

2026 BUILT MINI RULES FAMILY TRADITIONS MOTORSPORTS

Basic rules

- Any front wheel drive car with a wheelbase no bigger than 110in. Any rear-wheel-drive car with no bigger than a 107 in wheelbase.
- No 4WD vehicles.
- Motor swaps are allowed but no added material to make that swap possible (read cradle rules in frame section). **NO CRADLE SWAPS**
- Car must be clean of trash, bumper covers and head lights and taillights (bulbs included) must be removed as well. This will be enforced this year especially all outside body parts.
- You may run a shifter, gas or brake pedals and oil/trans cooler. (No added strength to the body and frame)
- Must have helmet and eye protection
- PLEASE TAKE TIME to secure your gas tank and battery, if you can't then you will not run.
- No car will be running that's leaking fuel!!!!
- You must wear a seat belt.
- Judges decisions are final

We would really like to see drivers in fire suites or at least fire jackets, a cheap way to save your life.

Cage

- You can have a 4-point cage, door bars are to be no bigger than 2x8, front and rear bars no bigger than 4x4 and tank protector nothing excessive. You may run 4 down legs. 2 per side. Must only weld to the floor pan and NOT protrude to the frame at all. **NO TURNBUCKLES OR ANYTHING THAT WOULD ACT AS A TURNBUCKLE.**
- Your door bars must be no further back than 8 inches from the door post, that goes for the back seat bar as well.
- Tank protector is to be no wider than 28 inches. You may have an upright on each side of it with two bars going directly forward covering the sides of the tank. Must go no higher than 5 inches above the tank. No bigger than 2x2 tubing. (don't get crazy with these or they will be cut out). No, it cannot go into the trunk area, it must be a minimum of 3 inches away from the rear window bar fresh or pre ran it doesn't matter.
- **NO KICKERS.** Do not use your steering column or battery box as one either so pay attention when you're building it.
- Door bars, dash bar, rear bar and tank protector must be 5 inches away from floor pan or anything to strengthen the car.
- If your batteries, steering column, trans cooler or anything acts as a kicker/pin/ gusset it will be removed.
- Roll bar must go straight up and over. You may bolt it with 2- ½ bolts to the roof only, no bigger than a 4x4 plate for those mounting spots no bigger than 2x6 on the roll bar.

Body

- You may crease any outer panel on the body but **NO WEDGE CARS!** Pre bending is ok but don't get crazy!

- Doors and trunk can be welded every 6 inches and then skip 6 inches 3x1/8 material, the driver's door may be welded solid with an inside door plate for your door if desired. (Simple Solutions Door Plate) the inside door plate may only have vertical seams welded in 3 spots per side.
 - 1 - 10x10 hole must be cut in the trunk lid if we can't see in it.
 - To mount the hood, you can have 4 - 3-inch-long pieces of 2x2 angle welded to the fenders with a 1/2 bolt through it to hold the hood down. If you'd rather use bolts, you can have 6 locations with 5/8 bolts holding it down. IT MUST be a factory mini car hood. 8 bolts max in the hood.
 - Windshield bar is too big no bigger than 2x2 tubing or 3-inch 3/8 flat bar. It may not be used as any kind of kicker or lock anything it to the cage or it will be cut out.
 - Rear bar can be 2x2 1/4 tubing or 3-inch wide 3/8 flat bar it can be attached to the roll over bar if you choose to do so. 4 inches welded to the roof; it must go at the rear window area in the center of the car. No cutting a hole in the roof and running it through there. It also must mount at the speaker deck trunk lid area in the center of the car. You may have a 5x5 1/4 plate for it to set on and weld to. If you cut the speaker deck out and move the trunk back it still doesn't matter, must be where the factory location is. If it isn't it will be removed!! Keep it away from the tank protector as well. Must be a 2-inch gap between.
 - You can have a center bar for shifters or accessories, but it must meet the same rules as all other cage components.
 - No wire, straps, cable or anything from cage to body.
- . Absolutely no self-taping screws in the body or frame, or bolts, or rivets, nothing.

