



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. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 restrictions 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.

2024 MINI STOCK DIVISION RULES AND REGULATIONS

Effective 12/01/23

These rules are divided into two sections. The first section is for Mini Stock race cars and the second section is for previously raced and registered Mini Mod race cars that will be grandfathered into this series. Do not build new race cars to the Mini Mod rules, they will not be allowed to compete. Used Mini Mod race cars that have raced at Dominion Raceway can be bought and sold and will be allowed to compete.

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1. DRIVERS:

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

2. COMPETING MODELS:

- 2.1. ANY 1960 AND LATER MODEL WITH A MAXIMUM WHEELBASE LENGTH OF 102 INCHES FOR RWD AND 107 INCHES FOR FWD.
- 2.2. FRONT OR REAR WHEEL DRIVE CAR OR TRUCK. NO ALL WHEEL DRIVE CARS
- 2.3. NO 2 SEATERS
- 2.4. NO CONVERTIBLES
- 2.5. Any previously raced Mini Mod car will be grandfathered in. See the Mini Mod Section.

3. CHASSIS AND ROLLAGE:

- 3.1. THE TECH PERSON WILL HAVE THE AUTHORITY TO DISALLOW ANY CAR WITH COMPROMISED STRUCTURAL INTEGRITY OR PERTRUDING 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 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.
- 3.4. 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.
- 3.5. NO OFFSET ROLL CAGES ALLOWED.
- 3.6. MINIMUM OF 4 DOOR BARS ON DRIVERS SIDE, WITH 1/8 METAL PLATE WELDED TO OUTSIDE OF ROLL BARS.
- 3.7. MINIMUM OF 3 DOOR BARS ON PASSENGER SIDE.
- 3.8. 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.
- 3.9. ALL BARS WITHIN DRIVERS REACH MUST BE PADDED.
- 3.10. ALL CHASSIS SUSPENSION MOUNTING POINTS MUST BE IN STOCK OEM LOCATION. NO EXCEPTIONS. ALL LEFT TO RIGHT, HEIGHT, AND "X" MEASUREMENTS MUST BE WITHIN 1/4 INCH OF FACTORY.
- 3.11. ROCKER PANELS MAY BE REMOVED AND REPLACED WITH TUBING PROVIDED THE FRONT AND BACK OF TUBING ARE SEALED.
- 3.12. ALL FRAMES MUST BE STOCK. UNIBODY FRAMES MAY BE TIED TOGETHER END TO END HALF WAY MAX ON FRAME RAILS.
- 3.13. 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.
- 3.14. MUST HAVE FULL FRONT AND REAR FIREWALLS WITH NO HOLES, COMPLETELY SEALED. 22 GAUGE STEEL MINIMUM FOR PATCHED SECTIONS. NO COMBUSTIBLE MATERIAL ALLOWED TO FILL HOLES.
- 3.15. MUST HAVE FACTORY FLOOR PAN FROM FRONT FIREWALL VERTICAL SECTION ABOVE TRANSMISSION TUNNEL BEHIND MOTOR TO FRONT MOUNT FOR BACK SEAT.
- 3.16. INNER STRUCTURES OF FENDERS, WHEEL WELLS, STRUT TOWERS, AND TRUNK FLOOR MAY BE REMOVED.
- 3.17. FRAME MAY BE NOTCHED FOR OIL FILTER OR FUEL PUMP CLEARANCE.

4. SUSPENSION:

- 4.1. STOCK OEM STYLE SUSPENSION THAT CAME ON YOUR CAR.
- 4.2. NO AFTERMARKET FRONT CONTROL ARMS.
- 4.3. FRONT CONTROL ARMS MAY BE INTERCHANGED WITHIN 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 ARMS ADDED IN PLACE OF STOCK STRUT DESIGNED CAR.
- 4.7. ANY BUSHING ALLOWED.
- 4.8. MUST MEET TRACKING WIDTH RULE OF 75". MEASURED FROM OUTSIDE EDGE OF TIRE TO OUTSIDE EDGE OF TIRE.
- 4.9. MAY USE ANY TYPE OR ARRANGEMENT OF SPACERS WITH A MAX WIDTH OF 1 INCH PER WHEEL TO MEET TRACK WIDTH.
- 4.10. 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.
- 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 AFTER MARKET 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 BAR AND IN PLACE OF TIE RODS FOR BUMP STEER CORRECTION.
- 4.14. ANY UPPER STRUT PLATE/CONNECTION MAY BE USED IN PLACE OF STRUT TOWER.
- 4.15. LEMANS BAR BETWEEN STRUT TOWERS ALLOWED.
- 4.16. ANY FRONT CASTER/CAMBER SETTINGS ALLOWED.
- 4.17. ADJUSTABLE REAR SHACKLES AND SLIDER BLOCKS ALLOWED ON LEAF SPRING CARS.

- 4.18. FRONT EYE OF LEAF SPRING MUST REMAIN IN STOCK LOCATION.
- 4.19. 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)
- 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 YEAR 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 DRIVER AND CAN NOT BE USED DURING RACE.
- 4.27. SINGLE OR DOUBLE MASTER CYLINDERS ALLOWED. AFTERMARKET PEDALS ALLOWED AND MAY BE RELOCATED.
- 4.28. STEERING BOX AND RACK MAY BE INTERCHANGED AMONG 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. STEERING QUICKNER ALLOWED
- 4.34. QUICK RELEASE STEERING WHEEL HIGHLY RECOMMENDED.

5. BODIES:

- 5.1. 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.

- 5.2. FULL WINDSHIELD REQUIRED. REAR SIDE AND REAR OPTIONAL. NO DOOR SIDE GLASS ALLOWED. WINDSHIELD MUST BE LEXAN OR SAFETY GLASS LAMINATED. NO PLEXIGLASS.
- 5.3. TWO VERTICAL BRACES AT LEAST 1" WIDE X 1/8" THICK REQUIRED ON WINDSHIELD.
- 5.4. SIDE VIEW AND REAR VIEW MIRRORS ALLOWED.
- 5.5. SIDE VENT FOR DRIVER COOLING ALLOWED.
- 5.6. ROOF ESCAPE FLAPS AS REQUIRED BY BOMAN GREY IS 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 1/2 "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 HOOD AND TRUNK. OEM OR FABRICATED HINGES MAY ACCOUNT FOR 2 OF THESE 4 TOTAL.
- 5.11. REAR SPOILERS WILL BE A MAXIMUM OF 5 "TALL AND 54 "WIDE. THE HIGHEST POINT OF REAR SPOILER MUST BE AT LEAST 10 "LOWER THAN THE HIGHEST POINT ON ROOF. REAR SPOILERS MAY HAVE TO BE SHORTENED OR REMOVED TO MEET THE 10 "MINIMUM DESCRIBED.
- 5.12. SPOILERS MUST BE MOUNTED AT THE BACK OF THE TRUNK AREA NEAR THE TAIL SECTION.
6. SHOCK, SPRINGS, AND STRUTS:
 - 6.1. 1 STEEL BODIED SHOCK OR STRUT PER WHEEL. AT LEAST ONE 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 REVALVEABLE OR SHRADER VALVE TYPE WITH EXTERNAL REERVOIR ALLOWED.
 - 6.5. STRUT TYPE CAN BE ADJUSTABLE
 - 6.6. REPLACEABLE CARTRIDGE STYLE ONLY IF AVAILABLE FROM FACTORY (MUST BE REMOVABLE FOR INSPECTION)

6.7. ANY AFTERMARKET COIL SPRING ALLOWED. RATES OPTIONAL.
SPRING DIMENSIONS ARE OPTIONAL.

6.8. AT LEAST ONE END OF SPRING MUST BE IN OEM LOCATION.

6.9. NO BUMP STOPS OR BUMP SPRINGS

7. ENGINE LOCATION AND TYPES:

7.1. 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 VERTICLE PLANE OF THE STOCK FIREWALL. NO BEATING 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 ENGINGS 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.

7.4. NO TURBOCHARGERS OR SUPERCHARGERS.

7.5. TRANSMISSION, FLYWHEELS, AND CLUTCHES:

7.6. AUTOMATIC OR MANUAL TRANSMISSIONS ALLOWED. ALL GEARS MUST FUNCTION FROM DRIVERS COMPARTMENT.

7.7. 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 SWITH 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.

