



2018 BLUE RIDGE MOTORSPORTS PARK RULEBOOK – MINI STOCK

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 complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials, their decision is final.

Four-cylinder water cooled rear wheel drive cars and mini pickup trucks only.

DELAWARE DOUBLE-FILE RESTARTS PROCEDURE

- Once a caution is thrown, cars must slow down. Field will be put into correct running order in a single-file line. All cars one lap down to the leader will be placed at the rear of the single-file line.
- Once the correct running order is established, field will be placed in "Delaware Double-File Restart" order.
- The leader of the race will be placed alone in the front row of the field. Second place car must signal and make choice of either inside or outside of row number two. Rest of the field will line up accordingly, double-file style.
 - Example: Second place driver chooses outside. Third place goes inside of second place; fourth place goes outside of row three, fifth place goes inside, etc...
 - Example: Second place driver chooses inside. Third place goes outside of second place car in row 2. Fourth place goes inside of row 3, fifth place goes outside, etc.

BODY:

- Stock auto body allowed.
- May have complete aluminum body.
- Inner panel may be removed.
- Must have stock firewall in stock location and full floor pan (you cannot weld a floor pan onto a tube frame).
- Breather may stick through hood.
- Open back end allowed.
- Nose and tail pieces including MD3 allowed.
- Spoiler must be no more than 8" max.

FRAME & RAILS:

- Must have roll cage and all safety equipment.
- Cage must be secured to unibody.
- Chassis on a Fox Body Mustang can be cut in front shock towers and behind rear shock towers and finished out with tubing as long as they remain in the stock position and mount.
- Leaf spring cars must retain the stock chassis all the way back to the rear leaf spring mounting points and positions, trunk area can be cut out, but the shocks must go through the OEM holes.

SUSPENSION:

- Must be stock suspension.
- Lowering blocks permitted.
- Adjustable buckets and wedge bolts are permitted.
- Racing springs permitted, must be in stock location.
- May cut/lower a frame for caster/camber adjustments.
- May cut panhard bar; must retain stock ends, non-adjustable.
- Caster and camber plates permitted.
- Shocks with external reservoirs are not allowed.
- Racing shocks and struts are allowed as long as they can be mounted in the factory positions. Shocks must retain stock angle.
- In order to be able to run different shocks, the shock mount can be moved up for shock travel as long as the angle is not modified.
- If your car did not come from the factory with coil over shocks, you cannot run them.
- Only one shock per wheel.
- No J-bar or three-link allowed.
- Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car. bump steer will be allowed.
- All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
- 4-link cars may adjust pinion angle, adjusting the length of the upper links only.
- No suspension parts can be added to cars not equipped from the factory; no adding a panhard/sway bar.

- Bushings or offset bushings permitted in steering rack.

BRAKES:

- 3-wheel brake shut off permitted.
- Stock rotors and drums, may remove caliper and rotor on RF only.
- 4-wheel disc brakes permitted.
- Dual master cylinders permitted.

WHEELS/TIRES:

- 13” diameter steel wheels only. Beadlocks allowed.
- 8” wide wheels permitted.
- Wheels over 8” maximum width must carry a 50 lb. weight penalty.
- DOT tires are permitted. American Racer 48 or 57’s. Hoosier 48 or harder.
- Tires must not be treated with any chemicals, solutions or any other compounds.

EXHASUT/MUFFLERS – REQUIRED

- Any header permitted; must have muffler.

DRIVE LINE:

- Only stock transmission will be allowed. Top loader transmission will not be allowed.
- Transmission must have forward and reverse gears.
- Lightening of the transmission is allowed.
- All internal gears must be OEM stock production gears.
- No billet gears allowed.
- No aftermarket transmission allowed.
- Any working racing clutch, such as Tilton, Quarter Master or Gold Star allowed.
- Couplers are not allowed.
- If you run a stock clutch, pressure plate, and stock lightened flywheel, you can take a 50 lb. weight break.
- Stock OEM housing or Ford 9” rear end allowed.
- No quick-change differentials allowed.
- No floaters allowed.
- Locking of differential or spool allowed.
- Steel or aluminum driveshaft only allowed with a minimum of 1 ½” diameter.

ENGINE:

- Stock engine location.
- No engines with more than 2 valves per cylinder.
- CC must be based on original bore of block.
- Formula for CC: bore x .7854 x stroke x 4 – cid, then divide cid by .061 (tolerance .010 for water)
- No rotary or turbo or DOHC permitted.
- OEM only .080 per max bore = .010 for wear – not to exceed 2,500 cc + .080 over bore.
- Aluminum cam gear or pulley allowed; adjustable gear permitted.

- Any steel rod; no aluminum or titanium.
- Stock crank or billet crank permitted with stock stroke; + .010 tolerance.
- Oil pan – any wet.
- No dry sumps allowed.
- No vacuum pumps permitted; may have regulated exhaust evac system.
- Any flat-top piston – Toyota 1600 and 1800 may run dome of .267 max height.

IGNITION:

- Any ignition system allowed.

WEIGHT BREAKS

- If you run a stock clutch, pressure plate and lightened factory flywheel, you can take a 50 lb. weight break.
- Stock OEM intake manifolds (with no porting/polishing) may take a 50 lb. weight break.
- OEM cylinder head with either hydraulic or solid lifters with only bowl work (no porting or polishing) stock size valves and a flat tappet cam may receive a 100 lb. weight break.

WEIGHT PENALTIES:

- Aftermarket cast iron heads must carry a 50 lb. weight penalty.
- Wheels over 8” maximum width must carry a 50 lb. weight penalty.

CYLINDER HEAD:

- Any cast iron head allowed as long as they are/were available to the general public for sale.
- OEM production aluminum head on Toyota allowed.
- No aftermarket aluminum heads allowed on any engine.
- No dual camshafts.
- Milling, porting and polishing allowed.
- No relocation intake/exhaust ports or runners.
- Any cam allowed.
- Any size valves allowed. Valve guide spacing cannot be altered.
- Aftermarket cast iron heads must carry a 50 lb. weight penalty.
- OEM cylinder head with either hydraulic or solid lifters with only bowl work, no porting/polishing stock size valves, and a flat tappet cam may receive a 100 lb. weight break.

FUEL:

- Only pump gas/ racing gas allowed.
- Any fuel containing any type of alcohol will not be allowed, which includes E85 and oxygenated fuels that contain alcohol.
- No additives.

INTAKE:

- Any intake manifold permitted.

- Stock OEM intake manifolds with no porting/polishing may receive a 50 lb. weight break.
- May bore straight down for clearance.

CARBURETOR:

- Fuel injection is not permitted.
- Holley 4412 500cfm and Holley 7448 350cfm 2-bbl carburetors allowed.
- No 4-bble carburetors.
- No aerosol carburetors allowed.
- Choke horn may be removed.
- Carburetor must have boosters with no modifications to boosters or venturi.

BASE WEIGHT:

- Any engine up to 2250cc must weigh 2,200 lbs.
- Any engine between 2251cc and 2400cc must weigh 2,400 lbs.
- Any engine between 2401cc and 2601cc must weigh 2,500 lbs.
- All weights must be posted in clear view including all breaks and/or penalties.

SAFETY:

- Approved helmet and full fire-resistant driver's suit required.
- All cars must have 3" seat belts with shoulder harness and must be attached to roll cage.
- We require that all cars have an approved fire extinguisher securely mounted within easy reach of the driver. A 5 lb. Halon System is recommended.
- All weight breaks must be posted on car.