

# 2017 Potomac Speedway Hobbystock Rules & Regulations

## Attention ALL Owners & Drivers: RaceCeiver Radio's and Transponders are MANDATORY.

It is your responsibility to read and understand the following instructions. Your car will be in accordance with these rules. Grace periods will not be granted. If your car is found not to be in accordance with these rules prior to the race, the discrepancy will be corrected before the feature event or you will not race. If a discrepancy is found after the feature, you will be disqualified. NOTE: It is your responsibility to have your car Tech Inspected.

**GENERAL:** Any American passenger body manufactured from 1965 and up. No pick-ups, jeeps, station wagons, convertibles, sports cars, or rear engine, no sub-compact. GM/CHRYSLER CARS WITH 108", Ford 105 "minimum wheel base are allowed. Body, Engine and Frame must be same make and model.

### **BODIES:**

- A. All cars can have steel or aluminum bodies, but must be stock appearing for that make and model
- B. No sharp or jagged edges or corners of any type.
- C. All edges must be rolled.
- D. All lights, light lenses must be removed and the resulting holes closed with sheet metal.
- E. All doors must be welded. All door handles, all glass removed. Windshield must be replaced with metal screen. NO MIRRORS.
- F. Aftermarket front and rear bumpers allowed. May be reinforced behind the original bumper, no sharp edges safety chain looped around bumper and welded to each frame. Cars must have full stock floor pans
- G. Rear inside fender well required, not push bars allowed.
- H. Trunk bottom must remain stock, cutting for fuel cell opening permitted.
- I. Rub Rails are allowed between front and rear wheel wells. Must be against body and may not protrude more than one inch (1") and not wider than two inches (2"); attached with a minimum 3/8" carriage bolts.
- J. Hood and trunk hinges may be removed and replaced with minimum 4 hood pins.
- K. Body subject to tech inspector approval.
- L. Spoiler no more than 3" high.

### **FRAMES:**

- A. MUST BE COMPLETELY STOCK, 2X3 TUBING MAY BE USED CENTER OF REAR TO REAR BUMPER
- B. No part of frame or chassis may be moved or relocated from its original position.
- C. Cars of uni-body construction must have front & rear frame connected.
- D. Notching of cross-member permitted for large capacity oil pan.
- E. Frames may be X-Braced or have cross member.

### **ROLE CAGE:**

- A. Constructed of four (4) post design with the front roll bar following the windshield contours and the top of the roll cage forming a box with the width of the inside of the car. Four side bars are required on drivers' side and must be extended into the door opening. A minimum of one bar must cross near the dash to tie the two front posts together and a minimum of two cross bars are required along the back of the drivers' seat. The drivers' seat must be securely fastened to the roll cage with at least three inches (3") clearance from the roll cage to the drivers' helmet. All tubing must be a minimum of (.095") thick seamless tubing of 1 1/2" or seamed tubing of 1 3/4" in diameter.
- B. Roll cage must be welded to the frame. All welds must be continuous welds. All corner welds must be reinforce with gussets.
- C. A minimum of three (3) side bars extending into the passenger door is required; all additional bracing is subject to inspection. No offset cages allowed.
- D. Two bars should be anchored from the roll bar to the frame area above the rear housing.
- E. All bars within reach of the driver shall be well padded with substantial padding material.
- F. No screw type fittings or pipe threads allowed.
- G. Radiator hoop is allowed, attached to frame and may be attached to roll cage. Radiator hoop may not be wider than the frame.
- H. Two bars may be anchored from front post of the roll cage to the frame behind the A – Arms on each side.

**FIREWALLS:**

- A. Front stock with all holes patched with sheet metal to seal the drives' compartment from the engine compartment.
- B. Rear stock with all holes patched with sheet metal to seal the drivers' compartment from the trunk compartment.

