



2025 Mini Stock Rules

If the rules don't say you can't, don't assume you can. Tucson Tech has the final say.

1. GENERAL BODY REQUIREMENTS

- a. All cars must be 1968 or newer, 4 cylinder two wheel drive front or rear wheel drive sedans, station wagons or mini trucks. No convertibles, sports cars or 4 wheel drive allowed.
- b. All vehicles must maintain a stock OEM body. The body can be sheet metal or fiberglass but must match original body lines and stock appearance. Approved aftermarket plastic nose may be used and all front ends shall retain general lines of body style.
- c. Hood and deck lid pins are required with a minimum of 2 pins on each and 4 pins on each when the hinges are removed.
- d. All glass, trim and chrome must be removed.
- e. Full stock floorboards and firewalls required and holes greater than 1/4" square covered with a minimum of 22 gauge sheet metal.
- f. All doors must be welded, strapped or bolted shut.
- g. Front inner fender panels may be removed and fenders reasonably trimmed for tire clearance.
- h. Cars must be painted/presentable racecars. Cars in primer or shoddy body condition are allowed a one (1) grace race.

2. BODY REQUIREMENTS

- a. A rear spoiler up to 4" tall and a maximum width of 50" is acceptable but may only be as wide as the OEM deck lid.
- b. The windshield must be either a full clear lexan with a minimum thickness of 0.125" or the complete opening covered with a heavy gauge wire screen and each securely fastened with a minimum of two evenly spaced metal straps that are bolted to the roof panel or roll bar and dash panel with a minimum of 1/4" bolts. Straps may be 1/8" or more thick and not less than 1" wide.
- c. Optional rear window same as above.
- d. Quarter windows permitted made of clear lexan minimum thickness of 0.125".
- e. **One mirror allowed and it may not extend anywhere outside of the vehicle body. SUBJECT TO MANAGEMENT AND TECH APPROVAL.**
- f. A hood scoop up to 4" tall by 24" wide may be used but it must be rearward facing.
- g. Stock or Tech approved bumper ends must be fastened to the fenders with 1/8" thick plates as tall as the bumper.

3. CHASSIS

- a. Original frame and may tie front clip to the rear clip with a minimum of 2" by 2" square tubing.
- b. Frame extensions may be added for roll cage mounting.
- c. Cutting or moving the front cross member is not permitted.
- d. Must have either chains or hooks securely mounted in the front and the rear of the vehicle for lifting and towing.

4. ROLL CAGE

- a. Roll cage must be constructed of a minimum OD of 1.5" and minimum wall thickness of 0.095". Welds must be complete and well secured to the frame, must be acceptable to tech official.
- b. A minimum six (6) point roll cage with three (3) or more door bars on the driver side and two (2) on the passenger side.
- c. Driver's side door bars must be plated with a steel plate minimum 1/8" thickness with minimum dimensions 24" tall and 32" wide or plates may be welded between the three bars.

- d. A radiator protection hoop may replace the stock radiator support.
- e. Roll cage bars that may come in contact with the driver, must be covered with racing roll bar padding.

5. WEIGHT, HEIGHT, WHEELBASE

- a. Minimum weight with driver before any event is **2350** lbs.
- b. Left Side Weight **57%** maximum with driver in the vehicle.
- c. Tech reserves the right to make adjustments with car weight and left side percentage.
- d. Frame rails, body, oil pan, and exhaust must maintain at least 3" clearance with driver in the vehicle.
- e. Fuel cell must have at least 10" ground clearance with driver in the vehicle.
- f. Minimum wheelbase of 90" inches and maximum of 105". May not be altered from factory specifications, no tolerance.

