



2026 Mini Stock Rules

RULE BOOK DISCLAIMER: *The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. CAROLINA MINI-STOCK CHALLENGE TECH OFFICIAL'S shall be empowered to permit any and all deviation from any of the specifications herein or impose any further restrictions to keep the competition close. Any interpretation or deviation of these rules is left to the discretion of the CAROLINA MINI-STOCK CHALLENGE TECH OFFICIAL'S, their decision is final.*

DRIVERS:

- * ANY DRIVER UNDER (16) YEARS OLD MUST HAVE OFFICIALS APPROVAL AND PARENTS CONSENT FORM FILLED OUT PRIOR TO GOING ON TRACK.
- *DRIVERS MAY HAVE EXPERIENCE FROM ANY OTHER LEVEL OF RACING AND STILL BE ALLOWED TO PARTICIPATE.

COMPETING MODELS:

- *ANY 1960 AND LATER MODEL WITH A MAXIMUM WHEELBASE LENGTH OF 102 INCHES FOR RWD AND 107 INCHES FOR FWD.
- *FRONT OR REAR WHEEL DRIVE CAR OR TRUCK. NO ALL WHEEL DRIVE CARS
- *NO 2 SEATERS
- *NO CONVERTIBLES

CHASSIS AND ROLL CAGE:

- *THE TECH PERSON WILL HAVE THE AUTHORITY TO DISALLOW ANY CAR WITH COMPROMISED STRUCTURAL INTEGRITY OR PROTRUDING PARTS THAT MAY BE DANGEROUS TO A COMPETITOR.
- *ANY CHASSIS USED MUST HAVE COME WITH A 4 CYLINDER ENGINE OPTION
- *COMPLETE 6 POINT CENTER SECTION AND REAR DOWN BARS MUST BE 1-1/2 INCHES MINIMUM DIAMETER AND .090 WALL THICKNESS MINIMUM. NO EXHAUST TUBING, OR CRIMPED EXHAUST PIPE BENDS IN MAIN CAGE.
- *MAIN 4 POINTS OF ROLL CAGE MUST BE WELDED TO FRAME RAIL, OR ROCKER PANEL. IF WELDED TO FLOOR BOARD, IT MUST BE WELDED ONTO A 6 X 6 METAL PATCH AND MUST BE LOCATED NO MORE THAN 6 INCHES FROM FACTORY ROCKER PANEL.
- *OFFSET ROLL CAGES AND HALO BARS ALLOWED AT TECH DISCRETION. MAY RESULT IN WEIGHT PENALTIES.
- *MINIMUM OF 4 DOOR BARS ON DRIVERS SIDE, WITH 1/8 METAL PLATE WELDED TO OUTSIDE OF ROLL BARS.
- *MINIMUM OF 3 DOOR BARS ON PASSENGER SIDE.
- *ALL PERIMETER BARS AND BUMPER BARS MUST BE SHAPED WITH SAFE AND REASONABLY ROUNDED ENDS TO ELIMINATE PUNCTURING OTHER DRIVERS DOORS, TIRES, FUEL CELLS, ETC. NO PUSH BARS OUTSIDE OF THE FRONT BUMPER COVER.
- *ALL BARS WITHIN DRIVERS REACH MUST BE PADDED.
- *ALL CHASSIS SUSPENSION MOUNTING POINTS MUST BE IN STOCK OEM LOCATION. NO EXCEPTIONS. ALL LEFT TO RIGHT, HEIGHT, AND "X" MEASUREMENTS MUST BE WITHIN ¼ INCH OF FACTORY.

- *ROCKER PANELS MAY BE REMOVED AND REPLACED WITH TUBING PROVIDED THE FRONT AND BACK OF TUBING ARE SEALED.
- *ALL FRAMES MUST BE STOCK. UNIBODY FRAMES MAY BE TIED TOGETHER END TO END HALF WAY MAX ON FRAME RAILS.
- *FRONT FIREWALL, FLOORBOARD, AND ALL SUSPENSION POINTS MUST REMAIN IN FACTORY LOCATION. NO MODIFYING FOR ANY REASON. IF FLOORBOARD HAS RUSTED OR BROKE, YOU MAY PATCH WELD, BUT DO NOT REMOVE AND REPLACE.
- *MUST HAVE FULL FRONT AND REAR FIREWALLS WITH NO HOLES, COMPLETELY SEALED. 22 GAUGE STEEL MINIMUM FOR PATCHED SECTIONS. NON COMBUSTIBLE MATERIAL ALLOWED TO FILL HOLES.
- *MUST HAVE FACTORY FLOOR PAN FROM FRONT FIREWALL VERTICAL SECTION ABOVE TRANSMISSION TUNNEL BEHIND MOTOR TO FRONT MOUNT FOR BACK SEAT.
- *INNER STRUCTURES OF FENDERS ,WHEEL WELLS, STRUT TOWERS, AND TRUNK FLOOR MAY BE REMOVED.
- *FRAME MAY BE NOTCHED FOR OIL FILTER OR FUEL PUMP CLEARANCE.

