



2018 East Coast Mini Stock Tour Rules

Last Updated (Jan 20, 2018)

INTENT

To provide a class of cars which are fast and challenging to drive but less expensive to build, operate and maintain while providing close and exciting competition for the fans and the competitors. The emphasis in the class will be placed on the driver, his/her crew, and their setup and driving skills.

APPROVED MODELS

Any 1988-2000, Honda Civic, CX, CRX, DX, or LX models only. Serial/Vin numbers must remain in readable condition (firewall)

ENGINE AND DRIVETRAIN

Any 1.5 or 1.6 Non Vtec D-Series engine permitted. Maximum compression must be 195 psi average per cylinder. The compression ratio must be stock for engine.

Maximum camshaft allowed is D16A6 in any combination.

Stock D15B2, D15B7, D16A6 D16Y7 intake and exhaust manifolds only, stock filter and intake tubes are required, no cone or "K&N" filters permitted. Exhaust manifolds must be 4 to 1.

No chipped, tuned, or performance ecus.

All transmissions must be stock D series gears and final drives only. Transmission must function as if they were stock. Posi-trac, limited slip, lock-up diffs, spools and or welding of differentials is not permitted.

Starting and charging systems are required to be in working condition.

Stock flywheels only with a minimum weight of 16lbs

Radiators must fit within stock radiator supports.

WEIGHT

Cars will be weighed with the driver in the vehicle and with all safety equipment on.

Maximum left side weight is 55%

All weights are subject to change with sufficient notice to the drivers as the tour progresses

Engine: D15B / D15B2 / D15B7

B2 Intake = 2100

B7 Intake = 2150

A6 Intake = 2150

Y7 Intake = 2100

Engine D16A6 / D16Y7 / D16ZC

A6 Intake = 2250

B7 Intake = 2250

Y7 Intake = 2200

Any other combinations require tech approval.

EXHAUST

Single exhaust pipe with a maximum 2.5" diameter, following the stock pattern must be attached to the stock manifold and remain the same size until it exits. Exhaust must point away from fuel tank and extend a minimum of 2.5 ft from driver.

STEERING AND SUSPENSION

All steering components remain stock for vehicle. Adjustable upper ball joints are ok, adjustable upper control arm/bushings are permitted but must be welded in place.

All four struts must remain stock for the vehicle, no adjustable, shortened or racing struts allowed. A coil over ride height adjustment sleeve will be permitted over stock strut to set ride height. No spring rubbers allowed, stock replacement Honda bump stops only.

Springs must fit safely into both upper and lower spring perch.

Wheel spacers are not permitted.

Wheelbase must remain stock, a 1/2in tolerance side to side will be in effect.

Cars must have four working brakes, disc brakes allowed, no brake bias allowed

Camber on all four wheels can be adjusted to driver/teams desire; anything deemed unsafe by officials will be addressed prior to vehicle being permitted to enter the racing surface.

Cars that the tour feel to have altered or non-stock components will be subject to rejection or disqualification based on the decision of officials.

HELMET AND APPAREL

Fireproof drivers suit, gloves and shoes are required, Nomex suit is recommended. Driver and suit must maintain a clean looking appearance. Drivers must have a neck collar that is certified for auto racing.

Full face helmets are mandatory and must not be older than 2010 and must be SNELL SA or SAH helmets. No DOT or M . A listen only radio device is required for all (Tour) events and practices. No two way communication is allowed. All safety equipment and radio must be in use during all practice and race events until the car is parked in the pit area.

BELTS AND HARNESS

All cars must be equipped with a quick release type, 5 point harness that must be dated within 3 years of the current race season with a minimum 3" lap belt and shoulder harness of 3", properly affixed to the floor, roll cage or chassis with grade 8 bolts, no less than 1/2" in diameter. Head restraint strongly recommended. No riveting or tying belts.

DRIVER AREA/INTERIOR

Gearshift, pedals and stock steering shaft must remain. Roof insulation, floor covering, and seats must be removed. Cars are permitted a removable steering wheel to allow entry and exit to the seat.

Aftermarket oil pressure and heat gauges are permitted.

A "kill switch" must be installed in the center of the dash. This "kill switch" when turned to off position must shut the engine and fuel supply off.

All bars and sharp contact areas around the driver must be padded with SFI 45.1 rated roll bar padding (Eg. Allstar Performance part #ALL14111).

FIRE CONTROL

Cars must have a 2 1/2 lbs fire extinguisher with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down within the reach of the driver when belts are fastened.

Extinguishers must be serviced and inspected each year and dated no later than January 1st of the current year and or have an unbroken seal.