6. SUSPENSION

- a. Performance coil springs allowed.
- b. Adjustable upper spring buckets, struts and weight jacks allowed.
- c. One, general production street car stock-type front sway bar only.
- d. May use a three-link setup. One (90-10) shock may be mounted on the top of and in the center of the rear end housing.
- e. The lower trailing arms must be in the stock location on the rear end housing.
- f. Performance leaf springs allowed. Adjustable rear shackles, sliders and lowering blocks permitted.
- g. Only one steel shock per wheel but no rebuild able shocks are allowed. Coil over shocks allowed if stock on that model chassis. No threaded body shocks.
- h. Stock OEM upper and lower control arms must be used unless tech allows aftermarket control arms, **IN WRITING** because salvage yard parts are limited or just as expensive. **Or JEGS part #555-64560K for Mustang.**
- i. Maximum tread width of 61". A 1" difference between front and rear allowed.

7. STEERING

- a. A quick release steering wheel is mandatory.
- b. Steering column must be collapsible and U-joints are acceptable.

8. BRAKES

- a. All four wheel brakes must operate at all times.
- b. OEM type brake rotors, hubs and calipers must be steel and may not be lightened.
- c. **Master cylinder must remain in stock location.**
- d. Brake pedal assembly must remain stock and in stock location.
- e. Rear disc brakes allowed, must be OEM cast iron, **aftermarket parts permitted.**
- f. **Adjustable proportioning valves permitted.**

9. WHEELS

- a. Steel wheels mandatory, maximum 7" wide and 13" in diameter.
- b. After-market steel racing wheels are recommended.
- c. Heavy duty 9/16" wheel studs are required.
- d. No air bleeds allowed.
- e. Wheel spacers permitted, 1/2" maximum per wheel.

10. TIRES

- a. Tires must be purchased from the track. Tires may be 8" wide.
- b. No altering of the tires. If caught fines and penalties will be levied.
- c. May purchase 6 tires for the first event. Maximum fifteen (15) new tires allowed for the season.

11. DRIVE TRAIN

- a. Only standard domestic type transmissions are permitted. All gears, including reverse, must operate. No aftermarket production transmissions are permitted. Automatic transmissions are allowed, must have an oil cooler and must be vented to a minimum of a 1-quart catch can.
- b. Performance OEM style clutches and multiple disc clutches are permitted.
- c. Only steel or aluminum flywheels permitted.
- d. Must install an approved heavy duty bell housing or approved shield.
- e. Steele drive shafts only, painted white and must have two drive shaft loops.
- f. Rear end must remain stock, in stock location, with stock suspension mounting points.
- g. Independent rear suspension allowed if OEM on chassis year, make and model.
- h. Rear end may be locked, limited slip, posi-traction or open. Floater rear ends are permitted.
- i. Ford 9" rear permitted and must be mounted exactly per OEM specification for year, make and model of chassis.

12. EXHAUST

- a. Stock cast iron manifolds may be used and port matching or grinding is allowed.
- b. Aftermarket tubular headers with a 4" or less collector are allowed.
- c. Exhaust pipes must extend past driver and turn down or to the outside of the vehicle.
- d. Mufflers are recommended.

13. ENGINE COOLING SYSTEM

- a. Radiator must be mounted in original location. Aluminum radiators are permitted but with no modification to hood allowed for radiator clearance.
- b. Radiator over-flow catch canister mandatory.
- c. Absolutely no antifreeze allowed at any time.
- d. Solid plastic or electric fans are permitted but must be mounted on the back side of the radiator.
- e. A fan shroud must be installed if an electric fan is not used.

14. ENGINE AND CAR ELECTRICAL SYSTEM

- a. Aftermarket electronic ignition permitted. Must be stock type housing, gear driven and mounted in stock location. Performance electronic ignition components, performance ignition coils and dual point distributors are allowed. No crank trigger systems allowed unless OEM on that model engine.
- b. Starter must be mounted in stock location. High torque starters permitted. All cars must be able of starting under their own power or they will tag the field if a push is needed.
- c. Battery must be mounted in the driver's compartment and securely fastened in an approved 18 gauge steel container. No mounting in the fuel cell area.
- d. It is mandatory to have a master "On-Off" switch located in the cockpit of the car and easily reach by both the driver and safety crew.