SUSPENSION:

- *STOCK OEM STYLE SUSPENSION THAT CAME ON YOUR CAR.
- *NO AFTERMARKET FRONT CONTROL ARMS.
- *FRONT CONTROL ARMS MAY BE INTERCHANGED WITHIN SAME MAKE AS LONG AS BOTH SIDES ARE THE SAME LENGTH.
- *MAY NOT LENGTHEN OR SHORTEN LOWER CONTROL ARMS ON ANY MAKE.
- *STOCK STYLE UPPER CONTROL ARMS MAY BE ADJUSTABLE FOR CAMBER/CASTER ADJUSTMENT ONLY.
- * PINTO MAY NOTCH FRAME AND SPACE UPPER FACTORY CONTROL ARM OR USE AFTERMARKET UPPER IN FACTORY LOCATION.
- *NO UPPER CONTROL ARMS ADDED IN PLACE OF STOCK STRUT DESIGNED CAR.
- *ANY BUSHING ALLOWED.
- *MUST MEET TRACKING WIDTH RULE OF 75" . MEASURED FROM OUTSIDE EDGE OF TIRE TO OUTSIDE EDGE OF TIRE.
- *MAY USE ANY TYPE OR ARRANGEMENT OF SPACERS WITH A MAX WIDTH OF 1 INCH PER WHEEL TO MEET TRACK WIDTH.
- *WHEEL BASE MUST BE WITHIN +/- 1" OF STOCK FACTORY LENGTH FOR CAR MODEL CLAIMED. LEFT AND RIGHT SIDE OF CAR MUST BE WITHIN 1" OF LENGTH OF EACH OTHER.
- *STRUT RODS ON LOWER CONTROL ARMS SUCH AS PINTO AND TOYOTA MAY BE ADJUSTABLE IN LENGTH BUT RETAIN STOCK MOUNTING POINTS.
- *OEM OR DIRECT FIT AFTERMARKET SWAY BARS ONLY. NO SPLINED TYPE. 1 5/16 INCH OR 33 MM MAXIMUM DIAMETER. MOUNTING OPTIONAL. END LINK DESIGN OPTIONAL. MAY BE ADJUSTABLE ON BOTH ENDS.
- *HEIM JOINTS ARE ALLOWED ON SWAY BAR AND IN PLACE OF TIE RODS FOR BUMP STEER CORRECTION.
- *ANY UPPER STRUT PLATE/CONNECTION MAY BE USED IN PLACE OF STRUT TOWER.
- *LEMANS BAR BETWEEN STRUT TOWERS ALLOWED.
- *ANY FRONT CASTER/CAMBER SETTINGS ALLOWED.
- *ADJUSTABLE REAR SHACKLES AND SLIDER BLOCKS ALLOWED ON LEAF SPRING CARS.
- *FRONT EYE OF LEAF SPRING MUST REMAIN IN STOCK LOCATION.
- *REAR PANHARD BARS ALLOWED ONLY ON CARS WHICH CAME STOCK WITH THEM. MAY BE ADJUSTABLE FROM UNDER CAR ONLY AND WITH POSITIVE BOLT PATTERN.(NO SCREW JACK)
- *AFTERMARKET UPPER AND LOWER TRAILING ARMS FOR THE REAR ARE ALLOWED.
- *REAR LOWER TRAILING ARMS MUST BE FACTORY LENGTH.
- *SOLID ENGINE AND TRANSMISSION MOUNTS ALLOWED.
- *SPINDLES AND ROTORS MUST BE OEM BUT MAY BE INTERCHANGED WITHIN DIFFERENT YEAR MODELS OR VERSIONS OF YOUR SAME CHASSIS. 1 AFTERMARKET CALIPER ALLOWED IN PLACE OF OEM CALIPER.
- *NO AFTERMARKET SPINDLES. SPINDLES MAY BE STRENGTHENED.
- *DRUM BRAKES MAY BE INTERCHANGED WITH DISC BRAKES.
- *BRAKE ADJUSTERS, FLOW CONTROL AND METERING VALVES ALLOWED BUT MUST BE OUT OF REACH OF DRIVER AND CAN NOT BE USED DURING RACE.
- *SINGLE OR DOUBLE MASTER CYLINDERS ALLOWED. AFTERMARKET PEDALS ALLOWED AND MAY BE RELOCATED.
- *STEERING BOX AND RACK MAY BE INTERCHANGED AMONG SAME MAKE.
- *AFTERMARKET POWER STEERING PUMP ALLOWED.
- *BRAKE AIR DUCTS ALLOWED. MUST BE DIRECTED TOWARDS THE ROTOR/ CALIPER AND NOT INTO THE ENGINE

COMPARTMENT.

- *BRAKE HATS ALLOWED.
- *DRILLING OF ROTOR FOR COOLING ALLOWED.
- *STEERING QUICKENER ALLOWED
- *QUICK RELEASE STEERING WHEEL HIGHLY RECOMMENDED.

