

Clearwater Stock Car Association

Hobby Stock

Hobby Stock Rules

Any Canadian or American built car or pickup (min 106.5" wheelbase). No station wagons or convertibles. "T" roofs have to pass Tech and Safety inspections – "T" panels to be reinforced with 20-gauge steel. All combustibles, glass, loose chrome are to be removed.

EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:

BODIES

- Removal of front inner fender wells allowed. Only plastic wells must be removed.
- Holes may be cut in hood to accommodate larger air cleaners but must be sealed at the front and side (No Ram Air induction allowed)
- Radius of wheel wells allowed.
- Stock latching of hood must be removed and replaced with minimum of 4 hood pins each. Must be securely fastened on all 4 corners. Large steel washers around pinholes are needed.
- Inside braces on hood and trunk may be cut.
- Windshield may be left in but must be securely fastened with safety clips or straps or chrome molding only on front, or may be replaced with windshield safety glass (laminated, tempered, safety glass) or Tech approved screen. Must fully protect the driver.
- Drivers door nets securely fastened on bottom, no flapping, MANDATORY.
- Aftermarket body allowed - floor board and firewall must remain stock
- Minimum 2" collapsible steering column may be installed.
- Rubber body mounts must remain stock.
- Una-bodies can join frame rails.
- Tow chains or hook MANDATORY on front and back of car.
- Missing panels must be replaced or repaired by next race day.
- Reinforcing of rear bumper only, allowed. Front bumpers modification to attach plastic noses (custom frame to attach plastic noses)- allowed
- Tunneling for mufflers allowed. Cutting of floorboards and installation of metal boxes allowed for muffler clearance. No cutting or removals of body cross members.
- If floor crossmember removed or modified, car must meet 3000lb with driver. No tunneling allowed. Only cars built and raced prior to September 2023 will be grandfathered.
- All Doors to be Welded or Bolted Shut (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)
- **4 inch side mirror optional**
- Aftermarket Skins Allowed
- Allowed to gut the trunk

ELECTRICAL SYSTEM

- Stock ignition switch must be disabled and replaced with a push/pull switch and be clearly labeled, within the drivers reach on the right hand side of the driver. A battery disconnect switch is MANDATORY and should be clearly marked and must be accessible from the outside of the vehicle.

ENGINE

- CRATE ENGINE ALLOWED
- Vortec heads are allowed. No aluminum heads.
- Optional skid plate from front of car to rear of transmission. Securely fastened.
- No aluminum blocks, or fly wheels. Aluminum intake and headers ALLOWED. Single plane intakes ALLOWED. Exhaust system must extend to a point behind the driver, or out from underneath the car and not to be turned down. Stock.
- Maximum 1" adapter plates. Maximum .500 cfm/2 Barrel carb NO Racing Carbs. After market air cleaners allowed.
- No high performance parts, only stock. 4 valve relief pistons with flat tops and solid flat tappet allowed. No domed pistons. Maximum 1" spacer between intake and carb.
- Double bump heads allowed.
- Engines not to exceed 350 Chevy, 351 Ford, 360 Chrysler/AMC, plus .060 overbore.
- Chokes removed or wired.
- Electric fan optional. Stock fan must be in place.
- One (1) Gallon over-flow, must have catch can.
- After market valve cover allowed. Chrome parts allowed.
- All casting numbers must be on block, head, and crank. (All classes.)
- Generation II engines are allowed to use Factory TBI intake modified to accommodate 2 barrel Carb by using an Adaptor plate between Carb & Intake. Can also use older cast iron manifold modified to fit gen II heads. Center bolts can be hogged out, after market washers & bushings allowed. Part # available from tech & exec.
- Parts that are OEM stamped may be used as replacement parts.
- 17% Gear Reduction Pulley Kit is allowed.
- Roller tip rockers ONLY allowed.

FUEL SYSTEM

- Stock tank must be removed.
- Pump gas only, no alternative fuels.
- 202 Valves only
- Tank may be aluminum, racing fuel cell or outboard motor tank. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech. Tank not to exceed 16-gallon maximum.
- Tank must be mounted at least 18" in front of rear of body, in trunk. Must be securely fastened (to be passed by Tech). A rear crash bar is MANDATORY if unable to meet 18" rule.
- A shield (20-gauge minimum) must be securely fitted in between tank and driver.
- Electric Fuel Pump for Generation II Engines.
- Must have Hobbs (inertia) switch.
- **TRANSMISSION** Any stock transmission Corp to Corp
- Scatter shields must be installed (Steel bell housings acceptable) on all transmissions. Bell housings and scatter shields not attached to engine must be attached to cage.
- Cooler lines must be shielded from driver.

REAR ENDS

- Locked or welded rear ends allowed. Corp to Corp. Ratio may be changed. Must have non-adjustable rubber bushings.
- 9" Ford differential allowed.

ROLL CAGE

- MINIMUM 4 point roll cage (see diagram). No galvanized pipe. Bars must be securely welded to frame. 1 1/2" (.095) schedule 40, .125 or equivalent strength seamless pipe.
- Approved racing seat to be properly installed. Approved by Tech.
- Seats to be lowered so drivers' helmet is below top of cage.
- Minimum 4 bars in drivers door. Panel to be removed.
- Spacer bars MANDATORY on drivers' door.
- Minimum 3 bars in passengers side.

- Two bars allowed to protect radiator, not to extend past grill, must remain behind front bumper. Front bars to have rounded corners.
- No triangulation allowed except to support main cage. 2 bars allowed (1 ½" maximum) from rear main brace to tail end of frame for rear reinforcement only. May not be used to triangulate suspension-mounting points.
- All bars around driver must be padded. Minimum ½" thick foam.
- No grader blades, drill rod, or other tempered metals allowed on cars.
- Mud flap, either full width car outside tire to outside tire or 2 small flaps each to cover the tire, must be 6" from ground. Securely fastened not dragging,
- 1/8" plate on all butt welds on main cage. MANDATORY four (4) gussets in top main cage.
- Rub rails allowed (see diagram). Must be flush with body of car, straight on left side of car, from middle of front rim to the middle of the back rim. Angled on right side of car, going from spindle of front tire to top of the rim of the back tire. Ends must be turned in 1 ½" i.d. schedule 40.
- Kit cages are allowed.

SUSPENSION

- Absolutely no triangulation or reinforcement of suspension mounting points. Front suspension of Dodges may be reinforced.
- No shocks that can be used as weight jacking devices. Stock appearing shocks only (i.e. 50/50 shocks).
- No alteration of front or rear sway bars or shock mounts (i.e. position or pre-load). OEM replacement is acceptable.
- After market suspension bushings allowed.
- after market A arms allowed
- Aftermarket rear trailing arms allowed but must conform to stock configuration (length).
- Rated springs and mounts for coils to create clearance
- Sliders and/or shackles to be allowed

TIRES AND WHEELS

- Up to 60 series tire of summer or M&S design. No winter /snowflake marked tires. Siping is allowed.
- Racing tires are allowed, 60 series max or equivalent
- Maximum 8" rims. After market rims optional. No light weight racing rims. No aluminum rims. 14" or 15" tires.
- Stock right front rim must be reinforced. M S C A recommends right rear be reinforced if it is stock.
- Optional oversized tie-rod ends and drag link. Oversized wheel nuts and studs MANDATORY for Right front wheel only.
- Gas charged bumper shocks must be disabled.

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If you are unsure, talk to your class rep!

Last Edit: Dec 1, 2023