

2010 Hobby Stock Rules

Rule Book Disclaimer

The rules and 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 minor 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.

HOBBY STOCK

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 AT QUINCY RACEWAYS, AND, BY PARTICIPATING IN THESE EVENTS, ALL COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. **NO EXPRESS 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 GUARANTY AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS AND OR OTHERS.**

PROTEST PROCEDURES

A written protest, **which must be specific in alleged violation**, may be filed by any driver whose racecar participated in the disputed event. The protest must be filed within 5 minutes following the finish of the event with the Director of Competition or Technical Supervisor. One item per protest – per event – only. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.

The protest fees cash only:

1. \$50 - - visual only - - no tools used.
2. \$100 - - some tools required.
3. \$150 - - engine internal tech.
4. \$25 - - of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest.

The protest fee will be:

1. Returned to complaint if subject car is illegal, or
2. Forfeited to driver if subject car is legal.

Also if subject car is found to be illegal:

1. Driver forfeits all winnings for that program.
2. Driver forfeits all points for that event.
3. Driver may be fined up to \$500.00.
4. The driver and/or car may be suspended for a period determined by racing officials.

The following people will be allowed to be present at protest site: car owner, driver, director of competition, pit steward, technical supervisor, raceway management representative, complainant. Any decisions, findings, results, changes, corrections or additions will be made subject to conditions at the time subject to approval by Raceways Management. **THE WRITTEN PROTEST MUST SPECIFICALLY STATE WHICH PART IS ALLEGED TO BE ILLEGAL.** Any illegal part noticed while tear down is taking place will be cause for disqualification. **Quincy Raceways reserves the right to tear down and inspect any car at any time, which is suspected of cheating without payment of protest fees!**

CAR ELIGIBILITY: Any car make EXCEPT no convertibles, 4-wheel drives, front wheel drivers, pick up trucks, and foreign cars. No Camaros, Firebirds or Mustangs. **Minimum wheelbase – 107 1/2”**. All cars must match factory wheelbase listed for your make and model. We will give you ¼ inch tolerance from side to side.

ENGINE & COMPONENTS

1. **INTERCHANGE:** No interchange between major makes. Fords must run Fords, GM in GM, etc. Any small block is allowed.
2. **LOCATION:** Absolutely no moving of engines in chassis allowed. Engine shall mount in stock factory location. This means no lowering of motor in engine compartment. Factory mounts may be welded up to prevent engine movement. **NO REVERSE MOTOR MOUNTS.**
3. **INTERNAL:** **Roller tipped rocker arms are allowed. No full roller rocker arms allowed.** Flat top or dish pistons only, no gas ported pistons. **NO** roller cams or roller lifters allowed. Rods and crankshaft must be steel. Wet pump oiling systems only. **No lifter valley oil baffles allowed.**

