

“Four Fun” MINI STOCK DIVISION 2020
Rule changes for 2020 are in RED.

DIVISION INTENT

As the intent of this division is to promote a fun, safe and equally competitive entry level experience, it will be mandatory that anyone who is not a novice (first time racer) to obtain pre-approval to complete in this 4 cylinder weekly class. Experienced drivers will not be permitted to race in this class, although exceptions may be made for drivers who have not competed in 8 or more years and will be handled on a case by case basis. These drivers may be required to run additional weight as deemed by the Tech department as well as may be requested to start from the rear of the field as this is an entry level class, and is meant for new drivers to the sport.

APPROVED MODELS

- Any four-cylinder, single camshaft, and non-turbo charged car with a maximum wheel base of 104” and a complete stock body, frame and suspension. Serial numbers must remain readable on all cars. Cars must be front wheel drive, with a standard or an automatic transmission, and solid or independent rear suspension. **NO** Sport or GT Models allowed. (Ex Toyota Celica). **NO** Honda’s or VW ’s allowed.

SAFETY RULES

- Seat belts must be worn whenever car is on the racetrack. Belts must be in good condition, not older than 7 years (date must be visible) and not less than 1-1/2 inches wide. A lap belt and shoulder belt is required.

- **A four point harness is mandatory.**

- Belts must be bolted to the original seat belt mounts. All belts must have seat belt mounts and fasteners. No tying, riveting, or any other method other than proper attachment is acceptable.

Drivers are responsible to insure all safety equipment is in good condition and securely installed.

- SFI rated driver's side window net, with top mounted quick release is mandatory. The net is secured at the bottom of the window by sliding the net onto the rod and welding tabs to your door. The seatbelt latch release mechanism top mounted is easily accessible by driver and pit / emergency crew.

- A securely mounted, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. NO duct taped or bungee corded mounts allowed.

- Extinguisher must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal.
- Fireproof driver's suit including gloves and shoes are **mandatory**. Driver and suit must maintain clean looking appearance. Drivers must have a neck collar which is certified for auto racing. Helmets must not be older than 2010 and must be Snell rated. Effective 2016, Dot or M rated helmets are not permitted. Safety helmet and complete drivers equipment must be worn in all practice and race events and until the car is parked in the pit area.

DOOR PROTECTION

- A driver's side doorplate is required. It will be a minimum of 1/8" steel plate (at least 16" wide) if contoured (rolled, not cut or re-welded) with body, installed on the outside of the driver's door. Non contoured plate must be minimum 3/16" thick. The center of the plate must follow an imaginary line drawn from the top edge of the front door and rear bumpers. It must extend ahead and behind the door and be bolted through the doorframes ("A" and "B" pillars) with a

minimum of four carriage bolts of 3/8" size or larger with the heads exposed on the outside of the car. Bottom of plate should be as close to rocker panel as possible. Plate should follow the contour of the body. **Flat plate only.** No Floor/Ceiling Joists, angle bar, rebar, and guard rails, etc. Right side rub rails allowed at a maximum of 1/4" thick by 2" wide.

MINIMUM ROLL BAR REQUIREMENTS:

- Must consist of a single "H" type roll bar (tubing minimum = 1 1/2 inches in diameter and .095 thickness maximum 2" diameter) directly behind the driver. This roll bar consists of two upright pipes, one behind the driver and one behind the passenger seat. As well as two cross bars. One cross pipe must be welded from side to side (between the uprights) at shoulder level with the driver in position. Seat should be securely attached to this roll bar (cross pipe) to prevent forward and backward pitching. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar. The second cross bar will run between the two uprights within two inches of the hump.

Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar.

- Each upright post must have a plate welded on each end (top and bottom). The plate must be a minimum of 8" square and a minimum 1/8 " thick". NO brake rotors or any other substitute permitted. **FLAT STEEL PLATE ONLY.** The roof must be "sandwich plated" (one plate inside and one plate outside) and fastened together with a minimum of 4 bolts. The floor can be "sandwich plated" or securely welded to the car.

ROLL BAR (RECOMMENDED)

- Roll bar will consist of a single hoop (tubing minimum = 1 ½ inches in diameter and .095 thickness maximum 2" diameter) directly behind the driver running from one side of the car to the other, welded to the inner rocker panels on both sides. A one- foot square steel plate, minimum 1/8" thick, may be welded to the cross pipe (roof bar) and four carriage bolts should bolt the roll bar to the roof of the car or two carriage bolts straight through the roll bar and roof of the car. As well as two cross bars. One cross pipe must be welded from side to side (between the uprights) at shoulder level with the driver in position. Seat should be securely attached to this roll bar (cross pipe) to prevent forward and backward pitching. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar. The second cross bar will run between the two uprights within two inches of the hump. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar.

