

Northwest Florida Speedway, Blackman FL
Official
Hobby Rules

Bodies and Frames

1. Frame must be 1970 or newer. Ford, Dodge, Min GM, on factory wheel base only. Dodge or Ford may run Metric frame or GM frame.
2. Must be full original frame from front or idler arm and front of steering box to top of rear end.
3. Frame must remain stock across rear and across front.
4. Weight jacks allowed on upper and lower "A" frames or trailing arms; pinion angle must be a maximum of 7 degrees.
5. Body may be aftermarket steel, but must look like body being used. Camero, Monte Carlo, Ford, Dodge etc. Roof must be completely stock size for body to be run, fiberglass roof okay. No wedge bodies will be allowed. After market upper control arms will be permitted however, there can be no modification to the lower "A" frames.
6. Passenger side of car can be boxed in to driver or center of car.

Body Measurements

1. Front fender must be at least 33" to top from ground. No Bubbles. Door opening 13" front to 14.5" bck minimum. Roof height no lower than 51". Rear quarter 34" to 37" max. front guard. Rear spoiler max 7".
2. Body must be no wider than 70" or narrower than 68"
3. Rear and front bumper may be manufactured of 2x2 or 2x3 or round tubing. All ends must be capped and extend no further than 5" past frame rails. Front rails. Front bumper must be behind nose piece.
4. Rear of car must be enclosed from top of bumper to bottom of trunk.

Wheelbase

1. Cannot be altered from frames being used, etc. 110, 108.
2. May reinforce with plate or tubing if using uni-body car. Front and rear frame members must be tied together.

Tires and Rims

1. 10" maximum racing tire; Tires are Hoosier RC-4 only. No grooving, softening, or sniping of tires allowed.
2. Rims must be maximum of 10". Two inch offset maximum, steel rims only, no home made rims. May run beadlock on right rear only. No home made bead locks.

Suspension

1. All parts must be completely stock for car being run. Cannot alter any stock parts, except rear upper trailing arms for pinion angle. May change spring rates. Safety hubs are recommended. 1/2" studs and 1" lug nut mandatory on all four wheels. Weight jacks allowed.
2. Stock type shocks (may be racing shocks). One per wheel, no other shocks allowed on car. No air shocks or booster springs allowed.
3. Brakes mandatory on 3 wheels.
4. 3 link rear end ok, lower trailing arms will mount in stock frame location and be the same length + or - 1/2 inch. rear springs must be min. 5 inch diameter and mount on top of rearend. NO COILOVERS. NO 5th COILS. Aftermarket steel trailing arms ok. 100 lb penalty for 3 link cars
5. solid upper link only, no spring loaded links or trailing arms rubber bisquit ok

Batteries - Batteries may be moved to the inside or trunk area of the car but must be in a marine type battery case fully covered and securely mounted.

Gas Tank - Fuel tank and filler neck must be inside trunk area and bolted in place (not in stock position under car). Must be in steel case .028 or thicker and be strapped top and bottom 2" wide min. Must have tip over valve.

Transmissions

1. Standard transmission must have stock type clutch and pressure plate. 10" minimum stock flywheel. No trick clutch units or aluminum or automatic flywheels. Must have all forward and reverse gears. Standard transmissions must have explosion proof steel bell housings.
2. Automatic transmission - full automatic. Stock torque converter must work. No disk drives.

Rear Ends

1. Stock type rear end or 9" Ford rear end allowed. Locked only. Floating axles allowed. Aftermarket mounts on rear end housing may be no higher than 3" above housing.
2. Four wheel disc brakes allowed but must use stock iron calipers.

Seatbelts

1. All cars must be equipped with a 5-point quick release or aircraft type seat belt and shoulder harness securely fastened to the frame or roll cage with minimum 3/8" grade 5 bolts.
2. Seat belt or harness must be at least 3" material.
3. Approved helmet with face shield or goggles required.

Engines

May run GM 602 Crate Engine w/Brinn \type 650 Holley Carburetor. The Car must be the same.

1. Engine must be same as manufacturers body - engine setback - #1 (or forward most) plug no further back than top ball joint.
2. Bored block cannot exceed .060. No destroyed or stroked engines allowed such as 377 or 383 Chevy.
3. Maximum cubic inches: Chevy, Ford, Mopar - 362
4. Flat topped or dish pistons only. Stock rods and crank shaft only. No capped rods.
5. Roller rockers allowed, but must be stud mounted. No shaft mounted rockers. 1.5 ratio only.
6. Stock exhaust manifold. May run in frame or over frame headers.
7. Exhaust must exit parallel with ground, no turned down exhaust. No 180 or crossover headers.
8. No porting or polishing of heads, intake manifold, or exhaust manifold. May match port 3/8".
9. Pump gasoline or racing fuel. No additives or NOS allowed.
10. Hydraulic camshaft only with hydraulic lifters. No solid lifters or rollers. Maximum lift .500 at valve. Measured .333 at camshaft.
11. Timing chains only.
12. Maximum single 2 barrel or stock Holley 4412 carburetor, max. 500 CFM. No aluminum blocks or heads. Max. 1/4" high adapter plate.
- 12a. 650 CFM Holley on Crate Motor Only
13. Ignition will be either point type (stock) or HEI (stock). No MSD or aftermarket units or parts.
14. Cast iron heads only. No angle plug, bowtie, iron eagle, etc. Stock valves or stainless steel (no titanium) 1.94 intake max 1.60 exhaust max. World product heads 052 and vortec heads allowed.
15. Intake manifold may be cast iron or victor jr only.
16. Track officials reserve the right to move Hobby drivers up to Super Street.
17. Any aluminum intake allowed must not be more than 4 7/8" from top of plenum to carb mounting flange.
18. MSD allowed

Weight Rule

1. All Hobby cars must weigh 3,000 pounds after the race with driver in the car.
2. All weight will be external of driver compartment.

Lead

Weight must be securely mounted to the car's frame or roll cage. The lead must be painted white and have the car's number legibly and visibly painted on it. The lead must be secured with at least two 1/2" bolts.