



2026 MINI STOCK REGULATIONS

1. Mandatory Personal Safety Equipment

- 1.1 To ensure we meet all the expectations there will be **"No Grace Period"** for the mandatory safety equipment and will be strictly enforced starting at the practice sessions prior to opening night.
- 1.2 5-point safety belts must be SFI 16.5 or SFI 16.1 and a maximum 2 years from the date of manufacture or expiration date on new belts
- 1.3 Helmets with minimum Snell SA2015, SA2020 or SA2025 label
- 1.4 The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label
- 1.5 Fire Suit with minimum SFI 3.2A/5 and display valid SFI 3.2A/5 label
- 1.6 Fire resistant shoes required to meet minimum SFI 3.3 specifications and display SFI 3.3 label
- 1.7 Fire resistant driver gloves SFI 3.3
- 1.8 All cars must be equipped with a minimum 2lb dry chemical fire extinguisher mounted in the driver's compartment

2. Mandatory Transponder

- 2.1 Transponders are mandatory. Each car must have its own transponder and be register to that driver. Transponders must be working every time entering the track. Driver will be notified over the one-way if the transponder is not working. It is very important to ensure your transponder is working properly weekly to avoid any scoring issues. There will be a minimal grace period to repeat offenders with transponder problems. It will come to the point really quick, if the transponder issue is not addressed by repeat offenders you will not be scored and will affect you at the pay window, it's that simple.
- 2.2 Mount 18 inches forward from the center line of the front wheel on the left (drivers) side and inside of the frame

3. Mandatory One-way Receiver

One-way receivers will continue to be mandatory as the receivers is a safety tool for everyone. If you do not have a one-way receiver you will not be allowed to enter the track. If you're in the staging lane or in your pit with your one-way on and you don't hear any communication, pretty good chance you have a problem. Ensure you have fresh batteries prior to the start of each night. Ear buds used with the one-way receiver can play a key role in how the communication is received. With all the in-car noises be selective in the style of ear buds used, as the one-way system is a mandatory safety equipment.

4. General Safety

- 4.1 Competitors must present cars for safety inspection prior to participating in their first racing event of the season. Inspectors might ask the team to repass inspection at any time.
- 4.2 Full 6 point steel tubing (NO black iron pipe) roll cage 1 ½" O.D x .0125" wall thickness, or 1 ¾" O.D. x .090 wall thickness minimum. Drivers door must have a minimum of 3 bars bowed out and connected by at least 2 rows of vertical bars. Door intrusion plate on driver's side door bars mandatory. **Tech Official has final say in safety of the cage. See section 7 for more information**
- 4.3 Full racing seat containment unit or containment add on kit. Racing seats must be securely fastened to the frame with a minimum of (6) 3/8" bolts (4) on the bottom and (2) on the back, padded head rests are mandatory. Driver must have at least 4" top clearance between helmet and roof. Roll bar padding must be used on all tubing that is within 18" of the driver.
- 4.4 Each car must have a tow hook front and back, mounted on bumper and must be visible to safety staff.
- 4.5 All glass must be removed, including windshield, all lights, reflectors, ornaments etc.
- 4.6 Carpet, seats and interior trim must be removed.
- 4.7 Windshield space must have mesh screen (min. 1" heavy gauge, no chicken wire) totally covering it. Top and bottom visor that do not impede good driver vision are allowed at officials' discretion.
- 4.8 Window nets are mandatory on the driver's side and must be fastened by a minimum of one (1) quick release rod.
- 4.9 No mirrors or radios allowed.
- 4.10 RWD cars must have a safety drive shaft hoop installed at the front of the drive shaft. Drive shaft must be painted white.
- 4.11 Holes in firewall and floor to be covered in order to seal off driver from hot fluids or parts.
- 4.12 Fuel cell mandatory, must be completely sealed off from driver's compartment with a fire wall. Fuel line that pass through driver's compartment must be metal, no rubber. Must have an electric pump kill switch or a fuel shut off valve within drivers reach. Not covered, labeled on/off in bright color. The fuel cap/filler hole must be located on top of the fuel cell. No quick fill systems allowed. Fuel cells must be equipped with a secure fuel cap and fully function rollover valve protection including the vent tube.
- 4.13 Battery must be securely attached inside engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners and hardware – NO BUNGIE CORDS or RATCHET STRAPS. Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber).



