**2019 KCORRA Mini Stock Rules**

The following rules will apply the Mini Stock class. All rules are intended to meet the safety requirements to afford a safe, competitive, and fun event. It is understood that many vehicles may feature modifications that fall outside the KCORRA rules. It is the responsibility of the driver to contact KCORRA prior to competition for approval.

**Safety Equipment**

**Helmet-**Full face helmet required. SA2010 or better required for events at Lucas Oil Speedway.

**Eye Protection-**Shatter proof goggles or full face shield required.

**Clothing-**One-piece fire suits and gloves with a minimum rating of 3.2A/5 are required. Motocross type race gear will **NOT** be allowed as it is extremely flammable. Full coverage footwear required.

**Head and Neck Restraint-**Neck collar is required for all KCORRA events, but a head and neck restraint, such as D-Cell, R3 Hans, Hybrid or other restraint certified to SFI 38.1, is highly recommended. Head and neck restraints will be required for events at Lucas Oil Speedway.

**Fire Extinguisher-** Each pit area must have a portable UL approved 5+ lb. ABC-class dry chemical type or equivalent fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible. This is in addition to race vehicle mounted extinguishers.

**No passengers allowed**

**Radios**

All driver will be required to have an onboard radio capable of monitoring the KCORRA channel. This will be used by KCORRA officials to communicate with drivers on the track. Radios do not need to be able to transmit and drivers should not transmit on the channel. We will have radios available to rent at the track for $10 per event or for sale at $25. These will be preprogrammed with the KCORRA channel. Raceceiver is the preferred receiver. They are designed specifically for this purpose and can be purchased new for $100. There are several lower priced alternatives such as the Baofeng UV-5R which can be found for under $30. Nascar style scanners that can be programmed to one frequency will also work.

KCORRA main driver channel 454.0000 and must be monitored by all driver’s while in staging or on track. Backup channel will be 460.0000. Spotters may also monitor KCORRA channels and communicate to their driver.

**Order of events**

There will be one open practice session. Practice time will be posted at sign in. Practice is open to all classes. Track officials will control track entry, number of machines on track, and possibly lap count to ensure safety and track access for all competitors.

There will be a mandatory driver’s meeting between practice and the start of heat races. This usually takes place at sign-in and times will be posted.

For most events, we will be using a two heat races format. Competitors will draw a starting number at sign-in. This number determines your starting order for your first heat race. The starting order for your second heat race will the invert of your first heats starting position. Your results from both heat races will be averaged and determine your starting position for the main event. The higher you finish in your heat races, the better your starting position for the main. In the event that two racers have identical heat results, the tie will be broken based upon the starting number drawn at sign in. Heat races will be separated per class. Number of heat races and lap count will be determined by number of entries. Starting order, heat race time, lap count, and class order will be posted at track entry. It is the driver’s responsibility to be on time for their race.

Starting order for the main event will be posted once all heat races have been completed. Classes may be combined for main event, but will be scored within their respective classes. Starting order, race time, lap count, and class order will be posted at track entry. It is the driver’s responsibility to on time for their race.

Driver must compete in a safe manner and vehicles must maintain a safe, operable condition. Driver’s may be asked to withdraw from an event an official determines that there is a risk to their safety, another racer’s safety, or the safety of a spectator.

Some event may require a change to order of events, race format, or starting format. In these event, the changes will be explained in driver’s meeting.

A minimum of five entries/participants are required per class. In the event of less than 5 entries, those driver’s may be moved to the next most appropriate class. Based upon the discretion of KCORRA officials, classes may be combined or further subdivided.

KCORRA seeks to grow off-road racing in the Kansas City area and f you have any other type of vehicle and would like to participate in our event(s), please contact us at [KCORRA@usa.com](mailto:KCORRA@usa.com) or on our Facebook page. Be sure to contact us prior to the event, as not all our locations can accommodate all types of vehicles.

**Entry Costs/Payouts**

**KCORRA License-**All competitors will be required to purchase a KCORRA license. Costs are $50 for the entire season or $25 per event.

**Ministock class-**$50 per event entry fee. Payout will vary dependent upon number of entries per class.

**1-3 entries 1st $50**

**3-6 entries 1st $100 2nd $50**

**7-10 entries 1st $200 2nd $100 3rd $50**

**11-14 entries 1st $300 2nd $150 3rd $75**

**15+entries 1st $500 2nd $200 3rd $100**

**Season Points**

Season points are assigned to the driver based upon their finishing position in the feature race. A driver may compete in multiply classes provided their vehicle meets the requirements of both classes. A driver must complete in a minimum of 75% off all races for the season to be eligible for yearend awards/prizes.

