



2014 MINI MOD RULES

Racecievers not required for 2014 but are strongly recommended and will be implemented in 2015.

CLASSES

“B” Division: 6 years old Minimum. Recommended age for this division is 6-10 years old or rookie and inexperienced drivers of any age. **This will be allowed at promoter’s discretion.** Any driver competing in the “B” division over 10 years old that wins two features in a single season may be asked to move up to the “A” division. **(This rule will be enforced at the promoters discretion)**

“B” division Mini Mods will not be required to scale, **and will have no Minimum right rear air pressure rule.**

The purpose of the “B” division is to provide a fun competitive class for young and inexperienced racers to develop their skills. All competitors are subject to track inspection and tear down rules.

If B class car count is 10 or less all cars will run in one feature event. If there is 11 cars or more, only the top 8 from the heats will transfer to the B Mini Mod feature. All others will race a consolation feature and the winner will receive a trophy and free pit pass. If 8 cars run the feature, the consolation feature winner will be awarded 9th place points, 2nd 10th place points and so on.

After the first 4 weeks of Mini Mod racing, any B class car in the top 5 in points that does not make the top 8 and transfer to the Feature, will receive a provisional start in the feature at the tail of the field behind the top 8 qualifiers.

Awards will be at promoter’s discretion.

“A” Division: Recommended age 11 years old and older. Any “B” Division racers under 11 years old wishing to compete in the “A” Division must have won at least two features in a single season, and receive approval of track promoter.

Awards will be at

“A” Division: Min. 750 lbs. With 18 PSI minimum right rear air pressure.
promoter’s discretion.

Mini Mod racers will only be allowed to compete in one division on any single race night.

All first time Mini Mod racers without previous race experience in a full size car will be required to start at the tail of the field in both heats and feature for two weeks. (This rule will be enforced at the promoters discretion)

During events classified as “Specials”, all Mini Mod racers will be required to compete in the appropriate division based on their age. However, racers that have been allowed to compete in the “A” Division for at least 1 week prior to a “Special”, will be allowed to compete in the “A” Division for a “Special”.

Tear Down Rule: Any Mini Mod racer that suspects another racer has illegally modified their motor has the right to initiate a tear down. The competitor that initiates the tear down must finish the feature event and can only tear down another car that has finished in the top five in the feature for that night. They must also have competed in at least three or more events during the year at the track at which the tear down takes place.

To initiate a tear down the driver must give the track tech \$150.00 cash at the scale directly following the feature event. The track tech will conduct the tear down and determine the legality of the motor based the Midwest Mini Mod engine rules. If the motor is found to be illegal, the driver that initiated the tear down will be refunded his/her money. If the motor is found to be legal the driver that was subject to the tear down will receive the \$150.00 put up for the tear to cover the expense of re-assembling their motor.

Refusal of a tear town will result in loss of winnings for the night and points earned to that date.

Engines purchased through Speedway entertainment with new style seals in place, in cars with current Speedway Entertainment registration, will not be subject to tear down.

CARS LEGAL FOR COMPETITION: Any “Slingshot” car manufactured by Speedway Entertainment will be legal for competition at any Midwest Mini Mod event. Any Midwest Mini Mod manufactured by Lou Fegers Racing Equipment, and Pocket Mod manufactured by LDR, will also be legal for competition at any Midwest Mini Mod event. Chassis made by other manufactures may be declared legal at a later date. Absolutely no modifications to chassis will be allowed.

PARTS: All official (Slingshot) and Midwest Mini Mod parts distributed by LDR (Les Duellman Racing), or any authorized slingshot dealer will be considered legal for competition at any Midwest Mini Mod event. Any parts made by other manufactures must be identical to those manufactured by LDR to be deemed legal. Any modifications to these parts will be deemed illegal. Only #60, #80, #100, and #120 springs will be allowed.

