



2015

OFFICIAL RULES & REGULATIONS MINI STOCK/MINI-MODIFIED DIVISION

NOTE: THIS IS A NEW RULEBOOK IN 2015 – PLEASE READ VERY CAREFULLY TO NOTE CHANGES FROM PRIOR YEARS!

REVISED 07-01-15

All cars **MUST** be equipped with a working RACEceiver-type one-way scanner unit.
RACEceiver website: www.raceceiver.com



Airborne Park Speedway

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1. DIVISION SPECIFICATIONS

The rules that have been developed for the Mini Stock/Mini Modified division are focused on keeping the cars affordable and at a hobby level. The only modifications allowed are to enhance safety. Any other changes that may alter the performance of any car must be done in writing with prior approval by Airborne Park Speedway/Devil's Bowl Speedway management. Contact management BEFORE making any modifications not listed in these rules.

All construction must meet Airborne Park Speedway/Devil's Bowl Speedway specs. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. The technical inspector shall determine whether any type of construction, design, or interpretation of any rule shall be accepted.

NOTE TO COMPETITORS: Changes are coming to this division in 2016. For 2015, every effort has been made to allow competitors to "use up" existing equipment, but it is strongly recommended that teams avoid further expense in advancing the technology and/or equipment in their cars. The goal is to bring the four-cylinder entry-level division closer to factory stock specifications and increase the opportunity for potential new racers to compete on a fair, level, and relatively inexpensive playing field.

These are not going to be Enduro cars, but they will not be specially built racecars, either. Be prepared for future changes and plan ahead. If an engine blows up, go to the junkyard for a new one – leave it stock. If a car gets wrecked, build a new car with the original body – leave it stock. Some items in this rulebook will preview changes to future rules as they relate in order to help teams prepare.

2. GENERAL RULES

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, understood, and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS; they are intended as a guide for the conduct of the sport and are in no way a guarantee against injury and/or death to a participant, spectator, or official. The interpretation and invoking of the rules published herein shall be determined by the officials at their professional discretion.
2. It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate. The driver is as responsible as the owner, and it shall be the responsibility of both to know which parts are used in the race car that he/she owns and/or may be driving.
3. Any item not covered in these rules must remain stock or be approved in writing by Airborne Park Speedway/Devil's Bowl Speedway management. If any item being considered by a competitor is not addressed in these rules, the competitor is required to contact Airborne Park Speedway/Devil's Bowl Speedway management for a judgment as to its acceptability.
4. Technical Director and/or Track Manager will have final say on all rules, procedures, regulations, and/or technical authorities.
5. The safety of all drivers is paramount. A driver must display the ability to control his or her car and be able to keep pace with the field in order to maintain their regular handicap. All rookie and/or novice drivers will be evaluated on a case-by case-basis. Any driver that cannot keep pace with the field may be assigned a starting position at the rear of the field until he or she can display enough control and speed to compete and maintain a regular handicapped position.
6. Management reserves the right to add or remove weight and/or change percentages to any car at any time to ensure parity.

3. ELIGIBLE MODELS

1. Open to any hardtop 4-cylinder American-made or import 4-door sedan. Hatchback or 2-door sedan allowed if model was also produced with 4-door body style. (Exception: 1979-93 Ford Mustang allowed.) No trucks, convertibles, or sports cars. No cars with leaf spring suspension. No BMWs. No cars with high-output engines such as Honda V-Tec; Mopar Shelby, GLH, or SRT; or Ford Shelby or SVO.
2. All-wheel drive cars may be converted to front-wheel drive by removing rear driveshaft.
3. Minimum wheelbase of 96", maximum wheelbase of 104.5". Must remain same length left and right.
4. Eligible model years up to and including 2005. Contact officials concerning other model years.
5. All teams must declare year, make, and model prior to competing. DO NOT REMOVE factory-issued Vehicle Identification Number (VIN) plate! (VIN plate will be required on all cars by 2017.)
6. Grandfather Clause: Cars from other tracks and divisions that wish to compete on a one-time or limited basis must adhere to their own track's rulebook and must provide a copy of their 2015 rulebook when competing at Airborne Park Speedway and/or Devil's Bowl Speedway. Cars falling under this exception may be granted a MAXIMUM three (3) race "trial period" but must adhere to Airborne/Devil's Bowl rules at any subsequent events. No championship points will be tallied for cars not meeting Airborne/Devil's Bowl rules after trial period ends, and additional penalties may be imposed in the interest of parity.

