

# Kings Park Speedway – Hobby Stock Rules

**Updated Rules are in red: January 19<sup>th</sup>, 2023**

Thank you for choosing to review Regina Auto Racing Club's Hobby Stock rules, as most of the rules lean towards following the IMCA Hobby Stock rules, we do have a numerous amount of exceptions as well as we are unprecedented in our mission to make racing fun and cost effective as we trend forward.

**Lap time rule:** The lap time rule will be removed but cars will be closely monitored. If at anytime track officials and/or club executives believe it to be getting out of hand and non-competitive the time rule may be reinstated. **(updated January 8, 2021)**

Regina Auto Racing Club Executive and/or Officials may alter, change, and implement penalties and methods to keep the racing competitive as per the set forth guidelines.

History has continually been repeated, faster cars go faster and faster, and eventually there are no cars left in the class to compete against. We are undertaking bold steps to change the repetitive nature of stock car racing, as so we can maintain a comfortable car count.

1. This class is designed to be an entry-level class and it is the intention of these rules to keep it an entry-level class.
2. No in car lap times allowed.
3. Cars MUST be North American cars of all metal construction. Rear wheel drive. Minimum wheelbase of 100". **Must run factory rear wheelbase.** Station Wagons allowed. No Convertibles.
4. All parts MUST be in family line. Ford and Dodge bodies and drive train may be mounted on Chevy frames, motors must be mounted the factory distance from factory firewall. Rubber mounts may be removed.
5. All bodies and body panels MUST meet factory dimensions and appearance for year and model. Wheel wells may be radiused to a maximum of 5" from the outside circumferences of the tire. 100% body parts MUST be run each race day. Stock appearing bumpers front and rear. Cars running single skin steel bumper can run .095", 1 3/4 pipe for mounting purposes. Rubber bumper covers can also run .095" pipe behind cover in place of original bumper. Pipe MUST be hidden behind bumper or cover, and not stick out past ends. Fender edges MUST be rolled inward resulting in no sharp edges. **Must be capped off pipe.**

6. Frames MUST be of stock dimensions to body. Sub-frame connectors and boxing of frames allowed. No modification(s) for power train or suspension clearance allowed. Sub-frame connectors may go through floorboards (floorboards must then be welded to connectors). Frame may be re-enforced. Engine MUST be in stock location to frame for model and year of car.
7. Floorboards and front firewall MUST remain stock and intact in stock location. All holes in front and rear firewalls and floorboards MUST be covered with a minimum of 22-gauge steel. No sheet metal screws, or galvanized material are to be used anywhere. In the construction of car.
8. No interiors with sub-floors or cockpit style interiors. **As long everything is stock can.**
9. Windshields MUST be full width safety glass or minimum 1/8" thick Lexan. All other glass MUST be removed. Glass windshields MUST have a minimum of 4 safety clips composed of at least 1/8"x1"x6" steel. Lexan MUST be securely fastened with 3/16" diameter pop rivets with 1/2" heads spaced a maximum of 8" apart. All windshields MUST have a minimum of 3 safety rods on the inside of the windshield, 1/2" diameter rods or 3/8" black pipe spaced a minimum of 10" apart. Driver's side deflector is recommended, maximum length of a vertical line from the top of the windshield to the top of the door. Deflector MUST not flare outside of the top edge of door. Lexan only.
10. All burnable, chrome strips, door handles, lights, trailer hitches and white metal MUST be removed.
11. Doors must be securely welded or bolted shut. Front hood and trunk lids must be securely fastened and held shut. **(example: hood pins only)**
12. A fuel cell with a maximum of 12 gallons, enclosed in a 22-gauge steel case, and must be securely fastened as far forward in the trunk as possible with 2-2"x 1/8" steel straps. Straps are to be bolted through the floor to two similar 2"x1/8" straps with a minimum 3/8" bolts or redi-rod. No more than 12" of rubber fuel line in whole fuel system. Fuel line must run through sealed pipe from front firewall to rear firewall in driver compartment. Any variations are subject to approval of the Technical Committee. **(updated January 8, 2021)**
13. Front and rear drive shaft hoops of 360 degrees mandatory. Front hoop to be 1 1/2"x3/16" steel minimum, bolted to the floorboards with minimum grade 5 bolts and located within 12" of the front u-joint. Rear hoop recommended. 5/16 chain allowed.
14. Battery can must be located behind driver's seat and must securely mounted with minimum 3/8" rod. See fuel cell mounting requirements. Must be sealed in a suitable container (marine battery box) to prevent spillage in case of a rollover, or it can be in the firewall sealed from the driver. Any deviations see Tech Inspector. Battery disconnects mandatory. Battery can be located in outside of car in firewall.
15. Starter must be working at all times.
16. Lights: see general rules. (maximum 2")