WHEELS: 8 x 8 aluminum wheel must be run on right rear. Steel or aluminum wheels, 5 inch or 7 inch width will be allowed on left rear. Steel or aluminum wheels, 7 inch width will be allowed on left front and right front. Wheel covers are legal on all four wheels. No more than one valve stem per wheel.

TIRES: Carlise/Duro – 16/650 only on front. 18/950, 18.5/8.5 and 16/16.5 allowed on rear. No tire softeners allowed. No grooving or sipping. Grinding tires is legal. 16-650 and 18-950 Min Durometer reading 65. All tire durometer readings must be within 4% of the average to be considered legal. **We will visit the tire rule at the pit meeting in 2014 and make any changes agreed upon by all racers.**

BRAKES: All cars must have functioning brakes to compete. Any car finishing a race without functional brakes will be disqualified.

WEIGHT: Weight may be added behind or underneath driver’s seat, and on front of car forward of front axle. All weight must be within body panels and below deck tin.

DRIVE TRAIN: 10 tooth drive sprocket and #40 chain must be used. Automatic chain oilers are allowed.

SHOCKS: Afco #1551 & Pro or Bilstien equivalent shocks are legal. Coil-over kits will be allowed.

MOTOR: Only engines provided and sealed by Speedway Entertainment or purchased through Oakridge Fabrication will be considered legal. Seals are **not** required. Carburetor elbow can be ground 5/8 of an inch down on intake side only. Intake manifold may be also ground down 5/8 of an inch. Zero tolerance will be permitted. Jet size and air bleeder holes may be modified. Carburetor spacers will be allowed. No modifications to improve air flow through carburetor will be allowed. No modifications to heads or any internal engine components. Heads must be the correct head for engine. Shimming valve springs is legal. No Roller

rockers. No fuel additives, with exception of top end lube, will be allowed. Water tests may be enforced. Alternator must be working at all times. No after market or lightened flywheels will be allowed. Mufflers are optional at all Midwest Mini Mod events. Any motor is subject to tear down and inspection by track tech. Any violation of motor rule will result in four week suspension, loss of winnings, and loss of points year-to-date at track that infraction was found. New for 2013 – Approved Aluminum Flywheels will be legal on cars weighing a minimum of #810. ARC Racing PT# 6611-VG will be the only Alum. Flywheel allowed.

GENERAL RULES: Rule infractions with exception of motor will result in loss of winnings and points for night of infraction. Individual tracks will enforce their own safety rules. No communication devices will be permitted in any cars. Track techs will make all final decisions on legality. Any car competing will be subject to tech inspection by track tech official at any time.

POINTS: Track points will be awarded in the following manner for all divisions:

Points in heat races will be awarded as follows: 1st – 5 points, 2nd - 4 points, 3rd – 3 points, 4th - 2 points, 5th – 1 point, 6th on back 0-points.

Points will be awarded to each driver in the “A” Main as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the “A” Main and finish below 23rd are awarded 50 points. All drivers that fail to qualify for the “A” Main are awarded 45 points

Worse two point shows will be discarded for all competitors in all classes.

QUALIFYING: All competitors will draw a number when coming through the gate to establish line-up for first heat race. Second heat race will be a direct invert of first heat race. Feature line-up will be determined by heat races finishes. Each driver in the heat races will receive a point reflective of their finish. Example: first - 1 point; second - 2 points; third - 3 points. The sum of points for the two heat races will determine the competitors starting position for the feature. Lowest point total will start in the front. In the event of a tie, the driver finishing in the best position in the first heat will receive the better feature starting position. Line-ups established from this point system for all classes will then invert the top four drivers. Example: first will start fourth; second will start third; third will start second; and fourth will start first.

Top three finishers in 2nd heat and features, with exception of “B” Division will be required to scale.

This system will be used for all regular points events. Any special events format and all awards will be race promoter’s responsibility.

These rules are subject to change by Mississippi Thunder Speedway at any time to maintain the integrity of the Midwest Mini Mod class.

Dated: **April 5th, 2014**