4. **CARBURETOR:** Stock OEM two barrel carburetor, GM to GM, FORD to FORD, Etc. Must remove carburetor choke plate, but no other alterations allowed. Booster I.D. may be machined to 0.25 inch. Bore at base of carburetor may not exceed 1 11/16" and 1 3/8" at the throat. Only Holley carburetor allowed is the 350 C.F.M. Holley - part no. 0-80787-1 with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no 0-80787-1. Air bleeds cannot be removed, .076-inch maximum diameter. Float bowl must face forward. The raised casting numbers 6R1919B on the flat part of the air filter mount, behind the choke horn on top of carburetor must remain on it. Any carburetor without these numbers will be a instant D.Q. Float bowls, metering blocks and the base plate have to be genuine Holley parts. No other modifications allowed to carburetor. 1.25 inch maximum adapter plate including gaskets is allowed. Plates must be flat both sides, no extrusion may be added. Stock air cleaner mount must be retained. Air cleaners must remain under the hood. 4" maximum air cleaner height. No holes in hood. Conventional air cleaner housings only. No top flow air cleaner housings. No cold air boxes or air cleaner duct work allowed.
5. **THROTTLE SPRINGS:** Carburetor must be held at closed throttle position by TWO springs located at the carburetor that will close carb in case of linkage failure. TWO separate springs mandatory!
6. **MANIFOLDS:** Stock OEM cast iron 2 or 4 barrel intake with a 2 barrel adapter. Any air leak below carburetor will be a D.Q. Porting of heads and intake are legal. Can work 1 inch into runners max. No polishing of runners allowed. NO TURTLES ALLOWED. NO MARINE, Vortex or Vortec manifolds. NO HI-RISE INTAKES--LOW PROFILE ONLY. No alteration of intake manifold hole or bolt pattern permitted. ALL MANIFOLDS MUST HAVE RISERS OR DIVIDERS AS CAST (NO MILLING OR GRINDING). No vacuum leaks. Must have casting numbers on intake.
6. **Cast iron exhaust manifolds:** Center dump manifolds are legal. Cast iron exhaust manifolds ARE MANDATORY. You must run an automotive type muffler, not an insert in exhaust line. Maximum 2 1/2 inch O.D. exhaust pipe. Must remain dual exhaust, no crossover or "y" pipes. Any glass pack muffler, that the body is a minimum 12 inch long, This does not include the 2 ends that you hook to exhaust pipe. **No exhaust sensors.** DO NOT GUT THE MUFFLER OUT!! **Exhaust must extend past back of drivers seat.**
7. **IGNITION:** No ignition control boxes. ALL IGNITION ROTORS, CAPS, COILS AND MODULES MUST REMAIN OEM appearing. No electronic pick-ups, **magnetic only.** No electronic traction control devices. No transmitting or listening devices or digital gauges. Firing order cannot be changed. No rev limiting devices allowed.
8. **STARTER:** Must be operative and able to start car. If we have to push start your car from staging, you lose your spot and start on back of field.
9. **STEERING:** Steering column may be extended. Quick release hubs are allowed. No remote reservoirs on power steering pumps. Aluminum pulleys are allowed. No aftermarket rack and pinion.
10. **FUEL PUMP:** No electric fuel pumps or pressurized fuel systems. Fuel pump must be bolted in stock position. Pump gas or racing fuel only. No alcohol or fuel additives. NO COOL CANS. Fuel Pump must be in front of unaltered cross member.
11. **HEADS:** Must have original casting numbers still on heads. Roller tipped rocker arms are allowed. No full roller rocker arms allowed. No stud girdles allowed. Studs may be good shouldered studs. Guide plates are legal. Cylinder heads must be unaltered approved OEM and minimum 76 cc combustion chamber. GM approved head numbers are - 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126; Ford - no after market or SVO heads; Chrysler - no after market or W-2 heads, 360 cubic inch heads only. Porting of heads is legal, no more than 1 inch into runners. No polishing or working in runners allowed. Exception: May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH350I, Head must remain as produced, valve sizes can not be changed. Valve train oil deflectors are legal.
12. **MOTOR:** Any American make engine allowed. Bore and stroke do not have to match block. Steel heads, block and oil pan only. Deeper racing oil pans are legal. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. BLOCKS MUST HAVE ONE OF THESE NUMBERS ON IT, NO EXCEPTIONS. If you are using a wind age tray and we cannot get a magnet past it to check your rods and crankshaft, you will be required to take oil pan loose or off. No 400 blocks or 400 parts allowed. Maximum 361 cubic inches (GM); 363 cubic inches (Ford); 370 cubic inches (Chrysler). Maximum compression ratio is 9.0 to 1, no tolerance. Motor MUST whistle or it is not a legal motor. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection, such as part numbers, casting numbers and flat top pistons. OEM type harmonic balancer only and may not be altered. OEM type steel or aluminum water pumps only. Must have a 1" removable plug in side of the oil pan for inspection. Checking motors – After each feature, the winner will be checked. ANY TAMPERING WITH CASTING NUMBERS WILL GET YOU Dq'ed AND FINED.

TRANSMISSION & DRIVE TRAIN & BRAKE

1. **TRANSMISSIONS:** All forward and reverse gears must be operational.

