



# Mini Stock Rules

Evergreen Speedway – Monroe, WA

## 2012 NASCAR Mini Stock rules

(REVISED 12/26/2011)

*CHANGES MAY BE MADE IF THERE IS A FURTHER NEED FOR BETTER BALANCE OF COMPETITION BETWEEN FUEL INJECTED/CARBURETED/ROTARY TYPE CARS.*

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK OFFICIALS. ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTEREST OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE OF COMPETITION.

IT IS THE RESPONSIBILITY OF THE DRIVER TO ENSURE HIS/HER CAR MEETS THE RULES AT ALL TIMES ON THE TRACK TO INCLUDE WARM-UP, PRACTICE AND COMPETITIVE LAPS.

### **EXPLANATION:**

The Mini Stock division is designed to promote greater interest in stock car competition and to enable new and inexperienced drivers and owners to compete in their own class. It enables individuals with moderate means to participate without spending a significant amount of money for race equipment.

Decisions and interpretations of the rules by Tech inspector shall be final. No changes from stock production automobiles to component parts except as listed in these rules are allowed. If it doesn't say you can...you can't.

### **A. ELIGIBILITY**

1. All drivers, car owners, and mechanics must be registered members of NASCAR in good standing.
2. All entrants must have a valid pit pass.
3. The driver who qualifies the car (time in or heat race) must drive the car in ALL EVENTS for that night, unless cleared beforehand by chief steward.

## **B. PROTESTS, APPEALS AND COMPLAINTS**

1. The manner in which protests and appeals must be made in the Mini Stock division shall be governed by the current NASCAR rulebook or the track rules.
2. Protests for alleged violations of rules must be filed by the driver.
3. Protests must be filed with the Chief Steward within 30 minutes of the last event of the program.

## **C. COMPETING MODELS**

1. Competition will be open to American and foreign vehicles, 104" stock wheelbase or less.
2. **Please call for Year, Make and Model questions before building your vehicle.**
3. No turbo or supercharged motors.
4. No convertibles, pickups, or roadsters allowed.
5. No four-wheel drive or four wheel steering allowed

## **D. WEIGHT**

1. **Minimum weight, including driver is before the main event. 1% allowance after the race.**
  - a. Front engine, solid axle, rear wheel drive: 2100 lbs.
  - b. Front engine, front wheel drive: 2000 lbs.
  - c. Front engine, rear wheel drive, independent rear suspension: 2400 lbs.
  - d. Any drive train layout with fuel injection: 2500 lbs.
  - e. Volkswagen with air-cooled engine: 1.0lb/cc
  - f. Rotary engine powered: 2500 lbs.
  - g. In fairness of competition, the board may adjust minimum weights on specific cars.
  - h. 56% maximum left-side weight.

## **E. ENGINES**

1. Only standard production four cylinder engines for make allowed. (Volkswagen to Volkswagen, Honda-to-Honda, etc.)
2. **Maximum 2,400 cc OEM engine size / overbore to maximum 2600 cc allowed**
3. Rotary engines permitted with no internal modification and no port or polishing of intake and/or exhaust ports. Maximum of two rotaries. **The 2013 race season will be the final year of rotary competition.**
4. Must be mounted in stock location and centerline.
5. Block OEM only, modification allowed.
6. Aftermarket and modified internal parts allowed.
7. Engine size in cc posted on left (driver's) front fender

## **F. CYLINDER HEAD**

1. Cylinder head must be OEM for make of car. No racing heads allowed (i.e. Yates, Ford Motorsport, Cosworth, etc.)
2. Porting and polishing allowed on single cam (8 valve and 12 valve)
3. Porting and polishing NOT allowed on dual cam or 16 valve heads.

4. Four valve heads to be used only on correct cc factory **block**.
5. Any aftermarket or OEM valve train component allowed.

## **G. INTAKES**

1. Modification allowed, aftermarket allowed, adaptors allowed. For rotary engines see engine rule 3
2. Carburetor adaptor: Maximum 2 ¼ inches allowed between mounting surface of carburetor and intake.
3. Only single throttle body allowed on fuel-injected cars.

