

# 2012 Hobby-Modified (pure/strictly stock/charger)

(Speedmonster event rules)



All cars must have wrecker hookup. All cars should have fire extinguishers in reach of drivers, 5 lb. minimum. Window nets are recommended for all cars. No radios, mirrors communication equipment permitted, including pit boards.

All parts specified as OEM/stock manufactured must be Open option parts or equivalent aftermarket parts and must be readily available from car dealer or any auto parts store. Casting numbers must remain on all OEM/stock parts.

*ALL CARS rules that are not highlighted apply for all cars at all events including the Top Category!*

**\*\*\*Red highlighted rules apply for ALL CARS ONLY at Speedmonster events specified as Hobby-Modified and replace gray highlighted rules for those items!\*\*\***

**Green highlighted rules apply for all Standard 3,300 weight cars at all events specified as Hobby or Hobby-Modified.**

**Blue highlighted rules apply for all Stock 3,150 weight cars at all events specified as Hobby or Hobby-Modified..**

**\*\*\*Yellow highlighted rules for Top 3,500 weight cars will be permitted only at Speedmonster events specified as Hobby-Modified!\*\*\***

Cars receiving weight breaks must meet all Motor and Suspension specifications listed with the designated weight.

## 1. MODEL CARS

**ALL CARS—1955 to current year passenger cars. No type of truck, station wagon, front-wheel or 4-wheel drive. No convertibles, t-tops or open sunroofs.**

## 2. MOTOR

*Weight limits may be adjusted during the season for competition.*

**ALL CARS—Motor must be stock appearing and must match manufacturer of frame and body. 1 spark plug and 2 valves per cylinder. Motor must be in stock position. No fuel injection, turbo chargers or blowers. No dry sump systems on any car. OEM cast iron heads or World Products #43610-1 or #43610. No 400 motors.**

**\*\*\*Top 3,500 weight—(ALL CARS rules apply to this category). Maximum cubic inch limit is 350 for Chevrolet, 351 for Ford and 360 for Chrysler. Stock appearing OEM cast iron block. Any cast iron head with no modifications or any stock appearing OEM cast iron head. Any OEM intake. Headers permitted. No roller cams. Racing oil pan permitted.\*\*\***

**Standard 3,300 weight—Maximum cubic inch limit is 350 for Chevrolet, 351 for Ford and 360 for Chrysler. OEM cast iron block. Hydraulic cam only. No roller cams. Stock steel crankshaft or Eagle #103503480 or Scat #910442 for Chevrolet or Scat #935W10 for Ford. Stock steel connecting rods or Eagle #5700BBLW or Scat #35700 for Chevrolet or Eagle #5956 or Scat #25955912 for Ford. Flat top or inverted pistons only with zero deck clearance. Oil pan must be stock appearing.**

**60cc minimum combustion chamber for OEM heads. 63cc minimum combustion chamber, 1.94" maximum intake and 1.6" maximum exhaust for World heads. No Vortec or any other aftermarket heads. Any OEM cast iron intake except no Bowtie intakes permitted. No porting, polishing, grinding, welding or acid etching of combustion chambers or port runners or to intakes. Stock or stock-type stamped steel rocker arms only.**

**Stock 3,150 weight—305 maximum cubic inch limit. OEM cast iron block. Hydraulic cam only. No roller cams. Stock steel crankshaft or Eagle #103503480 or Scat #910442 for Chevrolet or Scat #935W10 for Ford. Stock steel connecting rods or Eagle #5700BBLW or Scat #35700 for Chevrolet or Eagle #5956 or Scat #25955912 for Ford. Flat top or inverted pistons only with zero deck clearance. Oil pan must be stock appearing.**

**60cc minimum combustion chamber for OEM heads. 63cc minimum combustion chamber, 1.94" maximum intake and 1.6" maximum exhaust for World heads. No Vortec or any other aftermarket heads. Any OEM cast iron intake except no Bowtie intakes permitted. No porting, polishing, grinding, welding or acid etching of combustion chambers or port runners or to intakes. Stock or stock-type stamped steel rocker arms only.**