A. Manual transmission must be approved OEM, with single disk-type clutch and pressure plate inside an explosion proof bell housing. **Steel flywheel only-16 lb. Minimum. A 2-inch hole in cover is required for inspection.**

B. Automatic transmission must be approved OEM, with original bell housing and torque converter containing a minimum of **3 quarts of fluid.** Nothing smaller than an OEM 10 –inch torque converter. Torque converter must have a minimum .125 –inch plug in it. Must have approved scatter shield (may be constructed of .25 –inch by 3 –inch steel, 270 degrees around flex plate). With motor running at a normal idle and car in still position, must be able to engage car in gear and move forward, then backward without killing motor or idling car faster. Flywheel/flex plate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flex plate. One flywheel/flex plate only, and all driveline components within bell housing must rotate consistent with engine RPM while car is in any gear.

2. **DRIVE SHAFT:** Steel shafts only and **MUST BE PAINTED WHITE.** All drive shafts must be an original O.E.M automotive rear wheel drive shaft, **minimum 2 inch in diameter,** and slip-joints only. No aluminum or small drive shafts. A solid steel safety hoop located **6”** behind front U-joint is required. A good recommendation is to use ¼” thick by 6” diameter steel tubing cut 2” long.

3. **REAR ENDS:** Nine-inch Ford allowed, but must be mounted like stock rear end for that make and model, **no after market brackets.** **Center of rear lower control arm bolt hole must be 2.25 to 2.50 inches from bottom of housing.** Disc brakes on rear, but must be stock components with OEM brake calipers. No after market brake calipers allowed. Posi-traction or locked rear ends are allowed. Floater rear ends are legal. No sway/pan hard bars. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. No quick change devices. One piece drive flange only. No torque - dividing differentials.

4. **BRAKES:** Power brakes must be operative if car is so equipped, and in good operating condition with good vacuum lines. Brakes shall be stock foot operated hydraulic type and **must work on all four wheels.** Brakes may be inspected and/or tested at anytime. **PEDALS MAY BE MOVED. NO AFTER MARKET BRAKE PEDALS ALLOWED. NO BRAKE SHUT OFF DEVICES OR BIAS PROPORTIONING VALVES ALLOWED. No ABS brake systems allowed.**

RADIATORS

1. **RADIATOR:** Brackets may be changed. Absolutely no outside visible appearance change caused by larger radiator. Transmission coolers allowed under hood only. **You may run any radiator as long as it stays under the hood. (including aluminum racing)**

2. **OVERFLOW TANK:** All cars must be equipped with a radiator overflow catch tank, of minimum 1-gallon capacity, securely fastened under the hood only. Coolant recovery systems, available at very little cost, are approved and recommended.

3. **RADIATOR PROTECTION: OPTION A :** Install front hoop from roll cage forward and around radiator - no outside visible bracing. Must be behind grill. **OPTION B :** Weld uprights & crossbars between grill & radiator & brace back to frame. Must be behind grill.

CHASSIS & SUSPENSION

1. **FRAMES:** Absolutely stock - no alteration of frame in any way. **Exception: If using a center dump manifold you can notch frame to make it fit.** Frame connectors permitted on uni-bodies. No plating thicker than frame material. X bracing of frame is legal. **Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with .095 inch wall thickness. Factory seam must remain visible.**

2. **SPRINGS:** Springs must be stock type (steel) for that make and model. (coils for coil spring cars, leafs for leaf spring cars.) Aftermarket springs and shocks allowed, (steel) must but be in stock position, mounted same both sides of car. All coil springs must be minimum 4.5 inches O.D. and non-progressive. No spacers, screw jacks or weight jacks allowed. **Spring rubbers will be allowed.** No lumber or chains allowed. **Leaf spring cars can use non-adjustable lowering blocks. NO LEAF SPRING SLIDERS ALLOWED. Leaf spring shackle bolt holes, must be same both sides.** Leaf springs cannot use adjustable shackles with extra holes in it, two holes only.

