



2019 Mini Stock Rules

If these rules don't say you can, then you cannot!

1. Car

Two or four door sedan, compact cars only. No trucks frames allowed. No front wheel drive or rear engine cars allowed. No Rotary engine.

2. Body

Two or four door sedan body. May use truck body on Pinto or Mustang chassis, Aftermarket body optional. Doors must be strapped, chained or welded, securely mounted. Must have a minimum of 3 bars in front of the drivers view. Spoilers ok but not to exceed 6" tall side supports 7" tall max height. Skirting on body allowed with a minimum 5" ground clearance and securely mounted to the body. Hood scoop allowed. Fenders may be cut for tire clearance. 10" filler panel on the back of the car covering the complete back from quarter panel to quarter panel must be in place at all times, can be removable for packing only but must be in place to race.

Must have front and rear chains for tow hook and securely mounted. Plastic nose piece and tailpiece are allowed. Firewalls must remain stock and in stock location. From the factory seam up can be modified for body clearance lower section must remain stock. Fuel cell compartment must be sealed off from driver's compartment, covered and not visible. Numbers must be visible from score tower and a minimum of 12" tall. No letters for numbers, must remain numerical. If we can't read it, we can't score it.

3. Roll Cage

All cars must have a minimum of a 6 point roll cage. All cars must have a minimum of 3 driver side door bars. Must be sufficiently gusseted and tied to the cars floor pan at the bottom. You can plate rocker panels for support. Seats must be mounted to the roll cage and be to the left of the transmission tunnel. No center steer cars. No tube chassis allowed. You cannot weld a floor pan on a tube chassis frame. Bumpers may be no wider than the middle of the tires. Bumpers may be a maximum of 2" O.D. tubing with ends caps, no sharp edges. No "CATTLE GUARD" style front bumpers allowed. Nerf bars are allowed and must be mounted flush with the body.

Ends must be capped and cut at 45 degree angle. May be 1"x 2" rectangle, 1"x1" square tubing, 1 1/4 round tubing mounted flush with the body.

4. Chassis

Wheelbase must match make and model +/- 1" side to side. Chassis on fox body Mustangs can cut in front of the strut tower forward and behind the rear shock towers and replace them with a max of 2"x3" rectangle tubing as long as it's in stock location and stock mounting points retained. Leaf spring cars must retain the stock chassis all the way to the rear leaf spring mounting points at the rear of the car. Trunk area can be removed. Rear shocks must remain factory angle, upper mounted may be moved upward for shock

travel but remain in factory location. Engine mounts may be modified or fabricated but must remain in factory location. Solid engine mounts allowed. All holes in the firewall must be covered. Firewall is to remain in factory location.

5. Suspension

Front and rear suspension must be stock appearing and in factory location. Trailing arms may be reinforced but must remain factory length. All suspension components, springs, shocks, leaf springs and shackles must be in stock location. Rear shock mounts may be moved upward for shock travel as long as angle remains factory. No coilover shocks or air shocks allowed. All suspension pivot points must remain in the factory location with the following exceptions:

A-arm front ends may shim the upper mounts to adjust caster and camber. Mounts may be relocated to correct front end. Must use stock shock mount location.

Strut front ends may alter the top mounting location of the strut tower to adjust caster and camber. No adjustable caster, camber plates may be used. if equipped they must be welded and non-adjustable. Strut towers must remain stock, strut tower support bar may be used.

No weight jack bolts front or rear but adjustable spring spacers are allowed. Adjustable rear shackles and lower blocks allowed on leaf spring cars.

Racing springs are allowed. Racing shocks and struts are allowed but must be stock mount and in stock location. No heim end, take apart, rebuildable shocks, adjustable, Schrader valve shocks allowed.

6. Rear End

Stock for make and model of car, Four lug rear end only. No quick change or ford 9in rear end allowed. Locking of spider gears is allowed. No Detroit locker, posi-trac, limited slip rear ends allowed. No panhard bars or adjustable trailing arms allowed. May brace rear end for strength but remain factory width. All mounting points on rear end must remain in factory location. No heim or spherical bushings allowed must be O.E.M. type replacement bushings only. Trailing arms upper and lower must remain the same length left and right. May be braced, not lengthened or shortened. Leaf spring cars may run adjustable shackles and lower blocks.

7. Brake System

No aluminum or aftermarket calipers allowed. Aftermarket pedal assemblies are allowed. Four lug front rotors only, No five lug axles or rotors allowed. Drum or disc brakes on the rear end allowed.