4. WEIGHT

1. Management reserves the right to add or remove weight and/or change percentages to any car at any time to ensure parity.

2. Weights will be as follows:

Chevrolet Cavalier/Chevrolet Cobalt/Pontiac Sunfire (FWD) – 2.0 or 2.2 Liter Engine

Minimum 2,350 lbs. **Maximum 53% left side**

Chrysler/Dodge/Plymouth (FWD) – 2.0 or 2.2 Liter Engine

Minimum 2,350 lbs. **Maximum 53% left side**

Chrysler/Dodge/Plymouth (FWD) – 2.5 Liter Engine

Minimum 2,500 lbs. **Maximum 53% left side**

Ford Escort/Mercury Capri/Mercury Lynx (FWD) – 1.6 or 1.9 Liter Engine

Minimum 2,200 lbs. **Maximum 53% left side**

Ford Mustang/Mercury Capri (RWD) – 2.3 Liter Engine

Minimum 2,250 lbs. **Maximum 53% left side**

Honda/Acura (FWD) – 2.0 Liter Engine

Minimum 2,300 lbs. **Maximum 53% left side**

Mazda (FWD) – 1.8 Liter Engine

Minimum 2,300 lbs. **Maximum 53% left side**

Subaru (stock FWD; or AWD converted to FWD) – 2.2 or 2.5 Liter Engine

Minimum 2,550 lbs. **Maximum 53% left side**

NOTE: All other make/model/engine combinations will be evaluated on an individual basis.

3. All added ballast must be made of lead – no other materials permitted.
4. Ballast must be painted white with car number highly visible in black. Ballast must be 5 lbs. minimum, bolted securely to unibody/frame rails and in plain view. All ballast must be located ahead of centerline of rear axle and above or inside unibody/frame rails. No ballast may be hung under floor.
5. All teams are advised to read this rulebook carefully to see where other weight may be required.