SEAT

Aluminum racing seats are mandatory and must be attached to the roll cage with a minimum of four 3/8" grade 8 bolts with large washers to hold the seat into the framework, minimum 2 bolts on the seat back and two bolts on the seat bottom. Full containment seats and or headrests are recommended.

WINDOW NET

SFI Rated driver's side window net is mandatory and must be dated within 3 years of the current race season. Either mesh or ribbon netting is ok, must have a minimum 3/8 rod, and must have a properly mounted, topside quick release. Quick release must be visibly marked with an arrow or bright color in case of emergency.

ROLL CAGE

A four-point roll cage consisting of 1.66" diameter .095 wall thickness roll bars is mandatory. The roll cage shall consist of four vertical upright bars connected at the top on all sides. A shoulder height crossbar must support the rear vertical uprights. Three horizontal bars are required on the left side door area and two on the right side. (These are minimum numbers). Driver's side door bar openings must be filled in with 1/8" steel plate. Bars may be mounted to the rear edge of the top halo and extend to the rear strut towers and may be extended to the rear of the car. 1/8th steel plates or other approved method must be used to mount to the cage to the body. Roll cage must run the full width of the frame, rocker panel to rocker panel. No side to side front strut bracing

BODY/BUMPERS

Body must be stock appearing and in stock position on the sub frame/frame. All chrome moldings, ornaments, door handles, glass, lights or other accessory plastic components must be removed (grill and front windshield can remain). Rear pillar and rear window may be replaced with lexan. All doors must be welded and or bolted shut. Hood, fenders and bumper covers do not require to be stock for the vehicle but must be mounted in stock locations and must fit within original bodies components length and width.

Rub rails are permitted must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, and must be flat to the doors. Rails must be a maximum 1 1/4" X 1 1/4" bar welded or bolted to roll cage. No sharp edges. You must use carriage bolts (or round-headed bolts) or be welded securely to the body.

Battery must be securely mounted under the hood of the vehicle, battery will only be permitted in the interior of the vehicle if it is dry cell, mounted securely to the floor with a minimum of 1/8th plate with a minimum of four grade 8 bolts, battery must be contained in a steel box and cables must be securely placed until exiting through the firewall, firewall access port must have a proper insulated grommet to prevent chafing.

Hood latches must be removed and a minimum of two hood pins must be used. Appearance of race cars participating on the tour must be presentable in appearance. Cars that are considered unsafe or improperly prepared for the event will be rejected by the tech committee.

PAINT AND LETTERING

Numbers must be on both sides of the car and on the roof (facing toward grandstands) in large (minimum 18") letters in a color that clearly contrasts the paint job of the car, No silver or reflective numbers allowed. A 4" number is required on the right upper corner of the windshield and right rear on the body (to be read by driver behind for lineup/restart purposes). No vulgar words, images or expressions will be permitted.

TIRES AND WHEELS

P series tires only, maximum width of 205 and no lower than 65 series, 14" or 15" tires allowed. All tires must be DOT approved no higher than "H" rated, no ZR, racing or performance tires allowed tread wear must be above 400.

Or

Legends Car tires will be the preferred tire for the tour. Teams are recommended to buy used tires from Legend Teams

Stock passenger “unmodified” Honda & Volkswagen wheels only. max sizes, 13x5.5, 14x6.0 or 15x6.0 only. Replacement rims can be purchased through Macpek or any local rim dealer.

Aftermarket wheel nuts are recommended on all four wheels of the car.

No chemical treating/softening tires. All tires will be subject to durometer testing. Durometer readings under 62 cold will lead to penalties/suspension.

FUEL TANK

A safety chain must be installed under the tank running front to back to catch the tank in case the original straps break, A skid plate covering the entire tank is recommended. A proper fuel cell (maximum 10 gallons) with a stock fuel pump will be allowed if securely installed with metal straps/brackets, two pillars extending from top of the cage halo to the strut towers will be mandatory for cars using a proper cell. It must be as close to the back of the rear seat as possible, with filler inside trunk and a pcv valve on the vent tube of tank. Must have a steel box over the fuel cell. All fuel lines must be run under the floor and exit the vehicle prior to leaving the steel box.

MIRROR

One stock windshield mirror is permitted, maximum size of 24 sq inches. One driver side mirror ok. Maximum measurement of 6 inches at any given spot and must be securely mounted inside the vehicle.

ILLEGAL PARTS

East Coast Mini Stock Tour reserves the right to seize all illegal components and remain the property of the tour. Failure to adhere will result in the driver and car being suspended from further competition.