## 3. MOTOR CLAIM

**Motor claim does not apply to Speedmonster Championship events!**

## 4. BODY

**ALL CARS—Aftermarket stock appearing nosepiece and bumper cap permitted, but cannot be wider than fenders and must be mounted cleanly in stock position. Aftermarket aluminum body panels permitted but must maintain stock body lines. Flat, late model-type body panels are not permitted! All other body panels must be stock manufactured and stock appearing at all points. All body repairs must have stock dimensions and contour. Stock appearing bumpers in stock location and should have smooth edges. All glass, chrome, and flammable materials should be removed. Airbags should be removed. Mirrors must be removed. Dashboard may remain intact. Doors should be welded or bolted closed. Trunk lid must remain on car. No cutting of exterior body panels except for wheel area for tire clearance and hood. Body may be hulled. All holes in firewall should be covered with metal. Full metal roof. Sunroof opening may be sealed with sheet metal.**

## 5. SPOILERS

**ALL CARS—Stock spoilers only.**

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### 6. FUEL

ALL CARS—Gasoline only. No alcohol, nitrous oxide, nitro-methane, propylene oxide or additives. Fuel lines should not pass through driver's compartment. Fuel pump should be any mechanical type.

### 7. CARBURETOR

ALL CARS—No modifications may be made to carburetors except choke plate may be removed. Maximum 1" carburetor spacer. No fuel injection turbo chargers or blowers.

Standard 3,300 weight--OEM stock 2 barrel carburetor or Holley 500 cfm maximum 2 barrel carburetor.

Stock 3,150 weight--OEM stock 2 barrel carburetor or Holley 500 cfm maximum 2 barrel carburetor.

\*\*\*Top 3,500 weight—(ALL CARS rules apply to this category). Holley 500 cfm maximum 2 barrel carburetor permitted. OEM stock 2 or 4 barrel carburetor permitted that matches make and model of car. All 4 barrel carburetors must be quadrajet, single line type.

### 8. DISTRIBUTOR

ALL CARS—Distributor must be stock or stock-type HEI. No magnetos or MSD boxes.

### 9. TIRES

\*\*\*Tire rule for ALL CARS at Speedmonster Championship events—Maximum 8" tire treadwidth. 60 to 70 series street tires permitted. E-mod type tires permitted in hard or medium compound only. No tire grooving. Any offset permitted.\*\*\*

### 10. WHEELS

ALL CARS at all events—Maximum 15" diameter x 8" wide steel wheels only. All wheels should be reinforced with double nuts and washers. Bead locks permitted and highly recommended on passenger side wheels.

\*\*\*Offset rule for Speedmonster Championship events—Any offset permitted.\*\*\*

### 11. FRAME

ALL CARS—106" minimum wheelbase. Complete stock production frame required to center of rear axle. Frame rails may not be modified. Cross member may be modified for clearance only. Tubing frame replacement permitted behind center of rear axle. Unibody frames must have full stock snout and rear subframe to center of rear axle. Unibody frames should be connected from the back of the snout to the front of the rear subframe with rectangular tubing connectors. Unibody frame may be shortened in the tub area. All frame tubing and connectors should be constructed of minimum 2" wide x 3" high rectangular steel tubing, with .120" minimum material thickness in front of rear axle and .095" minimum material thickness behind rear axle. All other chassis tubing should be 1 ½" to 1 ¾" outside diameter and minimum .083" thickness. No holes may be cut in frame or connectors.

ALL CARS—Car should have horizontal safety bar constructed from same steel tubing as frame, mounted behind fuel cell and securely welded to frame. Rear bumper should be at least 4" behind fuel cell. Center of rear bumper and safety bar should be at rear deck center height, approximately 19" from the ground and should be at least as wide as frame. Tubing should also extend downward to form a horizontal bar at the bottom height of the fuel cell, with additional vertical and diagonal tubing bracing the lower tubing to the rear bumper and the safety bar. Lower tubing should be at least as wide as fuel cell. No part of the fuel cell should be below the protective tubing. Any bumper that extends more than 8" from the rear of frame should be rounded and directed toward the front of car. Loop-style rear bumpers—OK. Bumper should not have any sharp edges. No external rub rails.