## **H. CARBURETORS AND FUEL INJECTION**

1. Any single two barrel carburetor allowed. Maximum 500 cfm
2. Choke horn may be removed.
3. Air cleaner mandatory at all time on carbureted cars—F.I. cars aftermarket air box (K&N etc.) allowed.
4. Air cooled Volkswagen may use any carburetor setup with up to **650 cfm**.
5. Must have two return springs.
6. Only single throttle body allowed on fuel injected cars
7. **OEM or aftermarket ECU or aftermarket PROM chip allowed to remove rev limiter.**
9. **All ECU will be subject to tech. No remote, wireless or laptop tuning will be permitted at the track. ECU port/ data link / connection may be sealed by tech.**
10. No download of data from ECU will be permitted. If having computer problems, a tech official must be present before scanner (ODB code fault type) is connected to ECU. Official will be told the what problem is, if one exists, and shown the part (TPS, MAP sensor etc.) that is causing the fault.
12. Fuel injection Throttle body, injectors, fuel rail, sensors, must remain unmodified. Must be OEM, matching make and model, for engine being used.

## **I. ELECTRICAL SYSTEM**

1. Must have working starter at all times
2. Crank trigger ignition allowed.
3. A master on off switch must be located on the roll bar directly behind the driver's seat and accessible from the outside, or on the dashboard just right of the center, and must be clearly labeled.
4. Battery must be mounted securely in an approved battery box.
5. Battery to be mounted behind driver in front of rear firewall and as far left as possible.
6. Battery and fuel pump will not be permitted in the fuel tank area.
7. Alternator optional.
8. No in-car adjustable timing
9. No magnetos allowed
10. Aftermarket distributors and MSD units allowed.
11. Only one coil allowed unless OEM

## **J. COOLING SYSTEM**

1. Cars must carry an approved catch can or overflow tank; cannot be mounted in driver's compartment.
2. No anti-freeze or ethylene glycol coolants allowed; **Redline Water Wetter allowed**

## **K. LUBRICATION**

1. No graphite based oil.
3. No dry sum systems.

## **L. EXHAUST**

1. Mufflers required at all times.
2. Any exhaust system mounted through car must be covered in a neat safe manner; subject to tech.
3. Must be securely mounted
4. Maximum noise level is 92 DBA at 75 feet.
5. Exhaust must extend behind driver and exit outside of car

## **M. TRANSMISSION**

1. OEM standard for make; adaptors allowed.
2. Must have working first and reverse gear
3. Scatter shield mandatory ¼ inch steel or approved blanket.
4. Starter mounting position must remain in stock location.
5. Front wheel drive vehicles **May Not** use posi-traction or limited slip differential.

## **N. REAR WHEEL DRIVE; DRIVE SHAFTS**

1. Must be stock production for make, model and year.
2. Must have 2 U-shaped brackets no less than 2 inches wide and 1/4inch thick fastened to floor to keep drive shaft from coming dislodged.
3. Must be painted white.

## **O. FRAMES**

1. Original frame rails required; no lightening, may be reinforced.
2. Rear firewall with a minimum of 20-gauge steel is required between driver's compartment and the fuel cell.
3. Original floor pan required; must be complete in driver's compartment. **Rocker panel to rocker panel.**
4. Fender wells and strut towers may be removed.
5. No roll cage bars to the front bumper directly; must retain crush zone and are subject to tech.

## **P. SUSPENSION**

1. Must be per manufacturer, make, and model.
2. Reinforcing allowed
3. May be lowered
4. Coil-overs allowed
5. Springs optional: must be per manufacturer type (i.e. leaf, coil, or torsion) make, model, and year.
6. Weight jacks, screw jacks, and adjustable sleeves allowed.
7. Sway bars optional, one piece only
8. Spindles and/or steering knuckles must be OEM or direct replacement
9. Control arms- modification allowed, **OEM replacement or** aftermarket allowed. Must be mounted in stock location
10. Mounts may be slotted, adjustable and/or heavy duty
11. **Aluminum shocks allowed. Struts may be aluminum** or steel body OEM or replacement, heavy duty allowed.
12. Pan hard bar allowed, may be adjustable.
13. Wheel base must be within plus or minus one inch, **not to exceed 104"**.

## **Q. STEERING**

1. Steering racks and steering boxes may not be moved or repositioned from stock OEM location
2. **Heim Joints allowed.**
3. Steering column must be padded

## **R. BODIES**

1. All cars must have complete bodies, trunk/deck lid, hoods, fenders, etc.
2. No car will be allowed to run more than one week with fenders lost in previous competition.
3. All bodies must be installed on frame as per manufactured, and in the stock location.
4. Hood may be modified to clear air cleaner. Not to be overdone and subject to Tech
5. Doors must be stock appearing; may be made of aluminum. All doors must be securely fastened.
6. Hood may be lightened and trimmed to allow aftermarket nosepiece. Hood will have rolled edges with no sharp edges. **(Fiberglass replacement ok).**
7. Fenders may be altered for clearance only, no handmade fenders. **(Fiberglass formed fenders ok).**
8. Front hoods must use hood pins, rear lids/trunks if operable must use hood pins.
9. Side skirts and air dams allowed. Front and rear spoilers allowed, must be securely fastened. No fiberglass.
10. **Rear spoilers may not protrude farther than the outermost edge of the bumper. Spoilers will not exceed the width of the car. One rear spoiler with a maximum height of 6". No sideboards.**
11. Sunroofs must be removed and covered with minimum of .020-gauge steel. No aluminum.

