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CHASSIS

BODY

- a) Body classifications are limited to Canadian, American or Foreign subcompact automobiles. JDM (Japanese Domestic Market) and vehicles not produced for the North American market are not eligible. No right hand drive vehicles.
- b) They must meet Canadian/American factory published specifications for the year, make and model of car.
- c) Cars are to be 103-inch wheelbase or less. Wheelbase must be painted on driver's door, 2" high.
- d) All body panels except nose and tail have to be metal and the same thickness as the stock panel. Cars must have steel roof.
- e) All holes in the flooring and firewalls will be sealed with minimum 20-gauge steel.
- f) Cars must have the stock appearing hood and trunk lids, securely fastened and easily removable by Safety Personnel.
- g) Glass must be removed from the car except for the windshield.
- h) No door handles or chrome to be left on to constitute a safety hazard. All decorative chrome must be secured or removed.
- i) Must have bumpers front and rear. Bumpers must be mounted in stock location and be of the same basic design as stock factory bumper. No crash bar style bumpers allowed.
- j) Bumpers must have rounded ends so that they cannot be torn off or hooked. Must be strapped to the body.
- k) Cars must have accessible tow hooks front and rear of car and be behind bumpers so as to be safe from impact.
- l) No sports cars or two seat cars. No convertibles or four wheel drives.
- m) Body swaps are allowed but must be make to make and all parts and donor pieces must comply with 1. (A) (B) (C) (D).
- n) Spoilers – One rear spoiler allowed. Must be mounted past the rear tires and not to protrude farther back than the outermost edge of the rear bumper. Must not exceed the width of the body. Measurements for the rear spoiler to measure at 90 degrees, 6 inches from the top of the rear deck / rooftop to the top of the spoiler and 6 inches length wise from the base of the spoiler.
- o) NO sideboards / side spoilers
- p) Side skirts between the front and rear wheel are allowed.
- q) Factory-style front spoilers are allowed. All must be securely fastened.

INTERIOR

- a) All flammable materials must be removed from the driver's compartment.
- b) Aftermarket gauges are allowed
- c) Front doors may be cut out to accommodate the roll cage. Door skins must be of the original thickness and material.
- d) Cars must have firewalls isolating driver from the engine and fuel cell.
- e) Any fuel lines routed through the driver's compartment must be suitably enclosed in steel tubing, must be painted in a contrasting colour.

- f) Car must maintain stock metal interior. No interior sheet metal gutting.

EXTERIOR

- a) The original silhouette must be maintained top to bottom, front to rear.
- b) Cars to appear as factory stock with one exception: the driver's door window may be widened to allow easier exit for the driver.
- c) Spoilers must have radius corners. Maximum 6-inches high from the deck lid.

WINDSHIELD

- a) A full windshield is required.
- b) Four strong tabs outside of glass windshield. If using Lexan a minimum of 3/16-inch rivets at maximum 6-inch spacing.
- c) Sealed to cowl needs to have a urethane seal to bottom.
- d) Cage requires centre post to dash.

WEIGHT

- a) Weight/engine size must be painted on hood.
- b) Cars scaled with driver after race.
- c) Carbureted cars to weigh one lb. per cubic centimeter (engine size). If your engine is bored oversized you have to add the appropriate weight.
- d) SOHC fuel injected cars to weigh one lb. per cubic centimeter (engine size). If your engine is bored oversized you have to add the appropriate weight.
- e) DOHC engines add 75 lbs. to total weight (carbureted or fuel injected).
- f) Left side rule is 55% with driver belted in.
- g) Lead ballast is allowed but must be securely fastened above the bottom of the frame. Ballast must be painted white and have the car number on it. Secured with minimum two, 1/2-inch bolts. Subject to a fine if not secured.

FRAME AND SUSPENSIONS

- a) Suspension and steering is to be stock style utilising stock control arms, trailing arms and tie rods.
- b) All suspension parts must use stock factory style bushings and ball joints. Suspension bushings may be replaced with performance bushings (energy suspension bushings).
- c) Control arms, trailing arms or mounting position on chassis may be modified to facilitate alignment.
- d) Rear shocks only may be mounted with Heim joints but must stay in stock location.
- e) Shocks must have all steel parts. No monotube shocks with Schrader valves.
- f) Lowering and/or changing of springs are allowed.
- g) Jacking bolts or threaded sleeves over shock or strut tube allowed.
- h) Stock style sway bars in original location.
- i) May have adjustable links between sway bar and suspension.
- j) On McPherson strut type cars the tops of the front strut towers may be moved to facilitate caster/camber adjustments. The use of Heim joints are not allowed.

