



2017 MINI STOCK RULES

ELIGIBLE VEHICLES

- Only Chrysler, Ford, General Motors, & Toyota Corporation nameplate 4-Cylinder, hardtop, compact cars. Hatchbacks, compact station wagons, and compact or mid-size pickup trucks allowed. NO convertibles, 4-wheel drive, or all-wheel Drive vehicles allowed. NO rear-engine or mid-engine vehicles allowed. RWD only.

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- All vehicles must be factory stock-street legal with no major modifications of any kind.

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- Body must be factory stock appearing. Roof must be sheet metal. Aluminum or fiberglass bodies are allowed but MUST retain stock appearance and be approved by AMS Tech. NO alterations of any kind. Stock-appearing, aftermarket nose-piece is okay with Officials approval. Roof, windshield post and cowl must remain stock. Front of roof must not have more than a 3” gradual drop, measured using a 6’ level. Doors must be welded or bolted shut. Pickups must enclose bed. OK to remove rear window frame on Hatchback cars. If removed, replace deck portion with sheet metal to retain stock appearance. Bottom half of fenders and quarter panels may be aluminum. Must retain stock appearance! Officials’ discretion is FINAL! Newer body styles are allowed please check with tech prior to any installations for clarification.

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- Minimum frame and body clearance from ground level is four (4) inches measured at any point of vehicle.

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- All other glass, moldings and lenses must be removed. Please REMOVE ALL glass properly –DO NOT BREAK OUT! All vehicles must have a full windshield. Rear and side windows are allowed but side windows may not exceed a measurement of 12” from the base of the A pillar.

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- Safety constructed 4-post roll cage with a minimum of 3 bars on driver’s side door area is required. Must have steel plate between door skin and roll cage mounted securely to door bars. At least one door bar on passenger side is required. Minimum of 1 ½” .095 tubing.

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- Stock floor board must remain intact from firewall to back of rollbars. Must have stock resembling, sheet metal firewall between driver and engine and between driver and fuel tank. *NO interior sheet metal allowed except header exclusion.

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- Fenders may be trimmed for tire clearance only. NO holes in hood for air cleaner. NO sharp edges allowed on body or bumpers.

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- Hood & trunk lids must have safety pins and may not be bolted shut. No more than a 1” raise on hood.

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- All suspension parts and mounts must be uncovered and clearly visible for inspection.

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- Maximum 4” inch spoiler, no wider than car, made with a see-through material allowed. ALL bracing must be from the rear.

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- \$75.00 Cash claim per strut or shock. Driver claiming must exchange strut for strut or shock for shock same as location of part being claimed. Tech Officials MUST be notified of claim by Driver before Feature. Driver being claimed will be notified after feature. Both Drivers will be instructed what areas to report to immediately following race. With Officials present, both Drivers will remove parts and at that time officials will complete procedure. ANYONE REFUSING CLAIM WILL RESULT IN LOSS OF ALL AWARDS, POINTS AND WILL RECEIVE TOW MONEY FOR THAT EVENT ALONG WITH AN ADDITIONAL 2 WEEK SUSPENSION. *Person doing the claim MUST finish on the lead lap in order for claim to be in effect. It does not matter where the person being claimed finishes. Must be in stock locations. Must have non-adjustable shocks or struts.

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- Jack screws OK. Aftermarket springs OK.

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- All vehicles must have a front and rear means of being hooked up by a wrecker.

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- RACECEIVERS are mandatory. NO other communication devices of any kind. NO side mirrors or rear view mirrors.

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- Car numbers must be at least 20” high and 4” wide in a contrasting color to body. No exceptions! Number must also appear on upper right corner of windshield.

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- Stock type A-Arms, struts and ball joints only.

ENGINES

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- Engine must be 4-cylinders, carburetor-fed, and factory stock for the year, make, and model of vehicle. NO turbo or rotary engines allowed. Must have a factory stock cylinder head for the make and model of vehicle. NO ALUMINUM HEADS! Cast Iron Only. Factory-stock fuel-injection allowed on FWD cars ONLY!

