



2022 Mini Stock Rules

Date Jan 1 2022

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2020 Changes in Green

Transponders Required must be mounted behind center line of rear wheels and under the car

\$160.00

This will benefit you in the end!!

If you are DQ 2 you will be not allowed to race the next 2 races

1) CHASSIS AND BODY:

Any front-wheel-drive four-cylinder car, front-engine mounted vehicles only. No Jeeps, SUVs, or Trucks. No two passenger sports car (ex. Honda Del Sol). No 4 wheel or rear-wheel steer cars. No convertible tops or open sunroofs.

Weight

4 Cylinders no less than 2400 with driver

- a) Weights must be painted white with car number and installed with grade 8 bolts

2) ENGINES

- a) Stock only (refer to (h))
- b) Engine must be same as vehicle used
- c) 1 or 2-barrel carburetors permitted providing it was OEM for make and model of car used
- d) Stock fuel injection permitted providing it was OEM for make and model of car used
- e) NO TURBOCHARGED CARS, or Superchargers or any other devices. Must be stock OEM fuel Injection or carb. on that given motor
- f) The engine ECU/ECM will have a \$500 claiming rule.

Note: The track or a competitor may claim the engine ECU/ECM for \$500 through the track tech inspector. Any car that enters the race may have their ECM/ECM claimed for the sum of \$500. Only drivers that have competed in that race may purchase another competitor's ECU/ECM. Claim fee must be paid in full by cash to the MMR Tech official or his designated representative within 10 minutes after the event.

Drivers that do not report to tech or refuse to allow ECU/ECM to be claimed, or damage ECU/ECM during removal will be disqualified and forfeits all purse and contingency for that event.

- g) Compression checks will be done at the discretion of MMR
- h) No interchanging of motors, engines must be stock and remain in chassis that they came from in the factory. Cold air intakes are permitted

3) DRIVERS RESPONSIBILITY

- a) Prior to the racing event, the driver is responsible to inform MMR tech officials of the make, model and year of the car they are competing with. If there is a change from the registered car engine or model, the driver is responsible to inform MMR of the change.

4) DIFFERENTIALS:

- a) Differentials may be welded
- b) No traction control of any kind

5) TRANSMISSION:

- a) Automatic or Standard permitted (stock only)

6) BODY:

- a) All glass must be removed
- b) All exterior chrome, plastic and lights must be removed
- c) All interior materials must be removed that is flammable
- d) Dash may stay in
- e) All body panels must be stock OEM (No replacing with sheet metal)
- f) Windshield screen must cover full windshield and have at least 1 center brace from roof to cowl area (3) braces highly recommended)
- g) Driver's side window net mandatory
- h) Doors must be welded shut
- i) All interior steel panels must remain. (with exception of hood & trunk skinned)
- j) Full trunk floor must remain.
- k) Stock appearing bumpers in stock location. Must have smooth edge
- l) Doors may be skinned out for door bars and Protective side bars are allowed. They must align with center of door and not protrude out from the body more than 3 inches. Must be rounded on the edges.
- m) Radiator guard is allowed. This is a bar across front of car protecting radiator in case of a collision. It must fit behind front of bumper.
- n) All Interior must remain stock. Interior may be boxed but no wind tunnel in or under the car.

7) ROLL CAGE

- a) Four-point roll cage is mandatory minimum, .095 1 ½" D.O.M., seamed tubing, or square tubing of same size and strength is required (6- point is highly recommended).
- b) No treaded pipe or black pipe permitted
- c) Driver's door must have at least 3 door bars
- d) Passenger minimum of 2 door bars.
- e) Roll cage must be securely welded to the floor and unibody frame rails. An X or cross brace with at least 1 diagonal brace behind driver mandatory. Two (2) tubes off of rear hoop mandatory to form 6-point cage. Left side down tube from top hoop to top driver's door bar is highly recommended.

8) SEAT

- a) Must be racing seat only. High back or acceptable head rest mandatory
- b) 4-point racing type seat belts mandatory; must be approved type only (5-point belts highly recommended). Seat and belts must be securely mounted to roll cage.
- c) Seat belts cannot be older than 5 years old. Must have tags on belts.

9) NO FLOOR MOUNTS PERMITTED

10) IGNITION AND ELECTRICAL

- a) Stock key ignition permitted

- b) Optional starter button and on off switch permitted
- c) Must have separate switch mounted on left side of dash to shut down fuel pump and be clearly marked for safety personnel.

11) FUEL TANK AND PUMP

- a) Approved fuel cell or stock fuel tank with skid plate that covers gas tank
- b) Fuel cell must be a minimum of 22-gauge steel or .050 aluminum box
- c) Container may be fabricated or purchased
- d) Fuel cell must be mounted in center of trunk area
- e) Fuel cell must be securely fastened with a minimum of two 1 - inch steel straps, four straps highly recommended.
- f) Rear seat and shelf area must be tinned off to form a safe firewall if car has a fuel cell
- g) Fuel pump must be mounted in trunk or engine compartment only
- h) No cockpit mounted pumps
- i) Highly recommend 1piece steel fuel lines with no breaks or connections in cock pit area and securely fastened. If rubber hose is used through cockpit, it must be ran through conduit with no breaks or connections.

Note: Fuel pump shut off switch is mandatory

12) EXHAUST

- a) Catalytic Converter must be removed
- b) Exhaust must exit past driver's seat
- c) Headers are permitted

13) WHEEL AND TIRES

- a) Stock steel or aluminum wheels only
- b) An optional right front bead lock wheel is permitted
- c) Offset wheels permitted. The right front wheel may only have a 3" maximum offset
- d) 8" wide max tread width. Aftermarket wheels permitted.
- e) Tires P Series only
- f) No rear wheel drives winter treads or no less than 50 Series tires
- g) No racing tires of any kind
- h) No recaps
- i) Must have DOT Number on all tires. Racing tires with DOT numbers are not legal
- j) Oversized studs and nuts highly recommended
- k) No studded tires
- l) Tire stagger is allowed
- m) 13", 14", 15" or 16" tires are allowed. They may be used in any combination on the car
- n) Wheels not to exceed 7 inches in width

14) STEERING AND SUSPENSION

- a) Must remain stock as manufactured
- b) No racing shocks or springs permitted
- c) **NO adjustable ball joints upper or lower No adjustable trailing arms**

15) BRAKES

- a) Must have working 4-wheel brakes
- b) All brake components must remain stock) No brake shut offs permitted

16) Identification: Driver will prepare a race car information sheet. This will help tech officials in their duties. The sheet will identify the car. The VIN displayed on interior engine fire wall shall match VIN on dash or hidden VIN.

NOTE: All the preceding rules are subject to change. The official(s) in charge reserve the right to make decisions and judge accordingly, with the interest of safety, without recourse. Anything not covered in these rules is up to the discretion of the official(s).

17) Tech Inspector:

18) RULE BOOK DISCLAIMER

a) 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 the 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.

b). 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 their opinion do not alter the minimum acceptable requirements. **No expressed or implied warranty of safety shall result form such alterations of specifications.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

c) On occasion when situations arise that are not covered by written rules, the track officials may put special rulings into effect. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

The Management of MICHAELS MERCER RACEWAY