

MINI STOCK RULES / GEN-X

Rules locked in until Dec 31st, 2019

CAR SPECIFICATIONS

An economy sedan, coupe or light truck originally available with in-line three (3) or four (4) cylinders carbureted, throttle body or multi-port fuel injected engine. NO mid-engine or rear engine allowed.

1. Cars are subject to inspecting at ANYTIME and may require the removal of some components.
2. No update, backdate, option etc. The vehicle must appear both mechanically and cosmetically as it did out of the factory.
3. The vehicle will be approved only if it meets the general requirements listed in these rules including but not limited to: front wheel drive or rear wheel drive and OEM three (3) cylinder and four (4) cylinder engines. Approvals for different makes and/or models must be cleared by the LARA Board of Directors.

ROLL CAGES

1. The roll cage shall be constructed using 1.50 or 1.75 inch outside diameter steel tubing or greater with a minimum wall thickness .095 inches. No tubing on the car can be greater than 2 inches in diameter. Four-point cage minimum, Six-point cage suggested, consisting of four-point center section and "kicker bars". Kickers may be "X" braced. Center section of cage must consist of main hoop with "X" bracing and halo that clears the driver's head when he/she is strapped in with his/her helmet on. The four points of the cage center section must be securely welded to the car's frame rails or mounted on a steel 4x4 pads welded to uni-bodies. Windshield bar required. A minimum of three driver's side door bars are required to be plated with at least 18-gauge steel metal plating. Passenger side "Z" bracing required-minimum. Driver and passenger doors may be gutted as necessary to fit the cage. Doors must be securely fastened, if running two (2) seats; passenger side needs to be the same requirements as driver's side door.
2. Front cage hoop permitted. Inner fender wells may be removed.
3. Roll bar padding is mandatory where driver can come in contact with the cage. All roll bar padding in driver's compartment must be fire retardant.
4. Nerf bar may extend up to 2" beyond factory body and must terminate inward and contain no sharp edges.

FUEL CELL

1. Fuel cell is mandatory. Must be located in trunk mounted securely no further forward than the rear differential. Pickup trucks must use a metal enclosed fuel cell mounted securely in the bed area between the frame rails. Metal enclosed fuel cells must use no greater than ten (10) gauge steel bar/material. If fuel cell is dropped below car must be surrounded by at least 18 gauge covering bottom of fuel cell. No more than three (3) foot of rubber hose on fuel system may be hooked to stock fuel line. Must have ground strap. Steel fuel filters only. Each fuel cell must be fuel tight and have a functional roll over valve.
2. Fuel cell must be mounted by at least 2- 2X1/4" steel strap completely surrounding the cell. If fuel cell is plastic, it must have 18-gauge steel covering the lower half.

Fuel transfer must not be the lowest point of the vehicle. Fuel line must not touch the ground at any time. Fuel cells must have a ground clearance of at least 10".

DRIVER'S COMPARTMENT

1. Battery must be securely mounted in a box within the driver's compartment, marine type or better. One battery only per car. NO BATTERY IN TRUNK OF VEHICLE. A battery kill switch is mandatory and must be in the reach of the driver and Safety Crew.
2. Driver's compartment must be sealed from engine and fuel cell by at least an 18-gauge steel sheet. Driver must do everything possible to keep the driver's compartment completely sealed off from the engine and trunk area. No loose objects in the cab. NO mirrors allowed.
3. Any fluid transferred through cab must be double walled steel and securely fastened and to be shielded from the driver. Subject to tech approval.
4. All glass and trim must be removed. No additional gutting or removal of sheet metal is allowed. Except for hood. Replacement body parts must be steel only.
5. Brakes must function on all four wheels. No adjustable brake proportioning valves of any kind or shut off devices. Emergency brake cable must be cut or removed. Any nonfunctional brake may result in disqualification. Subject to tech approval. All brake components including pedal, calipers, rotors, spindles, drums and related sub-components must be in stock location. Aftermarket master cylinder allowed.

ENGINE and DRIVE-TRAIN SPECIFICATIONS

1. All engines must be OEM in-line three (3) or four (4) cylinders. The engine is to remain bone stock in all aspects. Interpretation of the term stock will be strictly applied and is subject to Board's final judgment.
2. Engines may be carbureted, or fuel injected. Carburetors and fuel injections must be original OEM systems that were stock with the specific automobile from the factory. Carburetors and fuel injection cannot be altered in any way. Holley 350 CFM Carburetor OK.
3. Stock modules and computers, if equipped, must be retained as a functioning part of the engine system and kept un-modified. In order to help achieve this, the stock wiring harness must be retained. Additionally, the stock dash and instruments may also be retained.
4. Engine must produce a smooth idle at factory specified engine speed or 800 RPM of factory specifications are not known. It is subject to the tech official's discretion.
5. Fuel system can remain stock provided the original fuel tank is located within the cars wheelbase. If the fuel tank stock location is behind the rear wheels, it must be replaced with a fuel cell in the trunk area with a metal barrier placed between it and the driver's compartment. No more than an eight (8) gallon fuel cell.
6. Drive train must match year and application.
7. Single cam, 2600cc max. Dual cam motors 2.4 or smaller allowed. No rotaries. The only after-market parts allowed must be exact replicas of OEM parts.
8. Exhaust may be changed. Emission system may be removed. No exhaust components can be in driver's compartment.
9. No lightened flywheels.
10. Automatic transmissions must have functional torque converters.
11. Pump Gas Only - Limited to no more than 95
12. The following systems are NOT allowed regardless if they came with the model as an option: Turbo Chargers and Super Chargers.

FRAME and SUSPENSION

Rev: A

Effective Date: 12/2/2018

1. Vehicle must appear stock OEM, must have metal bodies only.
2. Doors may be gutted or skinned to allow room for the roll cage
3. Body, including bumpers, must be OEM type. Stock bumpers are required to be chained securely to the frame, rounded inward or attached to fenders. Front and rear hook point accessible without removing body panels required.
4. Stock suspension may be reinforced but must remain in original mounting position.
5. Stock frame or uni-body may be reinforced between front and rear suspension.
6. Alignments may be changed as long as components are not modified.
7. All springs and shocks must be OEM MANDATORY.
8. Must be open differentials, Rear wheel or Front wheel drive cars.
9. Spring rubbers and lowering blocks are OK.
10. Ballast allowed.

TIRES & WHEELS

1. Tires must be P rated D.O.T. radial with rating visible from the outside. Rating must be greater than 250. No grooving, sipping, grinding, sanding or studding.
2. Tread limit to seven (7) inches as measured across the top of tire sip to sip level with the wear bars. No mud, snow, re-tread or stud-able tire.
3. Tires must not be more than 2" outside of the body. No bead locks, aftermarket race wheels ok. No alum wheels.

DRIVE SHAFTS

1. Drive shaft loop required on rear wheel drive cars only. Drive shaft must be painted white and kept clean and have car number on it.