BODIES:

- *ANY STOCK OR AFTERMARKET BODY, INCLUDING STRAIGHT SIDED DIRT, FIBERGLASS, ALUMINUM, OR STEEL ALLOWED. OPEN WHEEL TYPE MUST SUBMIT PHOTOS FOR APPROVAL AND WILL BE ALLOWED FOR ONE RACE MAXIMUM IF APPROVED.
- *FULL WINDSHIELD REQUIRED. REAR SIDE AND REAR OPTIONAL. SIDE VENT WINDOW ALLOWED NO MORE THAN 1/3 OF THE TOTAL OPENING. WINDSHIELD MUST BE LEXAN OR SAFETY GLASS LAMINATED. NO PLEXIGLASS.
- *TWO VERTICAL BRACES AT LEAST 1" WIDE X 1/8" THICK REQUIRED ON WINDSHIELD.
- *SIDE VIEW AND REAR VIEW MIRRORS ALLOWED.
- *SIDE VENT FOR DRIVER COOLING ALLOWED.
- *ROOF ESCAPE FLAPS AS REQUIRED BY BOMAN GREY IS ALLOWED.
- *ALL DOORS MUST BE BOLTED, WELDED, OR RIVETED SHUT.
- *ALL HOODS MUST BE SEALED TO THE FENDERS, COWL OR WINDSHIELD WITH NO MORE THAN 1/2 "GAP.
- *NO HOOD SCOOPS, HOLES IN HOOD, OR ANYTHING ELSE FUNNELING AIR TO THE FILTER/INTAKE.
- *AT LEAST 4 POSITIVE FASTENERS MUST BE USED TO HOLD HOOD AND TRUNK. OEM OR FABRICATED HINGES MAY ACCOUNT FOR 2 OF THESE 4 TOTALS.
- *REAR SPOILERS WILL BE A MAXIMUM OF 5 "TALL AND 54 "WIDE. THE HIGHEST POINT OF REAR SPOILER MUST BE AT LEAST 8" LOWER THAN THE HIGHEST POINT ON ROOF. REAR SPOILERS MAY HAVE TO BE SHORTENED OR REMOVED TO MEET THE 8" MINIMUM DESCRIBED.
- *SPOILERS MUST BE MOUNTED AT THE BACK OF THE TRUNK AREA NEAR THE TAIL SECTION.
- * ROOF SPOILERS MAY BE NO TALLER THAN 1.5" AND MUST BE WITHIN THE FRONT AND REAR OPENINGS OF THE ROOF.

SHOCK, SPRINGS, AND STRUTS:

- *1 STEEL BODIED SHOCK OR STRUT PER WHEEL. AT LEAST ONE END MUST BE MOUNTED IN FACTORY LOCATION.
- *AFTERMARKET RACING SHOCKS ALLOWED. HEIM JOINT ENDS ALLOWED.
- *NO ALUMINUM BODIED SHOCKS ALLOWED.
- *NO RE-VALVEABLE OR SCHRADER VALVE TYPE WITH EXTERNAL RESERVOIR ALLOWED.
- *STRUT TYPE CAN BE ADJUSTABLE
- *REPLACEABLE CARTRIDGE STYLE ONLY IF AVAILABLE FROM FACTORY (MUST BE REMOVABLE FOR INSPECTION)
- *ANY AFTERMARKET COIL SPRING ALLOWED. RATES OPTIONAL. SPRING DIMENSIONS ARE OPTIONAL.
- *AT LEAST ONE END OF SPRING MUST BE IN OEM LOCATION.
- *NO BUMP STOPS, BUMP SPRINGS, OR TRAVEL LIMITING OF ANY KIND.

ENGINE LOCATION AND TYPES:

- *ENGINE MUST BE INSTALLED IN STOCK LOCATION. THERE IS TO BE NO LESS THAN 1/2 "BETWEEN THE BACK SECTION OF THE CYLINDER HEAD AND THE VERTICAL PLANE OF THE STOCK FIREWALL. NO BEATING FIREWALL BACK AT THIS LOCATION.
- *ALL ENGINES MUST USE STOCK OEM PARTS WITH THE ONLY EXCEPTIONS STATED HERE. (SEE ENGINE RULES)
- *4 CYLINDER PISTON ENGINES ONLY. NO ROTARY ENGINES. YOU MAY INTERCHANGE ENGINES AND CHASSIS WITHIN YOUR MANUFACTURER LINE BUT NOT ACROSS MAKES. EXAMPLE: ANY FORD IN A FORD BUT NO TOYOTA IN A FORD.
- *NO TURBOCHARGERS OR SUPERCHARGERS.
- * TOYOTA 3SGE, FORD DURATEC SERIES, AND HONDA K-SERIES ENGINES MUST REMAIN OEM SPECS WITH OEM REPLACEMENT INTERNALS.

TRANSMISSION, FLYWHEELS, AND CLUTCHES:

- *AUTOMATIC OR MANUAL TRANSMISSIONS ALLOWED. ALL GEARS MUST FUNCTION FROM DRIVERS COMPARTMENT.
- *AUTOMATIC} MANUAL SHIFT KITS ALLOWED. REVERSE SHIFT PATTERNS ALLOWED. INTERNAL MODIFICATIONS FOR DURABILITY ONLY. NO TRICK OR LIGHTWEIGHT INTERNAL PARTS. OEM FACTORY TYPE ONLY. TORQUE CONVERTER MUST BE STOCK OEM SIZE.

