



2019

Hythe Motor Speedway

Mini Stock Rules

(No revisions made since 2012)

THE PURPOSE OF THIS CLASS OF RACING @ THE HYTHE MOTOR SPEEDWAY IS TO PROVIDE AN ENTRY LEVEL FORM OF RACING GEARED TO NEW BUT NOT LIMITED TO DRIVERS AS YOUNG AS 14 YEARS OF AGE. IN ORDER TO KEEP THE COSTS TO A MINIMUM, ALL MINI STOCK RACE CARS ARE TO AS STOCK AS POSSIBLE, WITH THE EXCEPTION OF SOME ITEMS TO BE INSTALLED DUE TO SAFETY.

The goal of PAMSA is to provide a race series that the whole family can participate / learn in safely.

MINI STOCK RULES FOR JUNIOR AND SENIOR CLASS

REQUIREMENTS FOR JUNIOR CLASS

1. Must be 14 years of age prior to any race date during season.
2. No maximum age limit to compete in this series
3. Needs to be track tested and will receive a Mini Stock License if they meet all requirements.
4. Two executives and or directors must be present at testing.

MINI STOCK RULES FOR JUNIOR AND SENIOR CLASS OF MINIS

BODY SPECIFICATIONS

1. All makes/ models front or rear wheel drive with 4 cylinder engine- **no all wheel drive, no mid engine cars**
2. Maximum 105" wheel base
3. Maximum 2.5 liter engine allowed
4. Basic body shape must remain stock. No chopping of roof, etc.
5. Fibreglass panels, fenders, or hoods are allowed
6. Ground effects package allowed (tuner car look)
7. Bumpers must have no extra reinforcement

***** All ground effect parts must be securely attached to body *****



8. Interior is to be stripped of all burnable, plastic, chrome, etc.
9. No external mirrors
10. 1 (one) interior stock mirror only.
11. No removing of OEM body metal allowed other than inner door skin(s) as per Roll cage rules

SUSPENSION

1. All suspension components must be stock for the year and make of car.
***** No miss matching of same make years to alter vehicle track or ride heights*****
***** No adjustable shocks (aftermarket) and OEM adjustable must be disconnected *****
2. All pivot points and mounting points must remain in stock location.
3. Adjustable camber plates allowed

*** Maximum 4 degree + or - , will be checked on tech pad at track ***



*** This is to help alleviate the disintegration of the right front tire (SAFETY ISSUE). This will be evaluated at the end of each race day with input from the race teams, tech officials, and PAMSA representative ***

- 4. Stock steering column for that make of car.
- 5. Quick release steering wheel hub is optional.

REAR END

- 1. Any gear ratio allowed.
- 2. Chev runs Chev, Ford runs Ford.

BRAKES

- 1. Must be in working order.
- 2. Must be stock for that make and model
- 3. Stock rear disc brakes allowed, but must have been available in 4-cylinder option.

TIRES AND WHEELS

- 1. Street D.O.T. Radial tire allowed
- 2. Hooser race tires allowed as listed below

10400	23.0/7.0-13	<u>H</u>	7.0"	23.0"	72.2"	6"	6"	8.6"	790
10405	23.0/7.0-14	<u>H</u>	7.0"	23.0"	72.2"	6"	6"	8.6"	790
10410	26.5/7.0-15	<u>H</u>	7.0"	26.4"	83.0"	6"	6"	9.1"	790

*** Racing tires are highly recommended ***

*** Radial tire wear will be reviewed daily during the race ***

- 3. All rims maybe OEM replacement steel 7", aluminum (OEM) 7" or aftermarket race rims 6" and cannot alter wheel track width (1" over will be tolerated)
- 4. All rims must be the same offset both sides

*** Tech may ask for rims to be removed from car for inspection and may ask for tire(s) to be removed from rim for inspection ***

ENGINES

- 1. Must be make to make.
- 2. Must be no further back than the firewall, absolutely no hammering, or modifying the firewall.
- 3. All engine components must remain stock.
- 4. Can be normally aspirated (carbureted) or Fuel Injected, no turbo, superchargers, or rotary.
- 5. Single or twin cam engines allowed