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

7.9. NO ALUMINUM FLYWHEELS PERMITTED.

- 7.10. 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.
- 7.11. NO AFTERMARKET HIGH PERFORMANCE CLUTCH PACKS SUCH AS 10,000 RPM, RAM, CENTER FORCE, ETC. PERMITTED.
- 7.12. REINFORCEMENT IN AREA OF FLOORBOARD FOR SAFETY IS REQUIRED.
- 7.13. NO AFTERMARKET TRANSMISSION. MUST BE FACTORY STANDARD PRODUCTION ONLY. NO LIGHTENING OF INTERNAL ROTATING COMPONENTS.
- 7.14. STOCK TYPE SPRINGLESS CLUTCH DISC ALLOWED.

8. DRIVESHAFTS:

- 8.1. STANDARD 1 PIECE, MINIMUM DIAMETER OF 2 ½ ". STEEL ONLY.
- 8.2. MUST BE PAINTED WHITE WITH CAR NUMBER ON IT.
- 8.3. DRIVE SHAFT SAFETY LOOPS FRONT AND REAR MANDATORY.

9. REARENDS:

- 9.1. ANY CAR OR TRUCK REAREND. INTERCHANGING ALLOWED WITHIN THE SAME MAKE.
- 9.2. MOUNTS ON INTERCHANGED REARENDS MUST MATCH STOCK REAREND TO EXACT OEM MEASUREMENTS.
- 9.3. 9 "FORD REARENDS ARE NOT ALLOWED.
- 9.4. ANY DIFFERENTIAL: OPEN, WELDED, FULL SPOOL, MINI SPOOL, LOCKER, LIMITED SLIP, OR HELICAL GEAR TYPES ALLOWED.
- 9.5. NO QUICK CHANGE REARENDS ALLOWED.
- 9.6. ANY GEAR RATIO ALLOWED.
- 9.7. NO CAMBERED REARENDS. +/- 0.4 DEGREES MAXIMUM DEVIATION ON RWD CARS
- 9.8. ANY FWD CAR RUNNING OEM REAR CONTROL ARMS WITH ALL FACTORY MOUNTING POINTS, HAVE OPEN REAR CAMBER. NO DEVIATION FROM BOTH SIDES.
- 9.9. ANY FWD WITH AFTERMARKET REAR CONTROL ARMS MUST BE WITHIN 3 DEG. REAR CAMBER BOTH SIDES.

9.10. ANY AFTERMARKET AXLE ALLOWED.

10. ENGINES:

10.1. No K Engines.

11. BLOCK:

11.1. MUST BE STOCK OEM PRODUCTION. NO AFTERMARKET BLOCKS.

11.2. EFI: BLOCK MUST MATCH DECLAIRED ENGINE MODEL

11.3. NO BLOCK IS TO BE COATED, POLISHED, OR ANY MACHINE WORK EXCEPT WHAT IS LISTED HERE.

11.4. NO MACHINING TO BLOCK FOR AFTERMARKET ROD CLEARANCE.

11.5. BLOCKS CAN NOT BE OFFSET BORED BUT MAY BE SLEEVED WITH ORIGINAL BORE CENTERLINE.

11.6. STOCK OEM TYPE ROD, CAMSHAFT, AND CRANKSHAFT BEARINGS.

11.7. NO MAXIMUM OVERBORE.

11.8. BLOCKS MAY BE DEBORED BUT CAN NOT WEIGH BELOW FACTORY LB/CC.

11.9. AFTERMARKET PULLEYS AND WATERPUMP ALLOWED.

11.10. CRANKCASE EVACUATION SYSTEM TO HEADER ALLOWED.

11.11. AFTERMARKET OIL PAN ALLOWED.

12. CRANKSHAFTS:

12.1. MUST BE STOCK OEM CAST OR STEEL, NO AFTERMARKET SUCH AS SCAT, LUNATI, ETC. ALLOWED.

12.2. EFI: CRANKSHAFT MUST MATCH DECLAIRED ENGINE MODEL

12.3. STOCK OEM STROKE OF CRANKSHAFT BEING USED MUST BE MAINTAINED WITHIN +/- .010 "

12.4. NO LIGHTENING OR KNIFE EDGING OF THROWS OR COUNTERWEIGHTS.

12.5. MAY POLISH BETWEEN #4 ROD JOURNAL AND #5 MAIN JOURNAL SURFACE AREAS FOR THE PUPOSE OF IDENTIFYING. CRACKS MORE EASILY AND ELIMINATING SURFACE STRESS RISERS, NOT TO LIGHTEN.

- 12.6. ENGINE BALANCING ALLOWED. MUST BE DONE IN STANDARD PRODUCTION MANNER.
- 12.7. STUD GIRDLE KIT ALLOWED ON MAIN BEARINGS.
- 12.8. CRANKSHAFTS MAY BE INTERCHANGED AMONG BLOCKS WITHIN THE SAME MAKE WITH NO MACHING NEEDED. DIRECT FIT APPLICATIONS ONLY ON CARBORATED ENGINES ONLY.
- 12.9. CC MUST BE POSTED ON HOOD AND MUST BE CORRECT FOR YOUR BORE. ENGINES WILL BE P&G TESTED.

13. CONNECTING RODS:
 - 13.1. ANY STEEL AFTERMARKET OR FACTORY ROD ALLOWED.
 - 13.2. MAXIMUM LENGTH FOR FORD IS 5.7 INCHES
 - 13.3. MAXIMUM LENGTH FOR TOYOTA 3TC IS 5.2 INCHES
 - 13.4. ALL OTHERS; FACTORY LENGTH ROD
 - 13.5. MAY POLISH STOCK OEM RODS
 - 13.6. NO HOLLOW AFTERMARKET RODS
 - 13.7. TOYOTAS AND HONDAS MAY USE H-BEAM RODS IF NO BLOCK MACHING IS NEEDED
 - 13.8. MINIMUM 1.950" DIAMETER ROD JOURNAL FOR FORDS
 - 13.9. ANY ROD BOLT ALLOWED
 - 13.10. PISTONS AND RINGS:
 - 13.11. ANY FLAT TOP PISTON WITH ANY NUMBER OF RING GLANDS ALLOWED.
 - 13.12. MUST HAVE ZERO DECK HEIGHT
 - 13.13. GAS PORTING IN RING GLANDS ONLY.
 - 13.14. ANY STEEL WRISTPIN ALLOWED. NO TITANIUM PINS
 - 13.15. ANY OEM DOME PISTON ENGINE MAY RUN ANY DOME PISTON. THE FLAT PART OF THE DOME PISTON MAY EXTEND 0.010 "ABOVE DECK HEIGHT.
 - 13.16. 0.010 "ABOVE DECK HEIGHT.
 - 13.17. ANY STYLE RINGS ALLOWED. MINIMUM 2 RINGS PER PISTON

13.18. BEARINGS, FASTENERS, AND GASKETS:

13.19. ALL ENGINE BEARINGS MUST BE STOCK OEM TYPE SLEEVE BEARING.
NO ROLLER BEARINGS ALLOWED.

13.20. NO TITANIUM FASTENERS ALLOWED. ANY OTHER FASTENER ALLOWED.

13.21. HEAD AND MAIN BEARING STUDS ALLOWED.

13.22. ANY BRAND GASKETS ALLOWED. NO O-RING STYLE SEALING ALLOWED IN
PLACE OF HEAD GASKET

14. CYLINDER HEAD:

14.1. MUST BE STOCK OEM CASTING. NO AFTERMARKET HEADS ALLOWED

14.2. EFI: HEAD MUST MATCH DECLAIRED ENGINE MODEL (HONDA B20 MAY
RUN B18 HEAD AND FUEL SYSTEM AT 2300LBS.)

14.3. HEADS MAY BE INTERCHANGED ON BLOCKS WITHIN SAME MAKE ONLY IN
DIRECT FIT APPLICATIONS. CROSSBREADING WITHIN SAME MAKE IS
ALLOWED ON CARBORATED ENGINES ONLY. EX: 2300 HEAD ALLOWED ON
2000 BLOCK

14.4. ANGLE MILLING ALLOWED

14.5. TWO VALVES PER CYLINDER MAXIMUM ON CARBORATED ENGINES

14.6. STAINLESS STEEL OEM CONFIGURATION VALVES AND SWIRL
TYPE ALLOWED

14.7. 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 COMPETITOR MUST DROP THEIR LEFT SIDE
PERCENTAGE FROM 55% TO 53%

