowed. No after market heads allowed. No port matching, no pocket porting or blending. No angle plug heads. Stock appearing stamped steel rockers only. No alloy, roller tip or chromoly allowed. No rollers. Screw in studs OK. Large valve springs OK. Guide plates OK. No titanium.

6. CAMSHAFT: Max. Valve lift.465 lift (max.) intake and exhaust. No roller cams. No solid lift cams. No Rhodes or antipumps lifters allowed. No gear drives allowed.

7. INTAKE & CARB: One Torker II intake manifold only. This is a no touch intake rule. No modification of
any kind allowed. No restrictor plate required. Carburetor space between carb base plate and intake manifold must not exceed 1" max. No funneling of
spacers. One Holley #4412 carb allowed. This a no touch carburetor rule. May remove choke plate and change jetting. OR Factory OEM Cast Intake manifold and Factory OEM 4 barrel Carburetor. Ford, Dodge or Chevy. No
interchange of makes. This is a no touch Intake and Carb rule. No modification of any type allowed.
Carburetor space between carb base plate and intake manifold must not exceed 1" max. You may not interchange these rules. It is either Torker II
Intake and 4412 Holley 2 barrel OR OEM Intake and OEM 4 barrel. NO HIGH-RISE INTAKES, NO MARINE INTAKES, NO HOLLEY 4 BARRELL CARBS. Gasoline only. No alcohol.

8. Engine must pump 180 lbs compression or less at all times.

9. Exhaust pipes must extend to the rear of the driver and point to the outside of the car. Stock exhaust only. No high performance manifolds or headers allowed. No cast iron headers. No Brzezinski manifolds may be utilized. No modification of any kind allowed to exhaust manifolds. Mufflers mandatory. Maximum dB reading 95 decibels at 100 feet. Mufflers and tail pipes must be mounted below or underneath stock floor pan. No part of the exhaust system is allowed inside the driver's compartment. No center dump exhaust allowed. If you loose a

Muffler, you will be Black flagged from that event.
10. Distributors must be stock point or HEI stock. No racing modules or coils allowed. No MSD or Mallory modules allowed. MSD or Mallory wires OK.
11. All cars must be equipped with one working starter mounted in stock location. Stock mini starters allowed. After market mini starters or gear starters not allowed.
12. No electric fuel pumps allowed. Gasoline fuel only. No water mix fuel. Fuel cells mandatory. Fuel tank must be retained by minimum of four (4) straps; two (2) crossways, two (2) lengthwise.
13. Automatic stock transmissions only. Must be equipped with one working torque converter. Converter must be stock diameter. **NEW for 2017: Converter must be minimum of 11" in diameter.** No stall converter. No trans cooler in cockpit.
14. All power steering pumps must be stock type for that year, make and model. After market pumps OK. Remote fluid cans are allowed.
15. No air forced boxes allowed.
16. Aluminum water pumps OK.
17. INSPECTION HOLE: Mandatory one inch inspection hole all pans no obstructions to crank and rods.
ROLLBARS:
1. There must be a minimum of four (4) driver side bars in the left door area. Two (2) bars must extend from the top of roll cage to the rear of the frame rails. One (1) bar must extend from the left side to right side of rear roll cage at floor pan level for seat belt attachment. One (1) diagonal bar is required across the rear of roll cage from top left (drivers side) to bottom right. One (1) bar

must be installed from left side of roll bar to center part of cross bar at shoulder level for shoulder harness attachment. Additional roll bars may be added. Where roll bars are attached to
the floor pan, must have steel mounting plates under and over floor pan. Plates must be a minimum of 4" x 6" x .125 steel. Single pipe front loop may be installed at radiator top tank level. Radiator protection bar and supports may be added. Subject to technical inspection and approval. All radiator protection bars must be behind the bumper and under front nose piece. All
main cage roll bar material must be a minimum of 1 3/4" .090" wall steel tubing. No galvanized pipe. Maximum, pipe diameter 2". No thread pipe fittings allowed. All roll cage welds must have a minimum 2" x 11/2" x 11/2" x .125" steel gussets. All roll bar structure exposed to the driver must be padded with approved padding. Roll bar construction and installation is subject to inspection and approval. Highly suggest 1/8" plates on left side door bars.
2. Racing seat mandatory. Seat must have complete cage frame support fabricated to the roll bar
assembly. No mounting seat to floor pan. No fiberglass seats.
3. A five (5) point safety harness, with quick release mandatory with a 3" wide lap belt, 3" shoulder belts and a 2" submarine. All belts must be attached to roll cage.
4. All seat belts must have date of manufacturer and must be within 3 years of the present date. It is for your safety.

FRAME AND SUSPENSION:
1. Frame must be stock only. No reinforcing or modifying allowed.

New for 2014 (Sub Frame connectors will be allowed)

2. Wheel base Minimum allowable 108 inches. Wheelbase must match measurable wheelbase for car utilized +/- 1 inch.

3. Frames, front and rear sub frames must be stock for year, make and model of car utilized. No cutting, sectioning or redesign of any frame or sub frame to change the stock location of any suspension component or engine placement. Frame cannot be notched for fuel pump. All crash

damage repairs must be approved by Speedway tech inspector. Don't just assume it is OK without approval. Replacement frame pieces must be same size as stock frame.

4. All components and parts must be stock. No reinforcing. No weight jack devices of any kind allowed. No adjustable spring buckets allowed. Fixed spring buckets allowed on rear of coil cars only. Racing springs allowed (AFCO and etc.).

