



2026 Mini Stock Rulebook



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2025 Mini Stock Champion



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2025 Mini stock Rookie of the year



Table of Contents

1.	SAFETY EQUIPMENT	1
2.	WEIGHT	3
3.	CHASSIS	3
4.	BUMPERS	5
5.	ENGINES	6
6.	DRIVETRAIN	9
7.	BODY	9
8.	FUEL SYSTEM	10
9.	TIRES	10
10.	ELECTRICAL	11
11.	MISC CLASS RULES	11
12.	DISCLAIMER	12

New updated areas are highlighted in yellow

1. SAFETY EQUIPMENT

1.1. Driver

Racing Suit:

Driver Anything to improve driver safety is generally permitted.

Driver Suit: All drivers must wear a driving suit of fire resistant material that effectively covers the body. Minimum requirements are a single layer Nomex suit with underwear, gloves, and neck brace. Nomex socks shoes, are mandatory and Nomex helmet skirt recommended. Uniforms must be clean and in good order. Soiled, torn, worn, or poorly fitting suits will not be allowed.

Driver's suit: Must be free of defects, rips, tears. Must be SFI 3.2.1 or 3.2.5 Nomex underwear is recommended. Suits may be one or two-piece.

Helmet

Must use Snell SA2020 or newer helmet.

No "S" or "M" helmets allowed. All helmets must have a "SA" sticker with the date and serial number.

Helmets with an altered, missing, or unreadable "SA" sticker will not be allowed. Helmets which are abused, thrown, or involved in an injury accident will be confiscated by Officials.

Driver's helmet should carry name, blood type, allergies, and date of last tetanus shot along with pertinent medical history. This is optional but suggested.

Tear off system and neck restraint lugs should be installed per manufacturer's instruction.

Gloves: Must be free of defects and cover the complete hand. SFI 3.3.1

Shoes: Must be free of defects. SFI 3.5.1

Neck Brace: It is highly recommended that you utilize a head and neck restraint system.

1.2. Driver Compartment

Window Net: All cars must have an SFO approved window net, securely mounted and latch whenever on the track. Window Nets must not be older than **two years old**.

Nets missing tags, date not punched out, or unreadable tags will not be allowed.

Nets should cover as much as the window as possible

Steering Wheel: with quick release are mandatory, **and should release as designed.**

Fuel Shutoff: **All cars with a fuel line in routed through the driver's must have a manual fuel shut off valve, painted yellow, within easy reach of driver and safety crews.**

Electric fuel pumps must have an additional shut off switch clearly marked and easily assessable.

1.3. Fire Equipment

An on board fire extinguishing system may be installed instead of a dry chemical extinguisher so long as it has a minimum of one nozzle in the driver's compartment and a minimum 5 lbs bottle filled with Halon or equivalent fire suppression chemical or agent. If no on-board system, a minimum 2-1/2 pound dry chemical fire extinguisher must be mounted in the car in an approved mounting bracket well within reasonable reach of the driver.

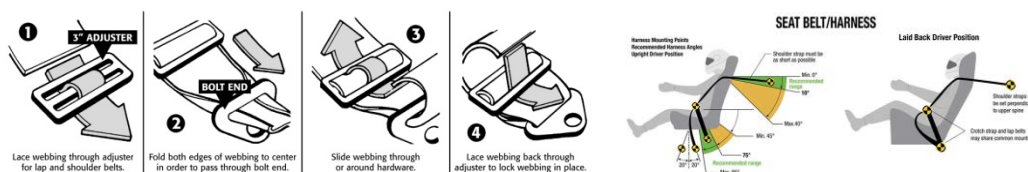


Pit: Each pit must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher. Minimum 7.5 pound capacity. This in addition to extinguisher in race car. The extinguisher must be visible from pit road.

1.4. Seat: SFI approve or equivalent racing seat is mandatory. There must be a head rest on either the seat or mounted on the roll cage. All seats must be mounted to the roll cage or frame, not the floor pan, using a minimum of 6, 3/8" grade 8 bolts. All seat bolts must use large diameter washer to prevent pull through.

