



2021 East Coast Mini Stock Tour Rules

Last Updated (January 19, 2021)

INTENT

Provide a class of cars that 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 to 2011 North American built front-wheel drive 4 cylinder car/engine no larger than 2500cc.
Serial/Vin numbers must remain in readable condition (firewall)

ENGINE AND DRIVETRAIN

Maximum compression must be 220 psi average per cylinder. The compression ratio must be stock for the engine. A tolerance of up to 5 psi will be allowed to accommodate a reduction in the material due to straightening the surface of the head. An example of an approved test would be as follows. C1 = 220psi, C2=215psi, C3=225psi, C4=220psi total average 220psi. No cylinder may test above 225 psi and must maintain an average of 220 across all 4 during a test.

Piston bore must be stock for engine code with a maximum 30 thousand over for cylinder truing, no over sized pistons allowed.

R/T, VTEC, Turbo, Supercharged or Rotary engines not permitted.

2001 to 2005 Honda Civic VTEC & 2006 to 2011 Honda Civic R18 I-Vtec allowed.

Harmonic balancer must be stock weight for engine code.

No Porting or Polishing allowed. No Lightweight engine parts, grinding or lightening of engine or transmission parts. No performance parts. Must use stock OEM parts from approved models.

Camshaft & Head must be OEM to engine code, no performance or modified camshafts allowed. No camshaft can exceed factory tolerances. Valve springs allowed to be heavier than OEM for engine durability.

Stock intake and exhaust manifolds only, no headers. stock filter and intake tubes are required, no cone or K&N filters permitted. Exhaust manifolds must be 4 to 1. The throttle body must be stock to the engine. OEM size injectors for engine year and model. No oversized injectors allowed.

No chipped, tuned, modified, reprogrammed or performance ecus. ECU can be sealed and/or swapped by a tech official at anytime. 7250 max RPM

All transmissions must be stock gears, final drives only. Stock Gear ratios may be swapped to suit team preference. Transmission must function as if they were stock. 4 speed requires 4 gears plus reverse, 5 speed require 5 gears plus reverse. No exceptions. Posi-Trac, limited-slip, lock-up differentials, 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.

Engine must sit in its stock chassis location.

WEIGHT

Cars will be weighed with the driver in the vehicle and with all safety equipment on. Cars must meet minimum weight as they leave the track. No adding fuel or weight of any kind. Cars caught adding weight or fuel will be disqualified. All weight or ballast added must remain within the body of the vehicle. No form of weight shall protrude from or be placed on the exterior of a car IE. Bumpers, hoods, doors, roof, etc. ECMST technical director will have final discretion over the placement of the weight, if it is deemed unsafe for other competitors, staff and fans.

Maximum left side weight is 55% except for all 88-91 Honda which is 54%.

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

SOHC Engine Minimum Weights:

1500cc to 1700cc = 2100lbs

1701cc to 1900cc = 2200lbs

1901 to 2200cc = 2200lbs

2201 to 2500 = 2250lbs

DOHC Engines Minimum Weights:

1500cc to 1700cc = 2150lbs

1701cc to 1900cc = 2200lbs

1901 to 2200cc = 2250lbs

2201 to 2500cc = 2300lbs

No engine swaps greater than 0.2 (200cc) from the smallest cc factory installed motor for chassis make and model. Example: A car that came with a 1.5 and 1.6 can not run a 1.8. Its largest engine would be a 1.7.

Engine code & total weight including weight penalties needs to be presented in a small windshield or hood decal for tech purposes.

Motors are subject to whistling and/or tear down at Technical Inspections discretion.

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 the fuel tank and extend a minimum of 2.5 ft from the driver.

FUEL

No racing fuel allowed. The maximum octane level for any fuel will be 91. Fuel must pass gravity & color testing.

STEERING AND SUSPENSION

All steering components remain stock for vehicles and be replaced with OEM replacement parts. No performance parts or modifications. 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 override height adjustment sleeve will be permitted over stock strut to set ride height. No spring rubbers allowed, stock replacement bump stops only.

Springs may be modified to achieve ride height but must fit safely into both upper and lower spring perch.

Sway bars need to be factory for make and model used.

Shimming or spacing of the frame and/or engine mounts are prohibited. To compensate for bent cars it needs to be brought to the attention of Tech officials in advance.

Wheel spacers are not permitted.

Wheelbase must remain stock, a 1/2" 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 the vehicle being permitted to enter the racing surface.

Cars that the tour feels 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. The driver and suit must maintain a clean looking appearance. Drivers must have an approved SFI head & neck restraint.

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 5 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 ½" in diameter. No riveting or tying of 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 the 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 (I.e. All-star Performance part #ALL14111).

FIRE CONTROL

Cars must have a 2 ½ 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 drivers side window net is mandatory and must be dated within 5 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 an 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). The 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

The 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 the front windshield can remain). Rear pillar and the rear window may be replaced with lexan. All doors must be welded and or bolted shut. Hood and bumper covers do not require to be stock for the vehicle but must be mounted in stock locations. Bumper covers need to be securely attached to body panels. Fenders need to be stock.

Rub rails are permitted must extend no further forward than the rear of the front wheel opening, and no further rearward than the 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 properly insulated grommet to prevent chafing.

Hood latches must be removed and a minimum of two hood pins must be used.

The 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 the driver behind for lineup/restart purposes). No vulgar words, images or expressions will be permitted.

TIRES AND WHEELS

Any P series tire with a maximum width of 205 and no lower than 60 series. All tires must be DOT approved no higher than H rated, no ZR, racing or performance tires allowed. tread wear must be above 340. Used INEX Legends Car Federal tires will be permitted also as an affordable tire option (No Hoosiers).

Stock passenger unmodified steel wheels only. Maximum sizes, 13x5.5, 14x6.0 or 15x6.0 16x6.5 only. Racing rims will be allowed for the right sides only. Teams must use a 13x7,14x7 or 15x7 16x 7 steel racing wheel with a 4in backspace with no exceptions . Wheels will be measured to ensure proper size.

Any car equipped with racing wheels, mentioned above, will be required to add 50lbs of weight or ballast to the minimum post-race weight. This rule change will be monitored by ECMST officials and teams may be required to add or remove weight at any time throughout the season to ensure fair and even competition for all participants.

Aftermarket 1in wheel nuts are mandatory on all four wheels of the car.

No chemical treating/softening tires. All tires will be subject to durometer testing. Durometer readings under 65 at anytime will lead to penalties/suspension. All 4 tires must be the same size on the car. Teams will not mix tire sizes to achieve stagger. When using race wheels cars must always be equipped with two. If a flat tire occurs during the race whatever wheel is removed has to be replaced with a like wheel. No swapping stock wheels with race wheels.

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 the 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 the trunk and a PCV valve on the vent tube of the 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, the maximum size of 24 sq. inches. One driver side mirror is 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.

Any questions pertaining to the updated rules should be directed to admin@eastcoastministocktour.com.