



MINI STOCK 4 2023 RULES

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BODY AND FRAME – body and frame must be built from production OEM 4-cylinder sedans.

Body can be fabricated from steel or aluminum, but must resemble stock style body lines with stock appearing nose piece and enclosed rear

Rear spoilers can be run, max of 6" tall and cannot be wider than upper edge of quarter panel

Body must sit on frame in uniform OEM position.

Front firewall must be steel and in stock location

Floor pan must be OEM and in stock location

Any patch panels installed in floor pan due to damage must be welded and made of steel.

Rear firewall may start behind driver's seat

Cars with boxed interior must have 12"x12" removable panel to inspect enclosed areas

All interior panels should be sealed to prevent fire or fluids from entering driver compartment

All cars must have roll cage made of 1.5" round tubing minimum

All cars must have 3 driver door bars made of 1.5" round tubing minimum

Engine must be mounted in stock location from OEM

Solid Mounts OK

SUSPENSION – All front & rear suspension components and mounting locations must remain Stock OEM

Adjustable caster/camber plates and adjustable spring cups are legal

Upper and lower trailing arms must remain stock and OEM for chassis used

Upper may be modified for pinion angle

Arms cannot be adjustable

Mono-ball bushings are allowed

Screw jacks are allowed in rear only

SHOCKS & STUTS – No adjustable struts or Shocks

STEERING – OEM steering gear must be used for make and model.

Quickeners are allowed

Collapsible columns are recommended

Steering wheel quick release mandatory

SPRINGS – Any OEM stock style steel, non-adjustable, shock is allowed mounted in stock location with stock mounting hardware

ENGINE – Engine must be OEM for vehicle

2 valves per cylinder

Carbureted only

No rotary or DOHC engines allowed

No fuel injection or multiple cards

Must be OEM only with maximum overbore of .080

2500 Ford blocks not allowed

CRANKSHAFT & RODS – Stock OEM with stock stroke only.

No titanium rods

2500 Ford cranks are not permitted

PISTONS – Any flat top piston

3TC Toyota may use .235 dome

.267 dome must add 50lbs to total car weight

20 and 22 may use .125 dome



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CYLINDER HEAD – Head must be stock OEM, no port and polishing whatsoever

No extrude honing allowed

No acid porting

All ports must maintain factory shape and volume from OEM

Heads may be angle cut

A bowl cut is allowed, but can not exceed the ID of valve seat and can be no deeper than valve guide

Bowl cut must be concentric with valve guide

VALVES – Performance valve job allowed, any seat angle allowed

Valves must be steel and of stock diameter

Ford 2300 intake valve max 1.751 and 1.509 exhaust valve

No hollow stem valves allowed

Double valve springs OK but must be steel

Retainers may be any steel, but no titanium

No roller cams or rockers allowed

Adjustable cam gears OK

CAMSHAFT – Maximum lift .425

Lift measured with 0 lash for hydraulic lifters and .025 lash for solid lifters at valve

OIL PAN – Any wet sump steel pan OK

WATER PUMPS – Stock OEM style only, aluminum racing radiators OK

EXHAUST – Any factory cast iron manifold or Spec Schoenfeld Racing header

No Tri Y or merge collectors

INTAKE – OEM only, no port and polishing, no internal coatings inside

No fuel injection intakes

Toyota may have 1" plunge cut for throttle plate clearance

IGNITION – Stock style distributor and coil only

May use Mel's ignition

No multiple spark or adjustable ignitions allowed

No traction control

CARBURETOR – Holley 350 must pass venture and throttle bore test.

Carb spacer maximum 1"

FUEL PUMP – Any pump allowed, electronic must have oil pressure activated kill switch installed

DRIVELINE – Rear differential must be stock OEM non floater style up to 8.8"

Carrier must be locked

No limited slip allowed

No spools or ratchets in differential

Must contain all OEM parts in carrier

Driveshaft must be steel and painted white

BRAKES – Must be OEM stock for vehicle

Racing pedals are OK

No adjustable brake bias allowed

Disk brake rear must retain stock braking components

May drill 5 lug rotors to 4 lug position

Must have 4 wheel working brakes



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RF Cutoff optional

TRANSMISSIONS – All transmissions must be OEM stock with all gears operational

Flywheel must be stock and weigh at least 16 lbs

Clutch and pressure plate must be stock style, single disk, with solid lining

Must have minimum 3/16" scatter shield around bell housing for safety

WHEELS – Any steel 7" maximum width, 13" diameter

Beadlocks ok on all corners, unless racing in a series sanctioned race

TIRES – Any 60 or 70 series street legal tire

No siping, grooving, or soaking is permitted

Must punch 55 or higher

No snow tires

WEIGHT – 1lb per CC

Cars must have CC's and weight posted on hood, visible to tech official.

2000lb minimum weight after race with driver

FUEL – Hydrometer Test - .760 Maximum Specific gravity

Ethanol will be "Water Tested" .85 content + or – 5.

Competitor may be asked to "declare fuel being run"

Must match baselines at lab for proof of legality

Fuel Protest \$150. \$500.00 Fine for illegal fuel and 2 race suspension.

Racing Fuel, Pump Gas, and E85 are only legal fuels

PROTESTS - \$300 for top end of engine and areas of the car (3 items)

\$200 Flywheel protest without bolts

\$150 Cam protest

\$100 retained by track

\$100 acceptance

An additional \$500 fee to tech bottom end of engine, weigh and check crankshaft

\$100 will be retained for track fee