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- Factory stock single 2-barrel carburetor only. Choke and butterfly assembly may be removed. NO aftermarket carburetors. Holley 4412 & 7448 carburetor will be allowed. No reworking, grinding, or altering carburetor in any way carburetors must retain stock air horn {choke mount} . No made for racing carburetors. NO “air-Intake” boxes allowed.
- Factory stock intake and exhaust manifolds only. NO aftermarket manifolds.

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- Headers ok! Exhaust must be sealed-tight. Exhaust must exit thru door in front of right rear tire, driver’s compartment must be sealed off completely from driver and enclosed. Any questions ask Tech for clarifications . No maximum O.D. on exhaust pipe.

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- Must have an operational starter. Any car being pushed to start - may start on the tail of race.

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- After market or stock ignition and stock coils .

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- All vehicles must have a well-marked, operational ignition “Kill-Switch” must be within drivers reach. Batteries must be boxed, covered and securely fastened.

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- All vehicles must have a radiator overflow hose that exits onto the windshield. NO antifreeze coolants allowed!

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- NO oil cooling systems allowed.

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- Steel drive shafts only - NO aluminum shafts - must be painted white. Steel drive shaft hoops required.

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- 1” max carb spacer or adapter with gasket.

FUEL SYSTEM

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- Fuel cell strongly recommended. If fuel cell used, it must be completely enclosed in a steel can. Fuel tanks must be safely secured with (4) steel straps. Minimum ground clearance: 10”. Fuel tanks must be accessible through top of trunk lid with a minimum 8” x 12” access panel, which must be secured flat to the trunk lid and hinged on one side. Fuel tanks in Hatchbacks and Pickup trucks must be fully contained by a metal firewall. Pickups may reinforce bed to protect fuel tank. NO plastic tanks or kegs allowed. NO fuel lines in cockpit area. Steel lines or braided hose must be used as fuel line from fuel source to fuel pump.

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- NO fuel injection or electric fuel pumps allowed on RWD cars. S- 10's okay but must be mounted on right side of front firewall, inside engine compartment.

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- NO fuel cooling systems allowed. Racing gasoline or standard pump gas only. NO alcohol or fuel additives allowed.

TIRES & WHEELS

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- NO tire soaking or “compound enhancers” allowed. SEE GENERAL RULES

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- Steel wheels only. Maximum width of wheels is 7” FOR CARS AND COMPACT TRUCKS. Safety wheels highly recommended on right side but may not exceed width rule. Oversize lug nuts of 1” or larger on all wheels is mandatory. No aluminum, mag, or plastic wheels allowed. Safety and Misc

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- **Snell Sn2000** or newer helmets and neck collars are required. May use Hutchens device or HANS device instead of neck collar. SFI approved full fire suit and gloves of a flame retardant nature required. Fire retardant shoes required.

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- A 5-point design, approved, made-for-racing safety harness must be securely fastened to the car. An approved 2.5lb fire extinguisher in working order and within reach of driver is mandatory.

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- Driver's racing window net required. “String” window nets prohibited. Driver's safety equipment must be used at all times.

* Kill switch required on the left side, within easy reach of driver & safety team, and must be clearly marked 'OFF' and 'ON'.

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- **MINIMUM WEIGHTS:** Maximum 58% left side weight at all times zero tolerance. Rwd cars/trucks only, base weight will be 2,300 lbs for cars with engines under 2.5 .All 2.5 and greater will be 2600lbs . All weights are with driver after qualifying or after race. Minimum weights may be adjusted during the season to ensure competitive balance. Declaration pages will be filled out and current, before you enter the track or you may be in jeopardy of forfeiting your points and pay.

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- Added weight must be securely fastened with a full-length of bead weld or one-half-inch grade steel threaded rod. Added weight must be painted white and have car number on it.

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- Rear-wheel drive, three-four-five-speed-or-automatic transmissions allowed. No quick change transmissions or rear ends.
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- Must have factory stock brake system with operational 4-wheel brakes.
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- Aftermarket pedals and master cylinders OK
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- Calipers, rotors, etc. must be stock OEM only – NO drilled or slotted rotors.
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- Brake adjusters must be out of reach of driver.

Please read general rules for other changes.

**Officials may change any of rules in the interest of fairness and safety
at any time and all decisions are final!**