14.8. NO TITANIUM VALVES

14.9. VALVES MAY BE BACK CUT 30 DEGREES MAXIMUM

14.10. VALVE STEMS MAY NOT BE CANTED IN HEAD

14.11. NO INTERIOR DE-BURRING, POLISHING, EXTRUDE HONING, OR
ACID PORTING ALLOWED.

14.12. PORTS MUST BE STOCK AS CAST FROM OEM

14.13. LIFTER BORE MAY BE MACHINED FOR SOLID ADJUSTERS

- 14.14. VALVES MUST RETAIN STOCK DIAMETER HEAD
- 14.15. ANY STEEL OR STAINLESS STEEL RETAINER/KEEPER/ SHIMS ALLOWED. ANY TYPE OF VALVE JOB ALLOWED. VALVE JOB ANGLES OPTIONAL.
- 14.16. ANY VALVE SPRING COMINATION OR DESIGN
- 14.17. REINFORCEMENT ON CAM BOSS ALLOWED
- 14.18. 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 VALVE GUIDE AND MAY NOT BE HAND GROUND.
- 14.19. NO BLENDING OF BOWL CUT TO PORTS OR ROUNDING EDGES THAT BOWL CUT CREATES.
- 14.20. NO ROLLER CAM FOLLOWERS ALLOWED EXCEPT ON GM 151 ENGINES
- 14.21. CAM BUTTON ALLOWED

15. CAMSHAFTS:

- 15.1. ANY AFTERMARKET HYDRAULIC OR SOLID CAM ALLOWED. CAM LIFT OPTIONAL WITHOUT ANY PENALTY.
- 15.2. ADJUSTABLE CAM GEAR ALLOWED
- 15.3. STOCK OEM STEEL OR DOUBLE ROLLER TIMING CHAIN AND GEARS WITH HEX ADJUSTMENT SLLLOWED.
- 15.4. ANTI PUMP UP HYDRAULIC LIFTERS ALLOWED
- 15.5. NO LIGHTWEIGHT PUSHROD
- 15.6. ONLY STOCK OEM ROCKER ARMS AND LIFTERS THAT WAS FACTORY OEM IN THE HEAD BEING USED
- 15.7. OIL RETURN SCREENS ALLOWED
- 15.8. LIFTER VALLEY BAFFLES ARE ALLOWED
- 15.9. LIFTERS MUST BE STOCK SIZE FOR HEAD BEING USED
- 15.10. ROLLER ROCKER ARMS ALLOWED ON GM ENGINES AND EFI MOTORS WITH FACTORY ROLLER ROCKERS.

16. INTAKES:

- 16.1. STOCK OEM FACTORY INTAKES WITH FACTORY PART NUMBER
- 16.2. FUEL INJECTION INTAKE ALLOWED
- 16.3. NO HIGH PERFORMANCE AFTERMARKET INTAKE MANIFOLDS
- 16.4. NO PORTING, POLISHING, COATING, DIPPING, PORT MATCHING, ETC.
- 16.5. INTAKE MAY ONLY BE MODIFIED TO ACCEPT CARBURETORS. NO OTHER MODIFICATIONS ALLOWED
- 16.6. CARBURETOR ADAPTER PLATE MUST NOT PROTRUDE DOWN INTO PLENUM
- 16.7. ALL PARTS MUST BE MASS PRODUCED ITEMS AVAILABLE AS STOCK PRODUCTION OVER THE COUNTER PARTS. NO SPECIAL TESTS OR MARINE TYPE PARTS.
- 16.8. ONLY NORTH AMERICAN DISTRIBUTED INTAKES ON DOMESTIC. ASIAN ALLOWED ON JAPANESE MAKES ONLY
- 16.9. B20 MAY RUN B18 INTAKE (MODIFICATION TO MOUNTING HOLES ONLY FOR FITMENT)

17. EFI FUEL SYSTEMS:

- 17.1. ONLY ENGINES WITHOUT A CARBORATED OPTION MAY USE EFI SYSTEMS
- 17.2. NO AT-TRACK TUNING ON RACEDAY.
- 17.3. OEM THROTTLE BODY FOR DECLARED ENGINE MODEL
- 17.4. NO MACHINING OR ALTERING OF THROTTLE BODY IN ANY WAY
- 17.5. OEM UNALTERED FUEL RAIL FOR DECLAIRED ENGINE MODEL
- 17.6. OEM UNALTERED SIZE FUEL INJECTORS FOR DECLAIRED ENGINE MODEL

18. CARBURETORS, SPACERS, AND ADAPTERS:

- 18.1. HOLLEY 350CFM # 0-7448, # 0-80787-1 OR HOLLEY 500 CFM # 0-4412, #0-80583-1
- 18.2. CHOKE HARDWARE MAY BE REMOVED
- 18.3. CHOKE HORNS MUST REMAIN ON CARBURETOR, NO EXCEPTIONS

- 18.4. ALL VACUUM PORTS MUST BE PLUGGED
- 18.5. 2 GASKETS @ .065 MAXIMUM ALLOWED
- 18.6. ANY CARBURETOR ADAPTER OR SPACER, 2 INCH THICK MAXIMUM
- 18.7. 2 CIRCULAR HOLES, 1 OVAL HOLE, BEVELED AND OR TAPERED ALLOWED
- 18.8. NO MODIFICATION TO CARBURETOR FOR MOUNTING
- 18.9. 350 CFM, 30CC ACCELERATOR PUMP ONLY
- 18.10. CARBURETORS WILL BE CHECKED PER NASCAR LATE MODEL STOCK GUIDELINES
- 18.11. NO POLISHING, GRINDING, OR MACHINE WORK ALLOWED
- 18.12. NO BASE PLATE MODIFICATION
- 18.13. NO DRILLING OF ADDITIONAL HOLES EXCEPT PER THE NASCAR RULE BOOK
- 18.14. BOOSTERS MAY BE CHANGED
- 18.15. NO BOOSTER MODIFICATION TO SIZE OR SHAPE
- 18.16. HEIGHT AND LOCATION OF THE BOOSTERS MUST REMAIN PER FACTORY SPECS ONLY
- 18.17. ALL BOOSTERS MUST REMAIN OEM OUTSIDE DIAMETER ONLY
- 18.18. VENTURI AREA MAY NOT BE ALTERED OR RESHAPED IN ANY MANNER
- 18.19. NO ALTERED GASKETS, BASE PLATES, OR DRILLING HOLES INTO THE CARBURETOR
- 18.20. NO BUTTERFLIES TO BE THINNED OR TAPERED
- 18.21. IDLE HOLES MAY BE DRILLED IN BUTTERFLIES
- 18.22. SCREW ENDS MAY BE CUT EVEN WITH SHAFT, BUT SCREW HEADS MUST REMAIN STANDARD
- 18.23. NO SHAFTS TO BE THINNED OR CUT AT ALL
- 18.24. ACCELERATOR PUMP DISCHARGE NOZZLE MAY BE CHANGED
- 18.25. POWER VALVE MAY BE CHANGED
- 18.26. JETS MAY BE CHANGED

18.27. NO OUTSIDE AIR TO BE PULLED THROUGH THE CARBURETOR
OTHER THAN THROUGH THE VENTURI

18.28. ANYTHING NOT WROTE IN RULES, WILL BE YECHED PER THE
NASCAR LATE MODEL STOCK CARBURETOR RULES

19. AIR CLEANER:

19.1. ALL CARS MUST HAVE A METAL AIR CLEANER HOUSING

19.2. AFTERMARKET AIR CLEANER UP TO 14 INCHES IN DIAMETER X 5
INCHES TALL MAXIMUM ALLOWED

19.3. PAPER ELEMENT OR K&N TYPE ALLOWED

19.4. NO FUNNELING OF ANY AIR TO THE AIR CLEANER OR CARBURETOR

19.5. BASE OF AIR CLEANER MUST BE BELOW CHOKE HORN

19.6. NO CARBURETOR HATS, BAFFLES, ETC.

19.7. TOP AND BOTTOM OF AIR CLEANER HOUSING MUST BE THE SAME SIZE

19.8. EFI: STOCK UNALTERED AIR BOX OR CAN STYLE AIR FILTERS ALLOWED

19.9. EFI: CAN STYLE AIR FILTER NO LARGER THAN 8" ROUND X 8" LONG

19.10. 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.

20. FUEL & FUEL SYSTEM:

20.1. TRACK FUEL OR PUMP GAS ALLOWED. MUST DECLAIR FUEL TYPE
PRIOR TO QUALIFYING. NO E85

20.2. NO ADDITIVES

20.3. NO FUEL COOLING DEVICES

20.4. 12 GALLON FUEL CELL MAXIMUM

20.5. FUEL CELL MUST BE MOUNTED IN A CAN MADE OF AT LEAST 22
GUAGE STEEL

20.6. FUEL CELL MUST BE MOUNTED IN CENTER OF TRUNK AREA BETWEEN THE
FRAME RAILS. NO MORE THAN 2" DEVIATION FROM CENTER OF REAR OF
TREADWIDTH.