**1st 25 points 4th 17 points 7th 13 points**

**2nd 22 points 5th 15 points 8th 12 points**

**3rd 19 points 6th 14 points 9th 11 points**

All finishes past 9th will receive 10 points. Any driver who starts and completes a min of 1 lap in the main event will receive the points for their final finishing position, regardless of how many additional laps they complete. Any driver who enters the event, but fails to start or qualify for the A main will receive 5 points.

**Bro-Lite/Mini Stock Truck**

4-cylinder, manual transmission, compact trucks sold in the United States that were produced for the 1997 model year or earlier and is included in the following list:

1. Trucks:

Chevrolet S-10

Ford Ranger

GMC S-15

Mazda B series trucks

Nissan Hardbody

Nissan Frontier

Toyota pick-up

Toyota Tacoma

**MS-1 Marking and Identification**

A. All vehicle numbering is subject to approval.

B. KCORRA officials may require a competitor to use a different number to avoid confusion or duplication at an event.

C. In the event that a vehicle number is not visible from the timing and scoring area, the competitor will not be scored. It is the competitor’s responsibility to make sure that the number is visible during all race conditions.

D. Advertising on all race vehicles must be in good taste.

**MS-2 Roll Cage**

A. All trucks must have a minimum of a six-point roll cage.

B. All roll cages must be constructed of 1 ½ inch diameter or 1 ¾ inch diameter by .120 or larger seamless D.O.M. or 4130 tubing for the main cab area. This includes all structural bars in the cab as well as the down bars that exit the rear of the cab.Structural bars are: front down

legs in cab, main hoop, main halo, dash bar, driver’s side door bars and rear down bars.

C. All roll cages must have 3 driver’s side door bars with internal vertical supports.

D. All roll cages must have at least 2 passenger side door bars.

E. Driver side door bars must curve outward into the door to create a larger safer driver’s compartment.

F. All roll cages must be constructed with diagonal supports to keep the cage from collapsing in a collision from any direction.

G. All structural intersections of tubing must have a 3 inch by 3 inch by .120 gusset.

H. Additional tubing beyond the minimum requirements may be added and does not have to be 1 ½ inch by .120.

I. All tubing, welds, gussets and roll cage construction is subject to KCORRA approval.

J. Roll bar construction must be welded.

K. There must be a minimum of 2 inches of clearance between the driver’s helmet and the cage



**MS-3 Chassis**

A. Frame:

1. Complete unaltered OEM frames are required. No material may be removed with the exception of any unused brackets or tabs. Body mount may be modified or removed for roll cage clearance.

2. Material may be added to reinforce the frame.

3. No cross members may be removed except for those that interfere with the driveshaft or rear end housing. That means no moving, modifying or removing a cross member for any other reason including shock clearance, fuel cell mounting, weight reduction or suspension component mounting.

4 Radiator may be replaced, but must remain in stock location.

Electric fans are allowed.

**MS-4 Firewall & Floor**

A. Complete front and rear OEM firewalls are required.

B. All open holes in the firewalls must be filled so that no more than 3/8 inch openings exist.

C. Tire clearance “tubs” may be added to the front firewall, but can only be the minimum required to clear the tires.

D. Complete OEM floor is required.

**MS-5 Measurements**

A. KCORRA officials will determine all measurements and center points.

B. Front wheel travel is limited to 9 inches.

C. Front wheel travel is measured on a vertical plane from the center point on the end of the spindle. Travel is checked with spring and wheel/tire removed. With the frame supported, the suspension is allowed to droop out. A measurement is taken from the ground to the center of the spindles (measurement B). Suspension is compressed fully and a measurement is taken from the ground to the center of the spindle (measurement A). Measurements are taken without bump stops. The wheel travel amount is measurement A minus measurement B.

D. Rear wheel travel is limited to 11 inches.

E. Rear wheel travel is measured on a vertical plane from the center of the rear axle. Rear wheel travel is measured by supporting the frame and allowing both rear wheels to droop completely. The measurement from the top of the axle housing to the bottom of the frame is rear wheel travel. Measurements are taken without bump stops

**MS-6 Body**

A. OEM cab must be used. No external modifications allowed except for the roll cage tubing clearance.

B. Internal sheet metal may only be trimmed for roll cage clearance.

C. Any unused tabs or brackets may be removed to provide a safer driver compartment.

D. Grill with OEM appearance is recommended.

E. All glass and removable trim must be removed.

F. All headlights and side markers must be removed. Headlight openings must be covered.

G. Doors must be welded or bolted shut.

H. Fenders must be securely bolted on. No Dzus fasteners allowed.

I. Body must be mounted within 1 inch of factory location.

J. Stock rubber body mounts may be removed or replaced with other material.

K. Removal of front inner fenders, core support and truck bed is allowed.

L. Up to 2 inches of front fender well opening maybe removed and fenders may be flared out an additional 2 inches to allow for tire clearance.

