

## MINI STOCK / PONY / FEVER 4

Any one hundred one inch (101") wheel base maximum four (4) passenger sedan type care, foreign or domestic, and equipped with a four (4) cylinder carbureted or injected engines. All cars shall be brightly painted and maintained in 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.

Option 1: Stock fenders, roof, Q panels. Door maybe stock or aluminum. Hoods maybe stock or fiberglass NO aluminum. Front & rear bumper cover maybe stock or after market. Fire wall must be stock. Floor pan must be stock. Spoiler must be no wider than Q panels and no taller than six inches (6"). Must have full windshield and can be Lexan. Doors, hood, trunk lid, roof may be gutted. Battery must be in covered box behind the driver. Fuel cell must be in steel in the trunk and no less than twelve inches (12") from back bumper. Body must be same as the chassis. Wing windows no greater than ten inches (10").

Option 2: See WEIGHT

All cars must have steel roof, A & C pillars, complete bodies, trunk/deck lids, hoods, fenders, etc.

Front fenders and rear quarters can be Steel, Aluminum, Plastic or Fiberglass (Fivestar or AR Bodies only). Fenders may be homemade. No exotic materials such as carbon fiber or kevlar.

Door panels may be steel or aluminum but must be stock appearing and securely fastened.

Complete hood is required; may be lightened. Hood can be Fiberglass or Aluminum, no exotic materials (ie carbon fiber).

Front hoods must use hood pins. Rear lids/trunks, if operable, must use hood pins.

Side skirts allowed. Side skirts are between the front and rear wheels. Front splitters allowed.

Rear spoilers allowed; must be securely fastened to back only (see A below). No forward mounted spoilers; no air dam style mounting this includes sides and middle of spoiler. Rear spoilers cannot be wider than the width of the mounting surface and cannot impair rear vision. No dirt-style wings allowed.

Maximum height as measured from deck/mounting point at a right angle to the top of the spoiler will be 6". The maximum spoiler material is 8". Single plane aluminum or clear polycarbonate (no Plexiglas), or replacement in stock configuration for make and model of car.

Sunroofs must be removed and covered with minimum 20-gauge steel. No aluminum.

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

Wheels /tires can protrude 3" maximum from the body.

64-inch track width center to center. 104" max wheel base.

No channeling air on side of car or on top of quarter panels.

You may use any late model body; however, it must maintain the stock roof.

#### ROLL CAGE

Roll bars are required and must be of at least one and one-half inches (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

Option 1: Head must be stock OEM. NO porting, polishing, deburring, port matching. Bigger valves and milling ok. Hydraulic camshaft only or Toyota solid ok. Adjustable timing gear and billet idler shaft ok. Lifters must de-pump full stroke. NO stacking of lifters, NO rollers, NO flat tappets, NO titanium valves, NO aluminum heads, NO work off center in bowls.

Option 2: 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

#### EXHAUST MANIFOLD & EXHAUST

Option 1: Stock cast iron OEM or OEM header. NO porting, NO port matching, de-burring.

MUST run muffler and pass 95db

Option 2: Modifications, aftermarket and adapters allowed. Mufflers are mandatory. Maximum noise level is 95dba 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.

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INTAKE MANIFOLD

Option 1: Must be stock OEM no porting, polishing, port matching, or deburring.

Option 2: Modifications, aftermarket and adapters allowed.

ROTATING (RODS, PISTONS, CRANK)

Option 1: Crank and stroke must be stock OEM (2300cc) or less. Pistons and rods can be after market. Engine must match make and model.

Option 2: Internal parts modifications is allowed, aftermarket allowed.

OIL SYSTEM:

Wet sump only. No external oil pumps. After market pans ok.

RADIATOR:

Can be aluminum. NO anti-freeze. Must have catch can.

CARBURETOR:

4412 500 CFM max. After market ok. Choke horn can be cut off.