**SUSPENSION:**

- A. No modifying of the suspension is allowed.
  - B. Adjustable coil spring spacer two inch (2") Max.
  - C. Lowering blocks two inch (2") Max.
  - D. Production height and diameter springs only. No variable/progressive rate springs.
  - E. Shocks mounted in stock location. No coil overs, heim end, air or shock extensions allowed. Racing springs and shocks allowed.
- Upper control arms permitted Any tubular upper control arm permitted. No modifying of mounts or control arm. **The following are the only upper control arms allowed and can purchased thru Speedway Motors.**  
 Camaro: # 910-34397 specify 8" to 9 1/2"  
 Monte Carlo ( metric) # 910-3113 side  
 No screw in upper ball joints allowed

**BRAKES:**

- A. Four wheel hydraulic brakes. Must be in good working order. All brakes must be stock for that make of car. No cut off valves, no cutting of pads or shoes.
- B. No disc brakes on rear.
- C. No adjustable proportioning valves allowed.
- D. No aluminum calipers or aluminum drums.

**TIRES & WHEELS:**

- A. Tires must be 8.0/26.5 or 8.0/27 0.-15 Hoosier Race Tires #500

- B. Tires must be at least 45 hardness or harder after any event.
- C. Maximum of eight inch (8") wheels.
- D. Mag wheels not allowed. Must use five (5) oversize lug nuts per wheel.
- E. Wheels may be reinforced to prevent loss during race. Plating a stock wheel is legal. Station Wagon wheels or steel slot wheels are considered reinforced wheels without any modifications and are legal.
- F. No cross grooving, soaking, or tire softening.
- G. Bead lock allowed on Right Rear (RR) only – 8"

**ENGINES:**

- A. All engines in stock location, no aluminum blocks, heads, manifold etc. All casting numbers must be unaltered.

**BLOCKS:**

- A. Cast iron only.
- B. Production only.
- C. Maximum block size GM 360 Cubic Inch, Ford 351 Cubic Inch (Windsor Only) Chrysler 360 Cubic Inch.
- D. Maximum overbore plus wear = .067 inches.
- E. Block may be decked, but must have a minimum of .015 inches piston to deck clearance.

**CYLINDER HEADS:**

- A. Cast iron Only.
- B. Production Only.
- C. Chevy: World Product #: 4266, Pro Torque #: RHS GM 906, Chrysler Production Only, Ford M #: 604N351 or 352 or Roush – 200.
- D. No GM small block angle plug heads.
- E. No porting or polishing.
- F. Chevy 58 cc and Ford 53 cc.
- G. Valve spring diameter limited to 1.380 Chevy.
- H. Five angle valve job max.
- I. No titanium valves allowed.
- J. Stock Valve length.
- K. Stock Valve stem diameter.
- L. No under cut valve stems greater than .015 inches.
- M. Stock type retainers and keepers.
- N. **steel roller tip rocker arms allowed with stock 1.5. ratio**
- O. Polylocks are permitted.
- P. Stock diameter push rods

**PISTONS:**

- A. Hypereutectic allowed.
- B. Stock flat type only. Maximum piston size .060 inches.
- C. Must have four valve relief's for GM and Ford Small Block
- D. No racing pistons.
- E. Stock ring width and placement (ringstack) production metric rings allowed.
- F. Any means of lightening other than balancing is illegal.

**CRANKSHAFT:**

- A. Stock appearing crankshaft or scat crank #10442 or #10526 only.
- B. Stock stroke only

- C. Any means of lightening other than balancing is illegal.
- D. No cross drilling, no deburring, no polishing, no knife edging.
- E. **48 lb** minimum

**CONNECTING RODS:**

- A. Stock production or may use Rods 15394 available from Speedway Motors, or 35700 scat rod from Jegs or Summit racing parts.
- B. No polishing.
- C. Any means of lightening other than balancing is illegal.