17. Seat belts must be 4-point minimum, 5-point recommended. Belts must be a minimum 2" width. No homemade belts. Must be securely mounted to roll cage and seat frame. 5 years from owner Tech in. **5 years from day of Tech no faded or frayed.**
18. Mandatory neck collar **and gloves no exceptions** must be worn on track at all times, a hans style of neck restraint is recommended.
19. All cars must have a **5 lb.** fire extinguisher. (optional) Must have fire extinguisher in each pit stall.
20. A web style window net, minimum 16" x 18" is mandatory. It must be a quick release type accessible from the exterior. No chicken wire nets, or plastic snow fence allowed. Window net rods must be a minimum 3/8" steel rod fastened at the bottom and with release at the top.
21. Brake pedal and mounting **MUST** be in original factory location for that make, model, and year. Brake mechanisms on all four wheels **MUST** be working at all times and are subject to spot checks. **Beginning of race check.**
22. Neutral, clutch or brake safety switch must be used in the starting system.
23. **Car must always weigh 3300 lbs. with driver on track scales. NO EXCEPTIONS. All ballast MUST be securely fastened and painted white with the car number on it. Maximum left side weight is 55% with the driver in the car – measured at any time.**
24. Car ID Number. Either use numbers as described in the general rules or an easily recognized theme car.
25. One convex style mirror on drivers side allowed maximum of 5" diameter and mounted within the widest point of the exterior of body. Hans only. No side mirrors without Hans. **Rear view mirrors allowed – no side mirrors.**
26. Transponders must be installed between the rad to the front of tire area.

## **SUSPENSION, WHEELS & TIRES**

1. **Front:** Any stock suspension parts in the family line may be used and **MUST** fit without any modifications to any parts. **MUST** have stock mounts in stock location. No modifying of stock mounts allowed. Slotting of camber adjusting holes is allowed on AMC, Chrysler, and Ford. GM must be stock location. Camaro cannot mount tubular arms for more than 1" camber; level front & back.
2. **Rear:** Leaf spring car – stock mount to frame **MUST** be used. Mount to be in stock location with original stock floorboards. Can adjust 1/2" plus or minus.