MUST BE FACTORY OEM STALL SPEED. NO STALL OR HOLLOW CONVERTERS. NO AFTERMARKET HIGH PERFORMANCE CONVERTERS. NO VALVE OR ANY MECHANISM TO TRANSFER TRANSMISSION PRESSURE ALLOWED. NEUTRAL SAFETY SWITCH MUST BE FUNCTIONAL AT ALL TIMES. MODIFIED TRANSMISSION PAN ALLOWED. TRANSMISSION COOLER SIZE AND PLACEMENT IS OPTIONAL. COOLING LINES MUST HAVE NO MORE THAN 12 "OF HIGH PRESSURE RUBBER TUBING. AFTERMARKET FLEX PLATE ALLOWED.

*MANUAL} ALL GEARS MUST BE FUNCTIONABLE FROM DRIVERS COMPARTMENT. (3), (4),(5), OR (6) SPEED TRANSMISSIONS

*ANY TYPE FLYWHEEL AND PRESSURE PLATE COMBINATION WITH A MINIMUM WEIGHT OF 23 LBS. WEIGHT WILL INCLUDE FLYWHEEL, CLUTCH DISC, PRESSURE PLATE, AND BOLTS. **MAY WEIGHT LESS THAN 23 LBS. WITH A 75 LB. PENALTY TO RIGHT SIDE OF CAR. MUST BE DECLARED IN ADVANCE AND VERIFIED BY TECH OFFICIAL.**

*REINFORCEMENT IN AREA OF FLOORBOARD FOR SAFETY IS REQUIRED.

*NO AFTERMARKET TRANSMISSION. MUST BE FACTORY STANDARD PRODUCTION ONLY. NO LIGHTENING OF INTERNAL ROTATING COMPONENTS.

DRIVESHAFTS:

*STANDARD 1 OR 2 PIECE, MINIMUM DIAMETER OF 2 ½ ". STEEL ONLY.

*MUST BE PAINTED WHITE WITH CAR NUMBER ON IT.

*DRIVE SHAFT SAFETY LOOPS FRONT AND REAR MANDATORY.

REARENDS:

*ANY CAR OR TRUCK REAR END. INTERCHANGING ALLOWED WITHIN THE SAME MAKE.

*MOUNTS ON INTERCHANGED REAR ENDS MUST MATCH STOCK REAREND TO EXACT OEM MEASUREMENTS.

*9 "FORD REAR ENDS ARE ALLOWED.

*ANY DIFFERENTIAL: OPEN, WELDED, FULL SPOOL, MINI SPOOL, LOCKER, LIMITED SLIP, OR HELICAL GEAR TYPES ALLOWED.

* QUICK CHANGE REAR ENDS ARE ALLOWED ON PRO-4 CARS.

*ANY GEAR RATIO ALLOWED.

*+ OR - 0.5 DEG REAR CAMBER ON ALL CARS

*ANY AFTERMARKET AXLE ALLOWED.

ENGINES:

1. Any 4 cylinder piston engine is allowed.
2. Any parts that will fit inside of the engine will be allowed.
3. No aluminum heads with the exception of Honda or Toyota
4. The engine cc: that you claim must be on the windshield or hood in a 2 in legible decal.

EFI FUEL SYSTEMS:

*ONLY ENGINES WITHOUT A CARBURETED OPTION MAY USE EFI SYSTEMS

*OEM THROTTLE BODY FOR DECLARED ENGINE MODEL

*NO MACHINING OR ALTERING OF THROTTLE BODY IN ANY WAY / **DBW LOCKOUT IS NOT ALTERING THROTTLE BODY**

*OEM UNALTERED FUEL RAIL FOR DECLARED ENGINE MODEL

*OEM UNALTERED SIZE FUEL INJECTORS FOR DECLARED ENGINE MODEL

CARBURETORS, SPACERS, AND ADAPTERS:

*HOLLEY 350 CFM # 0-7448, # 0-80787-1 OR HOLLEY 500 CFM # 0-4412, #0-80583-1

*CHOKE HARDWARE MAY BE REMOVED

*CHOKE HORNS MUST REMAIN ON CARBURETOR, NO EXCEPTIONS

*ALL VACUUM PORTS MUST BE PLUGGED

- *2 GASKETS @ .065 MAXIMUM ALLOWED
- *ANY CARBURETOR ADAPTER OR SPACER, 2 INCH THICK MAXIMUM
- *2 CIRCULAR HOLES, 1 OVAL HOLE, BEVELED AND OR TAPERED ALLOWED
- *NO MODIFICATION TO CARBURETOR FOR MOUNTING
- *350 CFM, 30CC ACCELERATOR PUMP ONLY
- *CARBURETORS WILL BE CHECKED PER NASCAR LATE MODEL STOCK GUIDELINES
- *NO POLISHING, GRINDING, OR MACHINE WORK ALLOWED
- *NO BASE PLATE MODIFICATION
- *NO DRILLING OF ADDITIONAL HOLES EXCEPT PER THE NASCAR RULE BOOK
- *BOOSTERS MAY BE CHANGED
- *NO BOOSTER MODIFICATION TO SIZE OR SHAPE
- *HEIGHT AND LOCATION OF THE BOOSTERS MUST REMAIN PER FACTORY SPECS ONLY
- *ALL BOOSTERS MUST REMAIN OEM OUTSIDE DIAMETER ONLY
- *VENTURI AREA MAY NOT BE ALTERED OR RESHAPED IN ANY MANNER
- *NO ALTERED GASKETS, BASE PLATES, OR DRILLING HOLES INTO THE CARBURETOR
- *NO BUTTERFLIES TO BE THINNED OR TAPERED
- *IDLE HOLES MAY BE DRILLED IN BUTTERFLIES
- *SCREW ENDS MAY BE CUT EVEN WITH SHAFT, BUT SCREW HEADS MUST REMAIN STANDARD
- *NO SHAFTS TO BE THINNED OR CUT AT ALL
- *ACCELERATOR PUMP DISCHARGE NOZZLE MAY BE CHANGED
- *POWER VALVE MAY BE CHANGED
- *JETS MAY BE CHANGED
- *NO OUTSIDE AIR TO BE PULLED THROUGH THE CARBURETOR OTHER THAN THROUGH THE VENTURI
- *ANYTHING NOT WROTE IN RULES, WILL BE YECHED PER THE NASCAR LATE MODEL STOCK CARBURETOR RULES

AIR CLEANER:

- *ALL CARS MUST HAVE A METAL AIR CLEANER HOUSING
- *AFTERMARKET AIR CLEANER UP TO 14 INCHES IN DIAMETER X 5 INCHES TALL MAXIMUM ALLOWED
- *PAPER ELEMENT OR K&N TYPE ALLOWED
- *NO FUNNELING OF ANY AIR TO THE AIR CLEANER OR CARBURETOR
- *BASE OF AIR CLEANER MUST BE BELOW CHOKE HORN
- *NO CARBURETOR HATS, BAFFLES, ETC.
- *TOP AND BOTTOM OF AIR CLEANER HOUSING MUST BE THE SAME SIZE
- *EFI: STOCK UNALTERED AIR BOX OR CAN STYLE AIR FILTERS ALLOWED
- *EFI: CAN STYLE AIR FILTER NO LARGER THAN 8" ROUND X 8" LONG
- *EFI: CAN STYLE AIR FILTER MUST CONNECT TO THROTTLE BODY WITH SEALED DUCT NO LONGER THAN 8 INCHES. MAY NOT DROP BELOW THE CRANK BOLT.

FUEL & FUEL SYSTEM:

- *TRACK FUEL OR PUMP GAS ALLOWED. MUST DECLARE FUEL TYPE PRIOR TO QUALIFYING. NO E85
- *NO ADDITIVES
- *NO FUEL COOLING DEVICES
- *12 GALLON FUEL CELL MAXIMUM
- *FUEL CELL MUST BE MOUNTED IN A CAN MADE OF AT LEAST 22 GAUGE STEEL
- *FUEL CELL MUST BE MOUNTED IN CENTER OF TRUNK AREA BETWEEN THE FRAME RAILS. NO MORE THAN 2" DEVIATION FROM CENTER OF REAR OF TREAD WIDTH.
- *FUEL CELL MUST BE PROTECTED WITH A SUFFICIENT AMOUNT OF STRUCTURE, INCLUDING A BAR BELOW AND TO THE REAR OF THE CAN.
- *FUEL CELL VENTING HIGH AND TO THE DRIVERS SIDE RECOMMENDED

- *MAY RUN HIGH PERFORMANCE MECHANICAL FUEL PUMP OR ELECTRIC. IF ELECTRIC PUMP IS USED, YOU MUST HAVE ROLL OVER VALVE AND SAFETY SWITCH. THIS MUST BE APPROVED BY TECH PERSON.
- *FUEL WILL BE CHECKED RANDOMLY
- *EFI CARS CAN RUN FACTORY FUEL TANK IN FACTORY LOCATION ONLY.

ELECTRICAL SYSTEMS:

- *BATTERY MUST BE SECURELY MOUNTED AND ENCLOSED TO GUARD THE DRIVER FROM SPILLS OR EXPLOSIONS
- *BATTERIES MUST BE MOUNTED IN TRUNK OR THROUGH FLOORBOARD BUT NO LOWER THAN FRAME RAILS
- *ONLY ONE BATTERY ALLOWED IN CAR
- *ONLY 12 VOLT ELECTRICAL SYSTEM ALLOWED
- *STANDARD OR ELECTRONIC DISTRIBUTOR MAY BE MODIFIED FOR RELIABILITY ONLY
- *STOCK TYPE COILS ONLY
- *EFI: MUST RUN OEM IGNITION AND ELECTRICAL SYSTEM FOR DECLARED ENGINE MODEL (WIRE HARNESS, COIL PACKS, ECT.)
- *EFI: OEM STYLE ECU FOR DECLARED ENGINE MODEL OR STAND UNITS ALLOWED. NO IN RACE ADJUSTABILITY BY DRIVER OF CREW.
- *MSD, ACCCELL, MALLORY, ETC. INTERNAL PARTS, COILS, OR MODULES ARE ALLOWED, STOCK TYPE ONLY
- *NO MAGNETOS
- *NO MULTI SPARK DISCHARGE BOXES (MSD) ALLOWED
- *POINTS TYPE ALLOWED
- *NO FULL AFTERMARKET DISTRIBUTOR ALLOWED
- *NO ADJUSTABLE TIMING CONTROLS
- *NO TRACTION CONTROL DEVICES
- *ALL WIRING IN CAR MUST BE SECURELY INSULATED AND FASTENED
- *ANY SPARK PLUG WIRES ALLOWED
- *ANY SPARK PLUGS ALLOWED
- *NO DUAL POINT DISTRIBUTORS ALLOWED
- *MELS DISTRIBUTORS ALLOWED
- *MELS OR MSD TYPE REV LIMITERS ALLOWED (MUST BE MOUNTED IN PLAIN VIEW)

