Mini Stock Rules

General:
- Must be a commercially produced FWD 4-cylinder car from a known auto manufacturer
- No turbo charged, super charged or rotary engines allowed
- No all-wheel drive cars or all wheel steer cars
- Engine must be outwardly stock appearing. There is no engine teardown or protest.
- Engine must match brand of car (ex. Honda must have Honda engine). Engine swaps are allowed.
- SCDRA has final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.
- Questions of legality can and will be answered during the pre-race inspection if asked by entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
- Competitors must present cars for inspection prior to participating in any racing event.
- Mirrors are NOT allowed
- RaceCeiver / RE Switch or a like device is mandatory at all times on track.
- No two-way radios of any kind allowed. Any team caught using two-way radios will be subject to disqualification, fines and suspension.

Weight:
- All cars must weigh a minimum of 2,200 pounds with car and driver after the race
Exceptions: 50 lb. weight break for HANS or like device
50 lb. weight break for full containment seat

Suspension:
- Must have stock rear and front suspensions as from factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable Plating and structuring for durability and safety is allowed.
- Strut towers may not be moved from original OEM position – they cannot be cut off and replaced. Minimal repairs are allowed.
- No racing springs/shocks/struts allowed. Springs may be heated, clamped or use spring rubbers. Springs may be swapped from other models but within 2” of factory installed height.
- There will be a strut assembly (to include spring and bumps or devices) claim of $200 each. Claimant keeps the parts. If the series opts to claim a strut, driver will be subject to disqualification if found to be illegal. Claims only among the top 5 finishers. Claim must be made with CASH in hand of tech official within 5 minutes of final checkered flag.
- Rear control arms should be stock but may be braced / strengthened / repaired. No adjustable

control arms.
- Stock type aftermarket suspension bushings are allowed
- Stock-type STANDARD, non-adjustable, non-rebuildable shocks / struts required
- No weight jacks / cups of any kind

- Suspension limiter chain or tether is allowed as a solid piece. No aftermarket limiters.
- Bump stops are allowed on struts.

Body / Roll Cage:

- Must have a fully-welded, quality built MINIMUM 4-point roll cage inside the car with minimum of 0.95" thick tubing – SCDRA Tech Official has final say in safety of the cage
- Minimum 3 driver door bars / 2 side door bars – 6 or more-point cages okay
- Minimum of 3 vertical windshield or “trash” bars in front of driver.
- No part of the driver’s helmet may extend above the lower level of the roll cage halo.
- Roll cage may extend forward behind bumpers. Bumpers must be covered with minimum of 8” width plastic or factory / aftermarket rear bumper cover with no exposed sharp corners. Coverage is at officials’ discretion.
- Frame-like tubing only allowed for REPAIRS in front of front strut towers and behind rear strut towers. No other frame-like tubing may be added to chassis.
- Aftermarket asphalt style or Five Star’s Compact nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions. Overly wide nosepieces will have to be trimmed as per officials’ discretion.
- No push bars to extend outside of bumpers or beyond nose piece.
- All bumpers (stock or tubing) must be covered and no sharp edges may be exposed
- No rub rails allowed on sides of body
- Sunroofs must be closed / covered with sheet metal
- No holes are allowed in the hood or front fenders and hood should cover entire engine compartment.
- Holes in firewall and floor should be covered in order to seal off driver from hot fluids or parts.
- Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with plate STEEL for REPAIRS or for fuel cell placement ONLY.
- Gutting of body above the floor pan is allowed however car should maintain reasonable appearance of stock car.
- Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12” are allowed. Rear door and/or small rear side windows can be closed or covered.
- No fins, wings, gurney flaps or lips are allowed anywhere on body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason.

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- Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils. There must be 2 inspection doors on decking. 1 at front and 1 at the back.
- Sheet metal roofs CANNOT be flat and should be made to closely resemble the factory roof lines and angle. Roof pillars must also closely resemble the factory shape and lines.
- Some sheet metal will be allowed. The spirit of this rule is to keep cars remaining as close to stock appearing as possible. Approximately no more than 1/3 of the original body can be sheet metal – this does not include decking and/or interior. See diagram below. You can mix and match to achieve this 1/3. Additional sheet metal not as specified may result in a 100 lbs. weight penalty which increases by 100 lbs. at each event until corrected.

Tires / Wheels / Brakes:

- Aftermarket racing wheels allowed – 7 inch maximum. NO BEAD LOCKS - maintain proper air pressures.
- Street legal DOT tires required. No competition tires, drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
- Tire inner tubes are allowed
- Tires can be mixed and matched for stagger on all 4 corners
- Stock-type master cylinders required. No bias adjusters or shut-off valves.
- Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

Ignition / Fuel / Exhaust:

- Any air or oil filters (K&N, etc.). Air intake filters must be closed on the end.

- Intake must be a stock intake. Porting and polishing are allowed. No Skunk 2, etc.
- Any racing fuel or pump gas allowed
- No Nitrous oxide or nitro methane mixing allowed (VP C85 is allowed)
- Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...). ONE 0.800" maximum throttle body spacer may be used. Stock-type aftermarket and OEM throttle bodies are allowed. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
- No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. No smooth metal or smooth plastic tubing allowed. A cone type filter is allowed and may be connected directly to
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throttle body or the allowed tubes.
- Aftermarket radiators allowed – can be braced for support
- Aftermarket (racing) header is allowed and will be subject to claim. Claim is $300 and includes only the header itself. Claims must be made with the lead tech inspector and must be approved by SCDRA.
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
- Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure. Cell should be mounted properly as per manufacturers recommendations and it should have a rollover valve or ball.
- The fuel rail may be aftermarket in the interest of safety. No exotic or high-capacity rails - subject to the discretion of the lead SCDRA tech inspector. A fuel pressure regulator and/or gauge are allowed.
- Exhaust which runs through the cockpit should be fully shielded from driver with metal
- Exhaust pipes must not extend out of any body surface more than 1” and pipe must be blunt and free of sharp edges.

Safety:
- RACING helmet with Snell SA 2010 or FIA 8860-2010 certification or newer is required (no motorcycle or DOTs helmets) (New Snell helmet standard becomes effective at the end of 2025)
- Minimum single-layer fire suit required (SA 3.2A specification recommended).
- Racing shoes (SFI Spec 3.3) are REQUIRED to be worn during competition or on the racing surface.
- Fire proof gloves are mandatory (SFI 3.3 specification recommended).
- A 4 or 5-point harness, properly mounted per manufacturers’ specifications, is required. Harness certifications are good for 4 years from date of SFI certification or until marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to roll cage at all attachment points.
- A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within drivers reach.
- Only commercially produced racing-type seats which are properly mounted per manufacturers’ specifications are allowed. A full containment seat is strongly recommended. Cars equipped with full containment seats will receive a 50 lbs. weight break.
- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended. Drivers using a head and neck restraint will receive a 50 lbs. weight reduction.
- Head and Neck Restraint certifications are good for 5 years from date of SFI certification.
- Full size window nets are MANDATORY – no sprint style nets

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- Fuel cells must have both a vertical and horizontal fire wall to separate from driver compartment. Fuel cells are recommended to be placed to the rear of the driver compartment.
- Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.
- All glass and ancillary and unneeded plastic should be removed
- Interiors should be free of debris and sharp edges
- Batteries must be securely attached inside engine compartment or may be relocated inside a

securely mounted box. Must use positive fasteners and hardware – NO BUNGIE CORDS or RATCHET STRAPS. Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber).
- Door intrusion plate on driver's side door bars strongly recommended (will become mandatory in 2026)
Acceptable Helmet Certifications