ENGINES

ROTARY OR JDM ENGINES OR PARTS THERE OF IE: BLOCKS, HEADS, INTAKE, ETC. ARE NOT ALLOWED

CARBURETED ENGINES

- a) Four cylinder engines.
- b) Must be the same manufacturer as the body, i.e. Toyota to Toyota, Honda to Honda.
- c) Maximum displacement 2300 cubic centimeters.
- d) DOHC allowed (see weight section).
- e) Maximum .040-inch overbore.
- f) Balancing of engines and lightening of flywheel is allowed.
- g) Power to electric fuel pumps must be interrupted when the ignition is turned off. A Hobbs type switch is required.
- h) Any reground camshaft allowed.
- i) 11.0 to 1 maximum compression ratio.
- j) No stroking, de-stroking or de-tuning of engines allowed.
- k) No mixing of 2.3 and 2.5 Ford engine parts.
- l) Stock rods and crankshaft must be used. Crank may be re-ground to undersize and balanced. Aftermarket rod bolts allowed.
- m) No offset grinding allowed on the crankshaft.
- n) Note: please seek tech approval for use of aftermarket connecting rods. Aftermarket connecting rods have to be the same as stock ie: weight, length and similar cost.

CARBURETED ENGINES: HEADS, CARBURETOR AND INTAKE MANIFOLD

- a) Cylinder head may be surface machined any amount. No porting, polishing or altering allowed.
- b) Stock single carburetor.
- c) Optional carburetors in place of O.E.M are the Holley 5200 or equivalent and the Holley 350cfm.
- d) A 1 1/4-inch spacer/adaptor maximum. Bolt on assembly only.
- e) Stock O.E.M single plane manifold. No grinding of intake allowed. Fuel injected intakes used with carb. are subject to Tech. approval.
- f) No turbo chargers. No superchargers.
- g) Air filter with metal lid is mandatory.
- h) One air duct allowed.
- i) Toyota 3TC Plenum on the Intake manifold can be modified to match the base of the carb but not exceed the bore of the carburetor. Subject to tech discretion.

FUEL INJECTED ENGINES

NOTE: IF AN EXISTING CARBURETED CAR WISHES TO RETROFIT BACK TO THE STOCK FUEL INJECTION SYSTEM IT WILL BE REQUIRED TO CONFORM TO ALL FUEL INJECTION RULES.

- a) Four cylinder SOHC or DOHC engines.
- b) Maximum displacement 2400 cubic centimeters.
- c) Maximum .040-inch overbore.
- d) Must be same manufacturer as the body (Toyota to Toyota, Honda to Honda).
- e) Engine must remain stock (stock internals, cams and cam pulleys). Untouched factory engines or stock rebuilds only.
- f) Fuel injection system is to remain stock. Intake manifold, throttle body, mass air flow sensor, injectors, wiring harness and all other components related to fuel injection system must be stock for engine used.
- g) Stock computer for that engine must be used. Chips, removal of factory rev limiter and retunes of factory ECU allowed. No stand-alone systems or any other add on boards (i.e. MegaSquirt, Motec, Honddata, Nistune, etc.).
- h) Power to electric fuel pumps must be interrupted when the ignition is turned off. A Hobbs type switch is required.
- i) Aftermarket air cleaner and intake tube allowed. Must use factory mass air sensor.
- j) One air duct allowed.

EXHAUST

- a) Must have a muffler/s. Maximum 95 db at 100 ft
- b) Exhaust system must exit under the vehicle and turn down towards the pavement.
- c) Headers allowed. No ceramic or any other type of coating allowed.
- d) Catalytic converters may be removed.
- e) No side outlet exhaust allowed

DRIVETRAIN

- a) Transmission must be stock.
- b) Automatic transmissions must use a reverse gear lockout.
- c) Cars with automatic transmissions must be equipped with a minimum 1 liter catch can mounted so as to be easily accessible.
- d) A scatter shield or approved device required. Minimum 1/4-inch thick steel or approved blanket (i.e. metal reinforced conveyor belt at least).
- e) Drive shafts must have at least one U shaped retaining bracket (hoop) installed near the front of the drive shaft. If the car has a two-piece drive shaft it will need two hoops.
- f) Drivetrain and body must be the same brand.
- g) No locked differentials. No limited slips.
- h) Must have stock clutch and flywheel. No aluminum flywheels.
- i) Transmission gear ratios are optional.

