

2026 Mini Stock Rules
Effective 1/1/2026

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, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.

They 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, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restriction that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the Officials. Their decision is final.

1. DRIVERS

- 1.1 Any driver under the age of 16 years old must have Tech Officials approval and parent consent form filled out prior to going on the track.
- 1.2 Drivers may have experience from any other level of racing and still be allowed to participate..

2. COMPETING MODELS

- 2.1 Front or Rear wheel drive car.
- 2.2 No all-wheel drive cars allowed.
- 2.3 No 2-seaters allowed
- 2.4 No convertibles allowed.
- 2.5 No UCARS, cars competing in the UCAR class should only compete in that class.

3. CHASSIS AND ROLL CAGE

- 3.1 Dominion Raceway Tech Official will have the authority to disallow any car with compromised structural integrity or protruding parts that may be dangerous to a competitor.
- 3.2 Any chassis used must have come with a 4-cylinder engine option.
- 3.3 Complete 8-point center section and rear down bars must be 1.50-inches minimum diameter and .090-minimum thickness seamless tubing.

- 3.4 Main 4-points of the roll cage must be welded to the frame rail or rocker panel. If welded to the floorboard, it must be welded onto a 6-inch x 6-inch steel patch and must be located no more than 6-inches from the rocker panel.
- 3.5 No offset roll cages allowed.
- 3.6 Minimum of 4 door bars on the drivers side, with 1/8-inch steel plate welded to the outside of roll bars. Minimum of 3 door bars on the passenger side.
- 3.7 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.
- 3.8 All bars within drivers reach must be padded
- 3.9 All chassis suspension mounting points must be in stock OEM location (no exceptions). All right to left, height, and X measurements must be within .25 inches of the factory.
- 3.10 Rocker panels may be removed and replaced with tubing providing the front and back of tubing are sealed.
- 3.11 All frames must be stock, unibody frames may be tied together end to end halfway maximum on frame rails.
- 3.12 Front firewall, floorboards, and all suspension points must remain in stock location. No modifying for any reason. If the floorboard has rusted or broken you may patch weld, but do not remove and replace.
- 3.13 Must have full front and rear firewall with no holes, completely sealed 22 gauge steel minimum for patched sections. No combustible materials allowed to fill holes.
- 3.14 Must have factory floor pan from front firewall vertical section above transmission tunnel behind motor to front mount for back seat.
- 3.15 Inner structure of fenders, wheel wells, strut towers, and trunk floor may be removed.
- 3.16 Frame may be notched for oil filter of fuel pump clearance.
- 3.17 FWD cars will have a full roll cage.
- 3.18 FWD fuel cells shall be caged in the car set no lower than the uni-body frame rails.
- 3.19 FWD Front bars in the roll cage extend to at least the strut towers

4. SUSPENSION

- 4.1 Stock OEM style suspension that came on year, make, model of car.
- 4.2 No aftermarket front control arms.

- 4.3 Front control arms may be interchanged with same make as long as both sides are the same length.
- 4.4 May not lengthen or shorten lower control arms on any make.
- 4.5 Stock style upper control arms may be adjustable for camber/caster adjustment only.
- 4.6 No upper control arm can be added in place of a stock strut designed car.
- 4.7 Any bushing allowed.
- 4.8 Must meet tracking width rule of 75-inches. Measured from outside edge of tire to outside edge of tire.
- 4.9 May use any type or arrangement of spacers with a maximum of 1-inch per wheel to meet track width.
- 4.10 The wheelbase must be within +/- 1-inch of stock factory length for the car model claimed. Right and left must be within 1-inch of each other.
- 4.11 Strut rods on lower control arms such as Pinto and Toyota may be adjustable in length but retain stock mounting points.
- 4.12 OEM or direct fit aftermarket sway bars only. No splined type. 1 5/16-inch or 33MM maximum diameter. Mounting optional end link design optional. May be adjustable on both ends.
- 4.13 Heim joints are allowed on sway bars and in place of tie rods for bump steer correction.
- 4.14 Any upper strut plate/connection may be used in place of a strut tower.
- 4.15 Lemans bar between strut towers allowed.
- 4.16 Any front camber/caster settings allowed.
- 4.17 Adjustable rear shackles and slider blocks allowed on leaf spring cars.
- 4.18 The front eye of the leaf spring must remain in stock location.
- 4.19 Rear panhard bars were allowed, only on cars which came stock with them. May be adjustable from under the car only and with a positive bolt pattern (no screw jack).
- 4.20 Aftermarket upper and lower trailing arms for the rear are allowed.
- 4.21 Rear lower trailing arms must be factory length.
- 4.22 Solid engine and transmission mounts allowed.