1.5. Seat Belts: A quick release seat belt with a minimum of 5 points with shoulder harness, no less than 2" wide, with a submarine (crouch) belt are mandatory. All belt ends must be attached to roll bar cage or frame separately from the seat with grade 8 bolts no less than 7/16" with a locking nut. A steel plate may be welded to roll bar cage at driver's right side for belt attachment to prevent driver from sliding from side to side under belt.

Belts must come from behind the driver. Must loop back through adjuster as shown in diagram. Follow manufacturer's recommended installation instructions. Must be minimum SFI 16.1



Safety belts must not be older than two years old. Belts with missing tags, date not punched out, or unreadable tags will not be allowed.

Belts must be fastened at all times while on the track.



1.6. Communication:

RaceCeivers and transponders are mandatory.

Raceceivers and transponders are available for purchase or rental at the track. (See Margaret at the pit office to rent transponders. See Scott to purchase ReceCeivers.)

No scanners, radios, cell phones, smart watches, or signaling devices or other means of communication may be used. No transmitting or other listening devices allowed in race car. No driving mirrors allowed in race cars.

1.7. Miscellaneous

All cars and safety gear must be inspected by the tech inspectors before being allowed on the race track.

Cars or gear found to be in violation of the safety rules will be asked to revise items before going onto the track.

2. WEIGHT

2.1. Class Weight Rules

Weight: Minimum weight formula for motor compression test are as follows:

175 psi @ 2,000 lbs minimum weight

200 psi @ 2,150 lbs minimum weight

225 psi @ 2,300 lbs minimum weight

250 psi @ 2,500 lbs minimum weight

2.2. Add-On Weight

Any added weight must be in block form, **painted white** with car number in black, and bolted to the frame with two ½" bolts and large body washers.

No hose clamps, flex ties, etc.

2.3. Weight Penalty

Visiting cars that do not run weekly for points.

A weight penalty may be set by officials for vehicles that do not conform to the class rulebook on a case-by-case basis.

Engine placement, engine size, compression, clutch type, body, etc.

See Engine & Clutch for weight penalty.

3. CHASSIS

3.1. Eligible Models

Open to all foreign and domestic four-cylinder passenger automobiles and small trucks.

Open to front or rear wheel drive only.

No all-wheel or four-wheel drive.

Open to solid axle or independent drive.

Open to Strut or LSA suspension.

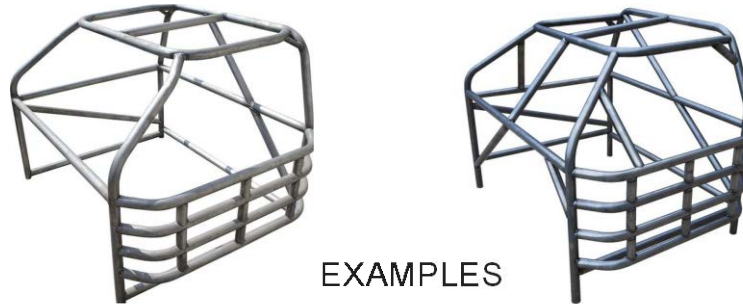
3.2. Frame Specifications

The frame must be stock except the the chassis may be supported to improve the durability of the "Unibody". This means supports may be added from the front shock tower to the rear shock tower and in between. Additional bars may be added to extend behind the fuel tank for protection. A single wrap around bar may be used extending from the roll cage and back again with vertical supports; (two) to the frame or bumper brackets. Changes or repairs should get tech approval.

3.3. Roll Cage Specifications

Roll cage must be welded to frame, the uprights must be perpendicular and the horizontal bars must be parallel to the frame with exception of X-support at back of cage. The rear bar must be inside the trunk. No bars to the body of the car, except the rub rail which can be inside or out. 4-point roll cage is REQUIRED. Materials must be minimum 1-1/2" diameter x .095 thick (wall) tubing with sufficient supports to prevent the cage from collapsing upon impact. Halo must have at least one 1-1/2" diameter x .095 crossbar.

