



2022 Mini-Stock Running rules

Minimum age is 13 yrs old

1. MODELS:

- Any front engine cars and trucks with a maximum wheelbase of 104".
- Pickup trucks must use all stock body mounts.
- No independent rear suspension allowed.
- No four-wheel drive vehicles allowed.
- No convertibles.
- No front-wheel drive vehicles (See Illegal Minis).

2. CHASSIS:

- A. Wheelbase must be stock, no tube or racing chassis allowed.
- B. Car frame and body must remain stock and be of the same make and model.
- C. Any stock-appearing steel spring allowed. Must remain in stock location. Only one spring per wheel assembly. No adjustable spring spacers allowed.
- D. Steering components must remain stock. The steering column may be moved for safety reasons. OEM Pedals must be in the factory location.
- E. Shocks that fit in the stock mount location will be allowed. One per wheel. No heim joints.
- F. Struts must remain absolutely stock. No adjustable struts. Struts must remain in stock location.
- G. Aftermarket sway bars allowed if kept in the stock location.
- H. Shackles must be in stock location. Rear adjustable shackles are allowed. Maximum 3" over stock length.
- I. No alterations to the front or rear suspension.

3. BODIES:

- A. All body parts must remain factory OEM parts and must retain factory measurements. All body parts must remain in original mounts.
- B. No rear scoop openings.
- C. Fenders may be trimmed 3" to clear tires and must be rolled inside.
- D. All cars will start race with all body parts in place, unless approved by launcher or tech. Appearance will be neat and clean at all times.
- E. No holes in hood or deck except for air cleaner.
- F. No spoilers in rear or on top of car.
- G. Stock floorboards and firewalls to remain intact. Holes must be covered with 20 gauge steel. Full firewall required between driver and fuel cell compartment with all holes covered with 20 gauge steel.
- H. Doors to be welded or bolted shut.
- I. All pot-metal, chrome, glass and burnable material must be removed.
- J. Trunk and hood to be secured with hood pins. No hinged hood.



- K. All cars to be neatly painted and numbered. Numbers are to be a minimum of 18" high and placed on both sides and the roof. Place roof numbers so as to be read from the passenger side. Must be legible.
- L. Three evenly spaced strong vertical bars to be installed in windshield opening in front of driver with a maximum 5/8" x 5/8" mud screen securely attached to the cage and not the body (screen is recommended, required if driver is a minor).
- M. Bumpers must be stock appearing or fabricated, covered and adequately safe to protect the car, with no sharp edges or ends that will "hook" other racecars. Tech discretion is final.
- N. Front and rear bumpers may be reinforced with tubing not to exceed 1-1/2" OD and must be attached to the body.

4. ENGINES:

- A. Maximum 2300cc 4-cylinder engine with maximum .060 overbore. Must be of the same manufacturer as the rest of the car. No rotary engines allowed. Toyota 22r is ok. Two (2) valves per cylinder only.
- B. Engine must remain in stock location.
- C. No oil coolers, accu-sumps, dry sumps, or external oiling systems allowed.
- D. Only one cam per engine. No roller cams. Solid lift cams only allowed on factory stock applications (examples: Honda, Toyota, Isuzu, etc). Ford 2.0 and 2.3 are hydraulic cams only. Alternative camshaft allowed. No externally adjustable cam pulleys.
- E. No titanium parts allowed.
- F. Intake manifold must remain stock and unaltered. NO adapters over 1" inch high and NO porting. NO EFI intake manifolds.
- G. Exhaust to tech discretion
- H. Aftermarket or factory headers.
- I. Exhaust must be covered if ran through the passenger side of the cockpit.
- J. Aftermarket and modified crank OK. Pistons can be .060 overbore. 5.7 rods maximum.
- K. Aftermarket water pump pulleys are ok.
- L. All other engine parts must be stock OEM.
- M. A 4-cylinder engine may be swapped into a non-4-cylinder body, as long as the engine is the same make as the car, and the car meets all other rules.

5. ELECTRICAL:

- A. No magnetos of any kind. Electronic ignition will be allowed as long as it is stock for that make and model.
- B. No dual point distributors.
- C. Stock equipment only. No aftermarket, high performance or made for racing equipment.
 - D. Engines must be self-starting.
- D. Must have a master kill switch that is accessible from both sides of the car, and the on and off positions clearly labeled.

6. CARBURETORS AND FUEL:

- A. One (1) two-barrel downdraft carburetor with a minimum 2 throttle return springs, which must work independently of each other.