15. GENERAL ENGINE REQUIREMENTS

- a. Engines will be GM to GM, Ford to Ford, etc. and must remain in stock location.
- b. Performance steel engine mounts are permitted but if stock rubber mounts are used, then two (2) engine tie down chains must be installed from each side of the motor to the frame.
- c. Maximum engine displacement is 2550cc.
- d. Engine blocks must be of standard factory production with standard external measurements in all respects. Four cylinder and two rotors only. Aluminum blocks permitted.
- e. Fuel injection is allowed if standard for year, make and model of chassis and engine. OEM stock throttle body must be used. No exceptions.
- f. All cylinder heads must be OEM. No aftermarket head permitted.

- g. Internal polishing, porting and/or any other modifications are permitted.
- h. Aftermarket rocker arm covers, oil pans, water pumps and pulley's are allowed.
- i. Any cast manifold allowed. The mounting holes for the carburetor or adapter may be modified.
- j. Alterations to allow air to be introduced into the engine below the venturi are not permitted.
- k. Any carburetor spacer or adapters are allowed but must not exceed two (2") inches in height.
- l. Carburetor must be a Holley 2300 Model # 7448, 350 CFM 2 barrel with casting and model numbers on the carburetor.
- m. Choke horn may be removed with a square mill cut.
- n. The butterflies may be drilled with one (1) idle hole each.
- o. The choke shaft and plate may be removed, but holes must be permanently filled.
- p. No polishing, grinding, coating or drilling of holes permitted in the body of the carburetor.
- q. Throttle shafts, butterflies, boosters and venturies must remain stock OEM.
- r. Screw in air bleeds are permitted.
- s. Butterfly screws may be replaced with pan head type screws.
- t. Venturi area must be as cast and not altered in any manner.
- u. Base plate cannot be altered in size, shape or finish.
- v. All vehicles must have a minimum of two (2) throttle return springs.
- w. Aftermarket air filter housing permitted. No tubes, funnels, or any device which may control the flow of air is permitted inside or outside of the air cleaner or between the air cleaner and carburetor. Must be used during all competition.

Any carburetor modifications not specified in these rules will not be permitted.

16. FUEL SYSTEM

- a. A 15 gallon maximum capacity fuel cell encased in a container of no less than 22 gauge steel with a fuel cell vent pipe check valve is mandatory.
- b. Must be mounted in the center of the trunk area and as far forward as possible. Tie down straps must be at least 1/8" by 1" and go over the fuel cell and attached to the stock trunk/bed with a minimum 3/8" grade 5 bolts with large body washers under the trunk/bed floor. A minimum of four straps – 2 north and south and 2 east and west. Fuel cell must be completely sealed off from the driver's compartment with a minimum of 22 gauge steel.
- c. Rear protection for the fuel cell permitted inside trunk area.
- d. Gas lines through driver's compartment must be encased in steel tubing welded to front and rear fire walls and securely attached to the floor pan.
- e. Fuel pump must be in stock location and OEM type. OEM electric fuel pump is permitted but must have an oil pressure cut off switch to automatically stop the pump if the engine stops.
- f. Tech will reject any fuel cell, check valves which appear to be damaged, defective or do not function properly.

17. FUEL

- a. Racing fuel must be purchased from TS directly. Competitors may be required to show a purchase receipt from TS for fuel on the race day. If no receipt is provided, winnings will be withheld until the fuel is tested and the costs of fuel testing will be deducted from the winnings.
- b. Racing fuel shall not be blended with any other additives, nitro compounds. No adding any other oxygen containing compounds. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers. You can mix pump gas and racing fuel.
- c. Pump gas may be bought from a gas station.
- d. Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- e. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- f. Pressure systems will not be permitted.
- g. Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.

- h. Only 1 metal gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to TS officials.
- i. No nitrous oxide or additives of any kind allowed.