- 4.23 Spindles and rotors must be OEM but may be interchanged within different years, models, or versions of your same chassis. 1-single piston aftermarket caliper allowed in place of OEM caliper.
- 4.24 No aftermarket spindles. Spindles may be strengthened.
- 4.25 Drum brakes may be interchanged with disc brakes.
- 4.26 Brake adjusters, flow control, and metering valves allowed but must be out of reach of the driver and cannot be used during the race.
- 4.27 Single or double master cylinders allowed, aftermarket pedals allowed and may be relocated.
- 4.28 The steering box and rack may be interchanged among the same make.
- 4.29 Aftermarket power steering pump allowed.
- 4.30 Brake air ducts allowed. Must be directed towards the rotor/caliper and not into the engine compartment.
- 4.31 Brake hats allowed.
- 4.32 Drilling of rotor for cooling allowed.
- 4.33 Quick release steering wheel required.

5. BODIES

- 5.1 Any stock or aftermarket body, including straight sided dirt, fiberglass, aluminum, or steel allowed. Open wheel types must submit photos for approval and will be allowed for a maximum of 1 race if approved.
- 5.2 Full windshield required, rear and side windows optional. No door side glass allowed. Windshield must be Lexan or laminated safety glass (No Plexiglass).
- 5.3 2-vertical braces at least 1-inch-wide x 1/8-inch thick required on windshield.
- 5.4 Side and rear-view mirrors allowed.
- 5.5 Side vent for driver cooling allowed.
- 5.6 Roof escape flaps as required by Bowman Grey allowed.
- 5.7 All doors must be bolted, welded, or riveted shut.
- 5.8 All hoods must be sealed to the fenders, cowl or windshield with no more than .50-inch gap.
- 5.9 No hood scoops, holes in hood, or anything else funneling air to the carburetor.
- 5.10 At least 4 positive fasteners must be used to hold the hood and trunk. OEM or fabricated

hinges may account for 2 of the 4 total.

5.11 Rear spoilers will be a maximum of 5-inches tall and 54-inches wide. The highest point of the rear spoiler must be at least 10-inches lower than the highest point of the roof. Rear spoilers may have to be shortened or removed to meet the 10-inch minimum described.

5.12 The spoiler must be mounted at the back of the trunk area near the tail section.

6. SHOCK, SPRINGS, STRUTS

6.1 1-steel body shock or strut per wheel, at least 1 end must be mounted in factory location.

6.2 Aftermarket racing shocks allowed. Heim joint ends allowed.

6.3 No aluminum bodied shocks allowed.

6.4 No re-valveable or schrader valve type with external reservoir allowed.

6.5 Strut type can be adjustable.

6.6 Replaceable cartridge style only if available from the factory (must be removable for inspection).

6.7 Any aftermarket coil spring allowed. Rates optional spring dimensions optional.

6.8 At least at the end of the spring it must be in an OEM location.

6.9 No bump stops or bump springs allowed.

7. ENGINE LOCATION AND TYPES

7.1 The engine must be installed in stock location. There is to be no less than .50-inches between the back section of the cylinder head and the vertical plane of the firewall. No beating the firewall back at this location.

7.2 All engines must use stock OEM parts with the only exceptions stated here (see engine rules).

7.3 4-cylinder piston engines only. No rotary engines. You may interchange engines and chassis with your manufacture line but not across makes. Example: any Ford in a Ford, but no Toyota in a Ford.

7.4 No turbochargers or superchargers.

8. TRANSMISSION, FLYWHEELS, AND CLUTCHES

8.1 Automatic or manual transmissions allowed. All gears must function from the driver's compartment.

8.2 Automatic-manual shift kits allowed. Reverse shift patterns allowed. Internal modifications for durability only. No truck or lightweight internal parts. OEM factory type only. Torque converters 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. A 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-inches of high-pressure rubber tubing. After market flex plate allowed.

8.3 Manual-all gears must be functional from the drivers compartment. 3, 4, or 5-speed transmissions allowed.

8.4 No aluminum flywheels allowed.

8.5 Any stock type flywheel and pressure plate combination with a minimum weight of 23 Lbs. Weight will include flywheel, clutch disc, pressure plate, and bolts.