- 20.7. FUEL CELL MUST BE PROTECTED WITH A SUFFICIENT AMOUNT OF STRUCTURE, INCLUDING A BAR BELOW AND TO THE REAR OF THE CAN.
- 20.8. FUEL CELL VENTING HIGH AND TO THE DRIVERS SIDE RECCOMENDED
- 20.9. 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.
- 20.10. FUEL WILL BE CHECKED RANDOMLY
- 20.11. EFI CARS CAN RUN FACTORY FUEL TANK IN FACTORY LOCATION ONLY.

21. ELECTRICAL SYSTEMS:
 - 21.1. BATTERY MUST BE SECURELY MOUNTED AND ENCLOSED TO GUARD THE DRIVER FROM SPILLS OR EXPLOSIONS
 - 21.2. BATTERIES MUST BE MOUNTED IN TRUNK OR THROUGH FLOORBOARD BUT NO LOWER THAN FRAME RAILS
 - 21.3. ONLY ONE BATTERY ALLOWED IN CAR
 - 21.4. ONLY 12 VOLT ELECTRICAL SYSTEM ALLOWED
 - 21.5. STANDARD OR ELECTRONIC DISTRIBUTOR MAY BE MODIFIED FOR RELIABILITY ONLY
 - 21.6. STOCK TYPE COILS ONLY
 - 21.7. EFI: MUST RUN OEM IGNITION AND ELECTRICAL SYSTEM FOR DECLAIRED ENGINE MODEL (WIRE HARENESS, COIL PACKS, ECT.)
 - 21.8. EFI: OEM STYLE ECU FOR DECLAIRED ENGINE MODEL OR STAND UNITS ALLOWED. NO IN RACE ADJUSTABILITY BY DRIVER OF CREW.
 - 21.9. MSD, ACCELL, MALLORY, ETC. INTERNAL PARTS, COILS, OR MODULES ARE ALLOWED, STOCK TYPE ONLY
 - 21.10. NO MAGNETOS
 - 21.11. NO MULTI SPARK DISCHARGE BOXES (MSD) ALLOWED
 - 21.12. POINTS TYPE ALLOWED
 - 21.13. NO FULL AFTERMARKET DISTRIBUTOR ALLOWED
 - 21.14. NO ADJUSTABLE TIMING CONTROLS

- 21.15. NO TRACTION CONTROL DEVICES
- 21.16. ALL WIRING IN CAR MUST BE SECURLY INSULATED AND FASTENED
- 21.17. ANY SPARK PLUG WIRES ALLOWED
- 21.18. ANY SPARK PLUGS ALLOWED
- 21.19. NO DUAL POINT DISTRIBUTORS ALLOWED
- 21.20. MELS DISTRIBUTORS ALLOWED
- 21.21. MELS OR MSD TYPE REV LIMITERS ALLOWED (MUST BE MOUNTED IN PLAIN VIEW)

22. COOLING SYSTEM:

- 22.1. NO ANTIFREEZE- \$100.00 FINE FOR FIRST OFFENSE
- 22.2. STOCK COOLING SYSTEM ONLY IN STOCK LOCATION
- 22.3. ANY RADIATOR ALLOWED
- 22.4. MAY USE WATER WETTER TYPE PRODUCTS
- 22.5. ELECTRIC FAN ALLOWED
- 22.6. 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.
- 22.7. FABRICATED MOUNTING FOR THE RADIATOR ALLOWED. MUST BE MOUNTED BETWEEN FRAME RAILS.

23. EXHAUST SYSTEM:

- 23.1. ANY STOCK OR AFTERMARKET EXHAUST MANIFOLD OR HEADER ALLOWED
- 23.2. 4 INTO 1 AND TRI-Y STYLE ALLOWED
- 23.3. EXHAUST PIPES MUST ROUTE TO BEHIND THE DRIVERS SEAT, AND MUST EXTEND TO THE OUTER EDGE OF THE CAR
- 23.4. NO EXPOSED PIPES IN DRIVERS AREA
- 23.5. EXHAUST MAY RUN THROUGH THE INSIDE OF CAR IF TOTALLY BOXED, SEALED, AND APPROVED BY TECH PERSON

- 23.6. NO PIPES TURNED DOWN
- 23.7. MUFFLERS ALLOWED, AND MANDATORY AT SOME TRACKS
- 23.8. CRANKCASE TO EXHAUST EVACUATION SYSTEMS ARE ALLOWED. ONLY QUALITY CHECK VALVES WILL BE PERMITTED

24. OILING SYSTEM:

- 24.1. STOCK TYPE WET SUMP ONLY
- 24.2. 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
- 24.3. NO DRY SUMP OR ACCU-SUMP SYSTEMS ALLOWED
- 24.4. ANY AFTERMARKET RACING OIL PAN ALLOWED
- 24.5. SCREEN KITS IN OIL RETURN SYSTEM ALLOWED
- 24.6. OIL PAN BAFFLES PREVENTING OIL FROM FLOWING AWAY FROM THE OIL PUMP PICKUP ALLOWED
- 24.7. WINDAGE TRAYS ALLOWED

25. GROUND CLEARANCE:

- 25.1. ALL HEIGHTS ARE MEASURED WITH THE DRIVER IN RACE TRIM
- 25.2. FRONT SPOILER MINIMUM OF 4 INCHES
- 25.3. CENTER OF CRANKSHAFT BOLT TO THE GROUND, MINIMUM OF TEN(10) INCHES
- 25.4. RIDE HEIGHT MINIMUM OF 4 INCHES, MEASURED AT THE LOWEST PORTION (THIS INCLUDES ANY STATIONARY POINTS OF THE CAR EXCEPT THE EXAUGHST IE. SIDE SKIRTS AND WEAR STRIPS).
- 25.5. FUEL CELL AND OR FUEL CELL FRAME MINIMUM 8 INCHES FROM LOWEST POINT TO THE GROUND
- 25.6. OIL PAN MINIMUM TO THE GROUND IS 4 INCHES

26. WHEEL AND WHEEL SPACERS:

- 26.1. 8 INCH MAXIMUM WIDTH WITH MINIMUM OF 2 INCH BACKSPACE

- 26.2. 13" or 14" Wheels Allowed
- 26.3. STEEL WHEEL ONLY
- 26.4. ANY WHEEL STUD DIAMETER AND LENGTH ALLOWED
- 26.5. OFFSETS ON ALL 4 WHEELS DO NOT HAVE TO MATCH
- 26.6. NO PRESSURE RELIEF VALVES ALLOWED
- 26.7. NO WHEEL WEIGHTS ALLOWED
- 26.8. MAY USE ANY SIZE, TYPE, OR ARRANGEMENT OF WHEEL SPACERS TO MAKE RIDE WIDTH MAXIMUM

- 27. WEIGHT:
 - 27.1. ALL WEIGHT AND WEIGHT PERCENTAGES ARE MEASURED WITH DRIVER IN CAR IN RACE TRIM
 - 27.2. EFI: ENGINE MODEL MUST BE DISPLAYED ON HOOD
 - 27.3. 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.
 - 27.4. 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.
 - 27.5. MAXIMUM OF 35 LBS OR 5 GALLONS REGARDLESS OF FUEL CELL SIZE OR NUMBER OF LAPS RUN
 - 27.6. ALL CARS WILL WEIGH ONE POUND PER CC AFTER RACE WITH A MINIMUM OF 2050 LBS
 - 27.7. TOYOTA 20R BLOCK WITH 22R HEAD MUST WEIGH 1 POUND PER CC
 - 27.8. FORD 2300 HEAD ON 2000 BLOCK MUST WEIGH 2250 LBS
 - 27.9. FORD PINTO/RANGER 2000CC (SMALL VALVE)) MUST WEIGH 2150 LBS
 - 27.10. FORD PINTO/LIMA STYLE ENGINE WITH 1.50" INTAKE AND 1.75" EXHAUST VALVES MAY COMPETE AT 2300 LBS
 - 27.11. ALL EFI CARS WILL WEIGH 1lb. per cc WITH A MINIMUM OF 2225 LBS
 - 27.12. HONDA B20 MAY RUN B18 HEAD AND FUEL SYSTEM AT 2300LBS. (INTAKE, THROTTLE BODY, INJECTORS, AND RAIL)