Optional – One forward brace (straight or rolled) may come off both uprights (maximum 1 8 " from the floor to the top of the bar) and be welded to the rocker panel not more that one foot ahead of the rear edge of the door. An "X" brace is also recommended but must be fastened to the upright pipes only.

***Recommended option-A four-point roll cage made of seamless 1.66" diameter .095 wall thickness roll bars is *optional*. The roll cage shall consist of 4 (four) vertical upright bars connected at the top on all sides. A shoulder height crossbar must support the rear vertical uprights. 3 (three) horizontal bars are required on the left side door area and 2 (two) on the right side. (These are minimum numbers). Driver's side door bar openings must be filled in with 1/8" steel plate. A bar at dash height across the front uprights is recommended. Bars may be mounted to the rear edge of the top halo and extend to the rear strut towers. 1/8th steel plates or other approved method must be used to mount to the cage to the body. Roll cage must run the full width of the frame, rocker panel to rocker panel. Cars with this roll cage are not required to use the exterior doorplate. Driver's door only inner panel may be cut out to fit roll cage door bars.

*See example below

Any car not meeting any safety criteria at ANYTIME will NOT be allowed on the racetrack.

CAR RULES

BODY

CARS MUST NOT BE EXCESSIVELY RUSTED AND MUST BE PRESENTABLE IN

APPEARANCE. The tech staff will reject cars that are considered unsafe or improperly prepared.

- Headlights, taillights, side markers, etc must be removed.
- All doors' must be welded and/or bolted shut. Driver's side doorplate mandatory
- Inner metal panels must remain. Plastic/fabric door panels may be removed.
- Only the stock glass windshield is permitted. Window openings may not be altered in any way.

All other glass must be removed. (**REMOVED MEANS TAKEN OUT, NOT SMASHED OUT OR IN**). Lexan windshields **WILL BE** permitted with a center brace.

- All cars must have a working third brake light with a red lens cap. Does not have to be the original equipment, after market lights allowed. This is for the safety of all the drivers and to prevent unnecessary damage to the cars.

- All cars must begin each race with a complete body (hood, doors, fenders, trunk, etc.) unless approved by TECH

- Stock front and rear bumpers must remain. Any possible changes from original stock design must be approved by TECH or you don't race.

- Full stock hood, bracing, and hinges must remain. The latch must be removed and hood pins added (one on each corner). All insulation under hood must be removed. No scoops or air dams. The battery must be securely fastened in stock location, or if moved must have a corrosion resistant cover (i.e. marine case).

- Full stock trunk, bracing, and hinges must remain. Rear hatch must remain. It can be bolted shut but must be able to be unbolted if requested by officials to verify complete original remains

except for latch and gas shocks. Gas shocks must be removed from hatch. Floor must remain.

Repair of floor O.K. with stock thickness metal. Must follow original contour. A quick hold-down release for fast trunk entry must be devised, if deemed necessary by Tech officials.

- Sunroofs must have glass removed, and opening covered with stock thickness metal securely welded or pop riveted into position meeting Tech approval.

- One round mirror (6" diameter MAX) allowed. Must be mounted on left windshield post and kept within the body line. Stock windshield mirror in original location also allowed to be used with side mirror.

INTERIOR

Stock dash (OR EQUIVELANT), gearshift, pedals and front seat must remain. Proper race seat is recommended and must be aluminum and securely mounted. Stock steering shaft and steering wheel must remain. Aftermarket oil pressure and heat gauges are allowed. Roof insulation, floor covering and bottom of rear seat must be removed. Seat must be securely fastened to cross bar to prevent back of seat from going forward or backward.

EXHAUST

- A single stock sized exhaust pipe must be attached to the stock manifold and remain the same size until it exits. Must exit beyond driver's seat, and point away from fuel tank.

FLOOR

- Stock floorboards must remain. All holes must be covered with stock thickness metal and follow original contour and welded or securely pop riveted into position meeting tech approval.

GAS TANK

- If original gas tank is ahead of the back of the rear wheels, it must remain and be used. **It is mandatory that a safety chain ,or plate, be installed under the tank running front to back to catch the tank in case the original straps break.** If original tank is located behind rear wheels it must be removed, and a marine fuel tank or fuel cell (maximum 10 gallons) will be securely installed with metal straps/brackets in trunk, as close to the back of the back seat as

possible, with filler inside trunk and a pcv valve on the vent tube of tank. Must have steel firewall between driver and tank.

DRIVE TRAIN

- Engine, transmission (automatic or standard), and differential must remain stock.

NO interchanging part. Compression ratio will remain as produced on base model only.

Maximum engine size is 2.5 liters. Stock carburetor/fuel injection system for make and model only. Stock air intake system, NO RAM AIR. NO K&N (or similar) filters.