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5. General Mini Stock Rules

- 5.1 Must be a commercially produced compact car of 10 years and older. Newer model could be accepted at officials' discretion, need a written approval prior to start fabricating or purchase.
- 5.2 FWD or RWD 4/5/6 cylinders up to 3000cc and factory listed at a maximum of 225hp from a known car manufacturer.
- 5.3 No turbo charged, super charged or rotary engines allowed.
- 5.4 No all-wheel drive cars or all wheel steer cars.
- 5.5 Maximum wheelbase of 105".

6. Weight

- 6.1 Car must weigh a minimum of 2400lbs for 4cyl and 2600lbs for 4vtcc/5/6cyl including driver after the race.
- 6.2 After a car 3rd win in the same season, they will have to add 50lbs to the scaled weight of that feature. Every subsequent victory will add another 50lbs till a maximum ballast of 200lbs is reached. Officials will inform the driver where to install the extra weight.
- 6.3 Any ballast must be painted white and identified with the car number. Need to be properly installed and secured at officials' discretion.
- 6.4 Car minimum weight must be labeled on the hood and clearly visible to the scale's officials. Label must be updated if the minimum weight of the car changes.

7. Body / Chassis

- 7.1 **The spirit of the rule is to keep cars remaining as close to stock appearing as possible.**
- 7.2 Car number must be 18" high on both sides and roof. Must be professionally done.
- 7.3 Car must be properly painted, neatly lettered and washed. For your fans on race night.
- 7.4 As stated, car body must be complete and resemble as much possible to factory. Hood, trunk lid, cover bumpers must be present. Parts could have to be added, removed or modified at officials' discretion.
- 7.5 Holes left from headlights and taillights removal must be covered.
- 7.6 Hole left from sunroof removal must be covered with sheet metal.
- 7.7 Doors must be bolted or welded shut. Doors can be replaced by sheet metal, aluminum sheet or ultrafab flex panel.
- 7.8 Outside rub bars permitted, flush to body panels with no sharp edges or ends. 1 ½ maximum size.
- 7.9 All bumpers (stock or tubing) must be covered and no sharp edges may be exposed. No push bars to extend outside of bumpers or beyond nose piece.
- 7.10 Aftermarket asphalt style or Five Star's Compact nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions. Overly wide nosepieces will have to be trimmed at officials' discretion.
- 7.11 Driver and front passenger door window openings along with backglass opening must remain open and uncovered. Rear door and/or rear side windows can be covered.
- 7.12 No fins, wings, gurney flaps or lips are allowed anywhere on body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason at officials' discretion.
- 7.13 No holes are allowed in the hood or front fenders and hood should cover entire engine compartment.
- 7.14 Frame-like tubing allowed in front of front strut towers and behind rear strut towers. Firewall, shock tower, control arm attachment must stay stock and in original location, repairs allowed.
- 7.15 Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Floor pans may be replaced with plate STEEL and cover all of the original driver and front passenger area (no prostock style basket allowed). Rear passengers floor pan and trunk can be gutted for the fuel cell as a safety measure in case of leak.
- 7.16 Skinning of body panel above the floor pan is allowed however car should maintain reasonable appearance of stock car. *See pictures of examples at the end of the document*
- 7.17 Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils.
- 7.18 Sheet metal roofs CANNOT be flat and should be made to closely resemble the factory roof lines and angle. Roof pillars must also closely resemble the factory shape and lines.

8. Tires / Wheels / Brakes:

- 8.1 OEM steel wheel and aftermarket steel racing wheels allowed – 9 inch maximum. OEM alloy wheels allowed – 7 inch maximum. Front right bead lock allowed. No aftermarket alloy wheel.
- 8.2 Street legal DOT tires with a maximum 9 inch treadwidth required. No American Racer or Hoosier style, drag radials, mud grip lug tires, racing tires, winter tires or racing recapped tires allowed.