- 27.13. MAXIMUM LEFT SIDE WEIGHT IS 55% OF THE TOTAL WEIGHT UNLESS TOLD TO BE LESS BY TECH PERSON
- 27.14. NO DISLODGED PARTS CAN BE ADDED BACK TO THE CAR AFTER RACE TO MAKE WEIGHT
- 27.15. 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.
- 27.16. 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.
- 27.17. 2018 UPDATE WEIGHT BREAKS FOR THE USE OF APPROVED SAFETY EQUIPMENT
- 27.18. 25lbs. CONTAINMENT SEATS
- 27.19. 25lbs. HEAD AND NECK RESTRAINT
28. SAFETY:
- 28.1. 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.
- 28.2. HELMET} SNELL SA95 OR BETTER REQUIRED
- 28.3. FLAME RETARDANT DRIVING SUIT WITH MINIMUM SFI-1 RATING REQUIRED. SFI-5 HIGHLY RECOMMENDED
- 28.4. FLAME RETARDANT GLOVES AND SHOE HIGHLY RECOMMENDED
- 28.5. NECK COLLAR, OR HEAD & NECK DEVICE, HIGHLY RECOMMENDED. EX: R3, HANS, HUTCHENS, ETC.
- 28.6. ALUMINUM RACING SEATS ONLY
- 28.7. APPROVED WINDOW NET REQUIRED
- 28.8. 2 ½ LB FIRE EXTINGUISHER WITH A DIAL, MUST BE LOCATED WITHIN REACH OF DRIVER OR A SWITCH TO ACTIVATE A FIRE SUPPRESSION SYSTEM.
- 28.9. MASTER KILL SWITCH MUST BE MOUNTED WITHIN EASY ACCESS OF DRIVER AND ALSO SAFETY CREW MEMBERS FROM OUTSIDE OF CAR.
- 28.10. IF YOUR CAR DOESN'T PASS PRE-RACE SAFETY TECH YOU CAN'T PRACTICE OR RACE UNTILL IT IS CORRECTED

28.11. RADIOS ALLOWED

28.12. TRANSPONDER MANDATORY. MUST BE MOUNTED 72" INCHES BACK FROM NOSE.

28.13. TECH PERSON MUST APPROVE ALL RACECARS TO COMPETE AND THEIR DECISIONS ARE FINAL.

29. TIRES:

29.1. THE ONLY TIRE TO BE USED WILL BE THE AMERICAN RACER TRACK TIRE. EITHER 13 OR 14 INCH.

29.2. TIRES MUST BE INSPECTED, APPROVED, AND MARKED PRIOR TO RACE TO BE ELIGIBLE FOR COMPETITION

29.3. NO SOAKING, GROOVING, SIPING, CAMBER CUTTING, OR TREATING OF TIRES IN ANY WAY. SNIFFER, DUROMETER, AND BLACKLIGHT WILL BE USED IN PRE AND POST RACE INSPECTION. FAILURE CAN RESULT IN LOSS OF TIRES AND RIMS.

29.4. THE DRIVER IS RESPONSIBLE FOR COMPETING WITH THE CORRECT TIRES.

29.5. IF YOU COMPETE ON OTHER THAN YOUR TIRES, YOUR RESULT WILL BE TOTAL DQ, LOSS OF POINTS, MONEY, AND/OR FINES & SUSPENSIONS.

29.6. TIRES MAY BE BRANDED AND/OR MARKED INSIDE AND OUT

29.7. AT LEAST ONE OF THE RIGHT SIDE TIRES OF THE TOP 3 FINISHERS MAY BE DISMOUNTED FOR POST RACE INSPECTION

29.8. 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.

29.9. YOU MAY MOVE THESE FOUR TIRES AROUND ON THE CAR DURING A HALFWAY BREAK BUT DO NOT CHANGE UNLESS APPROVED BY A RACE OFFICIAL.

30. PROTEST PROCEDURE AND COST:

31. PROCEDURE:

31.1. 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.

- 31.2. 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. DOMINION RACEWAY HAS THE RIGHT TO ACCEPT OR DENY ANY PROTESTS.
- 31.3. ONLY A CAR IN THE TOP 4 FINISHING SPOTS MAY BE PROTESTED.
- 31.4. 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 ARE 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.
- 31.5. ONLY 1 REPRESENTATIVE OF THE PROTESTING TEAM MAY OBSERVE ALL TECH PROCEDURES. THE TECH PERSONS DECISION ON WHETHER THE CAR IN QUESTION IS LEGAL BY THE RULES POSTED IS FINAL.
- 31.6. 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.
32. PRICE:
- 32.1. PROTEST ENTIRE CAR, BUMPER TO BUMPER \$900.00
- 32.2. PROTEST ENTIRE BOTTOM END OF ENGINE INCLUDING CLUTCH AND FLYWHEEL \$500.00
- 32.3. PROTEST THE HEAD, CARBURETOR, EFI SYSTEM, INTAKE, SPACER, AND BORE AND STROKE \$300.00
- 32.4. PROTEST JUST BORE AND STROKE \$150.00 IF THIS IS THE PROTEST, THE HEAD COMES OFF BUT THE PROTESTING TEAM IS NOT ALLOWED TO LOOK AT ANYTHING DEALING WITH THE HEAD.
- 32.5. PROTEST JUST CLUTCH AND FLYWHEEL. \$150.00
- 32.6. PROTEST SUSPENSION \$300.00 PER END OF CAR, INCLUDING VISUAL INSPECTION OF SHOCKS.
- 32.7. SHOCK/ STRUT CLAIM RULES. \$100.00 PER SHOCK \$200.00 PER STRUT REFUSING CLAIM WILL RESULT IN DQ BUT NO WEIGHT PENALTY
- 32.8. IF PROTEST IS NOT ACCEPTED, \$25.00 GOES TO THE TECH PERSON, AND THE REMAINDER GOES BACK TO THE TEAM THAT PROTESTED.
- 32.9. TEAMS FOUND ILLEGAL, BY WAY OF PROTEST AND TEARDOWN PROCEDURES WILL LOOSE ALL POINTS AND MONEY FOR THE CURRENT RACE

AND WILL CARRY AN ADDITIONAL 150 LBS FOR A TOTAL OF 2 SERIES RACES POST INFRACTION.

32.10. ILLEGAL PARTS WILL BE MARKED AND RETURNED TO THE OWNER AT THE TECH PERSONS DISCRETION.

33. COMPETITION RULES:

33.1. ANY CAR OR DRIVER WINNING (2) CONSECUTIVE RACES WILL CARRY AND ADDITIONAL 100LBS. ON THE RIGHT SIDE OF THE CAR IN AN AREA INDICATED BY SERIES OFFICIALS. THIS WEIGHT WILL BE CARRIED UNTIL THE CAR OR DRIVER IS WINLESS FOR (2) CONSECUTIVE EVENTS. THIS RULE WILL NOT BE CUMLATIVE.

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MINI MOD RULES:

This section ONLY applies to cars previously raced at Dominion Raceway under the Mini Mod rules. Only cars registered and previously raced as Mini Modified cars will be allowed to compete in the Mini Stock division. These cars are grandfathered in.

Although we have done our best to merge these rules into the Mini Stock rules, if a conflict, mistake, or adjustment is needed the tech person(s) decision is final.

1. **COMPETING CAR MODELS** Compact, four cylinder, front engine American and Foreign two door model sedans, 1970 through 1999, as approved for competition by DR. No convertibles, four wheel drive, sports cars, trucks or station wagons allowed. No turbo, rotary or Cosworth engine cars allowed. Car body and engine must be from same manufacturer.
2. **Approved Competition Models** Chevrolet: Beretta, Monza 2+2, Monza Coupe, Vega Hatchback, Cavalier Datsun: B210, 510, 710 Dodge: Challenger, Colt, Omni, Daytona Ford: Escort, EXP, Mustang, Mustang II, Pinto, Probe, Taurus, Tempo, Thunderbird Mercury: Bobcat, Capri, Lynx, Topaz Oldsmobile: Firenza, Starfire Plymouth: Arrow, Horizon, Laser, Sapporo Pontiac: Astre, J2000, Sunfire, Sunbird, T2000 Toyota: Celica, Corolla, Volkswagen Any other models must be submitted to the DR technical staff for approval before being allowed to compete.

3. GENERAL BODY

REQUIREMENTS Car Body:

All body panels and air dams must be stock appearing for the make, model and year of car as from the factory.

4. Overall Car Weight:

Cars with tubular chassis and coil over suspension must weigh one (1.0) pound per CC of engine displacement and cars with full pan and stock strut design on front will weigh (1.0)

pound per CC of engine displacement for the engine model installed in the car with a minimum weight requirement of 2000 pounds (minimum subject to change with two weeks' notice).

Weight includes fuel and driver. The minimum right side weight will be forty-five (45) percent of the total weight. Competition weight adjustments may be made during the season.