Driver door protection must have four horizontal bars from the rear upright on the roll bar to the front upright on the roll bar, with a minimum of two tie bars between each horizontal bar. The bottom bar must be attached to the frame with two vertical bars. If no frame rail exists, a plate must be installed tying the roll bar upright and the floor together. All corners must be gusseted.



There will be a 3/16" hole drilled in cage tubing in a nonstructural area for tech inspection.
All bars and hoops must be continuous. No splices.
Must plate driver's door bars with 16 gage minimum steel plate to prevent intrusion.

3.4. Driver's Compartment

Drivers' and passenger compartment must keep OEM floor and firewall.
Passenger floor pan may be modified for safety access if headers come through the driver's compartment. All modifications need to be metallic. Modifications subjected to tech approval.

3.5. Steering

Must retain stock OEM steering box or rack and pinion.
Hydraulic or electric power steering okay.
Steering quickener device may be installed on the input shaft to the steering box.
Racing U-Joints or collapsable steering shafts are encouraged.
No heim joint tie rods.

3.6. Front Suspension

Must be stock, in stock location. No alterations. Rubber bushings may be replaced with urethane bushings, or non-adjustable spherical bearing. The spring and shock mounting points may be reinforced but may not move from original stock location. **No weight jack bolts.**

Side to side, car may not exceed 2" of level at all times.
Top strut mounts may be reinforced but not moved.

3.7. Front Springs

Must be in stock location.
Adjustable spacers okay. Spring rate rubbers – okay
Spring rates spring wire size, and height is open.
No coilovers, unless it was installed as OEM.



3.8. Rear Suspension

Must be stock OEM. No alterations.
Rubber bushings may be replaced with urethane bushings, or non-adjustable spherical bearing.
The spring and shock mounting points may be reinforced but may not move from the original stock location.

Side to side, car may not exceed 2" of level at all times.
Top strut mounts may be reinforced but not moved.

Adjustable shackles in the stock location are allowed.

3.9. Rear Springs

Stock OEM location and spring diameter only. Leaf springs must be steel.

Spring rate, wire diameter, heights, open.

Spring rubbers okay if it cannot fall out under extension.

Adjustable spacers okay. (No weight jack bolts.)

3.10. Shocks

Sealed steel only. No air shocks. No overload shocks. No adjustable shocks. No rebuildable shocks.

Heim joint ends okay if mounted in stock locations.

3.11. Brakes

3-wheel brakes must be non-adjustable piston type, in the stock location and in good working order. No brake shut off valve.

Floating style brake rotor can be removed on right front.

Right Front caliper can be removed when running three brakes.

No adjustable proportioning valves.

No drilling or lightening of drums or rotors. (Must be no less than OEM minimum thickness)

Aftermarket pedal assemblies can be used to convert auto to manual if they have no brake bias adjustment. (Subject to tech approval.)

OEM style and size master cylinder must be used.

Stock power brake units optional.

All brake components must be stock OEM for year, make, and model.

Friction compound – Open.

3.12. Engine Compartment

Cage in engine compartment may not exceed 1-1/2" diameter x .120" wall and must consist of main bar loop from firewall to radiator and back to firewall on the other side of engine.

Only one down tube from loop to frame on each side of radiator position.

Only one tube may be placed in front of radiator for protection, placed horizontally, one 1/2" in front of the radiator and centered.

Cage must not extend outside of frame. This cage must not be tied to the bumper in any way. Must have a chain or chassis tube that can be accessed for towing.

If a shield or other obstruction is in the way of engine cage a maximum one 1/2" cutout will be allowed.

3.13. Engine Location

Engines shall retain their original OEM mount location placement.

Out of town (non-weekly points running cars) a weight penalty that is equal to 1/2+ of the weight of engine is required for engines that are not in the OEM location. The required weight penalty is determined by the tech official, and must be installed in front of the engine original mount locations.

4. BUMPERS

4.1. Bumpers

Bumpers can be stock or fabricated, mounted in stock location.

Bumpers may be welded to the brackets and the brackets welded to the frame.

No other reinforcement is permitted. Bumper guards must be removed. Bumper straps must be plated and bolted to the body quarter panel/fender where they curve around to avoid 'hooking' of bumpers. No supports behind bumper.