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- 8.3** Tire inner tubes are allowed.
- 8.4** Tires can be mixed and matched for stagger on all 4 corners.
- 8.5** Stock-type master cylinders required. No bias adjusters or shut-off valves.
- 8.6** Brakes must remain stock-type and operational at all 4 wheels.

9. Suspension

- 9.1** Coilovers, aftermarket spring and adjustable suspension part are allowed. Any transplanted suspension or steering parts must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. Plating and structuring for durability and safety is allowed.
NOTE: No high-end racing suspensions. The price tag of those parts should be somewhat similar to a factory strut-coil ass'y, at officials' discretion.
- 9.2** Strut towers may not be moved from original OEM position. Replacement and repairs are allowed.
- 9.3** Rear control arms should be stock but may be braced / strengthened / repaired. Aftermarket adjustable camber and caster arms allowed.
- 9.4** Suspension limiter chain or tether allowed.
- 9.5** Rubbers are allowed on coils, must be properly installed.
- 9.6** Bump stops are allowed on struts.
- 9.7** Maximum negative camber of 3" on right side.

10. Engine

- 10.1** Engine must be STOCK from factory.
- 10.2** Unaltered engine OEM parts from the same manufacturer that are bolt-on can be installed.
- 10.3** Engine swaps are allowed but must match brand of car (*ex. Honda must have Honda engine*). Exotic or one-of-a-kind engine swap need a written approval prior to installation. Eligibility is at officials' discretion.
NOTE: Since it is a new rule, track management will keep an oversight. The class greater good will come first.
- 10.4** Engine oil cooler allowed. Can be located underneath the passenger side dashboard but must be well covered to avoid any risk of injuries in case of leak, installation approved at official's discretion.

11. Intake

- 11.1** Cold air intakes allowed.
- 11.2** Intake manifold must be stock OEM and bolt-on. Porting and polishing are NOT allowed. No performance parts.
- 11.3** Only OEM throttle bodies or carburetors are allowed. No Holley, Weber, Skunk2 or other racing carburetors/throttle bodies allowed. Carburetor must be stock for engine. Drive-by-wire throttle bodies can be converted to drive-by-cable with OEM parts.

12. Fuel / Ignition / Fuel management

- 12.1** Only pump gas allowed (including pump available E85). No additives, race fuel or aviation gas.
- 12.2** No Nitrous oxide or nitro methane mixing.
- 12.3** Aftermarket external fuel pump allowed.
- 12.4** The fuel rail must be OEM. A fuel pressure regulator and/or gauge are allowed.
- 12.5** Fuel injectors must be OEM.
- 12.6** Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness might be allowed at officials' discretion if no other solution is available.
- 12.7** Ignition coils must remain OEM.

13. Exhaust

- 13.1** Aftermarket (racing) header allowed but not mandatory.
- 13.2** Exhaust which runs through the cockpit should be fully shielded from driver with metal
- 13.3** Exhaust pipes should not extend out of the body surface and pipe must be blunt and free of sharp edges. Even if located underneath the car it must exit behind the driver.

14. Cooling

- 14.1** Aftermarket radiators allowed – can be braced for support. Must be located at original position.
- 14.2** Coolant, water, additives allowed.



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15. Transmission

- 15.1 Stock automatic or manual transmissions only.
- 15.2 Mix-matching gears from same manufacturer OEM transmission allowed
- 15.3 Posi-trac, limited slip, welded and lock-up differentials allowed.