### 12. SUSPENSION

ALL CARS—One shock on each wheel. Non-adjustable steel racing shocks and racing springs permitted in stock location. No weight jacks. Non-adjustable spacers—OK. Adjustable spacers must be welded. All other suspension components must be stock and in stock location with no modifications including upper A-arms!

Standard 3,300 weight—Suspension parts may not be added from different makes or models. Shocks must have stock-type mounts. Spring mounts must be stock and remain in stock location. Coil springs must have pig tail on one end. 11" minimum spring size with 5.5" minimum diameter. Front springs must match each other and rear springs must match each other within .015" tolerance. Spring shimming—OK.

Stock 3,150 weight—Suspension parts may not be added from different makes or models. Shocks must have stock-type mounts. Spring mounts must be stock and remain in stock location. Coil springs must have pig tail on one end. 11" minimum spring size with 5.5" minimum diameter. Front springs must match each other and rear springs must match each other within .015" tolerance. Spring shimming—OK.

\*\*\*Top 3,500 weight—(ALL CARS rules apply to this category). Any size springs in stock location.\*\*\*

### 13. STEERING

ALL CARS—Steering column must be in stock location.

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### 14. BRAKES

ALL CARS—All cars must have 4 wheel braking system. All brake components must be OEM stock. Calipers and rotors must be OEM steel. No drilling or lightening of brake components. No driver-adjustable brake systems. **OEM 4-wheel disc brakes permitted—stock front disc brakes permitted on all wheels.**

### 15. REAR AXLE

ALL CARS—Any type stock production rear end. **No floaters.** Locked rear end—OK. **9"** rear end permitted with stock pinion angle. **No quick changes.**

### 16. TRANSMISSION & CLUTCH

ALL CARS—Transmission must be OEM stock. Automatics must have working OEM torque converter. **No quick change or racing transmissions.** Transmission should have explosion-proof bell housing or **360 degree ½"** steel scatter shield securely mounted to car. **No in and out boxes.** Transmission should be bolted to the motor and must have working reverse gear. **Only one drive shaft permitted.** All drive shafts should be painted white and should be surrounded by two **3"** steel safety loops or sling mounted to frame. **Open transmission must have operational clutch and should have scatter shield.**

**Standard 3,300 weight—OEM stock, single-disc, steel clutch in stock location. OEM stock steel flywheel and pressure plate. No dog-type or triple disc clutch. No lightweight clutch assemblies.**

**Stock 3,150 weight—OEM stock, single-disc, steel clutch in stock location. OEM stock steel flywheel and pressure plate. No dog-type or triple disc clutch. No lightweight clutch assemblies.**

**\*\*\*Top 3,500 weight—(ALL CARS rules apply to this category). No dog-type or triple disc clutch.\*\*\***

### 17. TRACTION CONTROL

ALL CARS—All traction control devices using wheel sensors are NOT permitted. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are NOT allowed in the cockpit or any other location accessible by driver. **Any remote control components or data acquisition equipment are NOT permitted.**

### 18. EXHAUST

ALL CARS—Exhaust pipes may NOT point towards ground.

**Standard 3,300 weight—OEM exhaust only. No ram horn, center dump-type manifolds.**

**Stock 3,150 weight—OEM exhaust only. No ram horn, center dump-type manifolds.**

**\*\*\*Top 3,500 weight—Headers permitted.\*\*\***

### 19. STARTER AND BATTERY

ALL CARS—All cars must be self starting. **Battery must be in stock position or should be located in a safe area and covered with a metal fireproof box. Battery should not be in driver compartment. Battery disconnect kill switch to shut down motor and fuel pump highly recommended mounted in reach of driver and should be clearly labeled for safety crew.**

