

# Clearwater Stock Car Association

## Mini Stock - Bandit

### Bandit Rules

#### Battery/Starter

- One 12 volt battery only. Must be securely mounted with positive terminal covered.
- Battery must be in Marine type case if mounted in driver compartment.
- OEM starter only, must be in OEM location.
- Car must leave initial staging area on demand, unaided, or go to rear of that race.

#### Body & Chassis

- Any front wheel drive, compact car with three or four cylinder engine.
- All cars must remain strictly OEM. Must be OEM-appearing body. No convertibles or two seat sport cars allowed.
- OEM steel unaltered floor pan only.
- Inner fenders may not be removed.
- Hood and trunk lid/hatch must be securely fastened All doors must be securely welded or bolted.(ONLY EXCEPTION: In case of accessibility requirement, driver/pit crew must prove to safety tech that modifications are safe for driver of the vehicle, and other vehicles on the track)
- All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Windshield may remain, optional.
- Dash may be removed, but can remain.
- Maximum seven inch front and rear sun visors allowed, opera window may be closed.
- Skirting allowed, must maintain OEM appearance.

#### Brakes

- Must be steel, unaltered, OEM operative, four wheel disc or drum brakes, and match year, make and model of car used.
- OEM master cylinder only, in OEM location. No brake shut off or bias adjuster. Steel brake lines only.

#### Bumpers & Rub Rails

- Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame.
- Front and rear tow hooks mandatory. OEM bumper covers should remain.
- May have one horizontal bar - maximum 1.75 inch OD – tying front frame horns together ahead of radiator. Maximum one inch wide by two inch tall steel or Lexan rub rails allowed – bolted flush to body.
- No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails

## **Door Bars**

- Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars.
- All tubing must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
- Recommended :Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

## **Driver Component**

- Aluminum high- back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts.
- Driver must be sealed off from track, engine, transmission and fuel cell/tank.
- All glass, trim, lights (including lenses), emblems, etc. must be removed from the car, windshield is allowed but optional. 4 Inch Inside mirror allowed, no outside mirrors. A minimum of 3-4 evenly spaced bars (3/8" minimum steel) must be welded vertically across windshield opening in front of the driver, unless using optional windshield. A screen may be fastened over the bars if desired. Screens must be painted flat black.
- No gutting allowed except for roll/door bar clearance, trunk lid and hood.
- All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes.

## **Engine**

- 3 or 4 cylinder in-line only, Recommended: double overhead cam
- All engine components must be unaltered OEM for year, make and model of car used, Must use OEM crank, rods, valve sizes, stroke, etc.
- No aftermarket racing heads, No high performance or sport car engines of any kind. No turbo charged, super charged or rotary engines.
- Max 295 combined hp and Torque .( hp and Torque rating based on factory spec)

## **Engine Compartment**

- Engine and radiator must be OEM, in OEM location for year, make and model of car used,
- May use solid engine mounts or safety chains. No accumulators/accusumps.
- Fire wall extension between hood and firewall.

## **Exhaust**

- Exhaust manifold must be unaltered, OEM for year, make and model of car used.
- Smog pump, catalytic converter and air conditioning compressor may be removed.
- Exhaust must turn toward ground. No exhaust in driver compartment.

## **Fuel System**

- Must have complete, unaltered, OEM fuel system for year, make and model of car used.
- Gasoline only, maximum 93 octane. No E85. No performance additives,
- Gas tank ahead of rear axle allowed. Gas tank shield recommended. Gas tank behind rear axle must be replaced with maximum eight gallon fuel cell and relocated to trunk area.
- Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick, Metal firewall or cell cover must be between driver and cell.

- Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system-a flapper, spring or ball type filler rollover valve is required.
- External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans.
- No fuel lines through driver compartment. Aftermarket fresh air pipe and air filter allowed.

### **Gauges & Electronics**

- No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials).
- 12 volt ignition system only. No ignition boxes. No performance chips.
- All ignition components must be unaltered, OEM and match year, make and model of car used.
- Aftermarket analog tach, oil pressure and water temp gauges only.
- Vehicle computer (ECU) should be mounted in accessible location for inspection.

### **Roll Cage**

- Six-point, full perimeter roll cage required, Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing.
- Rear hoop must have "X" bracing configuration. Rear kickers required.
- Recommended: front brace bar from main halo to front cowl. Forward brace bar allowed from main cage to front strut tower.
- Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.25 inch).
- No iron, galvanised pipe or fittings, square tubing, brazing or soldering allowed. Mild steel or cage tubing only.

### **Springs/Shocks/Struts**

- All shocks and struts must remain OEM, in OEM location. OEM springs may not be modified.

### **Suspension & Steering**

- All components and mounts must be unaltered, OEM and match year, make/model of car used.
- Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end.
- No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed.
- Rear wheels must track straight ahead and be in alignment with front wheels. No more than 5 degrees camber on any wheel.

### **Tires & Wheels**

- OEM DOT 13, 14, 15 or 16 inch diameter unaltered passenger tires only. No racing, mud tires.
- No re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed .
- OEM steel , aluminium or racing wheels, with standard bead bump and maximum seven inch width.
- Reinforcing of wheels recommended.
- Front wheels must be the same size and offset as rear wheels. Tires must be inside of body.
- NO wheel spacers or bleeder valves. One inch O.D. steel lug nuts on steel racing wheels recommended. Stock size wheel nuts allowed to be used with OEM steel or aluminium wheels

### **Transmission**

- Must use OEM, unaltered transmission that came in year, make and model of car used.

- All forward and reverse gears must be operational. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used.
- No mini clutches or couplers.
- Must have inspection hole in bell housing (accessible from top).
- No transmission coolers in driver compartment, No torque dividing final drive. No locked differentials.

### **Weight**

- No ballast (extra weight) of any kind allowed. Any item deemed as ballast will be required to be removed.

If you are unsure, talk to your class rep!

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