Added Car Weight: See Above Mini Stock Rules

Cars must meet their weight requirements post qualifying and post race with the following after race weight allowance for fuel and fluids consumed. The weight allowance will be seven tenths (.70) pound per race lap with no tolerance. Half of this allowance will be for the right side weight requirement. In the interest of fair competition track officials may add/subtract weight or make other adjustments as necessary to level the competition.

5. BODIES, ROLL CAGE and CHASSIS:

All chassis must have come stock with a 4 cylinder engine of any version.

May interchange bodies on frames. Must use wheel base and tread width of frame being used. Bodies and roll cages cannot be set back on the frame.

Any stock or aftermarket body, including straight sided dirt, made from 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. Side and rear glass optional. Sunroofs must be covered with minimum 22 gauge steel. Roof escape flaps as required at Bowman Grey are 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 inches gap. No hood scoops, holes in hood or anything else funneling air to the carburetor.

At least four positive fasteners must be used to hold hood and trunk, OEM hinges may account for two of these four total.

Must have full firewalls front and rear with no holes, completely sealed, 22 gauge steel minimum for refabricated sections. No combustible materials 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.

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

Spoilers must be mounted at the back of the trunk area near tail. - Complete 6 point center section and rear down bars of roll cages must be 1-1/2 inches minimum diameter

and .090 inches inch wall thickness minimum. No muffler pipe or crimped muffler bends in main cage. **The tech person will have the power to disallow any car with compromised structural integrity or protruding parts that may be dangerous to a competitor.**

Minimum of 4 door bars on driver side, with 1/8 inch metal plate must be welded to the driver's side door bars so nothing can enter the driver area. Minimum of 3 door bars on passenger's side.

All perimeter bars and bumper bars must be shaped with safe and reasonably rounded ends to eliminate puncturing other driver's, doors, tires, fuel cells, etc. No push bars outside of front bumper cover.

All bars within driver's reach must be padded.

Steering quickener allowed.

Quick release steering wheel suggested.

Aftermarket pedals allowed, may be relocated.

All glass except windshield must be removed. No plexiglass windshields. Lexan or glass windshields allowed. For glass windshields, only safety

glass laminated allowed. Two vertical braces at least 1 inches wide x 1/8 inch thick required on windshield.

Side view and rear view mirror allowed.

Side vents for driver cooling allowed.

Brake air ducts allowed.

Track Width maximum 63 inches front & rear, measured from center of tire to center of tire.

May use any size, type or arrangement of wheel spacers to make ride width maximum.

Wheelbase must be within +/-1 inch of stock factory length for car model claimed. Left and right sides of car must be within 1 inch of length of each other. WEIGHT:

All weight & weight percentages are measured with driver & car in race trim.

Advertised engine size in cc and left side weight percentage to be located on the hood, so tech can read it when you roll on to the scales.

35 lbs of lead may be added to the center of 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 and a minimum of 2000 lbs.

All weight and engine size specs must be written on hood.

All Ford engines, minimum weight 2300 lbs. 1 lb. per cc above 2300cc. Example 2500cc = 2500 lbs.

Toyota 20R block with 22R head must weigh 1 lb per cc.

Ford 2300 head on 2000 block must weigh 2300 lbs.

Ford Pinto/Lima style engine with 1.50" intake and 1.75" exhaust valves may compete at 2300 lbs.

Maximum left side weight is 55% of the total weight (see weight penalties for exceptions)

No dislodged parts can be added back to the car after the feature race to make weight

All lead must be in blocks and painted white with car #. All weight must be securely bolted with nylocks or 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.

6. ENGINE SPECIFICATIONS:

All engines must use stock OEM parts with only the exceptions stated here. 4 cylinder piston engines only. No Rotary engines. You may interchange engines and chassis within your manufacturer line. No turbochargers or superchargers. A. Different manufacturer's engines will be allowed in different manufacturer's cars. (For example, Nissan engines will be allowed in Ford cars, etc.) These engines must mount in the same location as the stock engine that came out. ENGINE LOCATION:

Engine must be installed in stock location. For engines interchanged between chassis of the same make, there is to be no less than 1 inch between back section of cylinder head and vertical plane of stock firewall placement.

Stock O.E.M. or solid motor mounts allowed. -Tube Chassis cars number 2 spark plug no further back than upper ball joint.

7. BLOCKS:

Must be stock O.E.M. production only, no aftermarket blocks.

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

Minor machining to block for aftermarket rod clearance allowed.

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

Stock O.E.M. type rod, camshaft and crankshaft bearings.

No maximum overbore.

Aftermarket pulleys and waterpump allowed.

Crankcase evacuation system to header allowed.

Aftermarket oil pan allowed.

8. CRANKSHAFTS:

Must be stock O.E.M. cast or steel, no aftermarket such as Scat, Lunati, etc. allowed.

Stock O.E.M. stroke of crankshaft being used must be maintained within +/- .010inches.

No lightening or knife edging of throws or counterweights.

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

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

CC's on hood must reflect correct bore and stroke combination. Engines will be P&G tested regularly.

No 2.5 crankshafts allowed in Fords.

9. CONNECTING RODS:

Any steel aftermarket rods allowed.

Max length for ford is 5.7 inches.

Max length for toyota is 2TC/3TC 5.2 inches.

Max length on 20R/22R 5.90 inches.

Max length for any other model is 5 inches.

May polish stock OEM rods.

No hollow aftermarket rods.

Toyotas may use H-beam rods.

Minimum 1.950" diameter rod journal diameter for Fords.

Any rod bolt allowed.

10. PISTONS:

Any flat top piston with any number of ring glands allowed, must have zero deck height.

No gas porting.

Any steel wrist-pin allowed, no titanium pins.

Any O.E.M dome piston engine may run any dome piston. The flat part of the dome piston may extend 0.010 inches above deck height.

11. PISTON RINGS:

Any style piston rings allowed. Minimum 3 rings per piston.

12. BEARINGS:

All engine bearings must be stock O.E.M. type sleeve bearing, No roller bearings allowed.

FASTENERS:

No titanium fasteners permitted, any other fastener type allowed.

Head and main bearing studs allowed.

13. GASKETS:

Any brand allowed. No o-ring style sealing allowed in place of head gasket.

14. CYLINDER HEADS:

Must be stock O.E.M. heads, No aftermarket heads allowed.

Heads may be interchanged on blocks within same make in direct fit applications. Crossbreeding within same make is allowed. Ex: 2300 head allowed on 2000 block.

Angle milling allowed.

Two valves per cylinder maximum.

Stainless Steel O.E.M. configuration valves and swirl type allowed.

Valve stems may not be smaller diameter than stock for head being used.

Any engine with valve stems smaller than stock diameter may compete with maximum 53% left side weight.

No titanium valves.

Valves may be Back Cut 30 Degree Maximum.

Valve stems may not be canted in heads.

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

Ports must be stock as cast from OEM.

Lifter bore may be machined for solid adjusters.

O.E.M or stainless aftermarket valves must retain stock head diameter.

Any steel or stainless steel retainer/keeper allowed. Valve job angles optional.

Any valve spring combination or design.

O.E.M valve diameter stock size for engine being claimed.

Ford Pinto/Lima style engine with 1.50" intake and 1.75" exhaust valves, see weight section for requirements.

Reinforcement on cam boss allowed.

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

No roller cam followers allowed except on GM 151 engines.

Cam buttons allowed. -Any type of valve job allowed. Ex: 3 angle CAMSHAFTS:

Any aftermarket hydraulic or solid cam allowed, any lift without weight penalty.

Adjustable cam gear allowed.

Stock O.E.M. steel or double roller timing chain and gears with hex adjustment

allowed. Anti-pump up hydraulic lifters allowed.

No lightweight push rod.

Only stock OEM or OEM replacement rocker arms and lifters that came OEM in the head being used.

Lifter bore may be machined to allow for solid adjusters.

Oil return screens allowed.

Lifter valley baffles are allowed.

Lifters must be stock sizes for head being used.

Roller rocker arms allowed on GM engine only. -Stock Rocker arm ratios for engine being

claimed.

Any valve spring retainer and shim allowed. Intake

15. Manifold:

Stock O.E.M. factory intakes allowed.

No angle milling of any surface on the manifold is permitted.

Fuel injection intakes allowed.

No performance intake of any kind will be permitted without approval from DR head tech.

No porting, polishing, coating, dipping, port matching, etc.

The plenum area only of the manifold may be modified in order to mount the carburetor adapter/spacer plate to the intake manifold. Openings may be made in the manifold plenum area to match the holes in the carburetor adapter/spacer plate if there is a mismatch.

Carburetor adaptor plates must not protrude down into plenum.