**CAMSHAFT/LIFTERS:**

- A. Hydraulic only. Max lift .480 at valve.
- B. No hydraulic rollers.
- C. No gear drives.
- D. Stock lifter diameter.
- E. No variable duration/bleed down type lifters.
- F. ZERO VALVE LASH
- G. NO VALVE LASH BETWEEN ROCKER ARM AND TOP OF VALVE

**INTAKE/MANIFOLD:**

- A. Production 2 barrel cast iron okay or may use Edelbrock # 2101, 2104, or 2116 or Marine intakes
- B. Unmolested, no porting, no polishing
- C. Mechanical fuel pumps only. No electrical pumps allowed
- D. Marine intakes allowed

**CARBURETOR:**

- A. **STOCK OUT OF BOX – NO EXCEPTIONS!**
- B. All cars will run a Holley Carburetor, Model #: 7448 350 CFM. 2 Barrel.
- C. No modifications, no drilling or changing of any diameter in air bleeds, metering plate, throttle shaft etc. **NO EXCEPTIONS!**
- D. No swapping of metering plates allowed.
- E. All vacuum outlets must be removed and have steel plugs or epoxy in place.
- F. Jets and power valves may be changed, block off plugs for power valves permitted.
- G. Adapter/spacer plate must be one inch (1”) total, with production tolerance; with two 1 3/4” holes.
- H. A one piece gasket measuring 65 thousandths must be installed between carburetor and spacer, and another one piece gasket measuring 65 thousandths must be installed between the manifold and spacer.

**IGNITION:**

- A. Any stock OEM distributor.
- B. Single Points.
- C. Any stock OEM coil allowed, but must fit stock cap. No accel or msd coil.
- D. Stock HEI systems permitted
- E. NO MSD BOXES, DUI capacitive discharge or transistorized units, stock or otherwise.

**EXHAUST:**

- A. Headers permitted

- B. 2 into 1 system permitted
- C. Mufflers must be at the end of exhaust, behind driver's seat where visible for inspection.
- D. No leak free exhaust
- E. over frame rail headers allowed..Mufflers mandatory

**ENGINE LOCATION & OIL PANS:**

- A. Stock location only.
- B. Stock large capacity pans permitted.
- C. After market pans permitted.
- D. Kick outs allowed.

**RADIATOR:**

- A. One radiator under hood in stock location.
- B. Water only permitted. No anti freeze or oil of any kind will be allowed.

**TRANSMISSION:**

- A. Any stock 3 or 4 speed transmission, with all working gears.
- B. Automatic transmissions must have stock working converter.
- C. Safety strap under front half of drive shaft required.
- D. 360 degree blow proof bell housing, mine belt, or comparable 1/4" steel plate for safety.

**Rears:**

- A. 9" Ford rears allowed
- B. Drum brakes only
- C. No floater rears allowed
- D. No gun drilled axles allowed
- F. Automatic trans collar is permitted.
- G. Stock steel drive shafts must be painted white with number on it.
- H. Stock flywheel permitted. Corvette and SVO flywheels are permitted. Must be steel flywheel
- I. Stock appearing steel clutches & steel pressure plate only. NO aluminum permitted.
- J. DRIVE SHAFT MUST BE PAINTED WHITE AND MUST BE STEEL

**FUEL:**

- A. Gas only, no additives. No additive of any type.
- B. The gasoline shall not be blended with alcohols, ethers, or other oxygenates. It shall not be blended with Aniline or its derivatives, nitro compounds, or other nitrogen containing compounds.
- C. No icing or cooling of fuel permitted.

**FUEL CELLS:**

- A. Fuel cell must be used. The tank must be securely mounted in a 20 gauge steel box with two 1" x 1/8" steel straps only.
- B. Fuel cell must be located in the trunk area. Bottom of fuel cell may not be lower than the rear frame rails.
- C. Fuel cell must be vented to outside of car.

**BATTERIES:**

- A. Must be securely mounted under hood or trunk area or engine compartment.
- B. Racing type battery box is allowed. No batteries allowed in drivers' compartment.

**NUMBERS:**

- A. All cars must be neatly painted and lettered with 18” high by 3” wide numbers in bright contrasting color to background color.
- B. Numbers must be painted on both sides and the roof.