8.6 No aftermarket high performance clutch packs, such as 10,000RPM, Ram, Center Force, Etc. permitted.

8.7 Reinforcements in the area of floorboard for safety is required.

8.8 No aftermarket transmission must be factory standard production only. No lightening of internal rotating components.

8.9 Stock type springless clutch disc allowed.

9. DRIVESHAFTS

9.1 Standard 1-piece, minimum diameter of 2.50-inches made of steel only.

9.2 Must be painted white with a car number on it.

9.3 Driveshaft safety loops in the front and back required.

10. REARENDS

10.1 Any car or truck rear end, interchanging allowed within the same make.

10.2 Mounts on interchanged rearends must match stock rearend to exact OEM measurements.

10.3 9-inch Ford rear ends are allowed.

10.4 Any differential, open, welded, full spool, mini spool, locker, limited slip, or helical gear type allowed.

10.5 No quick change rear ends allowed.

10.6 Any gear ratio allowed.

10.7 No cambered rear ends +/- .5 degrees maximum deviation on RWD cars.

10.8 Any FWD with aftermarket rear control arms must be within 3-degree rear camber on both sides.

10.9 Any aftermarket axle allowed.

11. ENGINES

11.1 Honda K engines allowed.

11.2 2.2 OVH UCAR engines are illegal.

11.3 Blocks

11.3.1 Must be stock OEM production. No aftermarket blocks.

11.3.2 EFI, block must match declared engine model.

11.3.3 No block is to be coated, polished, or any machine work except what is listed here.

11.3.4 No machining block for aftermarket rod clearance.

11.3.5 Blocks cannot be offset bored but may be sleeved with original bore centerline.

11.3.6 Stock OEM type rod, camshaft, and crankshaft bearings.

11.3.7 No maximum overbore.

11.3.8 Blocks may be debored but cannot weigh below factory Lbs./CC.

11.3.9 Aftermarket pulleys and water pumps allowed.

11.3.10 Crankcase evacuation system to header allowed.

11.3.11 Aftermarket oil pan allowed

11.4 Crankshafts

11.4.1 Must be stock OEM cast or steel, no aftermarket such as scat, lunati, Etc. allowed.

11.4.2 EFI: crankshaft must match the declared engine model.

11.4.3 Stock OEM stroke of crankshaft being used must be maintained within +/- .010-inches.

11.4.4 No lightening or knife edging of throws or counterweights.

11.4.5 May be polished between #4 rod journal and #5 main journal surface areas for the purpose of identifying cracks more easily and eliminating surface stress risers, not to lighten.

11.4.6 Engine balancing allowed, must be done in standard production manner.

11.4.7 Stud girdle kit allowed on main bearings.

11.4.8 Crankshafts may be interchanged among blocks within the same make with no machining needed, direct fit applications only on carbureted engines.

11.4.9 CC must be posted on the hood and must be correct for your bore. Engines will be P&G tested

11.5 CONNECTING RODS

11.5.1 Any steel aftermarket or factory rod allowed.

11.5.2 Maximum length for Ford is 5.7-inches.

11.5.3 Maximum length for Toyota 3TC is 5.2-inches.

11.5.4 All others are factory rod length.

11.5.5 May polish stock OEM rods

11.5.6 No hollow aftermarket rods.

11.5.7 Toyotas and Hondas may use H-beam rods if no block machining is needed.

11.5.8 Minimum 1.950-inch diameter rod journal for Fords.

11.5.9 Any rod bolt allowed.

11.6 PISTONS AND RINGS

11.6.1 Any flat top piston with any number of ring glands allowed.

11.6.2 Must have 0 deck height.

11.6.3 Gas porting in ring glands only.

11.6.4 Any steel wristpin allowed, no titanium pins.

11.6.5 Any OEM dome piston engine may run dome pistons. The flat part of the dome piston may extend 0.010 above deck height.

