



FASTEST 1/4 MILE ON DIRT

2021 MINI-STOCK RULES

The MINI STOCK division was established as an entry level division. The rules that have been developed for this division are focused on keeping the cars stock. The only modifications allowed are those to enhance not insure the safety of the vehicle.

Transponders will be required in this division, but not mandatory. Transponder should be placed a minimum of 15" from the back of the rear end tube and a maximum of 20". It must be no higher than 18" off the ground. You should also place a white label with your transponder number on the dash where tech inspectors can easily see it. Do not encase transponder unit with any metal, as this will negatively affect the computer's ability to read the transponder signal. All illegal part will be confiscated and therefore the property of the speedway. If it doesn't say it, don't do it, or ask first.

1. GENERAL

- All race cars must be pre-registered with the track and its officials prior to being allowed to race. Preregistration includes driver info, number, year, make and model of race car as well as vin number if applicable and must have gone thru track tech.
- Any driver changes must be made before handicapping; otherwise driver will lose all points earned for the event.
- No high performance makes, or model cars will be allowed in competition. No turbo or supercharged models will be allowed.
- No convertibles, all-wheel drive, or all wheel steering cars will be allowed.
- Open to any 4-cylinder single or dual cam car with a maximum wheel base of 103".
- It is highly recommended that all drivers have a jack and basic hand tools for tech purposes.
- All drivers are responsible for the actions of his or her pit crew members and car owners. Threats and physical altercations will not be tolerated.
- AMB transponders are required, but not mandatory. (please note that this is for scoring purposes. Track will not guarantee hand scoring accuracy.) Computer scoring takes precedence over hand scoring.
- Receivers are mandatory and must be functioning.

- Dominant cars are subject to a weight penalty.

2. BODY

- Bodies must be 100% complete and original. Cars will not be allowed on the racing surface without a hood. Hoods must contain a 4" hole for a fire extinguisher in case of fire.
- Vin tag must always be in factory location and visible.
- Sunroofs and T-tops must be removed and covered securely.
- All interior upholstery fabric must be removed.
- Dash may be removed and replaced with aluminum or sheet metal replacement.
- All holes in firewall and floors must be covered with tin and sealed.
- All plastic, glass, and chrome must be removed. Air bags must be removed. Bumper shock absorbers must be removed.
- Windshield area must have one centered vertical support minimum 1 ½" x .095 dom tubing and two 1" x 1/8" vertical straps welded to the cage. Safety screening shall cover the opening in place of the windshield. Vertical straps shall be located 5" from outside edges of opening.
- All doors must be welded or bolted permanently shut.
- All under hood insulation must be removed.
- All hoods and trunk lids must be pinned, and stock locks removed.
- Batteries must be securely mounted under the hood. An alternate location would be the trunk area of the vehicle if there is no fuel cell located there. Batteries must be in a marine type battery box and securely fastened to the cars structure by means of placing a 1/8" steel plate beneath the trunk compartment and extending fastening means (steel) thru plate and steel angle iron framing around batteries top edge.
- Stock bumpers may be replaced with roll bar pipe. Bumpers should be a maximum of 1 ½" in diameter with a minimum wall thickness of .095. Tubing must conform and be covered by stock covers and be designed to prevent vehicles from getting hooked together.
- All vehicles must have tow chains front and rear of a minimum 5/16" chain.
- Spoilers are allowed but, must match the year, make and model of the car. No aftermarket spoilers will be allowed.
- No aftermarket body panels, steel or aluminum original body panels.
- Stock fuel tanks are mandatory. 10-gallon fuel cells will be allowed but must be separated from driver's compartment with steel firewall. Fuel cell must be centered in trunk area and must be within the confines of the roll cage. Fuel cell must be mounted with steel mounts- angle iron top mount that picture frames the fuel cell and fastened to a 1/8" steel plate located beneath the trunk of the car.
- No mirrors. No brake lights. No running lights stock or added.

3. ROLL CAGE & SAFETY

- Roll cage must be constructed of a minimum of 1 ½" x .095 wall thickness dom tubing. Welds must pass at minimum a visual weld inspection.
- Minimum roll cage clearance 3" from drivers head.