8. Clutch/Transmission/Driveline

Stock clutch or mini clutch, steel or aluminum flywheel allowed. Standard or automatic, no in/out boxes or direct drivers allowed. No aftermarket transmissions O.E.M. only. Must have all working forward gears and reverse and be able to put into these gears if asked. Must be able to drive under own power. If car has to be pushed onto the track you must start in the back of that race. Driveline must be painted white with car number on it. No aluminum driveshaft steel only. Must have safety loop at least 12" back from front u-joint 360 degrees around driveline securely mounted.

9. Cooling System

Only one (1) radiator is allowed securely mounted in front of the engine centered. Aluminum racing radiators are allowed. Overflow must be directed towards the ground or into a catch bottle. Racing pulleys allowed. Electric fans allowed. No sprinkler systems allowed.

10. Steering

O.E.M mounts in O.E.M. location no modifying rack and pinion mounts. Quick release hubs are mandatory. Collapsible steering shaft recommended. Steering quickeners allowed. May use aftermarket power steering pumps.

11. Weight

Minimum weight with driver after race is 2250 pounds. Toyotas must weigh 2500 due to aluminum head. Cars can be weighed at any time. Fluids, parts, lead lost during the race cannot be added to make weight. If you are underweight you will be DQED. Check your weight on the track scales as these are what we go by not your scales at home. Weight must be painted white with car number. Must be securely mounted with ½” bolts. No ratchet straps, hose clamps, zip ties etc. allowed to secure weight.

12. Tires and Wheels

Racing wheels allowed, any offset 8 inch wide rims max. Can be 13, 14, 15 inches in diameter. 4 lugs front and rear bolt patterns only, no 5 lug. Replacement of factory studs with 5/8 studs with 1” lug nuts is highly recommended. Wheel spacers allowed. No chemical treating of tires allowed at any time. Grinding, siping and grooving is allowed. No mud and snow type all terrain aggressive tread tires allowed, highway type tread only. No studded tires allowed. Tires must be DOT approved street tires with DOT numbers on the sidewall of the tire. No racing tires allowed. 9” cross section maximum from outside of tread to outside of tread. Bead locks allowed.

13. Engine

Inline four cylinder only. Fords must be 2.3 or 2300cc no larger. Toyotas must be 22r or 2200cc no larger. Stock bore and stroke can be bored a max of .060 over. No aluminum heads except Toyotas (see weight rule). Absolutely no de-stroking or stroking of engine allowed. Flat top or dish pistons only No pop up pistons allowed. No grinding, polishing or lightening of the block allowed anywhere. No aftermarket racing blocks allowed. Blocks may be decked to true the surface. Racing pans allowed. Racing valve covers allowed. Must have 1” inspection hole in oil pan. If you do not have one you will be asked to remove the pan for inspection of the bottom end.

14. Rotating Assembly

You must maintain a stock stroke +/- .010" stroke must be 3.13. Stock O.E.M replacement type production crank shafts allowed. Balancing of rotating assembly is allowed But not lightening of crank in anyway is allowed. No knife edge or lightening of rod throws allowed. Rod and main journals must remain factory spec. H beam connecting rods are allowed. Aftermarket I beam rods allowed, no polishing of rod beams allowed. No aluminum or titanium rods allowed. Chevy rods allowed. Long rods allowed but cannot exceed 5.7 in length. Rods can be cap screw style. Flat top or dish pistons only. Pistons may be floated.

15. Cylinder Head

Any cast iron O.E.M head allowed. Solid or hydraulic only. No aftermarket, roller or aluminum head will be allowed except Toyota (see weight rule). Cam lift is not to exceed .525” lift checked at the retainer. Can be solid or hydraulic. No roller cam allowed. No roller rockers allowed. Head may be milled. No porting, polishing, acid porting, gasket matching allowed. Do not modify head outside of factory spec. No titanium valves or retainers allowed. Can run cam tower support straps. Valves no larger than 1.89 intake 1.59 exhaust no larger.

16. Intakes

O.E.M. intakes only no aftermarket allowed. Can weld on the outside to plug water inlet or injector ports. No welding in runners or plenum of intake allowed. No sideways intakes allowed. No porting, polishing, acid porting or gasket matching allowed. Maximum 1" thick carb adapter including gaskets allowed.

17. Carburetor

(1) Unaltered 2 barrel 500 cfm Holley 4412 or Holley 7448 350 cfm carb only. No 4 barrel carb, no fuel injection, turbo or supercharger allowed. No aerosol carburetor allowed must have boosters. Must pass Holley 4412 go no go gauge. No modification to boosters or venturis. Boosters may be safety wired in place. Fuel bowls must face forward. No grinding, polishing of carburetor at any time anywhere. Butterflies and throttle shaft cannot be polished or narrowed.