All parts must be mass produced items available as stock production over the counter parts. No special test or marine type parts. Only North American distributed intakes on domestic. Asian allowed on Japanese makes only.

Any aftermarket intake run will require weight penalty.

16. CARBURETORS, SPACERS and ADAPTERS:

Holley 350 CFM # 0-7448, # 0-80787-1 or Holley 500 CFM # 0-4412, #0-80583-1

Choke hardware removal allowed.

All vacuum ports must be plugged.

2 Gaskets @ .065 max ALLOWED.

Any carburetor adapter or spacer, 1.5 inch thickness maximum.

2 circular holes, 1 oval hole, beveled and/or tapered allowed.

No modification to carburetor for mounting.

350 CFM 30 cc Accelerator pump ONLY.

Carburetors will be checked per NASCAR Late Model Stock guidelines

No polishing, grinding, or machine work.

No base plate modification.

No drilling of additional holes. 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 maintain OEM outside diameter ONLY.

No venturi area to be altered or reshaped in any manner.

No removal of casting ring.

No modification to allow additional air to be picked up below the opening of the venturi.

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. -Block off valves allowed.

Jets may be changed.

No outside air to be pulled through the carburetor other than through the venturi. AIR CLEANER

All cars must have a metal air cleaner housing.

Aftermarket air cleaner up to 14 inches diameter x 5 inches tall max allowed.

Paper element or K & N type allowed.

No funneling of any air to the air cleaner or carb.

Base of air cleaner must be below choke horn.

No carb hats, baffles, etc.

Top and bottom of air cleaner housing must be the same size.

17. FUEL & FUEL SYSTEM:

Racing fuel may be used, but an additional five gallons of Sunoco race fuel must be purchased from Dominion Raceway track pumps for each race. See DR rules for ALL Divisions section 5

No additives.

No fuel cooling devices.

Fuel Cell: 16 Gallons max.

Fuel cell must be mounted in a can made of at least 22 gauge metal.

Fuel cell must be mounted in center of trunk area between the frame rails.

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 driver's side recommended.

Fuel Pump: HP mechanical or electrical allowed. Must have roll over valve/switch if electrical. Must be approved by tech person.

Fuel will be checked randomly. ELECTRICAL SYSTEMS

Battery must be securely mounted and enclosed to guard the driver from spills or explosions.

Batteries may be mounted in trunk or through floorboard but no lower than frame rails.

Only 12 volt electrical systems allowed.

Standard or electronic distributor may be modified for reliability only.

Stock type coils only.

MSD, ACCELL, MALLORY etc., internal parts, coils or modules are allowed, stock style only.

No magnetos.

No multiple spark discharge boxes or systems allowed.

Point type allowed.

No full aftermarket

distributors. 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.

18. COOLING SYSTEMS:

****NO ANTIFREEZE \$100.00 FINE FOR 1ST OFFENSE****

Stock cooling system only in stock O.E.M.

location Any radiator allowed.

Electric fans allowed.

If a mechanical fan is used, a fan shroud must cover the fan blades.

Overflow hose must be routed to base of windshield on passenger side to alert driver in case of overflow.

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

19. EXHAUST SYSTEM:

Car exhaust system shall have one Magna Flow Performance Muffler (part # 11216) installed or the Schoenfeld Muffler insert (part# 42530). The specified muffler must remain stock as from the factory. No modifications will be permitted. Modifications to this muffler may result in the loss of all points and/ or other penalties as deemed appropriate by track officials.

All exhaust pipe shall be two and one half (2.5) inch outside diameter and shall be painted white. -Exhaust pipe must be securely fastened to the exhaust manifold and the frame in a manner acceptable to track officials.

Cars must not exceed a 99 db decibel level, as measured by track officials. Sound levels may be monitored anytime cars are on track.

Exhaust leaks anywhere in the system as determined by track officials will not be allowed and must be corrected.

Any stock or aftermarket exhaust manifold or header allowed.

4 into 1 and Tr-Y style allowed.

Tailpipe must extend rearward to a point behind the driver and must turn to face the ground.

No exposed pipes in driver's area.

Exhaust may run through the inside of the race car if totally boxed, sealed and approved by tech person.

Crankcase to exhaust evacuation systems are permitted. Only quality check valves will be permitted.

20. 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.

Any race type 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.

21. CHASSIS:

All chassis suspension mounting points must be stock OEM. All left to right, height and "X" measurements must be within 3/4 inch on stock chassis cars.

After market three link setup allowed with no weight penalty.

Front lower control arms must be equal length left to right.

Rocker panels may be removed and replaced with square tubing.

All frames must be stock, Unibody frames may be tied together end to end half way max on frame rails.

Firewall, frame rails, floorboards and suspension mounts must remain intact from center of front wheels to center of rear wheels in a way that proves there have been no chassis mounting point, length or width modifications.

You may patch floor pan if it's rusted or has holes. Do not cut out and replace entire pan.

Entire floor of trunk may be removed.

No pushbars extending outside of bumper covers.

Frame may be notched for oil filter and fuel pump clearance.

Adjustable rear shackles and slider blocks allowed on leaf springs.

Front eye of leaf spring must remain in stock location.

Adjustable coil spring spacers, wedge bolts, adjuster cups, spring rubbers, weight jacks, lowering blocks allowed.

Heim joints are allowed on sway bar and in place of tie rods for bump steer correction.

Rear panhard bars allowed. May be adjustable from the outside of car only and with positive bolt pattern.

Solid engine & transmission mounts allowed.

Aftermarket pedals allowed and may be relocated.

Single or double master cylinders allowed.

Brake adjusters, flow control and metering valves allowed but **MUST BE OUT OF DRIVERS REACH AND CAN NOT BE USED DURING RACE.**

Max sway bar diameter is 33mm or 1 5/16. Tube Chassis Cars

Tube frames must be fabricated in a symmetrical manner and must not be offset to the body. Tube frame cars should conform to guidelines contained in NASCAR LMSC Section 20F11 and the construction guidelines in the rear of the NASCAR LMSC rulebook.

Wheelbase for full tubular chassis will be a minimum of 100 inches to a maximum of 103 inches.

Whatever bushing material is used in the left side suspension must also be used in the right side suspension.

Front sway bar, bushings and end links must comply with NASCAR LMSC rule 20F12.2.

Hubs, bearings and seals may be stock OEM parts. All parts used must comply with NASCAR LMSC rule 20F12.5. Wide five spindles and hubs will NOT be permitted.

Aftermarket 4 piston calipers are allowed with a maximum bore size of 1.25 inches and a maximum pad area of 10 square inches for each pad. (Example: Wilwood DynaLite). Aftermarket rotors are permitted, maximum width of .75 inches, maximum diameter of 10.5 inches. Rotors must be straight vane type, curved vane rotors are not permitted. Rotors may NOT be drilled, slotted or grooved. Brake cooling scoops, ducts or hose are NOT permitted if aftermarket components are used. Brake cooling may be used if stock OEM type brakes are used

22. TRANSMISSIONS, FLYWHEELS and CLUTCHES:

Manual Transmission allowed only.

An inspection port of one (1) inch diameter minimum must be cut into the bottom of the bell housing to allow clutch inspection. -All gears must be functional from driver's compartment.

Manual transmissions: All gears must be functional from driver's compartment. Three (3), (4) or (5) speed transmissions.

No aluminum flywheels permitted on fords.

Any type flywheel and pressure plate combination 7.5 inches or larger.

Aftermarket Hi-Pro clutch packs such as 10,000 RPM, RAM, Center Force, Quarter Master, etc. permitted.

No Ram Clutches. No internal clutches in transmission allowed.

Reinforcement in area of floorboard for safety is required.

No aftermarket transmissions, must be factory standard production only.

No lightening of internal rotating components in transmission.

23. DRIVE SHAFT:

Standard one (1) piece, minimum diameter 2 ½ inches. Steel only.

Must be painted white with car number on it.

Drive shaft safety loops front and rear mandatory.

24. REAR ENDS:

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

Mounts on chassis must be in stock location. Interchanged rear ends must match stock rear end to OEM measurements.

9" Ford rear ends are allowed.

Any differential: open, welded, full spool, mini spool, locker or limited slip.

Quick change rear-ends are allowed.

Any gear ratio allowed.

No cambered rear ends, +/-0.2 degrees maximum deviation.

Aftermarket lower trailing arms are allowed, must be OEM stock length.

Heim joints allowed on lower trailing arms.

Any aftermarket axle allowed.

See Chassis rules above for panhard bar specs.

OEM style third link or upper trailing arms may be aftermarket and/or adjustable length. Mounting holes at chassis and rear end housing must be stock OEM location.

