

Drumheller Stampede and Agricultural Society Dinosaur Downs Speedway 2024 Official Hobby Stock Rule Set

Thank you for choosing to review Drumheller Oval 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. Our mission is to make racing fun and cost effective as we trend forward: 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, so we can maintain a comfortable car count.

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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his 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. Their decision is final.

1. This class is designed to be an intermediate class and it is the intention of these rules to keep an intermediate level class.
2. Cars MUST be North American cars of all metal construction. Rear wheel drive. Minimum wheelbase of 108". Camaro and Firebirds allowed. No Station Wagons allowed. No convertibles.
3. All parts MUST be in the family line. Ford and Dodge bodies and drive train may be mounted on Chevy frames, motors must be mounted the factory distance from the factory firewall. Rubber mounts may be removed.
4. All bodies and body panels MUST meet factory dimensions and appearance for year and model. Wheel wells may be radius to a maximum of 5" from the outside circumferences of the tire. 100% of 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 the cover in place of the original bumper. Pipe MUST be hidden behind a bumper or cover, and not stick out past ends. Fender edges MUST be rolled inward resulting in no sharp edges. Body panels may be fabricated from suitable sheet metal but must resemble stock panels.
5. Frames MUST be of stock dimensions to the 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 reinforced. Engine MUST be in stock location to frame for model and year of car
6. Passenger side floor board may be moved no higher than top of rocker panel. ..All holes in front and rear firewalls and floorboard.

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 the car.

7. No interiors with sub-floors or cockpit style interiors.

8. Windshields MUST be removed All other glass MUST be removed. All windshield openings MUST have a minimum of 3, 1/2" diameter rods or 3/8" spaced a minimum of 6" apart. May also cover windshield opening with Steel expanded mesh if desired.

9. All burnable, chrome strips, door handles, lights, trailer hitches and white metal MUST be removed.

10. Doors must be securely welded or bolted shut. Front hood and trunk lids must be securely fastened and held shut with minimum 2 hood pins each if hinged at rear. If no hinges are used, 4 pins are required.

11. Trunk floor may be removed.

12. 1 fuel cell, enclosed in a 22 gauge steel case, and must be securely fastened within rear frame rails, no lower than centreline of rear differential. No more than 12" of rubber fuel line in the whole fuel system. Fuel line may be relocated and run through a sealed pipe from the front firewall to rear firewall in the driver compartment. Any variations are subject to approval of the technical committee.

13. Front and rear drive shaft hoops of 360 degrees are mandatory. Hoops to be 1 1/2" x 3/16" steel minimum, bolted to the floorboards or welded to the frame located within 12" of the U-joint.

14. 1 battery per car. Battery must be securely mounted with a minimum 3/8" rod. Must be sealed in a suitable container (marine battery box) to prevent spillage in case of a rollover.

2 Battery "kill" switches are mandatory. One located in reach of the driver and the other located in the rear window opening for the safety crew. Switch to be clearly labeled on/off and brightly colored.

(i.e. fluorescent

Floorboards and front firewall may be fabricated but remain stock location with the exception of passenger side floor

15. Starter MUST be working at all times.

16. Lights: see general rules.

17. Seat belts must be 5 point . Belts must be a minimum 2" width. No homemade belts. Must be securely mounted to roll cage and seat frame.

18. Mandatory neck collar must be worn on track at all times , A HANS style of neck restraint is recommended for adults and Required for all participants under the age of 18. Minimum of single layer driving suit designed for racing. Helmet must be in good condition and meet current SA 2015 requirements (2023 season). Approved race boots and minimum leather driving gloves required. NO nylon gloves or running shoes will be permitted.

19. A web style window net, minimum 16 x 18 inches 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.
20. Brake mechanisms on all four wheels MUST be working at all times and are subject to spot checks.
21. Damaged cars must be repaired and present a pleasing appearance at next race weekend.
22. Remember, this is an entry-level class where you can race and have fun without investing thousands of dollars in your car. The major emphasis is on fun and safety. The Technical committee and the Executive will administer this class with that in mind.
23. No weight ballast allowed, no minimum weight
24. Car Number: must be minimum 24" tall and 4" wide and must be clearly legible. Number must be on all sides and the roof of the car. No foil or metallic numbers. To avoid duplicate numbers or issues around it all cars will be required to register driver/number prior to the season. In the event of a visiting car having a duplicate number the home track car will keep his/her number. Visiting car will be required to add a letter behind number.(ex.. 29K, etc.)
25. No Mirrors will be allowed.

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 the stock mounts allowed. Slotting of camber adjusting holes is allowed on Chrysler and Ford.
Rear: Leaf spring car – stock front mounts MUST be used. Mount to be in stock location with original stock floorboards. No shackle sliders.
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 grease able ball joints.
2. Working shock absorbers in stock locations with stock mounts to chassis MUST be used. Shock extensions allowed, but MUST retain original mounting location and geometry. Adjustable shocks allowed but MUST be of stock mounting.
3. Differential housing MUST be in the family line. With the exception of ford 9" (floaters are allowed) NO aluminum parts! Differential width must be within 1" of stock.
4. 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.

5. No weight jacks, heating springs or chaining down of suspension allowed. Camber adjustments optional on the right front wheel.

6. American racer or Hoosier G60 permitted. If DOT tire is used maximum tread width is 255 No chemical treatment of tires. No tire grinding permitted.