Choke may be removed but choke horn must remain unaltered. Billet base plate and metering block are allowed. Throttle stop with 2 throttle springs mandatory. Return spring should be mounted in a safe manner and throttle rod/cable should be routed so the throttle will not hang open. Must have gas pedal with toe return strap.

18. Fuel System

Pump gas or Racing fuel (110) octane only. NO E85 or Methanol allowed. No fuel additives allowed. Fuel scent is allowed. No fuel cool cans allowed. Electric fuel pumps are allowed with an on/off switch marked fuel pump and in easy reach of driver and track safety crew. Racing fuel cell required no boat cans or plastic gas cans allowed. Maximum 22 gal capacity fuel cell vents, including cap vents must have rollover check valves. If fuel cell doesn't have an aircraft style positive seal filler neck/cap a flapper, spring, ball type rollover flappers is required. No part of the cell can be lower than protective bars. Must be securely mounted using 2in wide strap are 1x1 square tubing cage mounted to the roll cage. Must have a firewall between driver and fuel cell and not exposed, must be covered. I fuel line passes through the driver compartment it must be inside a metal tube not plastic.

19. Safety

Must have a minimum of a 5point racing harness 3" wide unless using 2" wide head/neck restraint belts securely mounted to the roll cage. Recommended not be older than 3 years of age. Tracks discretion if older belts are deemed unsafe and needs replaced. This will need to be done before the next event and inspected by tech official. Aluminum high back seat only, no plastic or fiberglass seats allowed. Must have at least a right side head support mounted to the seat not the cage. Containment seat recommended but not required. Approved helmet full face snell 2000 or newer. No open face helmets allowed. Fire suit and gloves required at all time while on the track. Gloves and suit should be in good shape and free of large holes. Racing shoes recommended but not required. Must use a 360 foam collar or head and neck restraint system. Window net is not required but recommended and must be mounted to the roll cage at the top and bottom, not to the body. Latch needs to be mounted where track safety crew can get to it easily. Safety should be your number on goal in racing and taken very seriously. If a track official feels your car is unsafe you will be asked not to run until those issues are corrected and inspected by the track officials and deemed safe for competition.

20. General Rules

If you get 2 black flags at any point in the season for rough driving it will be a 2 week suspension from competing. Any car with 3 consecutive A main feature win in a row will be subject to having the head removed for inspection of engine stroke and valve size and other parts of the engine at the tech guys discretion. Any find of illegal parts on the chassis will result in loss of points and money for that event and

a 2 week suspension from competing. Any find of illegal engines will result in loss of money for that event and points for the year and a 2 week suspension. If you are found to be illegal upon returning you must go through a pre-tech and prove your car is legal to compete again for what you were disqualified for. Only people allowed in tech is driver and one crew member NO ONE ELSE! If you have multiple people with your car in tech you will be subject to being disqualified from that event and scored in last place. We do not need people running and telling us what to check, and causing issues in the tech area. If you are with another car and come telling us what to check on someone else's car that driver is subject to being disqualified, basically mind your own business. Any car is subject to being tech at any time by the tech official before or after the races no matter of finishing order. Rules are subject to change at any time to make adjustments as needed. Refusal in tech at any time will be a disqualification for that event, loss of pay and points for that event.

21. Protest

The protest fee is \$200.00 dollars with \$50.00 going to Lawton Speedway. Any registered driver/car owner may make a protest. No crew members, wives, friends, family members etc. Refusal of protest will result in a loss of points and money for that event. Any driver/car owner who wishes to protest a car may do so as long as protesters car finishes in the top 5 of the A main and the car being protested finishes above them and their car passes tech first. If their car doesn't pass tech the protest is pulled. A protest fee and written letter of what you want inspected must be given to the tech official within 10 minutes after the feature of your event.

Only the item you have chosen to be inspected will be inspected at that time no matter if other illegal items are found. We will check what you asked at that time and that it nothing else. 1 driver from each car and 1 crew member/car owner and track officials will be present during protest. If the car being checked is found legal the protest fee goes to that driver to help with gaskets minus the \$50.00 to the track. If it is found illegal the protest money will be returned minus the \$50.00 to the track. If the car being protested is found illegal that car and driver will lose all points and pay for that event and 2 week suspension from competing and must prove the car is legal upon returning to competition.

This class is meant to be a affordable entry level class. Rough driving will not be tolerated! The driver is held responsible for his crew and family members Their actions can result in penalties being handed down. Social media is not a place to voice your displeasures and can result in penalties for your action.

Suspension or points being deducted can result. Come talk to us not yell and scream if you have a issue. If you come to us yelling and scream the conversation will be finished at that point. Drivers want to be respected and treated fair and SO DO WE. We do not know everything but every car will be teched fairly and as knowledgeable possible.