WHEELS, TIRES AND BRAKES

- a) Cars must have four stock wheel brakes in good working order.
- b) Single stock style master cylinder only.
- c) Wilwood style brake bias adjustment allowed.
- d) Tires will be Hoosier pt. # 10240 or pt. # 10245, 700 compounds
- e) 13-inch steel or aluminum wheels to a maximum 7-inch rim width permitted. Any non-racing approved steel rims used on right side must be reinforced.
- f) Longer and stronger approved wheel studs may be used.
- g) No bleeders.
- h) No ABS. Cars so equipped must remove or disable the ABS control units.
- i) Maximum track width of 73 inches measured outside of sidewall to outside of sidewall. Measured at center of wheel.
- j) Tire softeners not allowed

SAFETY GENERAL

- a) Radiators must be in front of engine and must have a minimum 1-liter catch can.
- b) All cars must have a working 2 1/2 lb. fire extinguisher within easy reach of the driver.
- c) Doors must be welded, clamped or bolted shut securely.
- d) Mirrors must be securely mounted to cage.
- e) All body metal must be folded over and/or duct taped. No sharp edges.
- f) Side rub bars must be strapped to the fenders or quarter panels within the tire lines. Raceceivers are mandatory and must always be used by drivers.
- g) Minimum one litre overflow is mandatory.
- h) All fuel cells require one-way check valve on vent.

FIREWALLS

- a) All holes will be sealed with 20-gauge steel.
- b) A sealed metal trunk compartment is needed for cars without a package tray(i.e. hatchbacks).

BATTERY

- a) Battery must be securely mounted and sealed in a metal battery box with a lid. Locate outside of fuel compartment.
- b) Battery kill switch mandatory. Must be identified and on the left side of the car within easy reach of the Safety Personnel.

FUEL CELL

- a) The stock fuel tank must be removed.
- b) Approved oval track racing type fuel cell with a top feed is mandatory. Cells must be equipped with a soft bladder and foam.
- c) Cells must have a rollover check valve in working order.
- d) No aluminum drag racing type fuel cells.

- e) 8-inch ground clearance minimum.
- f) Must be fully encased in metal mounted safely within roll cage extremities. Retain with four straps. 1-inch X 1/8-inch steel flatbar minimum.
- g) Vent tubes from the tank must exit the car below the bottom of the trunk.
- h) All cars to run pump gasoline. No racing fuels, aviation gas or alternate fuels.
- i) A ground strap from the filler neck flange to the frame is mandatory.

ROLL CAGE

- a) Roll cage required. Minimum 8-points to the chassis.
- b) Must be minimum 1 1/2 X .120-inch steel tubing or 1 3/4 X .095-inch steel tubing.
- c) There must be a minimum of four door tubes on the driver's side parallel to the ground and at least four passenger side door tubes. There needs to be two upright tubes between each parallel tube. Stock door with beam or solidly mounted side rub rail counts as one tube.
- d) Cage main points mount on base support/sandwich plates. Hold with four bolts and/or weld to the floor pan in a safe manner. Structural ties required. E. No left side cages. No offset cages. Must be centered.
- e) Main hoop must be cross-braced.
- f) A windshield bar and padded roof bar must be installed.
- g) Front upright tubes must have a dash bar.
- h) Two cage tubes will be placed from the upper rear corners of the main hoop rearward to frame members behind the fuel cell.
- i) One bar may be installed for radiator protection but must not protrude past the bumper and must be of inferior material to that of the roll cage. K. Main joints must be gusseted.
- j) Cages must have an ankle bar on the left and a bay bar system which links roll cage from right front frame rail to the left rear shock tower.
- k) Roll cage members adjacent to the driver must be padded.
- l) Head clearance minimum 2-inches. More is better.
- m) Mandatory anti-intrusion plates on driver's door bars. 1/8-inch minimum steel plate. See cage diagrams for details.

SEAT, BELTS AND WINDOW NET

- a) Cars must have a safety approved aluminum bucket seat.
- b) Seat is to be mounted securely to the roll cage with a minimum of four 5/16 inch bolts, subject to Tech. approval.
- c) Seats will have headrests supported by roll cage.
- d) Cars must have an approved minimum 5-point harness mounted to the roll cage.
- e) Shoulder belts must be mounted below shoulder height. Belt certification is 5 years maximum.
- f) Drivers window must have an approved safety net with a quick release catch at the top. Mounted with minimum 3/8-inch diameter unthreaded steel rod top and bottom. Window net certification is 5 years maximum.

The rules governing the Mini Stock class prioritize fair competition and transparency. Car owners must seek clarification from Class Rep(s) and/or Tech officials for any rule ambiguities. Drivers are required to carry car specifications for legality verification during protests. Track officials hold the final authority for rule interpretation, with their decisions being binding. Rules undergo annual reviews to maintain relevance and accuracy.

Violation of any of these rules may result in the loss of points, trophies, and monies. Serious or continued violations may lead to the suspension of racing privileges for a duration determined by the track executive. Track officials reserve the right to refuse a car's participation if it is deemed unsafe due to excessive rust, structural, or accident damage. Lineup and direction of racing are determined by track officials. Additionally, drivers must adhere to Agassiz Speedway general rules in addition to the Mini Stock class rules.