The use of round head bolts is mandatory.

Plastic stock looking bumper cover can be used. No 'Late Model' looking.

4.2. Rub Rails

May be installed on the inside or outside of the body, flush with or as close to the side as possible, extending no further than the back of the front wheel well to the front of the rear wheel well. Ends need to be capped, or angle cut 45-degree and sealed off.

5. ENGINES

5.1. Block

Production 4 cylinder engines only. Single or Dual cams. 2 to 5 valves.

Engine may not be changed from manufacturer to manufacturer. Example Ford in Ford. Maximum displacement of 2400 cubic centimeters.

Non-Renesis Mazda Rotary okay.

Any engine over 2400 cc will add 1 pound of weight per CC over the front of the rear engine block centerline. In addition to the vehicle's current total legal weight. An engine found after the race over 2400cc without extra weight added will be given a DQ for the event. Cylinder pump test will be used to test CC size.

Any other engine not fitting these qualifications must be approved in advance by Petaluma Speedway.

Compression must not exceed:

175 psi @ 2,000 lbs minimum weight

200 psi @ 2,150 lbs minimum weight

225 psi @ 2,300 lbs minimum weight

250 psi @ 2,500 lbs minimum weight

Compression will be measured as follows: hot engine, wide open throttle, all spark plugs removed and 3 or more compression cycles for tested cylinder.

Motor mounts may be replaced with solid mounts of the same dimension as OEM. In stock location only.

5.2. Crankshaft

Stock production only. OEM stroke, must match block code.

No stroker, no lightweight, no knife edge.

Regrinding, balancing, and chamfered oil holes okay.

5.3. Connecting Rods

Rod length no more than 5.7" unless OEM. Example Toyota 22R-5.819"

Reproduction rods must be no lighter than 10% of the OEM rod weight. Measured and marked by tech prior to assembly of engine.

Example: OEM Ford Lima average 635g, so 571g minimum required.

Rod Bolts – Open

Rod Bushings – Open

5.4. Pistons

Any flat top or dished piston,
Domes only if OEM for engine assembly code.



5.5. Heads

Must be OEM cast iron or aluminum. OEM for engine block assembly.

Valve guides – Open

Valves must be stock diameter.

Valve springs, keepers, retainers – Open

No titanium material in the motor. (Titanium retainers only if steel is not an option to run springs. Must be verified with tech prior to installation.

No angle milling to change valve angle from OEM.

Standard 3-angle valve job – okay

Cylinder head must be as cast.

The intake port may be ground to match the gasket no deeper than 1/2" from the gasket surface.

No other modifications of any kind allowed.

No bowl blending, acid porting, extruded honing, epoxy filling, etc.

Cam tower straps okay.

Head bolts or studs – Open

Head gasket – Open

All cylinder head parts are subject to tech approval.



5.6. Springs – Open

5.7. Valves

OEM diameter size for cylinder head model.

Example: Ford 2.3 Lima 1.735" intake, 1.50" exhaust

5.8. Camshaft

Maximum of .500 valve lift (+.010 tolerance for head) test at retainer with dial.

Adjustable cam sprocket okay.

No billet steel cams (unless it was produced from factory that matches head code.) Cam drive can be belt, chain, or gears, but need to match OEM configuration.

5.9. Rockers

OEM stamped steel roller rocker can be used only if they match cylinder head production year. Mustang cast roller can be used if it matches cylinder head ID#.

No aftermarket rollers.

5.10. Lifters

Solid adjustable or hydraulic lifters

5.11. Oil Pan – Open

Wet sump only. 1" inspection hole recommended.

5.12. Intake

Any manifold, with adapter allowed on all motors to facilitate the installation of the track carburetor. If intake need to be modified to install carburetor, the manifold may be modified

only to install carburetor. No porting, polishing, or grinding. If only an adapter is necessary, the intake must remain as produced.

5.13. Air Cleaner

Any type of air cleaner may be used. Can have hood cut to fit.