3. **Coil Spring Car:** Stock mount to frame **MUST** be used. Drilling of holes is permitted. Stock differential brackets with adjustment holes allowed. Rear lower control arms **MUST** be stock to the chassis. Boxing of rear lower control arms is allowed. All suspension mount bushings **MUST** be OEM rubber or urethane replacement. No adjustable ball joints allowed, only stock appearing greaseable ball joints.
4. Working shock absorbers in stock locations with stock mounts to chassis **MUST** be used. No adjustable shocks of any kind. Shock extensions allowed but **MUST** retain original mounting location and geometry.
5. Differential housing **MUST** be in family line. No floaters. Stock gear ratios not exceeding 4.88. (all makes) Can run after market hardened axles – must be stock rear end.
6. The minimum ride height of 4.0" is measured from the lowest point of the frame side rail with the driver in the car as raced.
7. Skid plate on all four corners with no square edges down. Must be the lowest point of the car with tire removed. No brake shoes allowed as skid plates.
8. All suspensions must remain stock. No weight jacks, heating springs or chaining down of suspension allowed. Camber adjustments optional on right front wheel. Tech Specs.
9. Tires **MUST** have a maximum width of P255. Shortest sidewall is 60 series. Radial or bias ply street tires allowed. No ground grip studded or recap tires. Only original equipment passenger type tires. No aftermarket racing tire(s) with or without D.O.T. numbers. No "V" or higher speed rated tires.  
**No chemical treatment of tires.**
10. Steel wheels or aftermarket wheels with a 3/16" center minimum, welded 360 degrees. Mandatory on passenger side. Maximum 8" width. NO less than 2" back spacing – measured from back of rim to back of mounting surface.
11. 1" wheel nuts **MANDATORY** on all wheels.
12. Upper control arm: Minimal cutting of passenger upper control arm to access shock absorber mounting nut allowed. Non-adjustable tubular upper control arms are allowed, plus or minus 1" of stock lengths. **MUST PASS TECH APPROVAL.**
13. Coil springs: A spacer cup that holds coil securely in place in stock location; to prevent spring from popping out and leaving car.
14. Mini spools are allowed.
15. May run disc brake calipers but must remain single piston.

16. Proportioning valves allowed but must be installed outside of cabin area between front and rear brake. (NO splitting rear brakes. NOT to split left/right only front to back.

## ROLL CAGE

1. Minimum 6-point cage welded to frame; six-point roll recommended. Cages made from 1 3/4" .095 wall minimum. All joints in cage MUST be welded 360 degrees; joints in main cage must have gussets. No galvanized pipe threaded or cat joints. MUST have a dash bar and a cross bar behind the driver. Front hoop allowed with a maximum of three support bars per side. Minimum of 4 driver's door bars and two passenger side door bars.  
**NOTE: If the car is to have a passenger, that side must be constructed the same as driver's side. Also, mandatory 1/8" plate one driver's (and passenger's) side** with two rows of vertical connecting bars on the driver's side extending to the frame or rocker panel. MUST have a bar from the top of the door bar to the window pillar. Main cage halo dimensions: Maximum 12" from the right edge of stock roof skin. Maximum 3" down from roof skin. Modifying roof skin is not allowed. No "S" bends in door bars. Camaro: unibody plate on doors, closed in and a pillar past seat a must. Roll cage padding – see Safety Rules.
2. Approved racing seats are mandatory. Seats must be mounted to the roll cage. **(updated January 8, 2021)**
3. Only one front bar, maximum 2" O.D. mounted behind bumper is allowed. 108 walls not outside of tires.
4. Radiator may be mounted in its basic location, no coolers or any kind in the driver's compartment. Overflow can be minimum 1 litre securely mounted mandatory. No antifreeze allowed. Cars are allowed to have Enduro type radiator support.

## ENGINE

1. All casting MUST be present and unaltered. Heads must be stock casting.
2. Engine and manifolds must remain stock and mounted in stock location with stock mounts for the make and model of the car. Engine size is not controlled. Engine size must be chained down on both sides. No stroker motors allowed. Adopt street rules for engine size original 73cc heads 68cc 327 engines.
3. **Carburetor:** Single stock carburetor, two or four barrel, will be accepted. No adapter plates or carb spacers allowed. No Holley, carter or edelbrock carb allowed. No modifications allowed. With the expedition of choke plate removal, and holes may be drilled to help in the idle circuit. No other work is permitted on the carburetor. One spacer allowed 500 CFM. Crab adaptor 1" spacer including gasket. **Crate Engine:** All crate engines may only run, Rochester 2-barrel carb and speedway motor carb adapter, part #135-350G. 500 CFM no Holley's.
4. 2.5" maximum cowl hood permitted. NO ram air or air cleaners out of the hood. Can be open 360 degrees. Cold air induction is permitted. **(updated January 8, 2021)**

