

I-25 Speedway  
2009-2012  
Ministock Rules

**GENERAL SAFETY:** All cars will be inspected prior to racing, and through the competition season at the tech official's discretion. Any rear wheel drive, front engine normally aspirated compact passenger car permitted. No sports cars, station wagons, trucks, SUV type vehicles or convertibles allowed. Front Wheel drive, single over head cam and carburated cars will be permitted with tech apporval.

All cars must have a master kill switch located at the base of and center of the windshield. Starting 2010 season, master kill switch must be mounted inside car, behind driver, easily accessible "ON" and "OFF" must be clearly labeled, and may be tested at any time. It is recommended that a heavy-duty toggle switch of master on/off switch be used.

Approved racing window nets must release freely with an accessible latch, preferably a seatbelt type, from the top of the driver's cage. Seat belts must be a quick release type and have a minimum of a 3-inch wide lap belt, and a minimum of 2 shoulder straps.

Belts must be no older than 2-years. Belts must be of high strength nylon construction, be in good condition, and be properly secured to the cage. Seat belts will be a 5-point harness type. Shoulder strap must not be lower than the driver's shoulder. Inside paneling must not be within 2-inches of any seat belt.

An approved aluminum or steel racing type seat, securely fastened to the roll cage, is mandatory. Quick release type steering wheel with Velcro type padding in center of wheel are mandatory. No upholstery allowed except on driver' seat.

All vehicles will carry a fully charged fire extinguisher. Extinguisher will be within the driver's reach and tested for accessibility. Extinguisher must be mounted securely during entire race.

Battery must be enclosed in a leak proof box, and be secured by a strap. Top of box may be secured with a strap of nylon or rubber. Throttle linkage must have a total of 2 safety springs. Accelerator peddle must have a toe kick bar and positive linkage, no throttle cable set ups.

All lead ballast will be clearly marked with the class and car number, painted white, and securely fastened with a 1-inch x 1/8-inch flat steel plate from bolt to bolt. No add on weight will be allowed unless it is securely bolted to the car. No toolboxes, spare tires, air tanks, etc. will be used as weights.

No stock gas tanks allowed. Racing cells are required and must be mounted by at least two steel straps, 2-inches wide, around cell or with 1-inch box tubing. Fuel cell must be enclosed in a metal container, and be protected by the roll cage tubing. The tubing will have no more than 6-inches between protective rails on both sides of the fuel cell protective box. Fuel cells must have check valves and approved foam bladders. Metal fuel filters only, no glass or plastic. Fuel cells are limited to 22-gallon maximum capacity. Fuel lines are to be encased in metal conduit from the rear firewall to the front firewall inside the interior of the car. All fuel cells will be grounded at the filler collar, to a hard ground point. Mini stock classes will run I-25 Speedway approved racing fuel purchased at the track. No nitrous, alcohol or gas additives allowed.

**ROLL CAGE:** A 4-post roll cage, securely fastened to frame is required, made of 1 1/2-inch outside diameter steel tubing, minimum .095-inch wall thickness. No galvanized pipe, threaded connections, or square tubing is allowed. A minimum of 2 door bars on the passenger side and 3 door bars minimum on the driver's side, Driver's side roll cage must arch outward to the side panel. 1/8-inch steel plate welded from the forward bar adjacent the driver's knee and rearward to the support bar behind the driver's seat. Plate will completely cover the door bar area of the cage preventing foreign objects from puncturing the driver's area.

The cage must have a triangulation at left corner and across top loop, made of the same material as the roll cage. Roll cage must be padded at all points within driver's reach. This includes all areas along lower area of cage where driver's left leg and ankle are positioned. Entire roll cage must be inside car. A front loop is allowed and must not stick out past the bumper.

All cage points of connection must be fully welded, with no open areas allowed for water to enter and cause rust. Additional gusseting and triangulation of cage is **HIGHLY RECOMMENDED**. Officials reserve the right to inspect cages of all cars after accidents to ensure safety. Paneling used inside of car must be removable to ensure cage compliance, and to inspect for illegal performance items. Reinforcing of sub-frames is recommended. No full frame tubular chassis allowed.