5.14. Fuel Delivery System

Weber "DG" or Holley "5200" series. These two choices of carburetors have one butterfly of 32mm and one butterfly of 36mm. Holley 0-7448; 350CFM or Holley 0-4412; 500CFM can be used.

The only modifications allowed to the carburetors are the removal of the choke shaft and butterfly assembly, the addition of a float bowl vent.

No other grinding, polishing, enlarging, or modifications are allowed.

Jets and air bleeds – Open

Must pass the track "Go/No-Go" gauges.

OEM fuel injection allowed.

Fuel pump low oil shut-off switch allowed.

Any fuel pump allowed.

Fuel pump mounting will be subject to tech approval.

5.15. Ignition

Ignition switches must be painted red and may be relocated.

No double coils. No traction control devices, no magnetos.

No programmable ignition timing boxes.

Boxes to control rev limit is okay. For example: MSD 6AL chip or dial; or MSD soft touch rev control.

5.16. Cooling System

Oil cooler may be installed but must be in the motor compartment.

Any radiator can be used. Must be located in front of engine. No holding tanks. No auxiliary radiators.

Electric or stock mechanical fan can be used.

Catch tank must remain in engine compartment. Overflow hose must protect drier from hot coolant. **Passenger side fender area for discharge recommended**

Water only to be used for coolant. "Water Wetter" or equivalent – okay. Use of antifreeze results in disqualification.

Pully size – Open

5.17. Exhaust Manifold/Header

Stock or headers allowed.

5.18. Exhaust System

Exhaust system must be mounted in such a way as to direct spent gasses away from the cockpit of vehicle and away from area of possible fuel spillage.

5.19. Mufflers

Must run any stock or aftermarket muffle as long as it meets the DBA limit. **Strick db reading of 95 decibels at 100 feet.** Any car exceeding this limit will not be allowed to compete.

All mufflers may not be modified in any way from original production.

Exhaust exit should be point down toward track surface.

Exhaust should be long enough to discharge behind driver.

6. DRIVETRAIN

6.1. Transmission

Must be OEM and with all gears operational. Automatics okay.

Transmission cooler okay provided it is mounted in the engine compartment or trunk compartment or rear shelf area. Lines that go through driver's compartment must be enclosed in pipe or steel braided lines.

Must be able to shift into all gears and maintain stock shifting configuration.

6.2. Flywheel

OEM Only style. No lightweight, no aluminum.

Clutch

OEM style only. No performance aluminum pressure plates.

Friction Disk – Open



Out of town cars: 50 lbs of weight will be added to the front of the car for non-conforming assemblies prior to events.

6.3. Driveshaft

Steel only and must be painted white. A safety loop of 1" x 1/2" x 1/8" thick steel must be securely mounted in the front section of the driveshaft.

6.4. Rear End

OEM type. No aftermarket locking devices of any kind permitted.

Welded spider gear, mini and full spools, okay.

No switching rear ends to accommodate posi-tractions/limited slips.

Positrations or limited slip rear ends are okay, provided they came stock from the factory for the year, make, and model of car. (Subject to tech approval.)

6.5. Misc

7. BODY

7.1. Body, Body Types

Must be stock appearing to make and model. Competitors may fabricate replacement body parts due to race damage however, the shape, form, and contour must look stock and recognizable for make and model. Fabricated replacement body parts must meet with tech official approval. Metallic body parts only. Safety modifications include: fender edge may be cut a maximum of 3 inches around tire for clearance.

All plastic, pot metal, glass, chrome, décor, grills, etc. must be completely removed. (In general, anything on the car body that might be jarred loose and fall off on the track must be removed.) The back seat and all excess upholstery must be removed. The doors must be securely welded or bolted closed.

Trunks, hoods and/or hatches must be secured with two quick release pins. "Five-door" models are okay, provided all other safety requirements are met. (Also see gas tank rule.)

Must have rear wheel wells that seal off dirt to driver's area. Trunk area must be enclosed. Two 1-inch drain holes may be added.

Front and rear windows and all side windows must be removed. All glass must be removed including mirrors. Rear side window can be filled in with sheet metal or plastic.

Front windscreen must have either protection bars in front of driver or a wire mesh screen, or both.