**SAFETY:**

- A. Seat belts must be bolted to roll cage and pass inspectors approval.
- B. Shoulder harness is required.
- C. Only quick release type racing belts are permitted. Fire resistant suites are **MANDATORY!**
- D. Only approved helmets may be worn. (Snell 2000 or better)
- E. Onboard fire extinguishers mandatory.
- F. Full window nets, racing seat and seat belts are mandatory.
- G. **ALL CARS MUST HAVE A TOWING HOOK IN THE CENTER OF THE FRONT AND REAR OF THE CAR WHICH IS EASILY ACCESSIBLE TO THE TOW TRUCK OPERATOR.**

**TEAR DOWNS:**

- A. Limited to winner and only by the second place finisher.
- B. \$500 for top half, \$800 for complete engine, \$200 for removal of fly wheel/torque converter.
- C. Track will retain \$100 regardless of the decision.
- D. Decision may not be made final until the close of business the next business day.

**WEIGHT:**

- A. All cars must weight 3100 lbs with driver after race, no fuel added

**RULES & REGULATIONS:**

OFFICIAL INTERPRETATION OF THESE RULES SHALL BE BINDING. RULES WILL BE ENFORCED WITH NO TOLERANCE. PENALITIES: Any time the conduct of any team member/driver is a discredit to the speedway the racing industry or to himself, he may be removed from all racing activity at the speedway. **THE DRIVER IS RESPONSIBLE** for people associated with his team or signed in with the car. Illegal parts will be subject to track confiscation and or will be marked with engraver for future identification.

Any modification not covered in these rules will not be allowed unless approved by a Potomac Speedway Tech Official in writing.

**INTERPRETATION OF RULES:**

On misinterpretation of a rule, the official’s interpretation shall be the official interpretation and will supersede any and all other possible interpretations. If you are in doubt of any rules ask the tech official. The decision is to be in writing and given tot the party requesting the decision of the interpretation. Where there is not a specific rule to govern the occasion, the official’s decision will be final. **IGNORANCE IS NO EXCUSE.**

**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 EXPREESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM**

PUBLICATIONS OF OR COMPLAINE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide against injury or death to the participants, spectators, and officials.

Potomac Speedway shall be empowered to permit minor deviation for any of the specifications herein or impose any further restrictions that in our 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 and their decision shall be FINAL.

The Management of: *Potomac Speedway, Budds Creek, MD*

### **2016 SAFETY RULE FOR ALL DIVISIONS:**

1. All vehicles are subject to periodic safety inspections.
2. Drivers must wear a full fire suite. Drivers must wear an approved type helmet with eye shield or goggles. Snell 2010 or better, S.A. Rating. No two piece or plastic helmets.
3. All vehicles must have bucket type racing seats with padded headrest and an approved five point seat belt with date stamp. (No older than 3 years is required) All belts must be securely fastened to frame and/or roll cage.
4. All vehicles must be equipped with a drivers' side quick release window net which will be in place at all times when the vehicle is on the speedway.
5. No rear view mirrors.
6. No loose or hanging body parts. No rough, jagged or sharp edges anywhere on vehicle.
7. No batteries located in the drivers' compartment.
8. All vehicles must have a fire extinguisher fully charged with gauge and be securely mounted in a quick release mount within reach of the driver.
9. Fuel lines in drivers' compartment must be enclosed in steel tubing.
10. All fuel cells will be securely mounted in rear of trunk area.
11. Communication devices (scanners, radios, etc.) are NOT permitted in the vehicle or infield area.
12. Drivers must be able to exit both sides of the vehicle.
13. A minimum of one drive shaft sling (12" to 18" from tail shaft).
14. **TOW HOOKS ARE MANDATORY ON THE FRONT AND REAR ON ALL VEHICLES.**
15. Mechanical Fuel Pressure Gauge mounted in drivers' compartment must have an isolator. (No fuel lines in drivers' compartment)
16. **FUEL SHUT OFF VALVE RECOMMENDED.**
17. **Drivers are responsible for their crew members.**