- B. Pump gasoline only. No nitrous oxide, alcohol or nitro methane allowed. NO RED/BLUE fuel. 91/92 octane maximum. Gasoline purchased at the track is okay. No "E85."
- C. No fuel injection or turbo chargers allowed.
- D. If fuel lines run through driver's compartment they must be enclosed in steel or steel braided lines with no fittings.
- E. The fuel cell must be separated from driver's compartment and properly secured with a minimum ground clearance of 12". Fuel cells are mandatory. Steel can is mandatory around fuel cell. Must be properly secured with a minimum of two (2) 1" straps.
- F. Stock fuel pump only. If electric pump is used it must turn off with ignition or properly labeled ignition or kill switch.
- G. Fuel cell flapper and roll-over valve required.

7. WHEELS AND TIRES:

- A. Any steel wheel with a maximum of 7" width. No bead-locks.
- B. Any street D.O.T. tire with a maximum width of 8" measured across the tread width with a ruler. No aftermarket or racing tires of any type or brand (subject to track official's decision). 5/16" maximum tread gap. All tires must remain unaltered. No grooving, siping or studded tires allowed.
- C. 15" max wheel diameter.
- D. Wheel spacers allowed as long as the wheel stud goes all the way through a 1" lug nut (3 threads exposed).
- E. 1" lug nuts are mandatory.

8. BRAKES:

- A. Must have stock four-wheel brakes in good working order. All four must work at all times.
 - B. No adjustable proportioning valves allowed.
- B. No drilling or lightning of drums or rotors.
- C. No aftermarket pedal assemblies or master cylinders allowed.

9. SAFETY:

- A. A high back, padded, left turn aluminum racing seat only.
- B. Seat must be mounted to roll cage in steel frame and secure. The seat must not mount to the floor pan. Headrest must be braced. Six (6) 3/8" grade-8 bolts must be used to mount the seat.
- C. Drivers' harness will be a 5-point design with 3" lap straps and 3" shoulder straps securely and properly mounted to roll cage. NO old, faded, or frayed belts allowed. The belts must be mounted to the frame or roll cage and not to the seat with 1/2" grade-5 bolts. Belts must mount behind the driver.
- D. Drivers approved window net mandatory. Nets to be properly attached to roll cage and are to be released from the top. Nets must be tech approved.
- E. Helmet must be rated Snell 2000/2005 or newer.
- F. Fire suit is mandatory, in good condition with no holes. Fireproof gloves and boots are recommended. Neck roll is mandatory unless pre-approved. All safety equipment is required for minors.
- G. Must have a minimum 2-1/2 lb. fire extinguisher mounted in a quick release bracket within easy reach of the driver. Extinguisher must have a current certification tag at all times.



- H. No Mirrors.
- I. Minimum age for drivers is 13 years old. All drivers on the track, no matter age or experience, must be respectful of other drivers.
- J. Receiver is required.
- K. If you need to make a “non-stock” adjustment for safety, it must be approved by tech.

10. ROLL CAGE:

- A. Full 4-post with one diagonal and two back braces with a minimum of 1-1/2" OD x .095 wall steel tubing with gussets on all roll bar and door bar corners or minimum of 1-5/8" OD x .095 wall steel tubing properly welded without gussets. No galvanized or black pipe.
- B. Three (3) horizontal bars with two connecting braces on drivers' side and 2 horizontal bars with two connecting braces on passenger side. Connecting bars to be welded to frame.
- C. In all uni-body cars roll cage must have a minimum 1/4" x 4" steel plate under roll bar posts and under floor pan, secured by four (4) 7/16" minimum grade-8 bolts each, or attached to frame rail or rocker box. Tech decision is final.
- D. Extra reinforcement allowed. MAKE ROLL CAGES SAFE!
- E. Minimum 18-gauge door plate between skin and door bar welded to door bars required. Large enough to protect all occupants.
- F. All driver protections must extend to passenger side, if equipped for passenger.
- G. Set-back cage is okay.

11. MISCELLANEOUS:

- A. Steel or lead ballast (weight) may be added but must be secured by a minimum of two (2) 1/2" bolts and painted white with car number on it. Never install in driver's compartment.
- B. Drivelines must be painted white and must be secured by a steel loop 1" wide and 1/4" thick, 12" back from front U-joint. No aluminum drive shafts.
- C. Flywheels must have approved scatter-shields. Quarter inch steel plate or belt: minimum 180 degrees is mandatory. No lightened or cut down flywheels allowed.
- D. A rear cross-member of 2" round or square tubing is required between fuel tank and rear bumper.
- E. All cars must have a hook, chain or eye attached to the front and rear of the car for quick and easy removal from the track. Failure to do so will result in a fine of \$25 for each night without one.
- F. NO racing clutches. OEM only. Must have tech inspection hole.
- G. Transponder location – 18" to the back from center of rear end.
- H. WEIGHT LIMITS: Minimum 1 pound per cc including the driver. 56% maximum left side weight with driver.
- I. If you need to make a “non-stock” adjustment to “keep your car on the track,” it must be approved by tech. Any adjustable, unapproved part must be welded in place.