5. CAR & BODY SPECIFICATIONS

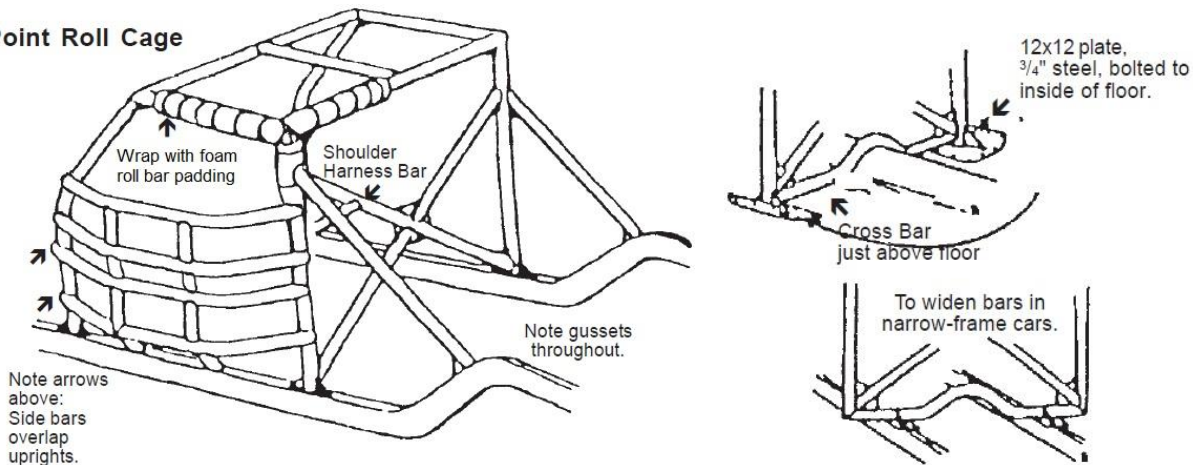
1. Remove all glass, lights, and trim. Windshield may remain stock glass or be replaced with full-length Lexan. No Plexiglas or mesh screen allowed. All Lexan windshields must have two (2) one-inch (1”) upright supports, equally spaced.
2. Rear windshield and door windows must be kept open and clear. No glass, Lexan, Plexiglas, screen, metal, or any other material may cover window openings. Exception: Rear quarter windows may be covered with clear Lexan only.
3. All body panels must remain stock or stock appearing for year, make, and model. Inner tin may be removed from trunk lids, hoods, and inside of door panels. Doors and lower section of rear quarter panels may be replaced with aftermarket or steel panels, but MUST retain stock body line and appearance.
4. All doors must be welded, bolted, or chained shut.
5. Bumper and/or bumper cover must maintain stock appearance. Bumper may be reinforced but must be securely attached to chassis. Replacement aftermarket racing-type plastic nose and tail only allowed with PRIOR approval.
6. No external bars or rub rails allowed.
7. All stock seats, interior upholstery, fabric, plastic, and chrome must be removed.
8. All holes in floor and front and rear firewalls must be covered with tin or steel.
9. Dashboard must remain stock or may be replaced with aluminum.
10. All sunroof and/or T-top assembly must be removed and covered with steel.
11. Hood and trunk latches must be removed. Minimum two (2) pins each in hood and trunk.
12. Must have at least one (1) tow hook on both front and rear of car.
13. **Mini Modifieds – NOTE: 2015 WILL BE THE FINAL YEAR FOR MINI MODIFIED BODIES! Teams are strongly advised to not build any new cars with Mini Modified bodies.**
 - a. Front fenders must be removed. Interior tin, wheel wells, etc. may be removed from engine compartment. Hood may be cut, modified, or replaced with a flat piece of steel or aluminum.
 - b. Front bumper must not be wider than width of front frame rails – this rule will be strictly enforced. May be stock bumper or may be replaced with Modified-type “cow catcher.” MUST have ends rounded back to connect with chassis to prevent “hooking” on track.
 - c. Rear bumper may be stock or Modified-type. Bumper must not stick out beyond width of fenders and must have ends rounded to connect with body/chassis.
 - d. No external bars or rub rails allowed.
 - e. Mini Modified Body Option #1:

1. Doors and rear quarter panels may be replaced with aftermarket, steel, or aluminum panels, but MUST retain stock body line and appearance. Roof, trunk, and all other panels must remain factory stock.
 2. Cars running this body option must add 25 pounds. Management reserves the right to add or remove weight and/or change percentages to any car at any time to ensure parity.
- f. Mini Modified Body Option #2:
1. All panels may be replaced with straight steel or aluminum in the style of a traditional Modified body. Inside panels must be kept in place along with floorboard.
 2. Cars running this body option must add 50 pounds. Management reserves the right to add or remove weight and/or change percentages to any car at any time to ensure parity.

6. ROLL CAGE

1. A roll cage is mandatory and must consist of four uprights joined together at all four corners of the top. Cage must be securely mounted with plates welded AND bolted to unibody or frame rails. Welds must be clean and uniform. (See diagram.)
2. All roll cage material must be minimum 1-3/4" diameter tubing with minimum .095" wall thickness. No square stock, angle iron, I-Beam, or any other material will be permitted. NONE. No splices in main cage.
3. An "X" must be in place between the two rear uprights or horizontal bar between the 2 rear uprights, and then a diagonal bar may be put in place to join the top and bottom horizontal bars.
4. Left side MUST have four (4) curved door bars with upright supports between bars. Right side must have three (3) curved door bars with supports between bars (recommended), or "X" style bars. Gussets highly recommended.
5. Horizontal bar required between the two front uprights at dashboard level.
6. Front and rear hoops allowed. Must remain within unibody/chassis structure. No external bars or rub rails.
7. Roll cage and/or other bars may not alter the geometry of the car.