- Roll cage must be welded to minimum of 1/8" plate measuring 6"x6" which shall be welded to the car structure. No bolting of cages will be allowed.
- Cage must be a 4 point with 2 down tubes going from the top of the main cage to the rear frame rails or a cross bar that extends between the rear strut towers and a cross bar behind the driver seat from side to side (one piece).
- Minimum of 3 door bars on the left (drivers) side and an "x" or 2 horizontal bars on the right (passenger) side. 1 1/2" x .095 dom tubing.
- Main cage must be reinforced with an "x" behind the driver. 1 1/2" x .095 dom tubing.
- Main roof must have "halo" bar – minimum 1 1/2" x .095 dom tubing.
- All roll bars within reach of the driver (while secured in the seat) must be protected by dense type roll bar padding. Soft padding is not acceptable anywhere a driver helmet might contact.
- All cars must have an aluminum race seat.
- Minimum safety equipment: 5-point harness mounted to the cage, one-piece racing fire suit, fire retardant racing shoes, Nomex lined racing helmet, Nomex racing gloves. No motorcycle or snowmobile helmets. Belts must be sfi 16.5 or sfi 16.1 and be free of abrasions and cuts and must be within 2 years of date of manufacture. K. A window net is mandatory. The seat must be bolted in six (6) spots to the roll cage with six (6) 3/8 bolts or larger. Two (2) on top and four (4) on the bottom. Belts must not bolt to seat.

4. ENGINE

- Engine must match make and model.
- No rotary engines, rear engines, turbo or supercharger engines.
- No adjustable timing components.
- No lightweight pullies.
- OEM production parts only for the year, make and model.
- A/c compressor and power steering pump may be removed.
- Must use stock air cleaner housing. K&N type air filters are allowed. No ram air, cold air intakes or cowl induction setups will be allowed.
- No aftermarket ECM's, chips, ignition systems or ignition controllers will be allowed.
- All ignition systems must remain stock including spark plug wires, coils, etc.
- Pump gas only. No race fuels or additives of any kind allowed.

5. TRANSMISSION

- Transmission must match to motor with no alterations.
- All gears must be fully functional. Car must move in any gear.
- No electronic or hydraulic traction devices allowed.
- Stock flywheel, clutch, flex plate or converter only.
- No aftermarket or aluminum flywheels.
- Inspection covers must be easily removed for inspection.
- Locked or stock differential is driver choice and not a tech item.

6. BRAKES

- Brake system must remain stock and complete for the year, make, and model of the car. 4-wheel disc brakes allowed. One stock master cylinder. No balance valves or bars allowed.
- All 4 brakes (one on each wheel or corner of the car) must always be fully functional.
- No bias valves or block offs will be allowed.
- No drilled, vented or lightened rotors. All rotors must be magnetic steel, no carbon, no titanium.
- Emergency brake cables and components must be removed.

7. SUSPENSION & STEERING

- Suspension must remain stock for the year, make and model of the car. All steering and suspension components must be bolted in original locations without alteration.
- Factory replacement shock and struts only. No aftermarket parts allowed.
- Factory springs only. No cutting, shrinking or aftermarket coils will be allowed.
- Suspension adjustments are allowed if the components and the chassis are not modified.
- Stock steering rack and components only.
- Quick struts are allowed without modifications. OEM type no aftermarket.

8. TIRES AND WHEELS

- Dot non-snow design shall not exceed 7" in width. Tire diameter shall be the same on all four corners. B. Manufactured steel racing wheels only (Bassett, Aero etc.) On all four corners and shall not exceed 7" rim width and not to exceed 3" offset. No aluminum, no plastic or carbon fiber wheels. No bead lock wheels. No inner liners.
- Tires must match on all 4 corners of the race car.
- Wheel offset shall be consistent around vehicle.
- Tires may not be any lower profile than a 55 series. No snow tires or aggressive thread patterns will be allowed. If the tire has snow flake on it, it is illegal. No studs.
- 1" steel lug nuts only.

9. NUMBERING

- For the purpose of a more accurate identification we will be mandating that all cars follow the following procedure with number placement and color. All cars shall have a roof number that contrasts the body color and is at least $\frac{3}{4}$ the size of the roof area. Door numbers should be the same sizing with the driver's name written thru the numbering. Number and lettering should represent our sport well. Any offensive writing or ads will be removed or covered before cars are allowed on racing surface.

10. WEIGHT

- Minimum weight 2000 lbs. After race with driver. Track scales are official. No 2% any weight added to the vehicles must be in the form of lead billets and they

must be painted white with a car number on them. Any car losing a weight during competition is automatically disqualified. Weights must be fastened to steel roll bar tubing by means of weight clamps and bolts or by welding flat plates (no to exceed $\frac{1}{4}$ " in thickness) to cage for mounting weight to. All weight must be within the confines of the caged area. No weights shall be attached to sheet metal or seat. Internally weighted tires are illegal, no exterior weights are allowed hammer on or glue on. Weight in any location on the vehicle other than described above is illegal and is cause for DQ. Weights are subject to change in order to equalize the racing and level any unfair advantage of a horsepower to weight ratio from one competitor to the next.

*** Subject To Change At Discretion of Track Promoters ***