5. **Distributor:** Only stock distributor and stock coil allowed. No dual point systems. Electronic ignition may be used only if stock in that make. NO external modules (except Ford) or external modifications. NO modifications to stock mounting of module. No MSD boxes.
6. **Intake Manifold:** Only stock OEM, two or four barrel, cast iron intakes allowed. No grinding or coating of any kind is permitted, internally or externally.
7. **Water Pump:** Stock OEM cast iron water pumps only for GM engines. Ford and Chrysler engines may use stock OEM aluminum water pumps. No electric.
8. **Oil Pan:** Any steel oil pan that fits with no modifications to the frame. Windage tray must be used. Oil filter MUST attach directly to block. Gates and traps allowed.
9. **Fuel Pump:** Stock mechanical fuel pump or holley no frame modification. May use Holley mechanical fuel pump. Absolutely no electric fuel pumps. No glass or plastic fuel filters allowed. No "Cool Cans". **The only fuel allowed is gas that is available at local consumer (NO commercial outlets). NO ADDITIVES, NO OXYGENATION, NO AVIATION FUEL, NO RACE FUEL.**
10. **Transmission:** Any stock automatic transmission with mating stock converter or 3, 4 and 5 speed manual transmission. All transmissions must have all gears working. Transmission adapter plates are not permitted. Stock clutch disk, pressure plate and flywheel. 10" minimum diameter clutch disk. Aluminum clutch parts and aluminum flywheels are not permitted. No triple disc on all standard transmissions must have a scatter shield. **Minimum fly-wheel weight 13 lbs.**
11. **Exhaust:** Mufflers optional. Stock OEM production cast iron manifolds only. (2 1/4 exhaust manifold). No modifications allowed. No adapter plates. Maximum exhaust pipe size is 2 1/2" maximum O.D. from the muffler to the exit. One "H" pipe allowed. Exhaust may exit under car, below and behind driver. A maximum of 8" of flex pipe allowed per side close to exhaust manifolds. **MUST MEET 100 DECIBEL RULE.**
12. **Plastic Fans:** Recommended – if a steel fan is used, a steel safety ring approved by the Technical Inspector must be used. Stock OEM electric fans allowed. No after-market "race fans". **If steel fan metal shield on top.**
13. **Radiator:** Aluminum radiators allowed.
14. **Cylinder Block:** MUST be a cast iron OEM block with the exception of permissible overbore. An OEM lifter bore MUST be maintained. Deburring of block and parts permitted. Balancing optional. Block must maintain +0.015 deck height. (GM) Deburring of stock rods is permissible. Stock rod length to the OEM block that is being used. Crankshaft MUST be OEM and harmonic. Balances MUST be OEM. Rotating assembling's allowed.

15. **Pistons:** Forged pistons allowed. Pistons can be flat top maximum, piston, rod, bearing, pin, and ring assembly can weigh a minimum of 1200 grams. All pistons MUST have two compression rings and an oil ring.
16. **Cylinder Heads:** Only stock OEM cast iron heads permitted. Absolutely no deburring, grinding or polishing of intake or exhaust ports permitted. Chevrolet engines are restricted to 1.94" intake valve diameter and 1.5" exhaust valve diameter. All other engines MUST be stock for year and engine model used. Chevrolet engines with a displacement of 337 cube inch or less are restricted to a minimum 68cc chamber volume. 350 cube inch Chevrolet is restricted to a minimum of 73cc chamber volume. Guide plates are permitted. The maximum Chevrolet valve spring diameter is 1.266". Com-positions cylinder heads. Ford and Chrysler heads are restricted to a minimum 64cc chamber volume. 1.5 or 1.6 stamped steel rocker arms, no roller assemblies. No solid lift cam/lifters. All heads CC's will be verified by casting numbers, and by manufacture specifications. Tech will be using casting numbers to check CC's.
17. **Motor Mounts:** May use solid motor mounts, but motor must be mounted in stock location. Crate engines must be sealed crate. Crate engine can only be modified by Accel Engine, Precision in Saskatoon, or ABS (Bruce). Kings Park Speedway will tag the Crate Motors.

**IF YOU HAVE ANY CONCERNS ABOUT ANY RULES STATED ABOVE**  
**REFER BACK TO RULE #1.**