

# CANAAN FAIR SPEEDWAY

## OUTLAW MINI STOCK RULES

### ELIGIBLE MODELS:

1. Models 1970 thru 2009 four cylinder front or rear wheel drive passenger cars permitted.  
**NO:** BMW, PORSCHE, CONVERTABLES, STATION WAGONS, FOUR WHEEL DRIVES, ALL WHEEL DRIVES, TURBO OR SUPERCHARGERS PERMITTED.  
Maximum wheelbase 108 inches.

### CHASSIS:

2. Complete tube chassis allowed with weight constraints. Roll cage must be constructed of a minimum of 1.5 inch O.D. x .090 wall steel required. Four horizontal door bars required on drivers side. Cage must be securely mounted to the chassis in a safe manner. Front hoop bars are permitted in front of the radiator. No front crash guards are permitted.
3. Front strut towers may be modified for caster, camber and chassis height. All modifications must remain invisible from outside of car. No alterations in the hood clearance.
4. Any adjustable spring spacers, shims, shackles, or lowering blocks permitted. Springs must remain in stock location. Racing springs allowed.
5. Struts and shocks may not have external rebound and compression adjustments. Coil over shocks and spring units allowed with no external valve adjustments or external canisters.
6. Any rear end.
7. Automatic, manual transmissions or trans-axles permitted. All forward and reverse gears must be in working order OEM flywheel and/or torque converter.
8. Exhaust must exit under the car and the mufflers must pass a 96 decibel reading. Any car having the exhaust exiting out the right side of the car **WILL NOT BE ALLOWED TO COMPETE!!**  
New cars that register after the first 4 scheduled meets of the season will be allowed 13 CONSECUTIVE CALENDAR DAYS from the date of registration to comply with the muffler and exhaust and location rule.
9. Four wheel working brakes mandatory.
10. Any radiator allowed.

### BODY

11. All exterior trim, chrome, lights, plastic and interior upholstery must be removed.

12. All bodies & body parts must be stock appearing. The discretion of the Tech officials will be final.
13. All interior firewall and floor pan openings must be covered with a minimum of 22 gauge steel.
14. Rear spoiler is to be clear lexan and no taller than 8” regardless of angle and to be measured from mounting surface to the top edge of the spoiler. It is to be mounted in the center of the body and no wider than the body at the mounting points. The height is to be no higher than 43” from the CFS tech floor at its highest point. No side boxing is permitted. All bracing is to be in the rear of the spoiler and done in such a way that an aerodynamic advantage is not gained. Spoiler must be flat across the top with No lips or angles of any kind. Spoiler height will be checked with driver in the car after the feature. The discretion of the tech department will be final.
15. Tubing bumpers will be allowed as long as it is behind a bumper cover and has no sharp edges. The ends must be rounded.
16. Rub rails are permitted. Maximum of 1 inch by 1 inch permitted. Must be flush mounted to the body.
17. Fuel cell must be securely mounted in a safe manner.
18. Batteries must be safely mounted and covered.

## ENGINES

19. Steel fabricated engine and transmission mounts permitted.
20. Engine block and head must be stock for make and must be listed in engine displacement below for the same make.
21. No Manufacturers performance parts allowed.
22. The following engine displacements by car manufacturers are allowed:
  - A. Volkswagon – 2.0 liter maximum
  - B. Ford – 2.3 liter maximum, no 2.5 liter blocks
  - C. Volvo – 2.3 liter maximum
  - D. Toyota – 2.4 liter maximum
  - E. Honda – 2.5 liter maximum
  - F. GM – 2.5 liter maximum
  - G. Chrysler/Dodge – 2.5 liter maximum
  - H. All other models must be approved by Tech committee before competition.
  - I. All cars must have engine size visible on hood or windshield area.
23. Heads to be original OEM factory production for make of vehicle used.
24. ANY HEAD MAY BE CONFISCATED if it does not meet Tech approval. If an outside source is needed for a second opinion it will be taken to that facility with two members

from the team and a Tech official. At that point in time whether the head is legal or illegal it will be returned to the competitor and penalties will be assessed.

25. All manufacturers must retain a zero or greater deck height with flat top or dished pistons and no part of the piston may protrude above the top of the block. Stroke must remain stock for block used.
26. Camshaft lift shall be a maximum of .425 measured at valve.
27. Any engine pulleys permitted.
28. Any ignition system allowed.
29. OEM stock or stock replacement water pump only.
30. Any oil pan allowed.
31. Any single disc clutch.
32. All cars with an electric fuel pump are required to have an electrical shut off within the drivers reach. It must be appropriately marked.
33. No added vacuum lines to the throttle body.
34. Intake manifold must be OEM for make used.
35. Fuel injected systems must be correct for a cylinder head used. All cars with a carburetor must use a Holley 4412 or a 350 cfm and a 1 inch adapter plate.
36. Air filter assemblies are required. All carburetors and air cleaners must remain under the hood.

## WEIGHT

37. Complete tube chassis will weigh 2400 lbs with 53% left side weight.
38. Minimum total weight shall be 2150 for non-full tube chassis.
39. Maximum left side percent shall be 55% for non-full tube chassis.
40. Weight to be checked with driver in proper seated position in the car.
41. No tolerances will be allowed on left or total!
42. Weights are subject to change at any time by Tech if deemed necessary to even the competitiveness of the competition.

## WHEELS

43. 13 inch steel or chrome only. Maximum 7 or 8 inches wide. 1 inch wheel lugs required. Heavy duty studs are optional. Wheel spacers are NOT ALLOWED.
44. Track tire TBA

## PENALTIES

THE DISCRETION OF THE TECH DEPARTMENT IN ALL MATTERS CONCERNING THESE RULES WILL BE FINAL AND IN ALL CASES ALL PENALTIES WILL BE DETERMINED ON A CASE BY CASE BASIS.

CANAAN OFFICIALS RESERVE THE RIGHT TO CHANGE OR MODIFY THESE RULES AT ANY TIME AS NEEDED IN THE INTEREST OF FAIR AND EQUAL COMPETITION.