- All steering components, shocks, struts, sway bars etc. must remain stock for vehicle.

Wheelbase must remain the same on both sides. ZERO tolerance. Ride height will remain the same side-to-side, front to back. **3% Camber will be allowed on right front wheel, all other**

wheels must remain at 0. Stock four- wheel brakes must work on all 4 corners. Starting and charging systems must be operational. Alternators must remain and be operating. No

unspecified alterations of any kind.

- Stock will be interpreted to mean regular sedan models, not sport, GT, Rally, or any other special edition or performance enhanced models.

- Cars considered by TECH officials to have altered components could be subject to rejection or disqualification based on the decision of officials.

- Any car that requires bracing or reinforcing to remain in competition may no longer be allowed to compete.

- Radiators must fit in stock radiator cradle. No antifreeze or other cooling additives allowed.

Water only.

WEIGHT

- NO added weight or ballast allowed unless specified by Tech.
- Removal of unspecified parts for the sole purpose to make the car lighter will be penalized.

Two cars of similar make and model must be comparable in weight. If you are caught removing weight for the sole purpose of making the car lighter, you will be required to put back in twice the amount removed.

- Oyster Bed Speedway reserves the right to add any amount of weight to any location on any car deemed too fast in order to keep this class competitive and fun, Weight to be supplied and installed by owner. Installation must meet Tech approval.

Due to horsepower differences minimum weight differences also apply as follows:

- **Neon Automatic transmission will be 2600lbs with the driver**
- **Neon Manual transmission 2700lbs with the driver**
- **Chevrolet Automatic transmission 2500lbs with the driver**
- **Chevrolet Manual transmission 2600lbs with the driver**

- **Left side weight remains the same at 55%**

TIRES AND WHEELS

• 60, 65, 70, 75, or 80 series Radial tires only. Any metric size up to P205 in width and 15" diameter may be used. NO LT or anything other than P type allowed. NO racing tires permitted and minimum tread wear must be no lower than 250. Only one tire size difference allowed from side to side. Sizes must be readable. Oyster Bed Speedway reserves the right to restrict tires with respect to price and availability to all competitors. Oyster Bed Speedway officials may claim any tire at any time for \$ 30. Cars are expected to race on used tires. The intent of the tire claim is to prevent people from buying new tires and to eliminate any unusual tires. Tires such as Hoosiers and Blizzak tires are considered unusual and not permitted. Must use summer tires only, no winter tires or re-treads permitted. Some entries could be limited to smaller sizes. One tire above 7/32 will be permitted. **Winter tires will be permitted on LEFT side ONLY!**

- Stock Steel unmodified passenger wheels only. Wheels must be stock size (width, height, and off-set) for car. All four wheels must be the same. Maximum wheel width is 6". No chrome or chrome reverse wheels. Aftermarket nuts recommended on both front wheels.

SHOCKS AND STRUTS

No racing shocks or struts allowed. Stock gas shocks or struts permitted.

Only 1 stock joust bumper per strut allowed.

Strut bellows (dust boot) must be removed from all struts to allow for tech inspection.

Absolutley NO bump stopping permitted! Cars must measure + or - 1/2 inch from side to side with the driver out.

NUMBERS

- Numbers must be a minimum of 18" high on both doors and roof, and readable from the grandstands.

- White numbers are recommended on dark colored cars and dark numbers are recommended on light colored cars. NO gold, silver, gray, metal flake or trick numbers allowed. Also required is a 10" white number on the top passenger side corner of the windshield. Any numbers deemed difficult to score by the officials, the driver will be informed and expected to change. Failure to do so could result in a refusal by officials to honor any scoring concerns about the effected car.

PENALTIES

- Cars that do not have a working third brake light, at the conclusion of the race (that are checked by officials) will be subject to a fine of no more than \$10. This is for the safety of all the drivers and to prevent unnecessary damage to the cars.

- Minor safety infractions are to be fixed by the next week.
- Major safety infractions will result in the car not being allowed on to the track.
- If you are caught removing weight for the sole purpose of making the car lighter, you will be required to put back in twice the amount removed.
- Illegal engine and/or suspension parts will be confiscated and will remain the property of

Oyster Bed Speedway

CLAIMER

- Oyster Bed Speedway reserves the right to claim any car at any time for \$400. Excluding the safety equipment (proper race seat, fire extinguisher, four point harness, fuel cell etc.). This is to ensure that all cars remain comparable as this is just an entry level fun division. This also helps to eliminate competitors from spending money on non-safety related items.

Drivers who, in the opinion of officials, “dominate” this division may be asked to move to another division for the following season.

All rules that pertain to the operation of Oyster Bed Speedway must be adhered to by all competitors and crew. Pit Regulation and Flagging penalties are strictly enforced. Read and understand all sections in the rule book.

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