3. **SHOCK ABSORBERS:** One steel shock absorber per wheel, mounted in stock position only. **Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket.** No air shocks or coil over shocks. No modification of shocks. No shock extensions or heim joint shocks. **NO ADJUSTABLE SHOCKS.** No Schrader or gas relief/refill ports. No coil-over eliminators.

4. **FRONT SUSPENSION:** All components must be steel unaltered, approved OEM, in stock location and match frame. **Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), must display “IMCA approved” decal on top of rear tube of A-frame.** Stock location means: hook a tape measure over the front of the engine cross member/cradle and measure back to the center line of the rear upper A-arm bolt. On the drivers side it should measure 71/2 inches and 8 inches on the passenger side. The OEM mount can vary as much as 1 inch on each side. If they have been moved, move them back to within the one inch tolerance. OEM rubber A-frame bushings only. All A-frame mounts and bolt holes on frame must be in stock location. **Bolt-on spindle savers allowed.** No sway bars, spacers, lumber, chains or cables. Upright member between upper and lower A-frames may be heated and bent to provide additional camber. **No aftermarket lower A-frames.**

5. **WEIGHT: Minimum weight 3100# after race. Weight will be measured after race with driver. Any weight must be bolted to the frame or cross bracing under the floor pan. No stacking of weights, no more than 1- 25# lead weight bolted on with 2 – ½ inch grade 5 bolts or better, with large washers and nuts. Nothing but lead can be used as weight ballast. Weights must be painted white with your car number on it.** Weight not allowed in driver's compartment. No sandbags or loose ballast permitted. Any weight lost on track will be a D.Q. and a possible fine!!! **No weights bolted on either bumper or outside of body.**
5. **Wheelbase – minimum 107 ½” , WE WILL ALLOW YOU ¾ INCH TOLLERANCE FROM SIDE TO SIDE.**

WHEELS

1. **WHEELS:** You can run any 15” x 8” steel wheel. Right front wheel to be reinforced or spoke wheel. **Bead lock wheel allowed on the right rear only.** External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. **Plastic or foam mud plugs allowed on the right side of the car only.** No bleeder valves.
2. **STUDS AND LUG NUTS:** All studs must have threads showing past the lug nut. Over size lug nuts and studs are **REQUIRED.**

TIRES

STREET TYPE PASSENGER CAR TIRES ONLY, with DOT (Department of Transportation) designation, of originally – treaded design. Maximum 60 series size. No recaps, no truck tires no mud or snow tires. **No American Racers or Hoosiers allowed. No siping, grooving or softening allowed.**

** May not run anything wider than a 60 series. Numbers must be visible on all tires. Multi-season radials are permitted. No straight edge or sharp lugs on tires.

Tread width cannot exceed 10 inches, checked with a gauge. Center line of tire tread cannot be out past body line.

BODY

1. **BODY:** Must be straight and sound, stock appearing and in OEM position on frame. **Front body mounts must be visible.** Aftermarket plastic nose **is mandatory** and tail piece is **OPTIONAL** to match body. No lowering, chopping, enlarging of windows, etc. No fiberglass or aluminum body parts. Front of hoods must be attached down tight in front, so they can not direct air to air cleaner. **No skirting of any kind.**
2. **STRIPPING: EXTERIOR:** All glass must be removed from car, windshield is optional. Headlights must be removed, as well as taillights and parking lights, lenses and bulbs. **INTERIOR:** All upholstery and sound deadening material, door panels, headliner, carpeting, floor pads and rear seat must be removed. **NO ENCLOSED INTERIORS.**

3. **The dash size cannot be more than 24 inches, measured in the center of the windshield to the back edge of the dash, including any lip or bend in metal. This measurement will be taken from the top edge of the firewall, which must be in OEM position. Dash must be flat, rear can be no higher than front, except cowl in front of driver. No other interior tin or covers.**

4. **FLOORBOARDS:** Full floorboards and front firewall required. If floorboards are rusted out in the drivers area, holes must be covered with sheet metal, securely fastened. Metal dashboards shall not be removed. **FULL STOCK FLOOR PANS ARE REQUIRED in driver compartment.**
5. **TRUNK:** Floor pan must be removed from a point in front of rear-end to back of trunk area. Uni-body cars do not have to cut out trunk floor pan. Rear firewall must be where back seat was.