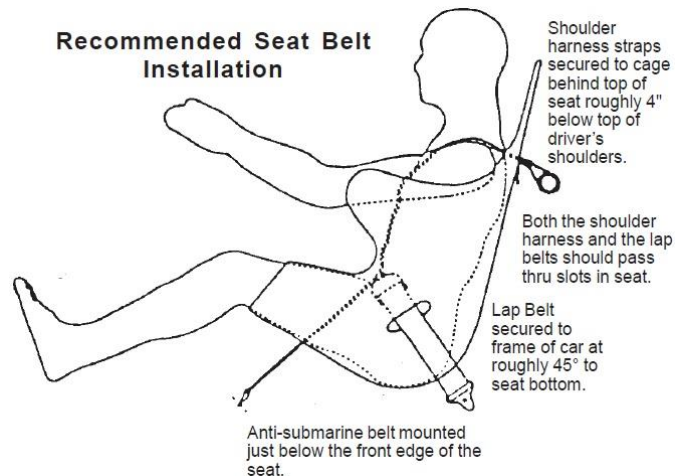
4-Point Roll Cage



7. SAFETY

1. All cars must have an aluminum racing seat (full containment seat recommended, no fiberglass allowed, factory stock seats not allowed) that must be fastened to roll cage, NOT bolted to the floorboard. Seat must have four (4) bolts in seat pan mounted to roll cage (not floor) and two (2) bolts on headrest/seatback area mounted to roll cage, using no less than 3/8" Grade 5 bolts. NO EXCEPTIONS.
2. Approved quick-release racing seat belts required. Belts must be in good condition, recommended to be not more than three (3) years old. Stock passenger seat belts not permitted. Seat belts must be properly bolted (not welded) to roll cage (see diagram). No cam lock seat belts allowed.
3. Approved driver window net mandatory – one inch (1") webbing minimum. Must be mounted on 3/8" steel rod, top and bottom. Must be attached at top front and bottom front by quick-release or seat belt-type latching device. Net must be taut when latched.
4. Maximum ONE (1) mirror allowed per car. Must be standard-type rear view mirror or maximum 2" spot mirror. No truck mirrors allowed.
5. Splash guard required behind driver's head and shoulders – Lexan recommended.

6. Fully charged on-board fire extinguisher with working gauge required. Extinguisher must be mounted on crossbar on driver's right side with quick release (no taping), within reach of driver and accessible to safety crew from both left and right side windows.
7. Safety cut-off switch required on crossbar on driver's right side, within reach of driver and accessible to safety crew from both left and right side windows.
8. Battery must be mounted under hood in stock location, fully encased to prevent terminals from shorting out.
9. Rear-wheel drive driveshaft must be steel only and painted white. No aluminum driveshafts allowed. Two 360° driveshaft loops are required. Must be constructed of at least 1/4" x 2" steel.
10. All roll bars within reach of driver must be padded with closed cell foam padding. Center of steering wheel must be padded.



8. ENGINE

1. Engine must be FACTORY STOCK for year, make, and model. All mechanical and electrical engine components must remain stock. Must have stock block, cylinder head, intake, carburetor or fuel injection, exhaust, ignition, flat top pistons, rods, and crankshaft for year, make, and model.
2. Single cam, 8-valve or 16-valve engines allowed. No dual overhead cam (DOHC) engines allowed. No turbochargers. No superchargers.
3. Must maintain stock compression, maximum allowed 9.8:1 – NO TOLERANCE.
4. Resurfaced cylinder heads and/or engine blocks must be shimmed to retain stock tolerance. (Example: If .010" planed from head, .010" shim must be used.)
5. Maximum overbore .020" for cleanup only – NO TOLERANCE.
6. Any camshaft allowed. The 2015 season is the final year for an open camshaft rule. All camshafts must be factory stock for year, make, and model beginning in 2016.
7. Exhaust manifold must remain stock. Exhaust must dump behind driver from under car. Exhaust maximum 2" in diameter. Muffler and catalytic converter may be removed, though muffler may be required to meet 95 decibel limit.
8. Aftermarket air filter allowed. Must be contained inside engine compartment. No holes in hood. No air deflectors, ram air, cowls, sheet metal, hoses, tubes, inductors, or other add-ons allowed.
9. No antifreeze permitted. Other additives must be approved prior to use.
10. Aftermarket coil packs are allowed in the Mini Stock/Mini-Modified class, so long as they are stock or stock equivalent replacement parts with no clear performance advantage.

