

# 2019 Senoia Raceway Rulebook – Mini

All drivers must adhere to the general rules, in addition to the division specific rules set forth below.

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

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## BODY

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- Stock auto body allowed. 50 pound weight break allowed.
- May have complete aluminum body. Must add 50 pound weight penalty.
- 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 AND RAILS

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- 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 of 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
- Jig car allowed. No 4 bar rear suspension.

## SUSPENSION

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- Must be stock suspension(except jig chassis)
- 1 shock per wheel. No canister shocks. No 4 bar suspension.
- Lowering blocks ok
- 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 ok
- Shocks with external reservoirs will not be 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

Track reserves the right to change, delete, or amend the rules in the interest of competition.

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- Only one shock per wheel will be allowed
- 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 ok in steering rack

## BRAKES

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- 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 AND TIRES

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- 13" diameter steel wheels only. Beadlocks allowed
- 8" wide wheels permitted
- Wheels over 8" maximum width must carry a 50 pound weight penalty
- Hoosier 400, American Racer 48 or 57 are the permitted tires. No other brands or compounds allowed. DOT tires are permitted
- Tires must not be treated with any chemicals, solutions, or any other compounds

## EXHAUST/MUFFLERS – REQUIRED AT SENOIA RACEWAY

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- Any header permitted; must have muffler

## DRIVE LINE

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- Only a stock transmission will be allowed. Top loader transmissions 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 transmissions allowed
- No racing transmissions allowed
- Any working racing clutch, such as a 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 pound weight break
- Stock OEM housing or Ford 9" rear end allowed

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- 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 1/2" diameter

## ENGINE

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- Stock engine location
- No engines with more than 2 valves per cylinder
- CC must be based on original bore of block
- Formula for CC:  $\text{bore} \times \text{bore} \times .7854 \times \text{stroke} \times 4 = \text{cid}$ , then divide cid by .061 (tolerance .010 for wear)
- No rotary or turbo or DOHC permitted
- OEM only .080 over max bore + .010 for wear - not to exceed 2500 cc +.080 over bore
- Aluminum cam gear or pulley allowed; adjustable gear ok
- 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 maximum height

## IGNITION

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- Any ignition system allowed

## WEIGHT BREAKS

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- If you run a stock clutch, pressure plate, and lightened factory flywheel you can take a 50 pound weight break
- Stock OEM intake manifolds (with no porting/polishing) may take a 50 pound 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 pound weight break
- If you run a stock body, you may receive a 50 pound weight break

## WEIGHT PENALTIES

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- Aftermarket cast iron heads must carry a 50 pound weight penalty
- Wheels over 8" maximum width must carry a 50 pound weight penalty
- Aluminum body must carry a 50 pound weight penalty

## CYLINDER HEAD

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- Any cast iron head allowed as long as they are/were available to the general public for sale
- OEM production aluminum heads on Toyota allowed
- No aftermarket aluminum heads allowed on any engines

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- No dual camshafts
- Milling, porting, and polishing allowed
- No relocation of 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 pound 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 pound weight break

## FUEL

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

## INTAKE

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- Any intake manifold permitted
- Stock OEM intake manifolds with no porting/polishing may receive a 50 pound weight break

## CARBURETOR

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

## BASE WEIGHT

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- Any engine up to 2250cc must weigh 2200 pounds
- Any engine between 2251cc and 2400cc must weigh 2400 pounds
- Any engine between 2401cc and 2610cc must weigh 2500 pounds
- All weights must be posted in clear view including all breaks and/or penalties

## SAFETY

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1. Approved helmet and full fire resistant driver's suit required.
  - a. 50 lbs. weight break for head and neck restraint and/or full containment seat.
2. All cars must have 3" inch seat belts with shoulder harness and must be attached to roll cage.
3. We strongly suggest that all cars have an approved fire extinguisher – securely mounted, within easy reach of the driver. A 5 lb. Halon System is recommended.

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## 2019 PAY SCALE

*\*AS DISCUSSED IN MEETING*

<i>1 - 5 Cars</i>	<i>Trophy or Big Check for Winner</i>
<i>6 - 10 Cars</i>	<i>\$200 to Win</i>
<i>11 - 15 Cars</i>	<i>\$250 to Win</i>
<i>16 - 20 Cars</i>	<i>\$350 to Win</i>
<i>21+ Cars</i>	<i>\$500 to Win</i>