

2009 COLUMBUS 151 LO-BUCK HOBBY STOCK RULES

(for the poor man or wanabe racer)

Rev 3-11-09

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of Columbus 151 officials, whose decisions are final.

Division concept—This is a new division, developed to keep cost from keeping a person from racing. Rules may be adjusted at the beginning of the season.

Cars not meeting the intent of this class will be bumped into the regular hobby stock class.

CAR ELIGIBILITY--Any 1960 to 1987, American-made passenger car allowed. Minimum wheelbase of **108"** (**104"** for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars-NOT ALLOWED. Front wheel drive cars-NOT ALLOWED

FRAME/ROLL CAGE—CAGE CONSTRUCTION MUST MEET APPROVAL OF COLUMBUS 151 OFFICIALS IN ORDER TO COMPETE. Frame must be unaltered from front to back. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll Cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 1 3/4" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame. Top of the roll cage must be reinforced with two bars welded to the rear of frame. Additional rear bars will be allowed to strengthen rear frame. Roll cage must include a diagonal bar behind driver. Three door bars required in the driver's side and two in right side. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Driver side deflector plates of 1/8" minimum thickness steel required. Foot protection bar required. Front hoop bars allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Wedge (diagonal) bars **will be** allowed.

GROUND CLEARANCE—Min. ground clearance 5 1/2" at any point (**with driver**), (exception: front cross-member on full size Monte Carlo which is 3 1/2").

INTERIOR-Firewall and floorpan must be stock. Firewall may be boxed to allow clearance for valve covers and distributor with engine set-back. Rear firewall must be added to isolate from trunk area. No radios allowed. Complete metal firewalls front and rear required.

SAFETY-- Belts must be in good condition and approved by track officials. Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. Helmet must be Snell SA 1995 (SFI 31.1 2000) or newer, and be in good condition and approved by track officials. Complete fire suit, racing gloves, and eye protection required.

SUSPENSION--Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Rear stabilizer bar must be removed. Any steel spring that fits in stock location is allowed. Non-adjustable, stackable shims allowed on top or bottom of coil springs. No spring separators, or weight jacks allowed. Shocks must be stock or aftermarket steel bodied, non-rebuildable, non-adjustable with factory welded ends that match stock shocks for that car. Maximum camber allowed is 3-inches measured at the wheel. Stock style front sway bars, solid only, mounted to frame as was stock sway bar. Adjustments/preload can be made, but only at bolt length between sway bar and lower control arms.

BRAKES--Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No "made for racing" calipers, rotors, pedals, or master cylinder allowed. One brake bias adjuster (proportioning valve) located in engine compartment allowed. Rear disc brakes not allowed.

ENGINE LOCATION--All engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. Notching of front cross-member to allow for lowering of engine NOT allowed.

ENGINE—BIG DOLLAR MOTORS NOT ALLOWED. Chevrolet 400cid engine blocks not allowed. Maximum displacement **362 cid (373 for MOPAR)**, Maximum compression **9.3** to 1. No domed pistons. No aluminum intakes or heads. No solid or roller cams/lifters. Stock style rocker arms required, (no roller or roller tip). Maximum lift at valve: GM-.420", Ford/Mopar-.460". No matching, grinding, polishing of any type allowed. No dual point distributors. OEM type, mechanical fuel pump, in original location, required. One unmodified Holley 4412 or OEM two-barrel carburetor required, (no epoxy, no screw in air bleeds, no HP metering blocks, no dual feed carbs.) Air cleaner required to act as flame arrestor. No air boxes allowed. Overflow tank located under hood required. Fan shroud required. **No "camel hump", vortec, or IO52 World Product heads allowed. Minimum combustion chamber allowed is 74cc.** Lightweight crankshafts, pistons, and connecting rods not allowed.

DRIVE TRAIN--Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12" minimum diameter torque converter required. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide transmissions. Rubber transmission lines allowed only to connect to tranny cooler, double hose clamps required. Tranny cooler not allowed in driver's compartment. Stock, unaltered, open rear ends required. Stock diameter steel driveshaft required, with hoop on front half.

INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2 or 4-bbl. cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. 1 1/2" maximum thickness adapter plate including gaskets allowed. Tapered bore carb spacers not allowed. No Bow Tie manifolds. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6 -inches. No cast iron header manifolds.

EXHAUST SYSTEM--Maximum diameter 2 1/2". No 2 into 1, collectors, or h-pipe. Must be dual exhaust. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required, 100 decibel limit. No car expelling flame, smoke or backfiring allowed.

WEIGHT--Minimum total weight is 3400lb. 53% front axle, and 45% right side. All weights must be properly anchored to (and not lower than) frame. Ballast must be painted white and lettered with car number. All weights include driver.

WHEELS AND TIRES-Tire will be used 8” Goodyear take-offs from Late Models or Sportsman. **No new tires allowed. Track reserves right to deny a tire to compete if it appears too new.** Steel wheels only, max. width 7” or 8” measured at bead, max. offset 2”. Aftermarket racing wheels required on right side, minimum wheel weight 19 lbs. Bleeders not allowed. One-inch lug nuts required. Heavy-duty studs recommended.

GAS TANK--All stock tanks must be removed. Fuel cells highly recommended, 16 gallon maximum. 6 or 8 gallon marine or farm tractor tank allowed, but must be mounted so bottom of tank is above bottom of frame rails. Gas tank must be placed as far forward in the trunk area as possible and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2” square tube .125” wall crossmembers between the rear frame rails, one in front of, and one behind the fuel cell. Mounting must use 1” square tubing. Fuel cell minimum height above ground is 11” and must be protected at rear by ASA bar that is braced back to frame. Steel or steel braided fuel lines required. Fuel line must exit top of tank. No fuel lines in driver's compartment unless running thru an outer steel tube.

BATTERY--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driver’s compartment must be in an approved sealed battery box. Maximum 12-volt system.

BODY AND TRIM-Body must match frame used. Complete stock appearing steel bodies with glass or Lexan windshields required. No rear spoilers allowed. Stock, unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for tire clearance. Front & rear overhangs may be shortened a maximum of 4”. All glass and plastic must be removed, except windshield. Hood pins must replace Hood and Trunk latches. Hood X reinforcement must be removed. Full rocker panels required. Limited radiator protection bars allowed. Plastic nose piece allowed, (no late model styles), with 7” minimum ground clearance. Rear windows not allowed.

TOW HOOKS--Tow hooks on front and rear required. ¼” cable has proved inadequate.

FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

108” WHEELBASE GM METRIC CHASIS EXCEPTION--Aftermarket or S-10 right rear axle required. For durability: Coleman after market “metric equivalent” hub/rotor OK. Full size Monte Carlo spindles/ hub/ rotor are allowed.

CLAIM RULE—The track may purchase any car for \$1000 after any event. This amount is for complete car. If driver refuses claim, he loses all prize money and points for that race meet, and car is barred from further competition. Claimed cars will be disposed of by any method at the tracks discretion.