11.6.6 Any steel ring allowed, minimum 2 rings per piston.

11.7 BEARINGS, FASTENERS, AND GASKETS

11.7.1 All engine bearings must be stock OEM type sleeve bearings, no roller bearings allowed.

11.7.2 No titanium fasteners allowed; any other fastener allowed.

11.7.3 Head and main bearing studs allowed.

11.7.4 Any brand gaskets allowed; no O-ring sealing allowed in place of head gasket.

11.8 CYLINDER HEAD

11.8.1 Must be stock OEM casting, no aftermarket heads allowed.

11.8.2 EFI: head must match declared engine model (Honda B20 may run B18 head and fuel system).

11.8.3 Head may be interchanged on blocks within the same make only in direct fit applications. Crossbreeding within the same make is allowed on carbureted engines only. Example 2300 head allowed on 2000 block,

11.8.4 Angle milling allowed.

11.8.5 2-valves per cylinder maximum on carbureted engines.

11.8.6 Stainless steel OEM configuration valves and swirl type allowed.

11.8.7 Valve stems may not be smaller diameter than stock for head being used without weight penalty. If valve stems are smaller than stock diameter, then competitors must drop their left side percentage from 55% to 53%.

11.8.8 No titanium valves.

11.8.9 Valves may be back cut 30-degrees maximum.

11.8.10 Valve stems may not be canted in the head.

11.8.11 No interior de-burring, polishing, extruding honing, or acid porting allowed.

11.8.12 Ports must be stock as cast from OEM.

11.8.13 Lifter bore may be machined for solid adjusters.

11.8.14 Valves must retain a stock diameter head.

11.8.15 Any steel or stainless retainer, keeper, shims allowed. Any type of valve job allowed. Valve job angles optional.

11.8.16 Any valve spring combination or design allowed.

11.8.17 Reinforcement to cam boss allowed.

11.8.18 Late Model Stock style bowl cut allowed. 1-angle under the seat, 1-inch maximum depth of cut but do not touch the valve guide. Cut must be inline with the valve guide and may not be hand ground.

11.8.19 No blending of bowl cut to ports or rounding edges that bowl cut creates,

11.8.20 No roller cam followers allowed. Except on GM 151 engines.

11.8.21 Cam button allowed.

11.9 CAMSHAFTS

11.9.1 Any aftermarket hydraulic or solid cam allowed. Cam lift optional without any penalty.

11.9.2 Adjustable cam gear allowed.

11.9.3 Stock OEM steel or double roller timing chain and gears with hex adjustment allowed.

11.9.4 Anti pump-up hydraulic lifters allowed.

11.9.5 No lightweight pushrod.

11.9.6 Only stock OEM rocker arms and lifters that were factory OEM in the head being used.

11.9.7 Oil return screens allowed.

11.9.8 Lifter valley baffles are allowed.

11.9.9 Lifters must be stock size for the head being used.

11.9.10 Roller rocker arms allowed on GM engines and EFI engines with factory roller rockers.

11.10 INTAKES

11.10.1 Stock OEM factory intakes with factory part number.

11.10.2 Fuel injection intake allowed.

11.10.3 No high-performance aftermarket intake manifolds.

11.10.4 No porting, polishing, coating, dipping, port machining Etc.

11.10.5 Intake may only be modified to accept carburetors. No other modifications allowed.

11.10.6 The carburetor adapter plate must not protrude down into the plenum.

11.10.7 All parts must be mass produced items available as stock production over the counter parts. No special tests or marine type parts.

11.10.8 Only North American distributed intakes were domestic. Asian allowed on Japanese makes only.

11.10.9 B20 may run B18 intake (modification to mounting holes allowed only for fitment).

12. EFI FUEL SYSTEMS

12.1 Only engines without carbureted options may use EFI systems.

12.2 No at track tuning on race day.

12.3 OEM throttle body for declared engine model

12.4 No machining or altering of the throttle body in any way.

12.5 OEM unaltered fuel rail for declared engine model.

12.6 OEM unaltered size fuel injectors for declared engine models.

13. CARBURETORS, SPACERS, AND ADAPTERS

13.1 Holley 350 CFM part numbers 0-7448 and 0-80787-1 for tubed chassis cars

13.2 Holley 500 CFM part number 0-4412-CT All other cars

13.3 All carburetors must be STOCK OUT OF THE BOX.

13.4 Choke hardware may be removed.

13.5 Chock horns must remain on the carburetor, no exceptions.

13.6 Jets may be changed.

13.7 The carburetor will be checked per Late Model Stock guidelines.

13.8 2-gaskets of .065 maximum thickness.