6. **FENDER WELLS:** **Front inner wheel wells may be removed. Rear wheel wells must be full, can be home made.**

7. **FENDERS:** Full front fenders required. Front and rear wheel openings may be trimmed neatly for extra tire clearance. Trimmed area shall not exceed 5 inches beyond outer tire circumference, with car at rest. Trimmed edges must be rolled (folded under).

8. **WINDSHIELD:** Three 3/8” reinforcement bars equally spaced in front of driver. No Plexiglas side windows.

9. **HOOD AND TRUNK LIDS:** Hoods may be gutted, **trunk lids cannot be gutted.** Trunk lids maybe trimmed to match plastic tail cover. Hood and trunk lids must be held down by a minimum of 4 hood pins equipped with 4 quick clip pins. No bolts and washers allowed to hold hood or trunk lid down. No trick latches. See safety section. **No holes for air cleaners. NO SPOILERS INCLUDING FACTORY MADE.**

BUMPERS

1. **BUMPERS:** Stock OEM bumpers are ok, or you can make a tubular bumper. Bumper can be made out of maximum 2 inch O.D. pipe – maximum .125 thickness. Bumper ends must be bent around to match design of front or rear cover. Do not add a lot of bracing, we will look and it is to our discretion on how much is too much bracing. Bumper guards must be electric welded to bumpers. Bumper ends must be heated and curled around to prevent hooking. **NO SHARP EDGES ON BUMPERS, Bumper end MUST be smooth, even if under a plastic cover, NO EXCEPTIONS.** A maximum 2” I.D. pipe may be installed behind bumper for reinforcement. **Front and rear bumpers must be capped to fender with steel, the full width of bumper if using a OEM bumper.** No other front iron permitted – no “cow catchers.” No air dams below bumpers. **IF YOU LOSE BUMPER (UNDER GREEN) YOU WILL LOSE A LAP.**
2. **PICK UP CHAINS:** **Car must have front and rear pick up chain attached to frame. The purpose of this chain is to allow easy hook up by a wrecker.**

SAFETY

1. **GENERAL:** All cars will be subject to a stringent safety inspection at time of first entry and periodically thereafter, at the discretion of the officials. Any car regarded by officials to be unsafe for competition in any respect will be refused entry until brought up to these specifications.
2. **HELMETS:** All helmets must be Snell SA 2000, SA 2005 or SFI 31, 1/2005. **NO M – RATED HELMETS ALLOWED.** Think about your safety here. Full-face shield or shatterproof goggles are required.
3. **FIRE EXTINGUISHER:** Each pit must have a fire extinguisher in it. (5lb dry chemical) It is recommended that each car have an onboard fire extinguisher and/or system.
5. **CLOTHING:** **SFI approved full fire suits of a flame retardant nature and fire resistant gloves are required. Neck braces are required. Fire resistant shoes are highly recommended.** GO KART SUITS ARE NOT ALLOWED.
6. **FULL WINDOW NETS (16 x 20) ARE REQUIRED,** ribbon or mesh style. Window net must be fastened to **cage** on drivers window. **No homemade nets. Check your window net, check for rips or tears. If it has a lot of ragged edges or tears, we will make you replace it. KILL SWITCH IN COCKPIT MUST CLEARLY BE MARKED "ON" AND "OFF".**

SEATS

5 point racing harness is required - 3" belts minimum. Padded headrests are required. Seat installations will be closely inspected. ALUMINUM RACING SEATS ARE **REQUIRED.** Check your seat belts, if they are more than 3 years old, have them re-stitched or buy new ones. Think safety here, your safety. You can check them because we are going to check them also.