25. FRONT SUSPENSION:

Stock OEM style suspension that came on your chassis.

Stock style control arms only. Aftermarket a-arms allowed must equal length on both sides.

Stock style upper a-arms may be shortened or lengthened for camber/caster adjustment.

No upper a-arms added in place of stock strut design.

Any bushing allowed.

Lower a-arms may be interchanged within same make. Must meet maximum ride width rules.

May lengthen or shorten stock type lower a-arms on Toyotas only.

Strut rods on lower control arms (such as Pinto and Toyota) may be adjustable in length.

OEM Sway bars only, no splined type. 1 5/16 inch or 33mm max diameter. Mounting optional. End link design optional. May be adjustable on both ends.

Any upper strut plate/connection may be used in place of strut tower.

Lemans bar between strut towers allowed.

Steering quickeners allowed.

Any camber and caster settings allowed.

Spindles, rotors and calipers must be OEM but may be interchanged within different year models or versions of your same chassis.

Disc brakes may be interchanged with drum brakes within your same make.

Steering box and rack may be interchanged among same make.

No aftermarket spindles. Spindles may be strengthened.

Steering arms may be modified for bump steer correction.

No bump stops.

Aftermarket power steering pump allowed.

Brake air ducts allowed.

Brake hats allowed.

26. SHOCKS, SPRINGS and STRUTS:

1 steel bodied shock or strut per wheel, must be mounted in factory location. -Strut type car may run additional shock in place of strut insert. Insert must have no compression or rebound force.

Rubber grommet type shock mounting style may be replaced with heim joint.

Aftermarket racing shocks allowed. No aluminum bodied shocks.

No re-valveable or Schrader valve type with external reservoir.

Strut type can be adjustable and/or replaceable cartridge-in-housing type.

Any aftermarket coil spring allowed. Rates optional. Spring dimensions are optional.

At least one end of springs and shocks must be in OEM location. GROUND CLEARANCE:

All heights are measured with the driver in race trim.

Front spoiler minimum of 4 inches.

Center of the crankshaft bolt to the ground, minimum of ten (10) inches.

Frame height minimum of four (4) inches, measured at the frame rail.

Outer rocker panels minimum of (4) inches.

Fuel cell and or fuel cell frame: minimum eight (8) inches from lowest cell location point.

Oil pan minimum of four (4) inches.

27. WHEELS AND WHEEL SPACERS:

8 inch maximum width with minimum of 2 inch backspace.

Thirteen inch diameter only.

Steel only.

Any wheel stud diameter and length.

Offsets on all 4 wheels do have to match.

No pressure relief valves.

No wheel weights.

May use any size, type or arrangement of wheel spacers to make ride width maximum.

28. SAFETY:

SEAT BELT MUST BE NO OLDER THAN 5 YEARS!

Helmet: Snell 95 or better with DOT tag.

Flame retardant driving suit, gloves with SFI tag.

RECOMMENDED - Neck Collar or head & neck restraint device / system (R3/HANS/HUTCHENS) recommended 5-point racing harness with SFI tag. Not older than 60 months. (5 years from date punched on tag)

Aluminum racing seats only.

Approved window net required.

Racing shoes recommended.

1ea 2 1/2 lb fire extinguisher with a dial, must be located within reach of driver.

Master kill switch must be mounted within easy access of driver and also safety crew member from outside of car.

A driver shall not permit any person to ride in or on any race car at any time.

If your car does not pass pre-race safety tech, you cannot practice or race until it is corrected.

Radios allowed.

Transponders mandatory. Must be mounted 72 inches back from the nose.

Tech persons must approve all race cars to compete and their decisions are final.

29. PROTEST PROCEDURES:

If a race car 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.

Pre-Race Inspection: Any pre-race inspection failures or non-compliance with these rules may result in not being allowed to participate or compete in the event. Additional weight or rear of field starts may be imposed. The penalty for inspection failure is determined by the race director.

Post Race Inspection: Any post-race inspection failure may result in forfeiture of some or all prize money, contingency money and points earned for that event. Any illegal part found will be surrendered to NASCAR track officials. No equipment or part will be considered approved by reason of having passed through previous inspections. Pre-race inspections of a particular part or rule do not preclude post-race inspections. The penalty for inspection failure is determined by the race director. **Protests:** No protests will be accepted after ten (10) minutes past the drop of the checkered flag in the Mini-Modified feature race. Only drivers finishing in the top 5 positions AND who are in the top 5 in division point standings may file a protest. Only drivers finishing in the top 5 positions AND who are in the top 5 in the point standings are subject to being protested. In the final two weeks of the season any competitor protests must be made to a DR Tech official, who will determine if the protest is allowed.

Pricing:

Track tear-downs and post-race inspections will be conducted as normal including the final night of competition. The protesting driver/owner will have the same part/parts inspected on their car.

The cost to protest, (teardown fee), particular items is:

Cylinder Heads \$200

Head, intake and carburetor, including bore and stroke and deck height: \$500

Connecting Rods \$300

Protest complete engine and flywheel: \$850.

Protest chassis, suspension, brakes and motor placement: \$300

Protest entire car bumper to bumper: \$900.

If protest is not accepted and protested team concedes: \$25 will go to tech-person, remainder will go back to winner of protest.

Teardowns: Any driver/owner refusing a request from NASCAR track officials to teardown for post-race inspection or protest for any reason will be placed on a one (1) race suspension. The driver will be held responsible for the refusal to teardown. The driver will lose all points earned for the current event. Refusal to teardown a second time will result in the loss of all points accrued during the season and suspension for the remainder of the current season. DR track officials reserve the right to teardown at any time.

Carburetor Claims:

The carburetor is subject to a claim rule. The cost to claim a carburetor is \$250. Only the driver can claim the carburetor. Claim fee must be presented to the race director within 10 minutes from the waving of the checkered flag ending the Mini-Modified feature race. Only

drivers finishing in the top 5 positions AND who are in the top 5 in the division point standings may claim a carburetor. Only drivers finishing in the top 5 positions AND who are in the top 5 in the point standings are subject to being claimed. Refusal to surrender a claimed carburetor will result in a two race suspension, forfeiture of points for the current race and loss of right to claim a carburetor for a calendar year. The claimed part must be run by the claiming driver in the next race in which he competes. No claims allowed on the final night of competition.

Shock Claims:

The shocks are subject to a claim rule. The cost to claim shocks \$450. Only the driver can claim the shocks. Claim fee must be presented to the race director within 10 minutes from the waving of the checkered flag ending the Mini-Modified feature race. Only drivers finishing in the top 5 positions AND who are in the top 5 in the division point standings may claim a cars shocks. Only drivers finishing in the top 5 positions AND who are in the top 5 in the point standings are subject to being claimed. Refusal to surrender claimed shocks will result in a one race suspension, forfeiture of points for the current race and loss of right to claim shocks for a calendar year. The claimed part must be run by the claiming driver in the next race in which he competes. No claims allowed on the final night of competition. Shocks may only be claimed by cars that can run them. Ex (strut/strut inserts on strut cars, coil-overs on tube chassis cars) 19. ADMINISTRATION

All competitors should read/review sections 1 thru 17 of the NASCAR 2014 Rule Book.

All competitors should read/review DR General Rules and DR ALL Division Rules.

Any questions concerning these rules should be directed to a member of the DR technical crew.

In the event of lack of feasible time, conditions or facilities to perform protest procedures, the tech person's decision to allow or disallow a protest will be final.

30. TIRE RULES:

After opening night. Only 1 race tire can be purchased on race day and must be on the car for that race. (No tires can be purchased if car is not racing that day.)

All competitors will use an American Racers Tire JLVYX. All competitors must start the feature race with the same tires on which the car qualified.

Tires must be inspected, approved and marked prior to race to be eligible for competition.

No soaking, grooving, siping, camber cutting or treating of tires in any way. Sniffer, durometer and backlight will be used in pre and post-race inspection.

The driver is responsible for competing with the correct tires.

If you are caught soaking or treating your tires in any way. All 4 of your tires and rims may be confiscated and not returned.

The driver is 100% responsible for his own tires, even if on scuffs purchased from the track. If an issue is suspected with a tire, bring it up immediately with your tech person so it can be rectified early.

Scuff tires may be available at the track or from your competitors, but each must be checked in by track official before they are considered in your bank and eligible for the race.

Tires will be branded and/or marked inside and out.

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.

These rules are subject to modification and change by Dominion Raceway in its sole discretion with 48 hours notice.

These rules are for us at Dominion Raceway and Entertainment only. No unauthorized use, reproduction, publication, or printing allowed for any other Raceway without the expressed written consent of Dominion Raceway and Entertainment Management.