

MINI COMPACT RULES

Updated 2/6/24

**OFFICIALS DISCRETION & DECISIONS ARE FINAL!
YOU WILL HAVE 2 CHANCES TO PASS INSPECTION!**

**IF YOU ARE NOT IN LINE OR DO NOT PASS BY END OF INSPECTION TIME,
YOU MAY BE DISQUALIFIED!**

VEHICLES MAY BE RE-INSPECTED AT ANYTIME BEFORE, DURING, OR AFTER THE SHOW!

**WE APOLOGIZE THIS WAS SUPPOSED TO BE POSTED IN FEB AND IT WAS MISSED. IF YOU HAVE QUESTION
OR CONCERNS PLEASE CALL.**

GENERAL PREPARATION:

OTHER AFTERMARKET PARTS ALLOWED:

- TRANSMISSION SHIFTERS
- GAS & BRAKE PEDALS, COMBOS OK, DO NOT MOUNT IN ANY WAY TO STRENGTHEN CAR.
- TRANSMISSION/FUEL COOLERS MUST USE APPROVED LINES AND FITTINGS.
- ANY OFFICIALS CALL IS FINAL, IF NOT STATED ABOVE CALL FIRST BEFORE YOU DO IT!!!

BUILD TO THE RULES! Do not overbuild and expect to run. If your car is altered in any other way than what is specified in the rules, you may fail inspection and not be allowed to compete.

- Any passenger car, hatchback, or station wagon with a 4- or 6-cylinder engine with a stock wheelbase of 108" or less is allowed.
- 4WD/AWD cars must be altered to operate in 2-wheel drive only. You may choose either front or rear wheel drive.
- 4WD/AWD cars are to be built to the rules that pertain to the type of suspension on that car. (i.e. cars with front struts build to FWD rules, cars with front control arms build to RWD rules). If running a 4WD/AWD car, please contact officials with any questions or clarifications needed.
- All vehicles must exhibit the ability to stop at any time, if your brakes don't work, you will not compete.
- ALL garbage, glass, plastic, pot metal, wheel weights, and screws must be removed, including but not limited to, all outer hardware, door handles, lock cylinders, trim, moldings, screws and fiberglass. Nothing may remain in the bottom of the interior, doors, or trunk. All seats except driver seat and any flammable material must be removed from the entire car. All trailer hitches must be removed. This rule excludes safety padding for driver.
- NO STOCK FUEL TANKS ALLOWED, MUST BE REMOVED!!!! All cars must have a metal fuel cell mounted inside the car. EFI cars must use either OEM connections or double clamp all connections. Must use correct rated pressure fuel hose. Power switches for electric fuel pumps should be clearly marked and shown to officials. Safety is #1 priority here.
- All CARS MUST HAVE FULL CAGE, including dash bar, door bars, seat bar, and Halo/Upright. Max 10"x 10" end plates. You may have no more than 4 down bars to the floor with end plates tacked to the floor with no more than three 1" tack welds per down bar. You are allowed and we encourage an extra door bar on each side towards the bottom of door between your down bars. Must have a minimum of one of the following:
 - (1) upright bar to the roof from the rear seat bar and must be bolted to roof.
 - Halo bar, from the rear seat or door bar, attached to roof of car with either welding or bolting in 3 spots.
- A gas tank protector may be added, it must be centered, Maximum 24" O.D. wide.
- Drivers' seats must be securely bolted or welded to the floor. Bolts may NOT go through the frame rail/unibody.
- Seat belts are MANDATORY! Must be securely mounted with a working latch, NO tying together. 5-point Harnesses are allowed and must be safely secured.
- Batteries must be secured inside the car and must be covered, unless using a gel battery. Battery box must be made of metal and securely mounted to the floor. No bolts may be attached to, or go through, the frame rail/unibody.
- Doors, hood, and trunk must be welded a minimum of 3" on 3" off. Must use either ½" max diameter rolled or up to 3" x ¼" flat stock. Drivers door must be fully welded and may be reinforced with a bar or skinned, cannot extend more than 4" before and behind driver door seams. You may have a total of eight 3/8" x 3" bolts with 1" washers to use on hood cutouts.
- (2) front and (2) rear window bars are allowed. Front window bars may be mounted to, either the cowl sheet metal or the dash bar, and roof sheet metal only. all window bars must be 10" from window pillars. They may be welded or

bolted, no more than 6" of weld or four 3/8" bolts per bar. Rear window bars must be mounted to roof sheet metal and speaker deck or within 4" of window seal. May be welded with maximum 6" weld or four 3/8" bolts per bar. Bars cannot be attached to trunk lid. Hatchback cars will be treated as a wagon and not allowed rear window bars for rear door is considered a trunk lid. Window bars may not be connected to halo bar.

- Trunk lid may be semi-canoed, creased, or tucked in the trunk. If tucked, trunk bolts may go through trunk lid, but trunk lid cannot be attached to the floor in any way. No wedging, trunk lid must be at least 6" off the highest point of trunk floor.
- Top of frame/unibody seam welding allowed, maximum 3/8" wide, one pass, with no added filler.
 - FWD: From the forward most part of the shock tower forward.
 - RWD: From the front of upper control arm forward.
- Core support All thread up to 1" allowed. Rubber bushing may be removed. (2) Trunk bolts up to 1" All thread allowed. Must go through trunk lid and trunk floor. May be welded to outside of frame rail but cannot go through frame rail/unibody. May be welded to outside of rail/unibody maximum 4".
- Sub-frame cars may have one wrap of 3/8" chain per side from frame rail/strut tower to sub frame. May be placed anywhere between firewall and core support.
- Five 3/8 bolts with 1" washers allowed per fender, directly over the tire.
- Body mounts may be changed with up to 1" bolts and rubber bushings removed. Must remain in stock location. Bolts cannot go through the frame.
- Body creasing is allowed.
- Radiators must remain in stock location. Aftermarket OEM size radiators allowed. No adding additional cooling capacity. May bypass radiator and loop hoses. Electric fans allowed. No spray foam fill!