ROLL BARS

FOUR POINT ROLL BARS ARE REQUIRED ON ALL CARS. FOUR POINT ROLL BAR REQUIREMENTS: Four point "cage type" roll bars shall be of minimum seamless 1 ½" o.d. round steel (.095 wall). Base of upright members shall be solidly electric welded to frame rails of car. In unit body cars, roll bar upright shall be welded to a piece of plate steel at least 12 by 12 inches, of 3/16 inch minimum thickness, formed and bolted to inside of car floor pan. Rear upright bars must also be connected by a side to side member just above the floor pan of car on unit body models. Cage shall be braced to frame kick-ups, and diagonally side to side between rear hoop uprights. **WITH DRIVER SITTING IN DRIVERS SEAT, ANY ROLLBAR YOU CAN TOUCH MUST HAVE PADDING ON IT.**

At least three torso (side) bars shall be installed horizontally between front and rear uprights of cage on driver's side, overlapping outside of upright bars. These may be connected vertically as well. Inside door panels must be removed to accommodate side bars. A center overhead bar is required, running fore and aft between transverse members that connect the uprights. Gussets must be used at joints of all principal members. **One petty bar is required on each side of car.** Doors must be welded, bolted or chained shut. Roof over center headache bar must be braced up (tight) to prevent roof from coming down in a roll over. Rear hoop and/or kick back braces are allowed in trunk area, but nothing outside of body.

ROLL CAGE POSITION

Any Bomber built after April 22, 2001 must not exceed these dimensions: No more than 41 inches (**48 inches for 1988-1996 G.M. bodies**) from top center of windshield to front edge of rear hoop. **Roll cage back (down tube) post can not be kicked back, more than one (1) inch at base. Back of seat can not be back past down tube and x – bracing in roll-bars.** No more than 13 inches (**20 inches for 1988-1996 G.M. bodies**) to front edge of front hoop. The top halo may not be less than 40 inches across from outside to outside.

FIREWALLS

1. **REAR FIREWALLS:** A metal rear firewall of minimum .031 (1/32") thickness, must be securely installed over the rear seat back brace and top shelf, completely closing off the trunk compartment. Cut and fit carefully! No sloppy, loose installation will be approved.
2. **FRONT FIREWALLS:** All holes in engine firewalls must be covered with same spec metal, securely fastened (metal screws and pop rivets are recommended for installation of firewalls). Firewall must be stock and in original position, only holes may be patched.

GAS TANK, GAS LINE, FUEL PUMP, FUEL

1. **INSTALLATION:** Installation of fuel tanks will be rigidly inspected! Maximum 22 gallon racing fuel cell is required, must be in minimum 18 gauge steel container, **No fuel cells allowed over rear end housing, must be in flat of trunk area.** Must be securely fastened in trunk area, with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick. MUST BE MOUNTED EVEN WITH OR ABOVE BOTTOM OF FRAME RAILS. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. **Fuel cell vents, must be on a hose that hangs down below fuel cell and attached to something so it will stay there. (If you should rollover and stay on your lid, this will keep fuel from running out).** **Cap vent, must have check valves.** Fuel lines through driver compartment must run through metal pipe or metal conduit. No fuel filters in driver compartment. Limit of one fuel filter. No cool cans. **Aircraft style positive seal filler neck/cap system is required. Flapper valves do not seem to work, they rot out way too often, and get brittle and break off. This is why we changed this.**

2. **GAS LINE:** Use of stock gas line is recommended. Must be fastened securely to frame of car with stock clips or additional hold-downs. Where fuel line is adapted to new tank, lines shall not be allowed to hang down under car. Line should be cut to length needed, and kept tight against under-body of frame. Neoprene fuel line may be used in adapting lines to tanks, but only 10 inch length may be used, and shall be secured to fuel lines with stainless steel screw clamps only (not spring type clamps), and secured to trunk floor panel or under-body neat point of connection. All gas lines and connections must be absolutely tight. Double gas line in trunk, or anywhere it can rub. **Fuel lines through driver's compartment must be in steel pipe or conduit.**

MISCELLANEOUS

1. **BATTERY:** Batteries may be relocated, but must securely fastened in a sealed container, non-conductive cover. **Positive post must be covered with a rubber battery post cover, even if in a box. If battery is mounted in cockpit, it must be in metal box with a non-conductive lid. Box must have a metal frame around it.**
2. **LEAKAGE:** Any car leaking oil, water or other fluids may be disqualified. Cars showing evidence of fluid leakage under hood or underneath car will not be allowed to start or continue any event.
3. **NO RADIOS OR MIRRORS.** No electronic monitoring computer devices capable of storing or transmitting information except tach allowed on cars. No digital gauges allowed on car. No ignition control boxes allowed, stock HEI ignitions are allowed. No rev limiters. No electronic traction control devices allowed.