6. Stock crankshaft(s) and stock camshaft profiles only – **NO PERFORMANCE GRINDS ALLOWED**

***** Tech can ask for camshaft OEM data from team and verify lift during tech *****

7. OEM exhaust manifold allowed – includes factory headers.

***** NO AFTERMARKET HEADERS ALLOWED *****

8. No mixing and matching components to achieve non-stock engine combinations.

***** NO OEM SUPPLIED SPECIALTY SPEED EQUIPMENT ALLOWED *****

HEADS

1. No porting allowed.

2. Must have stock size valves for that cylinder head.

3. Must have stock ratio rocker arms.

4. No roller rockers, exotic pushrods, etc.

***** All valve train must remain stock *****

INTAKE

1. Must be a stock intake.

2. No grinding, polishing, etc.

CARBURETOR / FUEL INJECTION

1. Any stock application carburetor, 1 bbl, or 2 bbl.

2. No exotic or performance carbs.

3. Stock Fuel Injection ONLY – **NO AFTERMARKET PARTS**

4. Stock OEM computers – **NO TUNER PARTS**

IGNITION

1. Must have stock points or electronic ignition and remain in stock position.

2. No aftermarket amplifiers or ignition control devices.

***** Must be OEM *****

EXHAUST

1. Must exit behind driver.

2. Must run mufflers, no catalytic converters allowed.

***** Muffler's must meet or be less than track mandated noise regulations of 98db*****

***** Will be checked at track during testing and race conditions *****

TRANSMISSION AUTO OR STANDARD

1. Stock torque converter.

2. Stock flywheel, no thinning, lightening, or modifying. A 1 ½" hole must be drilled in the dust cover to facilitate tech.

3. Stock pressure plate and clutch disc.

4. Transmission must be stock and work in all gears.

5. Must have stock starter.

6. Bell housing must have a conveyor belt or scatter shield to protect driver. ***** RWD *****

WEIGHT

***** All Cars must have the engine size in cc's , Carb or EFI and actual race weight posted on left front side of race car , near driver's name *****

***** Minimum Race weight will be determined from formula list below - after race with driver in car**

***** Additional weight maybe assessed to a dominating race car at the discretion of PAMSA, this assessment will be an additional 50 lbs per request. Position/ location of assigned weight will be at the discretion of PAMSA *****

1. Carburetors – 1 lb. per 1cc of engine
 - 1600 cc = 1600lbs
 - 1900 cc = 1900lbs
 - 2000 cc = 2000lbs
 - 2300 cc = 2300 lbs
 - 2400 cc = 2400 lbs
 - 2500 cc = 2500 lbs

2. Fuel Injected – 1.3 lbs. per 1cc of engine
 - 1600 cc = 2080 lbs
 - 1900 cc = 2470 lbs
 - 2000 cc = 2600 lbs
 - 2300 cc = 2990 lbs
 - 2400 cc = 3150 lbs
 - 2500 cc = 3250 lbs

MASTERSWITCH

All cars must have a Master switch to kill ALL power to car. It is to be within reach of the driver. Must also be accessible from both sides of the car and be clearly marked as to operation. (Left side dash area recommended.)

**** Must disconnect all power – battery, ignition & fuel pump.**

BASIC SAFETY

1. Fuel cell or approved fuel tank.

***** Fuel injected cars may use a fuel cell along with a aftermarket fuel pump and regulator- must have disconnect as listed below**

***** Electric fuel pumps must have oil pressure switch and/ or mercury switch *****
2. Stock fuel tank mounted below car in stock location must have an aluminum skid plate added and securely fastened to car

***** To prevent damage from debris on racing surface or from contact with racing surface *****
3. Race seat with a 4-point harness, (5-point recommended). Racing seat mounted to roll cage.
4. Harness - Maximum age: 5 years as to date stamped on belts. **Condition of belts is up to the discretion of Tech committee.**
5. Roll cage - round tubing 1 ½" I.D. 095 wall thickness. Halo bar is mandatory.
 - Minimum 4 point Roll cage (see diagram A.)
 - Maximum 6 point Roll cage (diagram A with 2 additional rear down bars)

A



***** Rear down bars maybe added but must not be further back than center line of rear axle, interior of doors maybe removed to allow for roll cage door bars to be installed *****

6. Approved racing window net.

7. Windshields are optional. Must have a 1" bar in front of driver, 16" to the right of left window post.

8. Helmet is to be **SNELL SA Rated**.

9. Must wear clean fire retardant coveralls or driving suit.

10. Drivers must wear approved gloves and neck support (collar) or Hans Devise style

11. Drive shaft loop is required - 12" from the front U-Joint.

***** ON REAR WHEEL DRIVE CARS *****

12. NO ANTIFREEZE IN RADIATORS**

NOTES

***** ALL RACE TEAMS MUST SUPPLY AN OEM SPEC SHEET (NOT HAND WRITTEN) FOR THE CORRECT YEAR AND MODEL OF CAR BEING RACED AT THE HYTHE MOTOR SPEEDWAY *****

***** ANY CHANGES OR RACE CAR UP GRADES DURING THE SEASON MUST BE ACCOMPANIED WITH A CORRECTED SPEC SHEET *****

***** SPEC SHEET MUST BE GIVEN TO TECH DURING 1st RACE DAY PRE SAFETY INSPECTION *****