Kick off bars are optional. Outside of the bars should be no more than 2-inches from the body. Bars will not extend past the front or rear wheels. Bars will be tapered to prevent the "hooking" of other cars. No sharp edges are allowed. Kick off bar must consist of one bar no greater in diameter than 1 1/2-inches. Front loops designed for protection of the radiator must attach to the bumper and must not be higher than the lowest point of the hood, and must not exceed the width of the frame rail.

**BODY:** Bodies will be unlimited. No convertibles or sports cars. Front windshield is mandatory and must be made of Lexan (no glass) with a minimum 1/8-inch thickness and must be securely fastened. Safety straps are required for all windshields. No car will be

allowed to compete with a broken, discolored or fogged windshield or rear window. No items may be allowed to protrude outside of vehicle body. No outside chrome or plastic, mirrors (outside of body), or lenses. No mirrors allowed except for a 3" round spot mirror mounted inside on the left side of car. No glass is permitted. After market bodies allowed. Damaged sheet metal must be repaired and painted before the next competitive race. All quarter panels and doors must be securely welded or bolted to the car. No chains are allowed for securing doors.

Firewall and floor pan will remain stock. If other than stock firewall is used, it must meet thickness and dimensional specifications of a stock firewall. All holes will be covered to protect driver.

Rear wheel wells may be fabricated from aluminum stock.

Aluminum doors are allowed. No louvers, hood scoops, or holes cut into hood for air cleaners. Any ground effects must meet ride height requirements. Body may not be lowered or cut to create less drag. Hood must fit flush over the engine and even with fenders. No tilting of the hood for cooling purposes. Any spoilers must be no wider than the width of the car and must be less than 6 inches in height.

Bumpers must be securely fastened and not lower than axle centerline, measured at lowest point of bumper, and no higher than 6-inches above the axle centerline. No bumpers shall protrude more than 7-inches from the body. Bumpers will be bolted or welded to the car. In the event of an accident, tech officials will decide on the cars bumper safety. Chains or cables must be attached to the bumpers, and then to the frame to lessen the chance of foreign objects on the track. Chains or cables will not be less than 1/8-inch in diameter. Position the chains or cables on the frame in such a way that it will not allow a bumper to "hang" below stock location.

All fabricated bumpers are allowed, as long as they are dimensions, height, width, and depth as a stock bumper. If the front wrap is removed from the car by accident, 1 week will be given to repair. Damaged sheet metal must be repaired and painted before the next competitive race.

#### CHASSIS, SUSPENSION AND STEERING:

Chassis, suspension and steering components will be OEM and family to family. No traction bars. No independent rear suspensions. No cutting of the upper or lower control arms. No exceptions. Coil cars may modify upper tower for alignment purpose only. Upper tower must remain in stock location and must have stock measurements.

Car must have a minimum of 3-inch ground clearance at the lowest point of the car. No exceptions. No modifications are allowed to the front cross member to achieve ride height, Leaf spring shackles shall not be adjustable. If used, the hole used to mount the leaf spring will be tack welded. No adjustable shocks or spring spacers. Rear lowering blocks only. No other forms of "weight jacking" equipment is allowed. Upper spring mount hole must be exposed to inspect for such devices. This rule is for most Mustangs, where upper mount is

covered with reinforcement loop. Shocks must be in stock locations and mounted in the factory holes or studs, No exceptions. One shock per wheel. No coil over or air shocks. Mustang front shock location may be attached to front loop with the stock mounting attachments and may not exceed 2-degrees from the stock strut locations. All sheet metal will be removed to expose shock locations.

Racing shocks permitted. No altering of wheelbase. Wheelbase must measure equal, on both sides within 1-inch.

All brake components are to remain stock. OEM master cylinder is mandatory. No balance bar pedals are permitted. Brake bias adjusters are optional.