ALL ILLEGAL PARTS ARE SUBJECT TO CONFISCATION. OFFICIALS MAY CHANGE OR MODIFY RULES AS DEEMED NECESSARY.

Inspection by Quincy Raceways Technical Inspectors shall be for the sole purpose of rules infractions. Any car that passes inspection shall not be construed that the car is safe to race. That decision rests alone with the driver and car owner and not Quincy Raceways employees and management. Quincy Raceways employees and management may not be held liable for accidents and/or injuries resulting from unsafe cars.

There is not enough room in any rulebook to put everything you can or cannot do to any racecar or your action. So please, if it is not in the rules that you can do it, DO NOT DO IT! The "EIRI" (except in rare instances) rules is always applicable. **The greatest remedy for anger is delay!**

CLAIM PROCEDURE

1st thru 4th place cars maybe claimed by 5th on back in feature that is scored on the lead lap. Cars must be running good; (NOT SMOKING, RUNNING SLOW, MISSING, ETC....). Driver making claim must come directly to the tech area in the infield after the feature race is done. Stopping on back stretch to get money will not be a good claim. Driver will have **10 minutes** to accept or deny claim. Driver only will decide on taking claim. In case of multiple claims on same motor, a drawing will take place to determine outcome.

CLAIM RULES AND REGULATIONS – EXCHANGE ONLY

Claim rule is an exchange rule plus \$450.00, which \$400.00 will go to claimed driver, and \$50.00 will go to track for use of wreckers to pull engines. Driver making claim, (making claim in the first 3 shows in 2010) must have raced at Quincy Raceways 60% of the shows in 2009. Must have raced 60% of shows after the first three nights in 2010.

Driver making claim, must have claimed engine in his car in 1 week. Failure to do so will result in a long suspension. Driver that was claimed does not have to install the engine he received in his car.

Driver making claim, must drive directly to tech area as soon as race is done. Driver must present money (**\$450.00 cash**) to tech men and tell them who he is claiming.

Once claim has been made and accepted, engines are not to be started.

No driver may claim same drivers engine more than once in a calendar year, **unless** driver refused claim. Refusing driver may be claimed by same driver upon return to competition.

No driver may be claimed more than twice in a calendar year.

Engine will be marked. Head numbers and block numbers will be written down. Quincy Raceways reserves the right to disallow any claim under extenuating circumstances.

Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100.00 fine and/or suspension.

All claimed engines must be removed from cars at the track: drivers must examine engines before removal – once removal is started it is final. Any sabotage to claimed engines will result in saboteur being suspended from competition for the next 6 race dates, or until a \$500 fine is paid. **CLAIM DOES NOT INCLUDE:** Flywheel, clutch, pressure plate, bell housing, exhaust manifold, carburetor & adaptors, starter, motor mounts, sending units, fan, pulleys, belts, distributor & wires, coil & wires, alternator & clutch ball.

CLAIM REFUSALS

REFUSAL TO SELL: forfeits all cash, points and contingencies for the evening's program. Any driver who refuses to sell an engine will lose his right to claim any other driver's engine for 365 days from the date of refusal. He will be suspended for 30 days.

FIRST REFUSAL: will result in loss of all moneys, points and trophies for that night plus two race night suspension. This means you will miss two nights of racing and rain out nights do not count as race nights.

Second refusal: will result in loss of all moneys, points and trophies for that night plus \$250 fine and 30 day suspension (fines go to point fund).

THIRD REFUSAL: will result in loss of all moneys, points and trophies for that night plus indefinite suspension (minimum of 10 nights of racing).