



PPMS Hobby Stock RULES updated 01/08/23

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

All parts specified as OEM/stock manufactured must be standard 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.

1. MODEL CARS

1970-1990 year passenger cars. No type of truck, station wagon, front-wheel or 4-wheel drive. No sports cars, police cars, convertibles, T-tops or open sunroofs.

2. MOTOR

Motor violations may result in fine and/or suspension.

All motor parts must be OEM stock with no modifications 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.

EXCEPTIONS

- Headers max 1 5/8" diameter permitted
- Roller Rocker arms permitted, ratio 1.5 only
- Any aftermarket hydraulic cam ok, no roller cams

265, 283, 302, 305, 307 and 318, 350 CI only. Maximum allowance of 358 CI. OEM cast iron block, heads and 2 barrel intake. All motor parts must be OEM stock manufactured—no aftermarket or high performance blocks, heads or intakes (Bowtie, W2, GT40, SVO, Performance, etc.) Any factory GM straight plug cast iron heads. No porting, polishing, grinding, welding or acid etching on heads or manifold. Stock flat top or inverted pistons with zero deck clearance. Stock steel crankshaft with stock stroke. Stock steel connecting rods.

3. BODY

Aftermarket stock appearing nose piece and bumper cap permitted, but cannot be wider than fenders and must be mounted cleanly in stock position. 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 magnetic metal. Full metal roof. Sunroof opening may be sealed with sheet metal.

43" maximum deck height. Deck height must be measured from bottom of deck to the ground. May be measured at any time.

4. SPOILERS

No spoilers, ridges or wings of any kind.

5. TIRES

Maximum 8" tire tread width. Hard compound Hoosier only E-mod type or Hoosier 36-105H500 tires permitted. Stock tires only with maximum 235/75/15 DOT number. No winter treads, slicks, or other racing tires.

6. WHEELS

Maximum 15" diameter x 8" wide steel wheels only. Racing wheels and beadlocks permitted. Any wheel offset allowed.

7. CARBURETOR

OEM stock 2 barrel carburetor only with no modifications. Maximum of 500 CFM. No dual line or predator carburetors. No carburetor spacers.



8. FUEL

Gasoline only, no additives. Fuel sample may be taken at any time. 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.

9. DISTRIBUTOR

MSD Distributors or stock distributors are accepted. OEM distributor must be stock for make and model. **No MSD Boxes.**

10. FRAME

108" 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. All frame tubing and connectors should be constructed of minimum 2" wide x 3" high rectangular steel tubing, with .095" minimum material thickness behind rear axle. All other chassis tubing should be 1 1/2" to 1 3/4" outside diameter and minimum .083" thickness. No holes may be cut in frame.

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.

Cars must have a minimum of 5" ride height from the lowest point of any frame rail to ground.

Transponder to be mounted 12" behind the center of the rear axle tube on the passenger side of the frame.

11. SUSPENSION

All suspension components must be in stock location with no modifications. No heavy duty or racing suspension parts. No air shocks. One shock on each wheel. Springs cannot be clamped or chained. Springs must have stock appearing diameter and height. Racing coil springs permitted. No progressive rate springs. No lowering or lifting blocks. No adjustable suspension parts besides rear weight jacks. Leaf springs must have the same number of leaves on both sides. Right front wheel may be cambered. Spring rubbers permitted. Mono tube magnetic steel shocks only.

11. A. FRONT SUSPENSION

Aftermarket stock dimension magnetic steel tubular upper A-Arms permitted. No bump stops or bump springs of any type allowed. No shortening or lengthening of control arms. No front weight jacks. Maximum camber allowance of negative four (-4) degrees on passenger front and positive two (+2) degrees camber on driver front.

11. B. REAR SUSPENSION

No adjustable upper or lower trailing arms.

Rear trailing arms must be stock and unaltered (may be aftermarket type for strength and safety). Arms must be stock length. No rod ends or heim joints of any kind.

Rear trailing arm mounts at frame must remain unaltered and in stock location with one mounting hole only.

Lower control mounts maximum of 3" from bottom of rear end housing to center of bolts. Brackets with multiple holes on rear end permitted if additional holes are permanently covered or plated. Only one mounting hole permitted.

Upper control mounts maximum of 3" from center of top of rear end housing to center of bolts

Rear weight jacks allowed.

12. BRAKES

All cars must have 4 wheel braking system. Calipers and rotors must be OEM steel. No drilling or lightening of brake components. No driver-adjustable brake systems.

13. REAR AXLE

Stock production rear end for make and model or 9" rear end permitted. Rear end must be locked. No maximum gear ratio. Heavy duty aftermarket axles are highly recommended.



14. TRANSMISSION & CLUTCH

Transmission must be OEM stock automatic and must have working OEM torque converter. NO POWERGLIDE TRANSMISSIONS, AUTOMATICS ONLY. 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.

15. TRACTION CONTROL

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.

16. EXHAUST

Headers are permitted. Maximum of 1-5/8" diameter. Exhaust pipes may not point towards ground.

17. STARTER AND BATTERY

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.

18. ROLL CAGE

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 sub frame 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. All roll cage bars within reach of driver should be covered with non-flammable foam padding. Other than padding, roll cage must remain exposed with no aerodynamic effects. Steel driver's side protection plate highly recommended.

19. GAS TANK/FUEL CELL

22 gallon maximum, racing-approved fuel cell 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.

20. FIREWALLS AND INTERIOR

A full metal firewall constructed from 18 gauge steel or 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.

21. SEAT AND SAFETY BELT

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 should be bolted to frame or roll bars. Mounts should run in the same direction to secure the belt. Belt should not come in contact with sharp edges. Safety belts must be replaced if two years old, and all worn or damaged safety belts must be replaced. Quick-release, racing-type steering should be used.



22. FIRESUIT AND HELMET

Drivers should have flame retardant fire suit and Snell approved full-face helmet with face shield. Nomex shoes, socks, gloves, and hood highly recommended. Head and neck restraint system and arm restraints recommended.

23. WEIGHT

3,200 pound minimum weight after any race with driver.

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.