7.2. Spoiler

No wings No sideboards. Mini trucks can have spoiler 6 inches maximum.

7.3. Body Appearance

See General Rules.

Bodies must be free of excess dents and maintain the car's original, stock appearing contour.

7.4. Identification

Engine size must be labeled on hood, must be legible. Tech to confirm size with pump tester.

Car number must be a minimum of 6" x 26" on both doors and roof.

Car number must also be at the left headlight and tail light area, a minimum of 6 inches high.

Minimum 2-1/2" separation between numbers. Color combinations other than white and black which are too difficult for the officials to see or score, will be required to change.

Numbers should be a contrasting color to the car color and easy to read from the scoring tower.

8. FUEL SYSTEM

8.1. Fuel

Pump gas, race gas, or E85 allowed. No methanol.

No performance enhancing additives, nitro, or oxygenated fuel.

Any fuel found to be illegal will result in disqualification.

8.2. Fuel Cell

Must be fully enclosed in the trunk of the vehicle or in a specially constructed container.

Complete fire walls must protect the driver's compartment from any gas spill.

Spouts must also be enclosed in the "trunk".

Tanks must be mounted, deep in the trunk to avoid rear impact damage.

All tanks will be placed in a 1" square tube frame and secured with 4 straps 2" wide x 1/8" thick. Steel only.

5-door and 3-door liftback cars must have fuel cell in rear area behind where trunk area would be and must be enclosed in steel box so it cannot spill into the driver's area.

Two 1" drain holes must be drilled in the bottom of fuel cell containment box.

Trunk may be cut to fit fuel cell but must be sealed.

Vent must have check valve/rollover valve.



9. TIRES

9.1. Tires

DOT P205/215/235 series 60/70 ratio, with stock tread pattern. No mud, snow, sand, or other specialty tires permitted. No re-grooved tires. No recaps.

Hoosier P205/215/235 dirt bozz style.

Hoosier # 63040 or 63042 compound 1600

Hoosier G60's on OEM wheel size

American Racer #JLTA4, compound MD-57 71"

American Racer Dirt DOT #PMJ88 or PP25Y

Tires must have a durometer of 50 or higher.

9.2. Wheels

13"/14"/15" racing steel wheels recommended. All other wheels need tech approval. Wheel width must not exceed 8"

4 or 5 lug

Negative backspacing to be less than 2". Too little backspace can cause axle flange to break off with tire.

No beadlocks.

9.3. Wheel Studs

May also be upgraded, open end lug nuts recommended with extra threads showing through.

9.4. Wheel Spacer

A maximum of one ½" spacer per wheel may be used for chassis tuning.

10. ELECTRICAL

10.1. Battery

Battery must be securely mounted with frame on top and bottom.

Battery kill switch must be accessible by driver and track safety crew.

If lead battery is located in driver's compartment, it must be enclosed in container. Marine battery box is okay.

Stock or aftermarket stock replacement. 12-volt batteries only. (Non-spill or gel type recommended.)

Battery should not be installed in the area that can cause damage during a racing incident.



10.2. Electronics

Fuel injected vehicles are to retain the factory PCM and programming for the year, make, and model.

No traction devices of any kind are allowed

Anti-Lock brakes should be disabled in a safe manner that computer does not control braking or traction.

11. MISC CLASS RULES

11.1. Miscellaneous Class Specific Rules

Front wheel drive vehicles may run with a left rear flat provided the vehicle maintains control.

After the first week of competition the winner shall start his or her next main event last.

Correspondingly the runner up will start their next main event second to last.

12. DISCLAIMER

FROM: THE MANAGEMENT OF PETALUMA SPEEDWAY

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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do 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. REFEREE'S DECISION IS FINAL.

STATE RULES ALLOW NO LIQUID DUMPING FACILITIES AT THE FAIRGROUNDS. Each race car that enters the Fairgrounds Pit Area MUST have an empty container(s) approved by the MANAGEMENT OF PETALUMA SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These container(s) must be removed with the racecar after every race and be disposed of at an approved facility at the owner's expense.

IMPORTANT NOTICE It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable Petaluma Speedway rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.