



MINI STOCK

**FOUR CYLINDER WATER-COOLED REAR WHEEL DRIVE CARS AND MINI PICKUP
TRUCKS ONLY**

2021 TECHNICAL RULEBOOK

BODY

1. An aluminum body is allowed. 50 pounds must be added.
2. Inner panel may be removed.
3. A stock firewall in stock location and full floor pan are required. (You cannot weld a floor pan onto a tube frame.)
4. The breather may stick through the hood.
5. Open back end allowed.
6. Nose and tail pieces, including MD3, allowed.
7. Spoiler must be no more than 8" max.

FRAME AND RAILS

1. Must have a roll cage and all safety equipment.
2. Cage must be secured to unibody.
3. Chassis on a Fox-body Mustang can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, as long as they remain in the stock position and mount.
4. Leaf spring cars must retain the stock chassis all the way back to the rear leaf spring mounting points and positions. The trunk area can be cut out, but the shocks must go through the OEM holes.

SUSPENSION

1. Must be stock suspension.
2. Lowering blocks ok.
3. Adjustable buckets and wedge bolts are permitted.
4. Racing springs permitted, must be in stock location.
5. May cut/lower a-frame for caster/camber adjustments.
6. May cut panhard bar, must retain stock ends, non-adjustable.
7. Caster and camber plates ok.
8. Shocks with external reservoirs will not be allowed.
9. Racing shocks and struts are allowed as long as they can be mounted in the FACTORY POSITIONS. Shocks must retain stock angle.
10. In order to be able to run different shocks, the shock mount can be moved up for shock travel, as long as the angle is not modified.
11. If your car did not come from the factory with coil over shocks, you cannot run them. Only one shock per wheel will be allowed.
12. No J bar or three link allowed.
13. Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
14. Bump steer adjustment will be allowed.
15. All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
16. Four-link cars may adjust pinion angle adjusting the length of the upper links only.
17. No suspension parts can be added to cars not equipped from the factory; no adding a panhard/sway bar.
18. Bushings or offset bushings ok in steering rack.

BRAKES

1. Three wheel brake shut off permitted.
2. Stock rotors and drums, may remove caliper and rotor on RF only.
3. Disc brakes permitted.
4. Dual master cylinders permitted.

WHEELS AND TIRES

1. 13" diameter steel wheels only. Beadlocks allowed.
2. 10" maximum width wheels permitted.
3. Hoosier 1350/1600 tires or American Racer 48 or 57 tires are allowed.
4. Tires must not be treated with any chemicals, solutions, or any other compounds.

EXHAUST - MUFFLERS ARE REQUIRED AT SENOIA RACEWAY

1. Any header permitted; must have muffler.

DRIVELINE

1. Only a stock transmission will be allowed. Top loader transmissions will not be allowed. Transmission must have forward and reverse gears.
2. Lightening of the transmission is allowed.
3. All internal gears must be OEM stock production gears.
4. No billet gears allowed.
5. No aftermarket transmissions allowed.
6. No racing transmissions allowed.
7. Any clutch and flywheel.
8. Couplers are not allowed.
9. Stock OEM housing or Ford 9" rearend allowed
10. No quick change differentials allowed. No floaters allowed. Locking of differential or spool allowed.
11. Any driveshaft allowed, prefer aluminum or carbon fiber.

ENGINE

1. Stock engine location.
2. No engines with more than two valves per cylinder.
3. CC must be based on original bore of block.
4. One pound per CC; 2200 lb. minimum.
5. No rotary or turbo or DOHC permitted.
6. OEM only .080 over max bore + .010 for wear, not to exceed 2500 cc + .080 over bore.
7. Aluminum cam gear or pulley allowed; adjustable gear ok.
8. Any steel rod; no aluminum or titanium.
9. Stock crank or billet crank permitted with stock stroke; +.010 tolerance.
10. Oil pan: any wet sump pan.
11. No dry sumps allowed.
12. No vacuum pumps permitted; may have regulated exhaust evac system.
13. Any flat top piston.
14. Toyota 1600 and 1800 may run dome of .267 maximum height.

IGNITION

1. Any ignition system allowed.

WEIGHT BREAKS

1. OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting or polishing, stock size valves, and a flat tappet cam and stock intake may receive a 100 pound weight break.

WEIGHT PENALTIES

1. Aftermarket cast iron heads must carry a 50 pound weight penalty.
2. Aluminum bodies must carry a 50 pound weight penalty.

CYLINDER HEAD

1. Any cast iron head allowed as long as they are/were available to the general public for sale.
2. OEM production aluminum heads on Toyota allowed.
3. No aftermarket aluminum heads allowed on any engines.
4. No dual camshafts.
5. Milling, porting, and polishing is allowed.
6. No relocation of intake/exhaust ports or runners.
7. Any cam allowed.
8. Any size valves allowed. Valve guide spacing cannot be altered.

FUEL

1. Only pump gas/racing gas allowed.
2. Any fuel containing any type of alcohol will not be allowed; that includes E85 and oxygenated fuels that contain alcohol.
3. No additives.

INTAKE

1. Any intake manifold permitted.

CARBURETOR

1. Fuel injection will not be allowed.
2. Holley 4412 500 cfm, Holley 7448 350 cfm and Holley XP 2-bbl carburetors allowed.
3. No 4-bbl carburetors.

4. No aerosol carburetors allowed.
5. Choke horn may be removed.
6. Carburetor must have boosters with no modifications to boosters or venturi.

BASE WEIGHT

1. Base weight 2200 pounds.
2. All weights must be posted in clear view including all breaks and/or penalties

SAFETY

1. Approved helmet and full fire resistant driver's suit required. (50 lbs. weight break for head and neck restraint and/or full containment seat.)
2. All cars must have 3" lap belt and 2" shoulder harness and crotch strap MINIMUM and must be attached to roll cage.
3. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 5 lb. halon system is recommended.