9. TRANSMISSION

1. Transmission must be FACTORY STOCK for year, make, and model. All components must remain stock. Automatic or manual allowed.
2. No posi-traction transmissions allowed. No Mopar SRT Turbo transmissions allowed.
3. Flywheel, clutch, rear end, driveshaft, and all other driveline components must remain factory stock for year, make, and model.

10. SUSPENSION & BRAKES

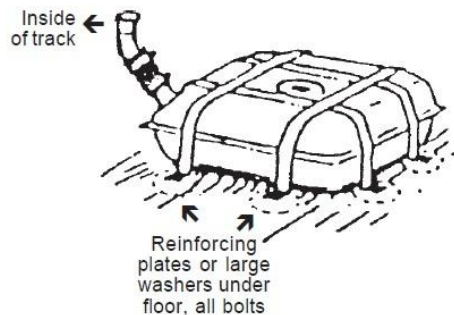
1. Minimum ground clearance 4.5" at lowest point, including all cross members and body panels.

- Maximum camber allowed on any wheel will be 5 degrees +/-, measured on wheel with official gauge. No grinding of struts, bolts, or any other suspension part to obtain camber. This is a safety issue – check with officials before making any alterations.
- Shocks and struts must remain in stock location and configuration on both front and rear – may be reinforced. Existing cars with front struts moved and/or mounted to front roll bar hoop must add 25 pounds. Teams are strongly advised to not build any new cars with moved struts.
- Any spring combination will be permitted for 2015. Springs must be stock or stock appearing – price limit \$65.00 (list price) per spring. Stock springs may be cut. Spring rubbers are allowed but must be securely fastened. (NOTE: Spring rules are under review and may change in 2016.)
- Brakes on all four wheels must work at all times. Brakes will be checked.
- Safety hubs allowed.

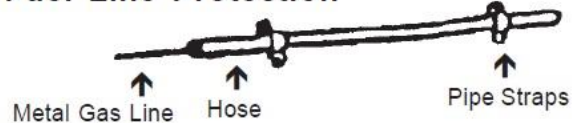
11. FUELING SYSTEM

- Pump gas only – maximum 94 octane. Fuel will be tested.
- Fuel cell with foam and bladder highly recommended, 8 gallon maximum. Must be securely mounted in trunk with minimum two (2) one-inch (1") metal straps. (See diagram.)
- Stock fuel tank permitted ONLY if located in front of rear axle. Must be securely fastened with minimum two (2) one-inch (1") metal straps.
- Fuel pumps must be stock with stock pressure, and must turn off with ignition switch.
- Fuel lines must be metal, mounted inside car out of driver's reach. No plastic fuel filters.
- NO LEAKS!

Tank Installation #1 Renegade/Mini Stock



Fuel Line Protection



12. TIRES & WHEELS

- Any DOT radial tire allowed. Minimum 360 tread wear. List price limit \$75 per tire.
- Goodyear "spec" tires previously used at Devil's Bowl Speedway will be allowed. No new Goodyear "spec" tires will be allowed in 2015.
- One inch (1") lug nut mandatory on all studs with 45° chamfer (bevel) lug nuts – NO EXCEPTIONS.
- Any stock steel wheel permitted in 14" diameter only. Maximum width 7". All four wheels must be matching diameter, width, and offset.
- Stock right side wheels (front and rear) must be reinforced. (See diagram.)
- Aftermarket racing wheels allowed and recommended – 14" x 7" ONLY. All four wheels must be matching diameter, width, and offset. **Offset must be 3" MINIMUM.**

Recommended Bassett Racing Wheels Dealers:

- Hess Auto Parts – Charles Hess – Morrisville, Vt. – (802) 793-5390
- Bassett Racing Wheels – Burlington, Wisc. – 1 (888) 888-7199 – www.bassettwheel.com

**ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. EIRI 01-20-15
(revised 7/01/15)**

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