

2025 SLS Fever 4 / Mini Stock Rules

Any one hundred and four-inch (104") wheelbase maximum, maximum four (4) passenger sedan type car, foreign or domestic, and equipped with a four (4) cylinder carbureted or injected engine. All cars shall be brightly painted and maintained in a neat manner. Primer is not acceptable as paint. Dents are to be kept to a minimum.

BODY:

There must be an open space at the top of the windshield for the class sponsor

All cars must have stock OEM steel roof, A & C pillars, complete bodies, quarter panels, fenders, etc. Front Fenders must have 4" from top or more vertical OEM stock. Doors, hoods, deck lid can be aluminum, steel or fiberglass. No carbon fiber or Kevlar. Body must match chassis make and model. Sides of cars must be in line with tire side wall and or flat. Side skirts must be cut at 90 degrees and in line with tires. Stock or aftermarket Five Star or AR Mustang only on nose. NO Late Model front bumpers or fenders. Late Model rear Bumper ok. Homemade fenders ok, must be stock appearing.

Floor pan left to right pinch rail. Stock fire wall in stock location. Above pinch seam may be removed.

No rear window rails. No side window wings at the rear of window. Wing fronts 10" maximum 90 degrees cut.

Spoiler no wider than 60" and or quarter panels and maximum height 6".

Tread width 64" center to center. 74" outside maximum front and rear.

ALL bodies must be in the spirit of the class.

ROLL CAGE:

Roll bars are required and must be of at least one and one-half inch (1 ½") O.D. round steel pipe, one-eighth inch (1/8") wall thickness, one and one-half inches (1 ½") by ninety-five hundredths (.095) wall thickness on tubing.

All roll bars have to have three (3) door bars on the driver's side connected with three (3) vertical bars in center.

Front hoop ok.

ENGINE HEAD:

Cylinder head must be OEM for make of car (must have casting number and make emblem on it). No racing heads allowed (i.e. Yates, Ford Motorsports, Cosworth, etc.)

No aftermarket heads of any kind. No 2.3 or 2.5 aluminum heads.

Porting and polishing allowed only on two-and three-valve per cylinder heads only. No porting or polishing allowed on four-valve heads or fuel injected engines.

Four valve heads to be used on correct cc motors as per factory.

Any aftermarket or OEM valve-train component allowed.

Cylinder heads must be a production head and available and must have casting number and Ford emblem on it.

BLOCKS:

Must be stock OEM. With OEM #'s.

EXHAUST HEADER & EXHAUST:

Modifications, aftermarket and adapters allowed. Mufflers are mandatory. Maximum noise level is 95db at 100 feet. This is a track mandated rule. Any exhaust system mounted through car must be covered in a clean, safe manner and is subject to tech. Must be securely mounted. If an exhaust system is exiting out the passenger side of car, it must be flush with the body.

INTAKE MANIFOLD:

Modifications, aftermarket and adapters allowed.

ROTATING (RODS, PISTONS, CRANK)

Internal parts modifications are allowed, aftermarket allowed.

OIL SYSTEM:

Wet sump only. No external oil pumps. Aftermarket pans ok.

RADIATOR:

Can be aluminum. NO antifreeze. Must have a catch can.

CARBURETOR:

4412 500 CFM maximum. Tool legal. Aftermarket ok. Choke horn can be cut off.

CARBURETOR SPACER:

One and one-half inch (1 ½") spacer maximum. NO CNC machined.

CLUTCH:

Any clutch and flywheel is allowed.

TRANSMISSION:

Stock OEM with all gears.

REAR END:

Stock OEM or eight inch (8") or nine inches (9") OK. Rear End MUST match make. Can be locked.

NO floaters. NO aluminum. NO lockers. No 3 links. Spherical Bushing OK

DRIVELINE:

Must be steel and PAINTED WHITE. Driveline hoop must be twelve inches (12") behind transmission.

BRAKES:

Must have stock OEM brakes for make, model, and all four (4) must work. Aftermarket pedals ok. NO aftermarket aluminum calipers. Disk Brakes ok

WEIGHT:

Must fit in one category below.

2A. Up to 2359cc solid roller, ported, racing clutch ok, header ok.