### 20. ROLL CAGE

ALL CARS—4 post, box-type roll cage should be constructed with **1 ½"** minimum outside diameter and **.095** minimum steel tubing material thickness. **Should have at least 3 horizontal bars at driver's side door and 2 horizontal bars at passenger side door, extended outward into door panels. 2 vertical bars between each horizontal bar as additional support are recommended. Roll cage should extend forward on driver's side to protect foot area completely. Roll cage should be securely welded to subframe and unibody in at least 4 places and welded together 360 degrees at all intersecting points. 6-point roll cage is highly recommended with diagonal bars bracing roll cage at rear, and should run from frame to top of roll cage. Top of roll cage should be at least 2"** above top of driver's helmet. **Head rest recommended. Front windshield opening should have bars or wire mesh and driver's side window should have quick-release net certified to SFI spec 27.1. All roll cage bars within reach of driver should be covered with non-flammable foam padding certified to SFI spec 45.1. Other than padding, roll cage must remain exposed with no aerodynamic effects.**

### 21. GAS TANK/FUEL CELL

ALL CARS—Racing-approved fuel cell should have maximum capacity of **32** gallons and should be mounted in square tubing frame securely mounted to car frame and in the trunk area. **Fuel cell should be mounted inside a 20 gauge steel or .060"** aluminum metal box and secured to frame with a minimum of two **2" x 1/8"** thick steel straps around entire fuel cell. **Minimum 7/16"** bolts should be used to mount the fuel cell. Trunk interior may be cut for fuel cell mounting. **Fuel cell should have 12"** minimum ground clearance. **No part of the fuel cell should be lower than the rear end housing. The fuel pick up should be on the top or right side of the fuel cell, be constructed of steel and should have a check valve in case of roll over.**

### 22. FIREWALLS AND INTERIOR

ALL CARS—**No boxing interior. Firewall must be OEM stock and in stock location. Floorboard must be stock appearing and in stock location. A full metal firewall constructed from 18 gauge steel or 1-1/8"** thick aluminum should be joined to seal off driver compartment at front, rear, sides and floorboard. **Full metal floorboard. Top of interior to top of doors should be 3"** maximum. **Interior should be mounted flush with outside body panels. 12"** minimum interior clearance below roll cage at all points for easy exit. **Onboard fire suppression system recommended.**

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### 23. SEAT AND SAFETY BELT

**ALL CARS**—Full containment, metal racing-approved seat with padded headrest should be securely attached to frame. **3", 5, 6 or 7-point**, quick release racing belt with double harness certified to SFI spec **16.1**. **7-point** system is highly recommended. **Seat and belts** should be mounted to the chassis with grade **5** or better hardware. **Mounts** should run in the same direction to secure the belt. **Belt** should not come in contact with sharp edges. Safety belts should be replaced if 2 years old, and all worn or damaged safety belts should be replaced. Quick-release, racing-type steering should be used.

### 24. FIRE SUIT AND HELMET

**ALL CARS**—Drivers should have flame retardant firesuit certified to SFI spec **3.2A/5** and racing approved full-face helmet with face shield certified to Snell **SA2000**, SA2005 or **SA2010** standard or SFI spec **31.1A**, **31.1/2005** or **31.1/2010**. **Gloves** certified to SFI spec **3.5/5** highly recommended. Nomex shoes, socks, and hood highly recommended. Head and neck restraint system certified to SFI spec **38.1** and arm restraints are highly recommended.

### 25. WEIGHT

*Weight limits may be adjusted during the season for competition.*

**3,300 pounds for cars meeting all Standard motor and suspension specifications.**

**3,150 pounds for cars meeting all Stock motor and suspension specifications.**

**\*\*\*3,500 pound minimum weight with driver after race for cars meeting all Top motor and suspension specifications.\*\*\***

**ALL CARS**— **Weight limit** includes driver after the race. **No tolerance.** **All weights** should be solid material, entirely painted white or a bright color and marked with car number. **Each weight** should be **50 pound** maximum. **Weights** should be bolted to frame with two 1/2" Grade **5** bolts on two weight clamps or secured with steel plate. **No weights** should be attached to rear bumper or in driver's area. **Weights** should not be lead pellets or liquid. **Each weight** should be bolted to the frame individually and should not be stacked on another weight.

**RULEBOOK 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 EXPRESSED OR IMPLIED WARRANTY OR 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 deviations 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.