18. PERSONAL SAFETY EQUIPMENT

- a. For all safety equipment. It will be the sole responsibility of the driver, not track management, their agents/officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Any modification to safety equipment for any purpose must not detract from its effectiveness. Please refer to manufacturer installation and usage guide lines and adhere to them.
- b. Aluminum professionally built high back racing seat required. No plastic, etc.
- c. Padded headrest required.
- d. Seat must be securely bolted to and mounted on an assembly that is an integral part of the roll cage. Minimum 4 bolts on bottom of seat and two bolts to the roll bar near shoulder area.
- e. Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- f. A five- (5) point safety harness, with quick release is mandatory! 3" wide lap belt, 2" or 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum ½" grade 8 hardware and safety cables.
- g. Cotton harness components prohibited.
- h. SFI or FIA approved Safety harnesses/seat belts valid for two (2) years from the date of manufacture per SFI standards. If necessary, proof of purchase may be required. Any visible damage, fraying or sun damage, may require replacement.
- i. Full-face helmets are required and must be worn at all times while racing. Helmet must be 2015 Snell standard or better and have a sticker visible for inspection.
- j. Window net mandatory SFI or FIA approved and may be no more than five (5) years old! Minimum 1" ribbon with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. No close mesh off-road type allowed. Any visible damage, fraying or sun damage, may require replacement.
- k. SFI or FIA approved fire suit, gloves and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- l. Eye protection is mandatory and must be in proper place at all times.
- m. All cars must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type with at least a 2 lb. UL rating. Must have an operating pressure gauge which must be visible to tech inspection. If hand held type extinguisher must be securely mounted to the right of the driver's seat, and readily accessible for use. Steel mounts only, no plastic.
- n. Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- o. All cars will be required to have in their pits a minimum of one 5 pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crew members. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.
- p. Car and driver will be required to make safety rule violations comply PRIOR to any on track activity.

19. IDENTIFICATION AND MARKING

- a. Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by the track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- b. Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- c. Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- d. All numbers must be of a contrasting color to the area of the car on which they are displayed.
- e. Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- f. Car owners must register choice of car number with track management prior to the start of the season.
- g. Management reserves the right to require a competitor to use a different number at any time to avoid duplication.

- h. Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.
- i. Top 4" inches of the windshield is reserved by Management for a division sponsor.

20. COMMUNICATION

- a. Two-way radios with a spotter or a RACeiver with one way communication from the tower is required.
- b. Spotters must also use a RACeiver to monitor communication from the tower.
- c. One car radio, one wiring harness and antenna only.
- d. During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

21. ELECTRONICS

- a. Transponders for automatic lap scoring/timing is required and must be mounted on the right side of the vehicle no higher than 12" from the ground in the rear suspension area.
- b. On-board computers, traction control devices, automated electronics, telemetry devices, other than those issued or approved by track management, or digital readout gauges will not be permitted without written approval.
- c. Microprocessors or electronic memory chips will not be permitted.

22. COMPONENT VIOLATION

- a. Speed enhancing alternation or modification of unsealed component(s) is not permitted. Components in violation will be confiscated and subject the driver and or owner to automatic disqualification from the event; loss of all driver/car points; forfeiture of any or all event monies and/or contingency awards.

23. VISITORS

- a. Visitors must meet minimum weight (2350lbs), maximum left side of 57%, 350cfm carb, and run our (Hoosier 790) tires.
- b. The visitor rule is to make things as equal as we can to keep changes and costs to a minimum for visiting drivers.

COMPETITIVE RULE: If there is a rule violation that does not result in a competitive advantage, the Track Officials may issue a correction notice to the car/cars for inspection at the next class race, to be presented for inspection prior to any qualifying or heat races. If the car is not presented and/or the correction not made, the car is subject to disqualification at that race.

OUT-OF-TOWN CARS: TS invites all Out-of-Town competitors. Due to differing levels of competition, TS reserve the right to adjust gear, total weight or bias on an individual basis.

Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.