COOLING SYSTEM:

- *NO ANTIFREEZE- \$100.00 FINE FOR FIRST OFFENSE*****
- *STOCK COOLING SYSTEM ONLY IN STOCK LOCATION
- *ANY RADIATOR ALLOWED
- *MAY USE WATER WETTER TYPE PRODUCTS
- *ELECTRIC FAN ALLOWED
- *OVERFLOW HOSE MUST BE ROUTED TO BASE OF WINDSHIELD ON PASSENGER SIDE TO ALERT DRIVER IN CASE OF OVERFLOW OR TO A SEALED CATCH CONTAINER IN THE TRUNK AREA.
- *FABRICATED MOUNTING FOR THE RADIATOR ALLOWED. MUST BE MOUNTED BETWEEN FRAME RAILS.

EXHAUST SYSTEM:

- *ANY STOCK OR AFTERMARKET EXHAUST MANIFOLD OR HEADER ALLOWED
- *4 INTO 1 AND TRI-Y STYLE ALLOWED
- *EXHAUST PIPES MUST ROUTE TO BEHIND THE DRIVER'S SEAT, AND MUST EXTEND TO THE OUTER EDGE OF THE CAR
- *NO EXPOSED PIPES IN DRIVERS AREA
- *EXHAUST MAY RUN THROUGH THE INSIDE OF CAR IF TOTALLY BOXED, SEALED, AND APPROVED BY TECH PERSON
- *NO PIPES TURNED DOWN
- *MUFFLERS ALLOWED, AND MANDATORY AT SOME TRACKS
- *CRANKCASE TO EXHAUST EVACUATION SYSTEMS ARE ALLOWED. ONLY QUALITY CHECK VALVES WILL BE PERMITTED

OILING SYSTEM:

- *STOCK TYPE WET SUMP ONLY
- *EXTERNAL OIL FILTER AND COOLERS ALLOWED. MUST REMAIN UNDER THE HOOD WITH STEEL BRAIDED HOSE AND AN TYPE FITTINGS. NO RUBBER HOSE OR HOSE CLAMPS ALLOWED
- *NO DRY SUMP OR ACCU-SUMP SYSTEMS ALLOWED
- *ANY AFTERMARKET RACING OIL PAN ALLOWED
- *SCREEN KITS IN OIL RETURN SYSTEM ALLOWED
- *OIL PAN BAFFLES PREVENTING OIL FROM FLOWING AWAY FROM THE OIL PUMP PICKUP ALLOWED
- *WINDAGE TRAYS ALLOWED

GROUND CLEARANCE:

- *ALL HEIGHTS ARE MEASURED WITH THE DRIVER IN RACE TRIM
- *CENTER OF CRANKSHAFT BOLT TO THE GROUND, MINIMUM OF TEN(10) INCHES
- *RIDE HEIGHT MINIMUM OF 4 INCHES, MEASURED AT THE LOWEST PORTION (THIS INCLUDES ANY STATIONARY POINTS OF THE CAR EXCEPT THE EXHAUST IE. SIDE SKIRTS AND WEAR STRIPS). ANY VALANCE AREA IN FRONT OF THE FRONT TIRES WILL NOT BE CONSIDERED IN POST RACE TECH.
- *FUEL CELL AND OR FUEL CELL FRAME MINIMUM 8 INCHES FROM LOWEST POINT TO THE GROUND
- *OIL PAN MINIMUM TO THE GROUND IS 4 INCHES

WHEEL AND WHEEL SPACERS:

- *8 INCH MAXIMUM WIDTH WITH MINIMUM OF 2 INCH BACKSPACE
- *STEEL WHEEL ONLY
- *ANY WHEEL STUD DIAMETER AND LENGTH ALLOWED
- *OFFSETS ON ALL 4 WHEELS DO NOT HAVE TO MATCH
- *NO PRESSURE RELIEF VALVES ALLOWED
- *NO WHEEL WEIGHTS ALLOWED
- *MAY USE ANY SIZE, TYPE, OR ARRANGEMENT OF WHEEL SPACERS TO MAKE RIDE WIDTH MAXIMUM

WEIGHT:

- *ALL WEIGHT AND WEIGHT PERCENTAGES ARE MEASURED WITH DRIVER IN CAR IN RACE TRIM
- *EFI: ENGINE MODEL MUST BE DISPLAYED ON HOOD
- *ADVERTISED ENGINE SIZE IN CC AND LEFT SIDE WEIGHT PERCENTAGE TO BE LOCATED ON THE HOOD, SO TECH PERSON CAN READ IT WHEN YOU ROLL ONTO THE SCALES.
- *35 LBS OF LEAD MAY BE ADDED TO THE CENTER OF THE FUEL CELL, OR 5 GALLONS OF FUEL ADDED FOR POST RACE WEIGH IN.
- *MAXIMUM OF 35 LBS OR 5 GALLONS REGARDLESS OF FUEL CELL SIZE OR NUMBER OF LAPS RUN
- *ALL CARS WILL WEIGH ONE POUND PER CC AFTER RACE WITH A MINIMUM OF 2050 LBS
- *MAXIMUM LEFT SIDE WEIGHT IS 55%OF THE TOTAL WEIGHT UNLESS TOLD TO BE LESS BY TECH PERSON
- *NO DISLODGED PARTS CAN BE ADDED BACK TO THE CAR AFTER RACE TO MAKE WEIGHT
- *ALL LEAD MUST BE IN BLOCKS AND PAINTED WHITE WITH CAR NUMBER ON IT. ALL WEIGHT MUST BE SECURELY BOLTED WITH NYLON LOCK NUTS ON DOUBLE NUTS.
- *ANY CHASSIS DESIGN OR CAR MAKE THAT HAS AN OBVIOUS ADVANTAGE OVER ANY OTHER MAY BE SUBJECT TO WEIGHT PERCENTAGE AND WEIGHT ADDITIONS FOR THE SAKE OF CLOSE COMPETITION. THIS WILL BE DETERMINED BY TECH PERSON.
- *All front wheel drive cars must weight a minimum of 2450# This rule could change at any time at the discretion of TCS to ensure fair competition.
- *All Pro-4 cars must weigh 1 LB per CC , plus 100# on the right side.
- *Standard mini stock will also be 1 LB per CC.

SAFETY:

- *SEAT BELTS MUST NOT BE ANY OLDER THAN 5 YEARS BY THE DATE ON THE BELTS. 5 POINT HARNESS MINIMUM. IF NO DATE, THEN REPLACE.

- *HELMET} SNELL SA95 OR BETTER REQUIRED
- *FLAME RETARDANT DRIVING SUIT WITH MINIMUM SFI-1 RATING REQUIRED. SFI-5 HIGHLY RECOMMENDED
- *FLAME RETARDANT GLOVES AND SHOE HIGHLY RECOMMENDED
- *NECK COLLAR, OR HEAD & NECK DEVICE, HIGHLY RECOMMENDED. EX: R3, HANS, HUTCHENS, ETC.
- *ALUMINUM RACING SEATS ONLY
- *APPROVED WINDOW NET REQUIRED
- *2 ½ LB FIRE EXTINGUISHER WITH A DIAL, MUST BE LOCATED WITHIN REACH OF DRIVER OR A SWITCH TO ACTIVATE A FIRE SUPPRESSION SYSTEM.
- *MASTER KILL SWITCH MUST BE MOUNTED WITHIN EASY ACCESS OF DRIVER AND ALSO SAFETY CREW MEMBERS FROM OUTSIDE OF CAR.
- *IF YOUR CAR DON'T PASS PRE-RACE SAFETY TECH YOU CAN'T PRACTICE OR RACE UNTILL IT IS CORRECTED
- *RADIOS ALLOWED
- *TRANSPONDER MANDATORY. MUST BE MOUNTED ON OR BEHIND REAR AXLE
- *TECH PERSON MUST APPROVE ALL RACE CARS TO COMPETE AND THEIR DECISIONS ARE FINAL.

TIRES:

- * Hoosier Track tires only!!
- *TIRES MUST BE INSPECTED, APPROVED, AND MARKED PRIOR TO RACE TO BE ELIGIBLE FOR COMPETITION
- *THE DRIVER IS RESPONSIBLE FOR COMPETING WITH THE CORRECT TIRES.
- *IF YOU COMPETE ON OTHER THAN YOUR TIRES, YOUR RESULT WILL BE TOTAL DQ, LOSS OF POINTS, MONEY, AND/OR FINES & SUSPENSIONS.
- *TIRES MAY BE BRANDED AND/OR MARKED INSIDE AND OUT
- *AT LEAST ONE OF THE RIGHT SIDE TIRES OF THE TOP 3 FINISHERS MAY BE DISMOUNTED FOR POST RACE INSPECTION
- *THE 4 TIRES YOU START THE RACE ON MUST BE USED FOR THE ENTIRE RACE UNLESS THERE IS OBVIOUS DAMAGE TO THE TIRE RENDERING IT UNSAFE.
- *YOU MAY MOVE THESE FOUR TIRES AROUND ON THE CAR DURING THE HALFWAY BREAK BUT DO NOT CHANGE UNLESS APPROVED BY A RACE OFFICIAL.