All cars will have functional four-wheel brakes. Tech reserves the right to inspect at any time.

ENGINES: Engine must remain family to family (i.e. Toyota to Toyota) normally aspirated only. No rotary engines. Engine must remain in the stock location. All mini stock cars will be composed of front engine rear wheel drive, compact cars. This class requires 4-cylinders, 2550 or fewer cc engines, with 2-valves per cylinder.

Minimum weight will be one pound per cc with driver and race ready. Right front fender must show engine size used. Stock crank shafts and stroke only, no lightening of crank allowed. Machining of journals for over sized bearings ok. Radiator must remain in front of the engine. Aftermarket oil pans are allowed.

All mini stock cars will meet the specs of a Holley 4412 500 or 350 CFM carburetor. No carburetor modifications allowed except for choke horn removal. No modifications below the venturi will be permitted.

No modifications to the intake manifold are allowed, No exceptions. Maximum of 1 1/4-inch adapter or spacer is allowed including gaskets.

Any flat tappet cam is allowed. Roller cam lifters are permitted. Cam shafts may not exceed .500 lift measured at the valve. Stock production cylinder heads only. Porting and polishing is allowed. Stock valves only. Solid lifters optional. Adjustable timing gears are allowed.

Electric fuel pumps are allowed but they must be mounted behind rear firewall and wired to oil pressure switch to shut off when oil pressure drops. Any aftermarket distributors are allowed. Ignition coils are optional. No computer recording devices, except tell tale tachometer.

All vehicles will have a metal or race approved plastic coolant catch can with a one-gallon minimum capacity.

The catch can must be securely mounted to the front loop or positioned in the rear area of the car away from the driver. A vent will run from the radiator to the lower windshield passenger side to detect overheating.

All radiator caps will be under the hood. Tech officials must approve any damage to hood if cap is not mounted under the hood. Absolutely no ethylene glycol coolant additives. Tech officials will approve all coolant additives i.e. bars leak, stay cool, etc., before use.

**TRANSMISSIONS AND REAR ENDS:** Rear end must remain family to family. All cars will have OEM stock transmissions and must have all forward and reverse gears. Cars not having a reverse prior to competition will not be allowed to compete. Racing transmissions, RAM couplers, multiple disk clutches, mini disk clutches and aluminum clutches are not permitted. OEM clutches only. No SVO 4-puck clutches.

Manufactured steel or aluminum flywheels will be permitted. Aluminum flywheels must have a steel insert. All cars must have an access hole for inspection of clutch and flywheel. This hole will be no less than 1 1/2-inch in diameter. Flywheel and clutch must be plainly visible for the inspection. Lack of an inspection hole will require the driver to remove transmission for inspection purposes.

Steel drive shafts only. A 360-degree drive shaft loop will be bolted or welded to the body and mounted 6-inches from the transmission yolk. A minimum of 2-inches wide and 1/4-inch thick. All drive shafts will be painted white. All vehicles will have a gear shift knob or levers, with rounded handles, to prevent driver injury. Scatter shields or clutch blankets are mandatory.

#### **EXHUST:**

Cars may not exceed the maximum sound level of 105 DBA, and will be measured from the stands adjacent the timing tower front window near turn one. A 1-week allowance will be given for those not meeting this requirement. Second violation will result in a fine or refusal to have the car compete.

Floorboards may be modified to allow for the muffler. Each vehicle must have a muffler. No mufflers more than 3-inches from the ground. Exhaust must exit behind driver.

**TIRES AND WHEELS:** All mini stocks will run I-25 Speedway spec tires. Only 7-inch wide wheels will be used. No wheel spacers or welding of wheel spacers to rim. Wheel studs must protrude at least 2-threads past lug nut. No covered custom type lug nuts allowed. A 1-inch lug nut is required. No mag type or centerline rims are allowed. No tire altering compounds are allowed. No cutting or altering of tires is allowed.