7. Steel wheels or aftermarket wheels with a 3/16" center minimum, welded 360 degrees. Mandatory on the passenger side. Maximum 8" width. No bead locks allowed

8. 1" wheel nuts MANDATORY on all wheels. 5/8 studs highly recommended

9. Race springs allowed. Keep in mind no weight jack or load bolts permitted!

10. 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, + or - 1" of stock lengths. MUST PASS TECH APPROVAL.

11. Mini spools are allowed.

12. May run Disc brakes and must remain single piston OEM.

13. Factory proportioning valves allowed.No Bias valves allowed
ROLL CAGE

1. Minimum 6-point cage welded to frame. Cages should be constructed of 0.095", 1 3/4" tubing minimum. All joints in the cage MUST be welded 360 degrees. MUST have a dash bar and a cross bar behind the driver. Front hoop allowed with a maximum of three support bars per side, may be constructed of 1 1/2" tubing. Minimum of 3 driver's door bars and two passenger side door bars. Also mandatory 18 gauge or .049 steel plate on driver's side with two rows of vertical connecting bars on the driver's side. Unibody or X-framed cars with a roll cage mounted through the floorboards MUST be mounted to sub frame connectors or 2"x3" rectangle steel extensions. 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. No "S" bends in door bars. Roll cage padding on all bars within drivers reach.

2. Approved racing seats are mandatory. Seat must be mounted to the roll cage.

3. Only one front bar, maximum 2" o.d. and no wider than the frame rails, mounted behind the bumper is allowed.

4. Radiator may be mounted in its basic location, no coolers or any kind in the driver's compartment. No antifreeze allowed. Water wetter permitted.

ENGINE

1. All casting MUST be present and unaltered.
2. Engine mounted in stock location with stock mounts for the make and model of the car. Engine size is not controlled. Big blocks are allowed only if it came factory in that car. Aluminum valve covers allowed
3. Carburetor: 1 2 barrel carburetor per car. Either Rochester or holly 2 bbl carbs. 1 adapter plate allowed to a maximum of 1". No Aftermarket carter or Edelbrock carbs allowed. No modifications allowed. With the exception of choke plate removal, holes may be drilled to help in the idle circuit. No other work is permitted on the Carburetor
4. 4" maximum cowl hood permitted. Air cleaners may come through the hood. Can be open 360 degrees. No open filter tops
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. MSD boxes for rev limiters allowed.
6. Intake manifold: cast 2 barrel or 4 barrel aluminum dual plane intakes allowed. No single plane intakes. No grinding or alterations of any kind is permitted internally.
7. Water pump: Stock OEM cast iron water pumps only for GM engines. Ford and Chrysler engines may use stock OEM aluminum water pumps.
8. Oil pan: Any steel oil pan that fits with no modifications to the frame. Windage tray may be used. Oil filter MUST attach directly to the block. Gates and traps allowed.
9. Fuel pump: Stock mechanical pump or external electric fuel pumps allowed. If using an electric pump it must be wired to manual reset mercury inertia switch. No glass or plastic fuel filters allowed. No "Cool Cans". The only fuel allowed is gas that is available at local consumer locations (NO commercial outlets). NO ADDITIVES, NO OXYGENATION, NO AVIATION FUEL, NO RACE FUEL.
10. Transmission: Any stock automatic transmission 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. All standard transmissions must have a scatter shield or plate transmission hump in event of clutch explosion. Cast iron steel bell housing will also be permitted. No transmission coolers allowed
11. Exhaust: Mufflers optional Stock production cast iron manifolds, underslung headers allowed, no mid length or equal length headers allowed . No adapter plates. Maximum exhaust pipe size is 3" OD. One "H" or "X" pipe is allowed. Exhaust must exit under car, below and behind driver.
12. Fans: Steel fans only with the exception of Stock OEM

electric fans. No aftermarket "race fans".

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. Balancers MUST be OEM.

15. Pistons: forged pistons allowed. Pistons can be flat top maximum. All pistons MUST have two compression rings and an oil ring.

16. Cylinder heads: Only stock OEM cast iron heads permitted. Vortec heads permitted. Absolutely no deburring, grinding or polishing of intake or exhaust ports permitted. Guide plates are permitted. Maximum camshaft lift .500. Steel roller tip rockers permitted. Aluminum valve covers Allowed

17. Crate engine: 602 crate only!

18. Motor mounts: may use solid motor mounts, but motors must be mounted in stock location.

19. If you want to challenge another driver of cheating, you must speak directly to the race director. Advising the director of the challenge, reasoning, driver, and confirmation of accepting a \$50.00 protest fee.

a) If a competitor is found innocent, the protester is responsible for covering the cost of gaskets and fluids for the engine of \$250.00 fee.

b) If competitor is found guilty, no costs are covered for engine tear down

c) If competitor is found guilty, driver will be stripped of points for that weekends event

d) If competitor is found guilty, no entry fees will be refunded

e) \$50.00 fee is given to the DORC Club

20. Top 3 must report to tech immediately after coming off the track from the main event, anyone caught stopping at their pits or anywhere else you will be disqualified for the event. Only the driver and one crew member are allowed in the tech area during post race inspection.

21. Drivers number registry: anyone who has registered and are collecting points for the year, may use a spare driver in case the current driver isn't able to race. However, a spare driver may not be

registered to another car for points. If the
driver's car is wrecked you

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