PROTEST PROCEDURE AND COST:

PROCEDURE:

- * IF A RACECAR PASSES INITIAL INSPECTION, IT IS NOT AUTOMATICALLY DECLARED LEGAL IN POST RACE INSPECTION. IF YOU SUSPECT ANY PART OF YOUR CAR IS NOT COVERED IN OUR RULES, DISCUSS THIS WITH THE TECH MAN BEFORE THE RACE.
- *OUTSIDE OF THE NORMAL RANDOM CHECKS MADE BY THE TECH PERSON, A TEAM MAY PROTEST THE CAR THAT FINISHED DIRECTLY IN FRONT OF THEM ONLY.
- *ONLY A CAR IN THE TOP 4 FINISHING SPOTS MAY BE PROTESTED.
- *A VERBAL PROTEST MUST BE MADE WITHIN 5 MINUTES AFTER THE END OF THE RACE OR BY THE TIME THE CAR BEING PROTESTED LEAVES THE SCALES. AFTER VERBALLY ANNOUNCING THE PROTEST TO THE TECH PERSON, THE PROTESTING TEAM HAS 5 MINUTES TO SUBMIT CASH TO THE TECH PERSON AND STATE EXACTLY WHAT THEY'RE PROTESTING. ALL PROTEST MUST BE ACCOMPANIED BY CASH BEFORE THE TECH PERSON WILL IMPOSE PROTEST AND ASK PROTESTED CAR OWNERS IF THEY ACCEPT. WHEN CASH HAS BEEN SUBMITTED TO TECH PERSON, THEN THE REPRESENTATIVE OF THE CAR BEING PROTESTED WILL ACCEPT OR DENY THE PROTEST.
- *ONLY 1 REPRESENTATIVE OF THE PROTESTING TEAM MAY OBSERVE ALL TECH PROCEDURES. THE TECH PERSON'S DECISION ON WHETHER THE CAR IN QUESTION IS LEGAL BY THE RULES POSTED IS FINAL.
- *IF THE CAR BEING PROTESTED HAS BEEN PENALIZED FOR AN INFRACTION ANNOUNCED PRE RACE AND ALLOWED TO RACE, THE INFRACTION WILL BE DISREGARDED DURING TECH PROCEDURES. THIS PENALTY AND INFRACTION WILL BE ANNOUNCED AND THE PROTESTING TEAM WILL BE ALLOWED TO WITHDRAW THEIR PROTEST. THIS PENALTY SHOULD BE NOTED ON THE HOOD OF THE CAR NEAR THE CC'S AND WEIGHT SPEC FOR POST RACE PROTEST RIGHTS.

PRICE:

- *PROTEST ENTIRE CAR, BUMPER TO BUMPER \$900.00 \$200.00 TO GO TO TECH PERSON AND \$700.00 TO WINNER OF PROTEST.
- *PROTEST ENTIRE BOTTOM END OF ENGINE INCLUDING CLUTCH AND FLYWHEEL \$500.00 \$100.00 TO TECH PERSON AND \$400.00 TO THE WINNER OF THE PROTEST.

*PROTEST THE HEAD, CARBURETOR, EFI SYSTEM, INTAKE, SPACER, AND BORE AND STROKE \$300.00 \$100.00 TO TECH PERSON AND \$200.00 TO THE WINNER OF THE PROTEST.

*PROTEST JUST BORE AND STROKE \$250.00 \$100.00 TO TECH PERSON AND \$150.00 TO THE WINNER OF THE PROTEST. IF THIS IS THE PROTEST, THE HEAD COMES OFF BUT THE PROTESTING TEAM IS NOT ALLOWED TO LOOK AT ANYTHING DEALING WITH THE HEAD.

*PROTEST JUST CLUTCH AND FLYWHEEL. \$150.00 \$50.00 GOING TO TECH PERSON AND \$100.00 GOING TO THE WINNER OF THE PROTEST.

*PROTEST SUSPENSION \$300.00 PER END OF CAR, INCLUDING VISUAL INSPECTION OF SHOCKS. \$100.00 TO TECH PERSON AND \$200.00 GOING TO WINNER OF THE PROTEST.

*SHOCK/ STRUT CLAIM RULES. \$100.00 PER SHOCK \$200.00 PER STRUT REFUSING CLAIM WILL RESULT IN DQ BUT NO WEIGHT PENALTY

*IF PROTEST IS NOT ACCEPTED, \$25.00 GOES TO THE TECH PERSON, AND THE REMAINDER GOES BACK TO THE TEAM THAT PROTESTED.

*TEAMS FOUND ILLEGAL, BY WAY OF PROTEST AND TEARDOWN PROCEDURES WILL RECEIVE LAST PLACE POINTS AND LOSE ALL MONEY FOR THE RACE EVENT. *ILLEGAL PARTS WILL BE MARKED AND RETURNED TO THE OWNER AT THE TECH PERSON'S DISCRETION.

COMPETITION RULES:

*CONE RESTART WILL BE RACE PROCEDURE UNLESS CIRCUMSTANCES DO NOT ALLOW FOR IT.

*****ALL RULES SUBJECT TO CHANGE TO KEEP COMPETITION FAIR FOR EVERYONE*****