13.9 Any adapter or spacer, 2-inch maximum thickness with 2-1.75-inch holes.

13.10 No modifications to adapter/spacer plate or carburetor for mounting.

14. AIR CLEANER

14.1 RWD cars must have a metal air cleaner housing.

14.2 FWD cars may run aftermarket cold air intake.

14.3 Aftermarket air cleaner up to 14-inches in diameter X 5-inches tall maximum allowed.

- 14.4 Paper or K&N type filters allowed.
- 14.5 No funneling any air into the air cleaner or carburetor.
- 14.6 The base of the air cleaner must be below the chock horn.
- 14.7 No carburetor hats or baffles Etc.
- 14.8 The top and bottom of air cleaner housing must be the same size.
- 14.9 EFI: can style air filter must connect to the throttle body with a sealed duct no longer than 8-inches.
May not drop below the crank bolt.

15. FUEL AND FUEL SYSTEM

- 15.1 Track fuel or pump gas allowed. Must declare fuel type prior to qualifying.
- 15.2 E85 not permitted.
- 15.3 No additives permitted.
- 15.4 No fuel cooling devices permitted.
- 15.5 12-gallon fuel cell required.
- 15.6 The fuel cell must be mounted in a can made of at least 22-gauge steel.
- 15.7 The fuel cell must be mounted in the center of the trunk area between the frame rails. No more than 2-inches of deviation from center of rear tread width.
- 15.8 Fuel cell must be protected with a sufficient amount of structure, including a bar below and to the rear of the can.
- 15.9 Fuel cell venting high and to the driver's side.
- 15.10 May run a high-performance mechanical fuel pump or electric. If electric pump is used, you must have a roll over valve and safety switch. This must be approved by Dominion Raceway Tech Officials.
- 15.11 Fuel will be checked randomly.

16. ELECTRICAL SYSTEM

- 16.1 The battery must be securely mounted and enclosed to protect the driver from spills or explosions.

- 16.2 The battery must be mounted in the trunk or through the floorboard but no lower than the frame rails.
- 16.3 Only 1-battery is allowed in the car.
- 16.4 Only a 12-volt electrical system allowed.
- 16.5 Standard or electronic distributors may be modified for reliability only.
- 16.6 Stock type coils only.
- 16.7 EFI: must run OEM ignition and electrical system for declared engine model (wiring harness, coil packs, Etc.).
- 16.8 EFI: OEM style ECU for declared engine model or stand units allowed (no in race adjustability by driver or crew).
- 16.9 MSD, Accell, Mallory, Etc. internal parts, coils, or modules are allowed, stock type only.
- 16.10 No magnetos.
- 16.11 No multi spark discharge boxes (MSD) allowed.
- 16.12 Points type allowed.
- 16.13 No full aftermarket distributor allowed.
- 16.14 No adjustable timing controls allowed.
- 16.15 No traction control devices.
- 16.16 All wiring in the car must be securely insulated and fastened.
- 16.17 Any spark plug wires allowed
- 16.18 No dual point distributors allowed.
- 16.19 Mel's distributors allowed it.
- 16.20 Mel's or MSD type rev limiter allowed (must be mounted in plain view).

17. COOLING SYSTEM

- 17.1 No antifreeze, \$100.00 fine for first offense.
- 17.2 Stock cooling system only in stock location.
- 17.3 Any radiator allowed.
- 17.4 May use water wetter type products.

17.5 Electric fan allowed.

17.6 Overflow hose must be routed to the base of the windshield on the passenger side to alert drivers in case of overflow or to a sealed catch container in the trunk area.

17.7 Fabricated mounting for the radiator allowed, must be mounted between the frame rails.

18. EXHAUST SYSTEM

18.1 Any stock or aftermarket exhaust manifold or header allowed.

18.2 4 into 1 and tri-y style allowed.

18.3 Exhaust pipes must be routed to behind the driver's seat and must extend to the outer edge of the car.

18.4 No exposed pipes in the drivers compartment.

18.5 Exhaust may run through the inside of the car if totally boxed, sealed, and approved by Dominion Raceway Tech Official.

18.6 No pipes turned down.

18.7 Mufflers are mandatory.

18.8 Crankcase to exhaust evacuation systems are allowed; only quality check valves are permitted.

19. OILING SYSTEM

19.1 Stock type wet sump only.

19.2 External oil filter and coolers allowed, must remain under the hood with steel braided hose and any type of fittings. No rubber hose or hose clamps allowed.

