



## 2024 Mini Stock Rules (Updated 5/2/24)

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events.
- These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Class rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.
- CMS Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.
- CMS reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by CMS Officials is final.
- Any car is subject to inspection at any time by CMS Officials. This includes but is not limited to: Internal engine components, chassis, fuel, and safety inspections.

### A. WEIGHT:

1. Minimum weight limit of 2000 lbs. with driver. Minimum weights are with the driver after the race.
2. Cars with double overhead cams must weigh 2500lb minimum.
3. One pound per CC for cars with engines over 2000 CC's (see other rules below)
4. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team. (no pellets, tungsten or similar weight allowed)

### B. ENGINE:

1. Any 4 cylinder engine in compliance with the specifications below.
2. Stock production block, cylinder head and crankshaft required.
3. Cranks may be balanced, no lightening.
4. All casting numbers must be visible and unaltered.
5. No porting/polishing allowed.
6. Oil return holes may be de-burred and return screens allowed.
7. Maximum overbore of .060 (.010 tolerance for wear and/or clearance) Add 1 lb. per 1000th for overbore. (.060 adds 60 lbs.)
8. Any single cam and lifters permitted.
9. Steel racing oil pans only.
10. No electric fuel pumps allowed unless stock for make/model. Cars available with only electric fuel pumps must run approved emergency cut off.
11. Any steel rods permitted and may float pins.
12. No pop up pistons unless stock for make/model.
13. Stock type cast iron or aluminum water pump allowed.
14. Bolts or studs permitted on main caps and cylinder heads.
15. Stock crankshaft minimum weight 33 lbs. unless the stock crank for that applicable engine weighs less than 33 lbs. No lightening.
16. **Engine must remain in stock location and a minimum of 10 inches to center of crank.**

### C. HEAD:

1. Head must be stock for make of engine unless stated below.
2. No porting/polishing of head. May de-shroud for larger valves with machine cut only.
3. Valves- Maximum intake. 1.95, maximum exhaust. 1.60
4. Heads may be milled, flat or angle cut.
5. May machine cut below valve seat, maximum of 1". No blending/grinding.
6. Solid or hydraulic lifters allowed.
7. Machining of lifter towers for solid lifters is allowed.
8. High performance valve springs and keepers allowed. No aluminum/titanium. Oversize springs allowed.
9. One intake valve, one exhaust valve per cylinder unless stock for make/model.
10. Casting numbers must remain unaltered.
11. Girdles permitted on overhead cam engines, screw in studs/guide plates are allowed.

### D. INTAKE MANIFOLD:

1. Stock only. Must be unaltered with factory casting numbers. No grinding.
2. Any spacer and/or adapter, max 2" in depth/height. Must be removable.
3. May use track approved intake on cars originally equipped with multiple carbs.

### E. CARBURETOR:

1. Any carburetor up to a 500 CFM. May remove choke butterfly. No other modifications permitted to carburetor.
2. One carburetor per engine unless stock for make/model.
3. No fuel injection allowed.
4. Any single element air cleaner permitted. No air flow modification devices.

**F. IGNITION:**

1. Stock type distributor only. Racing coils, plug wires allowed. NO MSD or capacitive discharge style ignition boxes.
2. One 12 volt battery, may be relocated, must be securely mounted/enclosed. Emergency cut off switch mandatory.

**G. FLYWHEEL / CLUTCH:**

1. **Any single disc, stock type clutch with stock pressure plate, minimum 7" diameter.**
2. **Any steel flywheel.**
3. **Complete clutch assembly with flywheel must a minimum of 18 pounds.**

**H. TRANSMISSION:**

1. **Must be stock type, must have all forward & reverse gears. No racing/aftermarket transmissions allowed.**
2. **Driveshaft must be steel. Must have one drive shaft loop.**

**I. REAR END:**

1. Stock type for make/model. Locked or open are allowed, no differentials.
2. No quick change or aftermarket type rear ends.

**J. WHEELS / TIRES:**

1. Steel wheels only, 8" maximum only.
2. American Racer 704 Track Tire only. No soaking or altering of tires in any manner allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again. Any illegal tire, in the judgment of CMS Officials, will be confiscated.

**K. BODY:**

1. No convertibles, T-top or sports cars permitted. Track officials will determine what is/is not a sports car but generally speaking, any car from factory with one seat will be considered a sports car. Aftermarket, stock appearing body permitted.
2. No altering of floor pan, firewall, etc. Floor pans must be stock from firewall to the back of shock mounts but may be "trimmed" up to 6" around edges for placement. If "trimmed," it must be replaced with sheet metal and sealed. If replaced due to accident or rust, must meet Technical Directors approval.
3. Must be stock K-member.
4. Doors and hood may be hulled, hood scoops/holes allowed.
5. Rear compartment to trunk must be sealed.
6. Fenders/quarter panels may be trimmed for tire clearance.
7. Fabricated spoilers allowed, maximum 4" total and no wider than 2" over deck lid width and must be mounted to rear of deck lid. Stock front/rear spoilers for make/model allowed.

**L. FUEL:**

1. Fuel cells are mandatory and must be mounted securely. Fuel cell should be mounted no lower than center of rear axle assembly.
2. Sunoco 110 racing fuel or 93 Octane pump gas only. No E85 or any types of additives.
3. **Mandatory OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV.**

**M. SUSPENSION:**

1. Suspension must remain stock unless stated below.
2. Upper control arms (front) may be lengthened/shortened.
3. Stock type suspension mounted in original location, 1" variance allowed.
4. May run heavy duty or racing springs and adjustable lowering blocks.
5. Screw jacks permitted but shocks must remain within 1" of original location. Pinto/Mustang II may relocate front shocks for screw jacks. No bump stops.
6. Racing shocks allowed. No racing coil over assemblies.
7. Sway bars optional. May replace sway bar with aftermarket but must be OEM design.

**N. FRAME / ROLL CAGE:**

1. Frame must remain stock, no shortening/altering unless stated below. Wheelbase must be stock for make/model. (1" variance)
2. Frame rails must be stock for make/model. May tie sub frames together and reinforce sub-frames. No X-bracing.
3. No interchanging of frames.
4. **Minimum 4 inch ride height.**