M. Dash may be removed. Aftermarket analog and electrical individual gauges are allowed. Electronic dashes are not allowed.

N. Fiberglass front and rear fenders are allowed.

**MS-7 Bumpers/Nerf Bars**

A. Front and rear bumpers are required.

B. Bumpers and nerf bars must have looped ends.

C. Front bumper must be at least 36 inches wide and must not extend beyond the outside edge of each tire.

D. Front bumper may not extend more than 12 inches in front of the hood.

E. Rear bumpers must extend from framerail to framerail in order to protect the fuel cell from impact.

F. Rear bumper may not extend wider than the outside edge of each bedside.

G. Rear bumper may not extend more than 6 inches beyond the rear of each bedside.

H. Bumpers must not protrude more than 2 inches past the outside of tires when viewed from the front or rear.

I. Nerf bars are allowed, but may not extend more than 2 inches wider than the widest portion of the body. Nerf bars must be attached to frame below the body. No holes may be cut in body for nerf bar tubes.

**MS-8 Suspension**

1. All suspension components must remain stock, in stock locations, with original mounting methods maintained.
2. Front upper A arms may be trimmed along the inside edge so as to allow for a 2.5” diameter shock to fit inside without contact throughout the full wheel travel motion.
3. Upper shock mounts may be relocated.
4. Front lower shock mounts must use the approximate factory location but may be changed to spherical bearing type mounts.
5. Suspension components may be strengthened or gusseted as required.
6. Rear lower shock mounts may be relocated but must remain on the rear end housing or on the leaf spring U bolt backing plate.
7. Front and rear springs have to be in the stock location, use stock pivot points and be of the original design.
8. Aftermarket springs may be used.
9. If using aftermarket leaf springs, the OEM stock shackles must be used and OEM shackle mount location must be used.
10. If OEM leaf springs are used, aftermarket shackles are allowed and shackle mount location is open.
11. Rubber or polyurethane bump/droop stops are allowed.
12. Secondary suspensions are not allowed.
13. Limit straps are allowed.
14. Bushings may be replaced, but must remain rubber or polyurethane.
15. Two single point anti wrap up bars are allowed. These bars must be mounted parallel to the frame. They may only connect to the rear end housing at one point each.
16. Sway bar parts may be removed.

**MS-9 Shocks**

A. One shock can be used per wheel.

B. Shocks may not be larger than 2.5 inch diameter.

C. Reservoirs are allowed.

D. Externally adjustable shocks are not allowed.

E. Bypass shocks, internal or external are not permitted.

F. Shock length is open.

**MS-10 Steering**

A. All steering components must remain OEM stock for year and model of truck.

B. The tie-rod sleeves may be replaced with a threaded tube of OEM length.

C. Steering quickeners are allowed.

D. Steering shaft that leads to the steering wheel must have at least 2 flexible joints in it.

E. After market steering shaft and steering wheel may be used.

F. Any aftermarket power steering pump or reservoir is allowed.

**MS-11 Brakes**

A. No disc brakes unless factory installed.

B. Brake parts may be removed.

C. Master cylinder and clutch cylinder may be moved for tire clearance.

D. Aftermarket brake and clutch lines may be used.

**MS-12 Weight**

A. 4 cylinder trucks with engines less than 2.5 liters must weigh at least 2600 pounds.

B. 4 cylinder trucks with 2.5 to 2.7 liter engines must weigh at least 2800 pounds.

C. Minimum weights may be measured at any time, before or after entering/exiting track.

**MS-13 Engine**

1. No internal performance modifications may be made to the engine. Standard rebuild type machine work is allowed with prior written approval from KCORRA officials.
2. Engine must have been available in the year and model of truck being raced.
3. Any fuel pump and fuel pressure regulator may be used.
4. 4 cylinder engines are limited to a displacement of no more than 2.7 liters.
5. All internal engine parts must be OEM or OEM replacement.
6. All emissions equipment can be removed and/or blocked off.
7. Aftermarket motor mounts may be used but must remain in stock location.

**MS-14 Oil System**

1. All trucks with an electric fuel pump must have power to the fuel pump routed through an AC Delco low-oil-pressure switch (AC DELCO #25036938) to cut off power to the fuel pump in the event the engine stops.
2. Any oil coolers, if used, must be located forward of the firewall, and between the frame rails.
3. No oil lines are allowed inside the cab.

**MS-15 Electrical**

A. Battery may be relocated, but must not be inside cab.

B. All vehicles must have a master on/off switch wired to the battery in a manner that will cut off all electrical power and the engine.