Weight: 2300 minimum

Left: 56% maximum

Rear: 47% maximum

2B: 2400cc MINIMUM to 2600cc MAXIMUM; solid camshaft, solid roller camshaft, ported ok. Aftermarket intake, aftermarket header. Racing clutch ok.

Weight: 2400 minimum

Left: 56% maximum

Rear: 47% maximum

2C: Dual overhead camshaft. Header ok. NO porting on head or intake. Racing clutch ok. Independent rear ok. Fuel Injection okay. Stock per make and model. No S-2000. Weight: 2400 minimum - 1800cc & up

Left: 56% maximum

Rear: 47% maximum

2D: Single overhead camshaft aluminum. Carbed. Front wheel drive & rear engine cars.

Weight: 2000 minimum

Left: 56% maximum

Rear: 47% maximum

2E: Independent rear suspension

Weight: 2400 min

Left: 56% maximum

Rear: 47% maximum

2F: Single overhead under 1800 cc fuel injected front wheel drive

Weight: 2150 minimum

Left: 56% maximum

Rear: 47% maximum

SHOCKS:

Any steel single adjustable shock or strut per manufacturer. Rebuildable shocks/struts allowed. One shock/strut per wheel. Aluminum rear shocks okay. No canister or external reservoirs. Subject to \$150 per shock or strut (\$150 per corner of car) claim. (see general rules for claim guidelines). NO bump stops. "No coil overs" Okay only on Rabbits and Hondas. One outboard front shock for Pinto only.

RIDE HEIGHT:

Three and a half inch (3.5") minimum including all body and frame ALSO NOSE AND SKIRTS.
Excluding 'K' member

A-ARMS:

MUST be stock OEM per make and model. NO Heims. NO adjustable.

TRAILING ARMS:

Stock OEM or tube non adjustable and stock dimension per model and in stock location. Mounts may not be altered. NO adjustable or heims. No 3-links.

SWAY BAR

Any 1 piece, NO 3 piece OR Aftermarket.

SUSPENSION:

MUST be stock OEM spindles per make, model. Weight jacks ok. Stock OEM "K" members only. Per make and model.

IGNITION:

Aftermarket OK. NO crank triggers. NO electronic tuning. No Traction Control of any kind

FUEL CELL:

MUST be located in trunk and sealed off from driver. MUST be no less than twelve inches (12") from bumper.

MUST be covered in twenty (20) gauge steel. Fuel line MUST be in conduit if, located in driver's compartment. MUST be no less than eight inches (8"). O-berg anti-siphon valve recommended.

FUEL PUMP:

Electric fuel pump MUST be located in rear, near fuel cell. Mechanical fuel pump ok. Oil pressure shut off is recommended on electric fuel pumps.

FUEL:

No oxygenated, E85, CHP, CHP+, methanol or alcohol fuel allowed.

WHEELS:

Seven-inch (7") or eight-inch (8") steel racing wheel.

TIRES:

Hoosier 700. NO soaking. The tire you qualify on, you MUST start the main event on. Qualifying tires will be stamped at the scales prior to qualifying.

SAFETY:

MUST have race padding on all bars that your hands and head can reach. MUST have a window net. MUST have three inch (3") wide shoulder belts. ALL belts must be five (5) years or newer.

MUST have two-inch (2") sub belt. MUST have a fire extinguisher. MUST have master electrical shut off behind driver's seat. Helmet MUST be SNELL 2015 or newer; NO motorcycle helmets. Head and neck restraint recommended. Fire resistant Driver's suit must be clean with no visible holes. Fire resistant Racing gloves and shoes MUST be worn at all times. Holes around shifter must be covered. Seats must be aluminum. 2" belt okay with HANS or Youth.

TRANSPONDER:

Location: Right rear frame rail; fifteen inches (15") behind center of rear end.

RADIOS:

Must run 2-way radios or raceceivers.

CAR NUMBERS: MUST BE VISIBLE FROM TOWER

Doors:

Twenty-inch (20") MINIMUM

Roof:

Twenty-six-inch (26") MINIMUM

If it does not say you can, you cannot. Please build to the rules, not around them.

These rules can be adjusted anytime to even competition