16. General Track Rules and Procedures

- 16.1 MANDATORY REGISTRATION: All Drivers MUST register on MyRacePass in order to race.
- 16.2 COMPETITORS PITS: You or your crew may not enter a competitor's pit to complain or confront him or her. This offense will, result in a fine, race day points and possible suspension as the officials see fit.
- 16.3 ALCOHOL AND DRUG POLICY: Drinking alcohol or taking any illicit drugs including marijuana in the pits is not permitted during any race event or practice. The driver is personally responsible for anyone associated with their car. If you or anyone associated with your car is found to have been drinking alcohol or taking any illicit drugs including marijuana you and your team will be escorted off of the premises including suspension as Officials see fit. The suspension will include car, driver and crew.
- 16.4 MANDATORY DRIVERS MEETING: A mandatory drivers meeting takes place at each race event. Check weekly schedule for time.
- 16.5 EXITING CAR ON TRACK: The driver shall not exit his or her car on the racing surface or unless there is a fire or injury or an official permit it. Failure to follow this rule can result in a fine and or suspension.
- 16.6 EXITING THE TRACK: Must be in turn 3 ONLY Failure to do so puts people in harms way and could result in a fine.
- 16.7 LINEUPS: Lineups will be available on MyRacePass.
- 16.8 SCALES: You will be told on the 1-way radio how many cars scale after each race.
- 16.9 POINTS: Points for Features are awarded as per the 60-point system in the DIRT rulebook. CMS heats points are awarded as follows; 1st 5pts, 2nd 4pts, 3rd 3pts, 4th 2pts, 5th 1pt
- 16.10 SPEEDING IN PITS: Speeding in the Pits will not be tolerated and will result in a fine and or suspension as Officials see fit.
- 16.11 CLAIMER / PROTEST RULES:
 - (A) \$5,000 claimer on complete motor, which must be pulled at the track. \$10,000 claimer for the race car with motor. Any refusal of claimer and/or inspection and/or non-compliance during an official protest will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by track officials.
 - (B) To claim a car or motor, the claimer must have competed in the race against the car he/she is claiming and must present the claim in writing 10 minutes before the feature with cash in hand. The officials reserve the right to accept or deny any protest on their sole discretion. "Grudge Protests" and/or any protest that is "not in good standing" will be denied.
 - (C) \$1000 for any other protest. The protester must have competed in the race against the car he/she is protesting and must present the claim in writing 10 minutes before the feature with cash in hand. The officials reserve the right to accept or deny any protest on their sole discretion. "Grudge Protests" and/or any protest that is "not in good standing" will be denied.
- 16.12 INSPECTION: Every team that register at any event at CMS-MIR implicitly accept to have their car available for inspection at all times and for any point officials wants to verify. Failure to submit to any inspection process is an automatic DQ and could lead to a 12 months suspension.
- 16.13 OUTSIDERS: Could be allowed to participate using their hometrack ruleset if it is determined that they do not have an unfair advantage, at officials' discretion. To be clear, it is a privilege not a given right. Due to the proximity and regulations similarity, regulars from Brockville Ontario Speedway, Airborne Park Speedway, Autodrome Granby and Brighton Speedway will be accepted "as is" unless track management says otherwise.



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17. Special Designated Events

17.1 MIR: In order to allow more travelers from NY state to participate, special designated events at MIR will have dedicated rules;

- Weight of 2400lbs 4cyl / 2500lbs RWD / 2600lbs V6

- Engine: up to 3000cc naturally aspirated, stock appearing (including intake manifold), from the same manufacturer as the chassis, headers and cold air intake allowed. **no engine teardown at inspection**

- DOT tires mandatory

- For every other aspect not covered, refer to the team hometrack rules, meaning the regulations from the track the team is deemed a regular.

- Track officials might ask a team to add weight if their hometrack ruleset is determined to give an unfair advantage.

17.2 CMS: For the post-season races (Racefest, Canadian Super Dirt Weekend), hometrack rules will apply. Track officials might ask a team to add weight if the ruleset is determined to give an unfair advantage.

The above rules have been put into place to give all drivers the options to race at Cornwall Motor Speedway and Mohawk International Raceway

All rules posted above supersede any other rules posted by Cornwall Motor Speedway and Mohawk International Raceway

The main spirit of the rules is to keep high safety standard and a fair level of competition. All of that at a reasonable cost... as much as possible! We clearly understand that a quality ministock car is not cheap in anyway, but it needs to be understood by all participants that one of the main intention of the track management is to keep the class accessible.

ANY POINTS NOT COVERED IN THE SCOPE OF THIS RULE PACKAGE MUST BE PRESENTED TO TRACKS OFFICIALS AND RECEIVE A WRITTEN APPROVAL FROM SAID TRACK OFFICIALS.

7.16 Example of gutting and skinning