19.3 No dry sump or accu-sump systems allowed.

19.4 Any aftermarket racing oil pan allowed.

19.5 Screen kits in the oil return system allowed.

19.6 Oil pan baffles preventing oil from flowing away from the oil pickup allowed.

19.7 Windage trays allowed.

20. GROUND CLEARANCE

20.1 All heights are measured with the driver in the car.

- 20.2 Front air dam minimum height 4-inches.
- 20.3 The center of the crankshaft bolt to ground is a minimum of 10-inches.
- 20.4 Ride height minimum is 4-inches, measured at the lowest portion (this includes any stationary points of the car except the exhaust, side skirts, and wear strips).
- 20.5 Fuel cell and or fuel cell frame minimum 8-inches from the lowest point to the ground.
- 20.6 Oil pan minimum to the ground is 4-inches.

21. WHEELS AND SPACERS

- 21.1 8-inch maximum width with minimum of 2-inch backspace.
- 21.2 13 or 14-inch steel wheels only.
- 21.3 Any wheel stud diameter and length allowed.
- 21.4 Offset on all 4-wheels do not have to match.
- 21.5 No pressure relief valves allowed.
- 21.6 No wheel weights allowed.
- 21.7 May use any size, type, or arrangement of wheel spacers to make ride width maximum.

22. WEIGHT

- 22.1 All weight and weight percentages are measured with the driver in the car in race trim.
- 22.2 RWD cars will weigh 2500Lbs., FWD cars will weigh 2100 Lbs. (this is a starting point and can be adjusted by Dominion Raceway with notice as needed).
- 22.3 Maximum left side weight is 55% of the total weight.
- 22.4 No dislodged parts can be added back to the car after the race to make weight.
- 22.5 All lead must be in blocks and painted white with a car number on it. All weight must be securely bolted with a lock nut or double nutted.
- 22.6 Any chassis design or car make that has an obvious advantage over any other may be subject to weight percentages and weight additions for the sake of close competition. This will be determined by Dominion Raceway Tech Officials.

23. TIRES

- 23.1 The only tire to be used will be the American Racer track tire, either 13 or 14-inch.

- 23.2 Tires must be inspected, approved, and marked prior to race to be eligible for competition.
- 23.3 No soaking, grooving, spring, camber cutting, or treating of tires in any way. Sniffer, durometer, and black light will be used in pre and post-race inspection. Failure will result in loss of tires and rims.
- 23.4 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 and suspensions.
- 23.5 Tires will be branded/marked inside or out.
- 23.6 At least one of the right-side tires of the top 3 finishers may be dismounted for post-race inspection.
- 23.7 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.
- 23.8 4-tires may be carried over from the previous season and bar codes recorded by Dominion Raceway Tech Official.

24. FEATURE WIN HANDICAP WEIGHT

- 24.1 25 Lbs. will be added for each feature win up to 3-feature wins for a total of 75 Lbs.
- 24.2 After the third feature win and if the driver does not win within the next 2-completed features, 25 Lbs. will be removed. The 50 Lbs. handicap weight will remain for the duration of the 2026 season.
- 24.3 If the driver wins again 25 Lbs. will then be added and remain on the car for the remainder of the season. Handicap will not exceed 75 Lbs.
- 24.4 The current required weight must be displayed on the hood.

25. SAFETY

- 25.1 Seat belts must be no older than 3 years old from date on the belts. 5-point harness minimum. If belts are not tagged with a date, then you may not compete till replaced.
- 25.2 Helmet will meet minimum of Snell SA2015 or better required.
- 25.3 Flame retardant driving suit with SFI-1 rating required, SFI-5 is highly recommended.
- 25.4 Flame retardant gloves and shoes required
- 25.5 Head and neck restraint systems are required (HANS, Hutchens, Etc.).
- 25.6 Aluminum Racing seat required.
- 25.7 Fire retardant window net required.
- 25.8 2.50 Lbs. fire extinguisher with dial and annual inspection tag. Must be located within reach of

driver or a switch to activate a fire suppression system.

25.9 Master kill switch must be mounted within easy reach of driver and safety crew from outside the car.

25.10 If your car does not pass pre-race safety Tech, you can not practice or race until it is corrected.

25.11 Radio is required along with a spotter in the spotters stand.

25.12 Transponder mandatory. Must be mounted 72-inched back from the nose.

25.13 Dominion Raceway Tech Official must approve all race cars to compete and their decision is final.