C. Master switch must be labeled, have a red circle around it, be located on the left hand side of the dash panel and must be accessible from the outside of the race vehicle. Red circle must be at least 1 inch wide.

D. A working stock OEM alternator for the make and model of truck is required.

E. A momentary switch is allowed for priming fuel system while engine is

not running.

F. Aftermarket ignition boxes may be used on trucks with carburetors but must be mounted away from driver. ECUs can be remapped.

G. MSD 6425, 6430 and 6440 ignition boxes are allowed.

H. Any coil is allowed.

**MS-16 Engine Exhaust System**

A. All trucks must have working muffler(s). All exhaust must pass through muffler(s).

B. Any header may be used.

**MS-17 Carburetor**

1. No supercharger, turbo or nitrous systems are allowed.
2. Only OEM EFI systems are allowed. No aftermarket or modified components are allowed with the exception of the fuel pump and fuel pressure regulator.
3. Conversion from fuel injection to carburetor is allowed. Adapter may be no more than 1.25” thick including any gaskets. OEM intake manifold is still required but can be from engine if available.
4. Only the OEM carb or a Holley 350 style 2-barrel carb are allowed on carbureted trucks.
5. On carbureted trucks, no modifications may be made to the throttle plates, base plate or venturi. Choke plates may be permanently open, but must remain.

**MS-18 Air Cleaners**

1. Any air cleaner may be used.

**MS-19 Fuel Cell**

A. All trucks must use a commercially produced fuel cell located in the center of the bed.

B. Fuel cell must have a bladder encased in a metal housing. The metal housing can be steel or aluminum, and must be at least 16 gauge thick.

C. Fuel cell must be located between the frame rails, and must be protected with by 1 ½ inch by .120 tubing in front of, below and next to the fuel cell to protect from contact.

D. Fuel cell must have a minimum of 2 straps holding the cell in the truck,

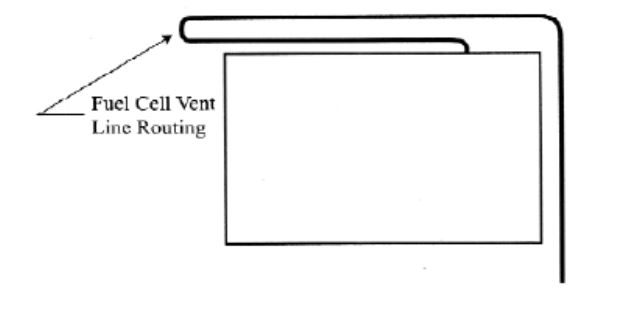
E. A protective skidplate of at least .125 inches thick must protect bottom of fuel cell.

F. The fuel cell vent must be routed in such a manner to keep fuel from escaping in the event of a roll over.

G. All fuel lines must be routed away from any moving objects and the exhaust.

H. If the fuel cell is mounted within reach of the driveshaft, a protective shield must be mounted between the cell and the driveshaft.

I. All mounting hardware for the fuel cell and shield must be a minimum of 3/8 inch diameter and grade 8 or better.



**MS-20 Fuel**

1. Race fuel is not allowed. Pump gas with a maximum of 91 octane must be used.

**MS-21 Clutch**

1. A performance clutch may be used to increase durability.

**MS-22 Transmission**

1. A ¼ inch thick steel bell housing shield is required. The shield must cover the entire top clutch assembly 180 degrees.
2. No internal performance modifications may be made to the transmission. Standard rebuild type machine work is allowed with prior written approval from series tech officials.
3. Transmission type must have been available in the year and model of truck being raced.
4. Fabricated rear transmission cross member and mount are allowed.

**MS-23 Rear Axle/Differential**

A. A spool, limited slip, locker or welded spider gears are allowed.

B. Ring and pinion gear ratio is open.

C. Aftermarket wheel studs are allowed.

D. Gusseting or strengthening of the rear end housing is allowed.

E. The rear end must have been available in the year and make of the truck used.

F. C clip eliminators are allowed.

**MS-24 Front Axle/Differential**

A. 4 wheel drive trucks must remove front driveline.

B. Front differential parts may be removed.

C. Aftermarket wheel studs are allowed.

**MS-25 Dip Sticks**

1. All dipsticks must be secured in dipstick tube with a positive locking or secured method.

**MS-26 Drive Shaft**

A. Drive shaft loop must be utilized to retain drive shaft.

B. Drive shaft must be painted white and have vehicle number on it.

**MS-27 Tires & Wheels**

A. Tire must be D.O.T. and available to the general public through normal dealer distribution.

B. Maximum tire diameter is 31inches.

C. Beadlock wheels are not permitted.

D. No inner liners allowed.

E. Wheels must be in good repair and may be made of either steel or aluminum.

F. Wheel covers are not permitted.