5. No adjustable spring hangers allowed. Replacement hangers must be stock length for year, make and model of car utilized. No fabricated spring hangers.

6. Fixed or adjustable lowering blocks allowed.

7. Front or rear sway bars must be stock OEM, with stock connector links.

8. Any crash damage repair must locate the suspension components in their original positions with a
minimum of reinforcement. All repairs subject to Speedway tech. inspection and approval. Front leaf spring mounts must be stock and in the stock location. Fabricated mounts are not allowed.

9. Stock "A" arms only. No aftermarket "A" arms allowed. "A" arms may not be lengthened, shortened or modified in any way. "A" arm bushings must be stock type, no plastic or metal bushings allowed. Ball joint and ball joint location must be stock. "A" towers can not be moved.
10. No after market front spindles or brake rotors allowed. No modifications to spindles or rotors allowed.

11. All shocks must be stock type and must be mounted in stock location to stock mounts. No coil over, coil boosted, air shocks, bearing end shocks, adjustable and/or rebuild able shocks allowed.

12. Bumpers must be stock mfg. Round tube bumpers OK. 1 ¾" .095 maximum size tubing used. Or Square tube bumper OK 2"x2" Must be turned backed and capped, must fit under nose piece. Aluminum bumper O.K. Front and rear bumpers must be mounted at approximately stock height

and location. Bumper height measured from ground to centerline of bumper must be a minimum of 16” and a maximum of 20”. Bumpers must not be narrowed. Bumpers must have a 90-degree turn on each side extending back a minimum of 4” from front of car on front bumper. Must extend 4” forward from rear bumper. Bumpers must not have sharp corners or ends. Front and rear bumpers must have metal plates covering full width of bumper securing ends of bumpers to the quarter panels. Front and rear bumpers must have safety chains mounted to the frames.
Bumpers are subject to tech approval, call for clarification. Bumpers cannot stick out passed bodies. No exceptions, it will be fixed. Front and rear Bumper straps mandatory.

13. Locked rear ends allowed. Ford or Chrysler one-piece rear ends allowed. Ford 9” allowed. Floater rear ends are optional. One piece rotors only, weld on caliper mounts OK. Solid steel axles only. All rear end parts must be steel, no aluminum housings, no aluminum spools, no Detroit lockers, no Gold Tracks, no traction control devices of any kind.

14. Drivelines must have two (2) retaining straps, one (1) near the front and one (1) near the back. May be made of chain or metal strap. Drivelines must be painted white. No aluminum drivelines.

15. Steering column must be mounted in stock location. Steering ratio reducers allowed.

16. Complete OEM 4 wheel brakes in good working order required. No turning brakes of any kind allowed. All 4 wheel brakes must work at all times. No dual racing type master cylinders or balance bars allowed. Unaltered OEM working master cylinders must be mounted in OEM location.

TIRES AND WHEELS:

1. A maximum price of $100.00 per tire and must be available to the public at anytime. Sizes 215/70R/15, 225/70R/15 or 235/70R/15 tires only. Tire being raced on car must be all same series. Maximum contact width or tire is 7 ½”. DOT approved tires only, no aggressive patterns.

All tires subject to tech approval.
2. Maximum wheel rim width is 7”. Steel wheels only, No mag or aluminum wheels allowed. Aftermarket steel wheels are allowed. Any OEM wheels utilized on the right side of car must be reinforced. Bead lock for right side O.K., Right side tire pressure 25 psi. at ANY time. Mud plug mandatory in Beadlocks
3. Wheel studs may be replaced with larger studs up to 5/8 inches. Wheel Studs thread must protrude thru lug nut.
4. All tires will be checked thoroughly for over aggressive tread patterns. 15” tire and wheel only.
5. All wheels must have car number on outside of wheel.
6. No wheel weights

WEIGHT:
1. Minimum weight 3200 lbs. With driver at anytime. Max weight 3600 lbs. All ballast weight added to the car must be mounted in a safe and secure manner. All ballast weight must be painted white and must have car number stamped on each weight. All weight must be mounted with a minimum of two (2) 5/8” grade 8 bolts or two (2) weight mounts.
2. Any ballast weight dropped on the racetrack at any time is an automatic disqualification for the remainder of race events. (even hotlaps)

FUEL SYSTEMS:
1. Gasoline only. No alcohol or boosters of any kind allowed.
2. All fuel lines in the cockpit must be sleeved with steel tubing.

3. Fuel cells are mandatory. Roll over check valves on fuel cell vents required.
4. All fuel cell filler caps will have a safety chain connected to the car.
5. No cool can allowed.

MISCELLANEOUS:

IMPORTANT NOTICE Any part within view is subject to tech at anytime.

1. No radios allowed.
2. Fire system OK. No Fire extinguishers mounted in car. Fire extinguisher must be in pits at all times.
3. Fire suit and gloves are mandatory.
4. Neck brace required at all times.
5. Snell 2000 approved helmets required. No open face helmets. No Motorcycle helmets.
6. Equipment will not be considered “legal” simply because it went through inspection unobserved or because a rule has not been written against it.
7. Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to

SMS track rules.

SANTA MARIA SPEEDWAY OFFICIALS RESERVE THE RIGHT TO CHANGE OR ALTER RULES AND PROCEDURES IN THE INTEREST OF FAIR COMPETITION.

(no rule or situation is perfect)