Frame/Bumpers

- No frame creasing or frame manipulating, sub frame as well. Don't fill in holes, don't crease a frame then add weld.
- You may have 6 - 4x4 patch plates for fresh cars, 8 4x4 patch plates for pre ran. You can place them anywhere you want them, any way you want them but cannot be used as a kicker or to tie into the cage in any way.
- You may cut the crush point out of the car, car can but cut back to the core support but no further DO NOT ALTER / BUILD OR RE-ENFORCE the core support. THE CORE SUPPORT MUST BE FACTORY. If it's junk, I need pics, but it will be very minimal on what material you may use to repair it with.
- No seam welding of any kind on the frame or body
- Rust repair i must get detailed pictures and it will be minimal.
- At your core support you can change that body mount out with 3/4 all thread that can go through the hood.
- You may have a 10-inch bumper shock no bigger than 2x2 square tubing or round stock, it can be on the outside of the frame ONLY.
- No pins or plating the frame or it will be an AUTOMATIC DQ!
- You may have a piece of tubing 2x2 NO BIGGER THEN 2 inches welded to the side of the frame for your strut to rest on HOWEVER no patch plate can touch this piece of tubing. It must be at least 2 inches away or it'll be removed completely!!
- You may re bolt the front sub frame bolts using 3/4 all thread, go up through the core support and use as a hood mount. No tubing involved, only all thread.
- FRONT bumpers are to be no bigger than 4x8 tubing and no smaller than 4x4. The ends must be capped and no sharp points. DEC, Burton, Smith style bumpers Brian's machine shop, Dixon, Amish etc. is ok. NO

Chrysler pointy bumpers will be allowed this year on any small car. Brian's Machine Shop replica 74 and 76 Chevy bumpers are ok though.

- REAR bumpers you can have a piece of tubing no smaller than 2x4 3/16 and no bigger than 4x8 3/16 if its smaller or bigger don't waste your time it will be cut off! Cap the ends and make sure it's not a safety concern; THIS WILL BE HIGHLY CHECKED!!!
- Bumpers can have a 5x5 1/4 mounting pad welded to the end of the frame for the bumper to be welded to. THIS MUST BE IN BETWEEN THE FRAME AND THE BUMPER. NOT ON TOP.

Suspension / Drivetrain

- You may run homemade struts
- Any wheel and tire combo / if running foam filled and it becomes an issue you may have to have disqualified.
- You may re-enforce your tie rods
- Leaf spring cars must run factory leafs and factory shackles and clamps. If rusted or broken I need pics.
- You may run a braced rear end but no solid axles, the rear end brace must be 4 inches away from anybody or frame component. (fresh or pre ran)
- you may reinforce your trailing arms, no bigger than 2x2 and must not strengthen the car in any way. You cannot run one solid piece of tubing across the back to act as a straight axle. Needs to have a gap.
- If you're running a rear wheel drive you may run solid shocks in the rear for ride height. 3/4-inch all thread is fine.
- Only RWD cars can have a piece of 2x2 - 3 inches long welded to the bottom of the frame to mount the sway bar. Sway bar can be bolted solid to the lower a-frame NOT WELDED! (If you push the sizes you will cut).
- Engine mounts can be aftermarket no bigger than 3x3 pads for RWD and no bigger than 2x2 tubing for the FWD cars. If it's made to strengthen the car it will be cut off.
- You may convert and car to carb
- Header protectors are ok but must not connect to anything else such as factory strut bars or anything else.
- Radiators must remain in the factory location. You can weld the cradle to the subframe with NO added metal. You can also bolt it in if you choose but do NOT do both.

If you have any questions call Phillip Bussell (606) 748-4628. Brayden Bussell (606) 748-4344.