ENGINE/TRANSMISSION/DRIVETRAIN:

- Any 4 or 6 cyl engine/transmission combination may be used.
- Carburetor and/or EFI swaps allowed.
- Lower engine cradles with header protectors allowed.
 - a) FWD: Engine cradle must be bolted to engine only, not to transmission.
 - b) Header protectors may be added and attached only to cradle. Must be a minimum of 4" away from core support and firewall.
 - c) A pulley protector may be added, maximum 1/2" plate no taller than top of the frame rail. May include lower engine mount. Must be a minimum of 1" away from frame rail. You may weld lower mount the length of original footprint only.
 - d) Stock upper mounts may be solid but must attach in original fashion and brackets. Cannot be attached to cradle or header protector.
 - e) Transmission mounts may be solid. One wrap of chain around transmission and sub-frame allowed.
 - f) Aftermarket or Slider CV axles allowed.
 - g) Transaxles may be welded or spooled.
 - h) RWD: Lower Engine cradle material maximum 1/2" plate. Must be bolted to engine only.
 - i) Lower Pulley protectors allowed.
 - j) May use aftermarket motor mounts. Must be mounted within 2 inches of original footprint.
 - k) Small distributor protector allowed.
 - l) No steel bells or transmission braces allowed.
 - m) Transmission cross-member may be re-located to accommodate. May be bolted or welded in place, no added metal. Mount may be solid. One wrap of chain around transmission and cross-member allowed.
 - n) Aftermarket or slider drivelines allowed.
 - o) Any 5-lug passenger car OEM rear end may be used. Must remain original width and retain original wheelbase. No bracing.

BUMPERS:

1. Any bumper may be used but must appear to be close to original passenger car stock and size. Cannot be wider than the center of each tire. IT Cannot be an EXTREME "Pointy Bumper" for safety reasons, For note the most a point can be is the shape of a 74 impala bumper, no Chrysler New Yorker type pointy's. **If you have a question send a pic for verification.**
2. Chrome may be welded to inside beam.
3. Bumpers may not be loaded. Square bumpers must stay open ended.

4. 22" Maximum height to bottom of bumper.
5. Cars with crush boxes in front of radiator support may cut them off flush with radiator support.
6. 2 Front and 2 Rear bumper straps allowed. ONE of the following options may be used per bumper and none may attach to the bumper brackets in any way.
 - a. Use a Maximum 24"x 3"x 1/4" flat stock, may be welded up to 6" on the bumper and up to 6" to hood or core support. All thread may go through bumper strap.
 - b. Use 1 wrap of 3/8 chain per side, per bumper.
 - c. Fold hood over radiator support to bumper and attach with up to 12" of weld to bumper.
7. FWD: Either, weld your front bumper on existing brackets with no added fill, or, use (1) 23"x 4"x 1/4" flat plate per side. You may bend or cut and weld this bracket. Only 6" may be welded to the bumper, and up to 17" welded to the outside, top, or bottom of frame rail. No added filler. You may not weld or attach bumper or bracket to radiator support in any way. Nothing may be inside of the frame rails. Rear bumpers may be removed, welded with stock mounting brackets, or welded directly to the body. No added filler.
8. RWD: Either, weld your front bumper on existing brackets, bumper brackets and shock tubes must be what came from the factory on that car and remain stock, or, remove all and use (1) 23"x 4"x 1/4" flat plate per frame rail. You may bend or cut and weld this bracket. Only 6" may be welded to the bumper, and up to 17" welded to the outside, top, or bottom of frame rail. No added filler. You may not weld or attach bumper or bracket to radiator support in any way. Nothing may be inside of the frame rails. Rear bumpers may be removed or welded with stock mounting brackets. No added filler.

WHEELS/TIRES/SUSPENSION AND STEERING:

1. Only Air may be used to fill tires. You must start with a stock wheel, no bead locks or full centers, you may have a 2" rim guard on the exterior lip only. Small wheel centers can used, no bigger than 8". Valve stem protectors are allowed. All wheel weights must be removed. FWD cars may use forklift style solid or air-filled tire/wheel combos on rear only.
2. STEERING: Aftermarket steering columns and tie rods allowed.
3. FWD: FRONT SUSPENSION:
 - a. May be solid. Aftermarket or homemade struts are allowed but must retain original mounting. Aftermarket ball joints allowed. A maximum 2"x 3"x 4" long tube between the strut and unibody is allowed.
 - b. REAR SUSPENSION: May be solid but must retain stock mounting. Homemade rear axles or minivan axle swaps are allowed. Maximum material 2"x 2" x 1/4" square tube may be used to build axle and replace trailing arms. Must use only stock mounting locations, no added mounts, no welding to body. Must retain stock width and wheelbase.
4. RWD: FRONT SUSPENSION:
 - a. Shocks may be solid. Aftermarket ball joints allowed. You may use 2 of the following per upper control arm, either 3/8 chain or 3"x 3" x 1/4" plate to tie down control arm.
 - b. REAR SUSPENSION: Only stock for the car, or OEM replacement leaf springs and hardware allowed. Maximum (3) clamps per spring. Coil springs may be welded in place. One 3/8" hump chain per side. Single wrap can go around frame or from sheet metal directly over axle and around axle.

Fix-it-plates will be allowed after heats. Plates are 4"x 6"x 1/4". The number of plates, locations, and any other specifics will be detailed at the show in the drivers meeting.