CARBURETOR SPACER:

One half inch (1 ½") spacer max. NO CNC machine

CLUTCH:

Option 1: One (1) cast iron OEM flywheel and must be no less than one inch (1") thick. One (1) clutch disk. Steel OEM pressure plate. NO racing clutch. Escort flywheel ok.

Option 2: Any clutch and Flywheel is allowed

TRANSMISSION:

Stock OEM with all gears.

REAR END:

Stock OEM with same make/model; may be locked. NO lockers. NO limited slip. NO disk brake.

DRIVELINE:

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

BRAKES:

Must have stock OEM brakes and all four (4) must work. After market pedals ok.

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WEIGHT

Option 1: Up to 2300cc cast hydraulic camshaft or Toyota solid, stock OEM intake, stock exhaust cast or header, NO porting, cast OEM flywheel and steel pressure plate.

**Weight 2250 min**

**Left 56% max**

Option 2: 2300cc MIN to 2600cc MAX; solid camshaft, solid roller camshaft, ported ok. After market intake, after market header. Racing clutch ok. •Any aluminum or steel single adjustable shock or strut per manufacturer. Re-buildable shocks/struts allowed. One shock/strut per wheel. No canister or external reservoirs. Subject to \$150 per shock or strut (\$150 per corner of car) claim. (see general rules for claim guidelines).

Bump stops not allowed. for shocks. Rear disk break okay. Independent rear okay.

**Weight 2450 min**

**Left 56% max**

Option 3: Dual overhead camshaft. Header ok. NO porting on head or intake. Racing clutch ok. Independent rear ok. Fuel Injection okay. No S-2000.

**Weight 2500 min - Up to 1800cc Over 1800cc 2,600 lbs.**

**Left 56% max**

Option 4: Single overhead camshaft aluminum up 1800cc max. Front wheel drive only. NO header. NO porting on head. NO porting on exhaust and intake manifold.

**Weight 2100 min**

**Left 56% max**

SHOCKS:

Option 1: MUST be stock OEM and in stock location. Coil covers only on coil over cars. NO rebuilt-able shock. NO external adjustment. NO canisters or external reservoir. NO bump stops. NO aluminum.

Option 2: Any aluminum or steel single adjustable shock or strut per manufacturer. Re-buildable shocks/struts allowed. One shock/strut per wheel. No canister or external reservoirs. Subject to \$150 per shock or strut (\$150 per corner of car) claim. (see general rules for claim guidelines). Bump stops not allowed.

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RIDE HEIGHT:

Option 1: Four inch (4") minimum at lowest point of car.

Option 2: Three and ½" (3 ½") Minimum at lowest point of car.

A-ARMS:

MUST be stock OEM. NO Heims. NO adjustable.

TRAILING ARMS:

MUST be stock OEM. Mounts may not be altered. NO adjustable or heims.

SUSPENSION:

MUST be stock OEM spindles. Weight jacks ok. Sway bar one piece only. Stock OEM "K" members only.

REAR-ENDS:

MUST be stock OEM only. Rear-end MUST match make and model. Can be locked. No eight inch (8") or nine inch (9"). NO floaters. NO aluminum.

IGNITION:

Aftermarket OK. NO crank triggers. NO electronic tuning.

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.

WHEELS:

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

TIRES:

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

SAFETY:

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MUST have race padding on all bars that your hands and head can reach. MUST have window net. MUST have three inch (3") wide shoulder belt. ALL belts must be five (5) years or newer. MUST have two inch (2") sub belt. MUST have fire extinguisher. MUST have master electrical shut off behind driver's seat. Helmet MUST be SNELL 2005 or newer; NO motorcycle helmets. Head and neck restraint recommended. Driver's suit must be clean with no visible holes. Racing gloves 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.

### CAR NUMBERS:

Doors: Twenty inch (20") MINIMUM Roof: Twenty six inch (26") MINIMUM

***These rules can be adjusted at any time to even competition.***

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