## **S. BUMPERS**

1. Aftermarket allowed
2. Cannot extend outside of body lines
3. Side nerf bars allowed: 1 ½ inch outer diameter tubing OR 1 inch by 2 inch rectangular tubing. Ends must be plugged and smooth, no jagged or rough edges; must not extend past outer edge of tires.

## **T. GLASS**

1. Windshields mandatory; must be mounted in original position and within windshield cavity.
2. Windshield safety clips must be installed: four (2 top and 2 bottom) 3 inch by 1 inch by 1/8 inch bolted to car and extending two inches over windshield or, if using Lexan, windshield must be riveted in a safe manner, subject to tech.
3. Mirrors must be mounted within the bodylines of car.
4. Quarter and back windows may be replaced with Lexan; no glass.
5. Electric windshield wipers mandatory; must be in working condition.
6. All front glass must be removed except windshield.

## **U. ROLL BARS**

1. Full roll cage constructed of 1 ½ inch steel seamless tubing. Minimum .095 wall thickness. No water pipe.
2. Minimum three crash bars on driver's side, two on passenger side. Driver's sidebars must extend into driver's door cavity and touch door skin; at least one bar must extend into passenger side door cavity.
3. One windshield bar must run from top of cage to cowl area to prevent cave in. Must be 1 ½ inch roll bar material.
4. A minimum 1/4" inspection hole in driver's side vertical support.
5. All cars must have window net on driver's side, must securely be fastened, subject to tech.
6. All main cage and driver's sidebars door must be gusseted.
7. No offset roll cages. Cage legs must extend from floor to roof and conform to inside body contour. Subject to tech.
8. Roll cage workmanship and installation are subject to tech.
9. All cars must have 1/8" steel plate welded onto or in between driver's side door bars.
10. Reinforcement is allowed in back of front firewall.
11. **Front hoop mandatory.**
12. Outlaw Compact class vehicles with right side roll cage legs located at outside of right frame rail, will be grandfathered.

## **V. SEATS**

1. Aluminum racing seats mandatory. (Mandatory high back/ double wrap around).
2. No homemade seats allowed.
3. An approved headrest mandatory
4. Must be securely fastened to roll cage at top with two bolts and at bottom with four bolts.
5. It is recommended that all seats have padded rib protection and seat leg extensions on right and left sides.

## **W. SAFETY BELTS**

1. A quick release lap belt no less than three inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts no less than 3/8 inch in diameter.
2. Shoulder harness must be no less than three inches wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Shoulder harness inertia reels cannot be used.
3. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to

the lap seat belt on top. Cannot be less than two inches wide.

4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.

5. All seat belts and shoulder harnesses must connect at the lap belt with a NASCAR approved quick release buckle. (Recommend replacement every two years.)

## **X. FUEL TANKS AND FUEL**

1. Gasoline only. No methanol or exotic fuels of any kind. NOTE: NASCAR reserves the right to have all cars use the same brand of gasoline.

2. Electric fuel pumps allowed. If mounted in rear area, pump must be protected by a skid plate. Oil pressure override mandatory.

3. Fuel tank or fuel cell must be moved into trunk and be securely fastened in a safe manner as close to the firewall as possible; equal distance between frame rail. All tanks must be approved by tech and installed in a safe manner.

4. No aluminum fuel tanks, cells, or lines.

5. Maximum fuel capacity of 12 U.S. gallons.

6. Fuel vent line and filter neck must be equipped with check valve. No converted grease or oil containers or similar utensil may be used as a fuel tank.

7. Extra tanks, cells, or lines, concealed or otherwise are prohibited.

8. Fuel cell or tank and fuel cell container, if installed in a recessed well, must be secured with steel straps 1/8 inch by 1 1/2 inch, not less than two lengthwise and two crosswise. Base frame must be made of 1 inch by 1-inch square tubing minimum, bolted flat to the floor pan with no spacing. Fuel cell container must be supported by three straps, minimum of 1 inch square tubing to frame equal distance from each end.

9. When mounting fuel cell or tank through trunk floor, an additional container of minimum 20-gauge steel must be securely mounted to floor of trunk for installation of fuel cell container. A 1-inch square tubing reinforcement frame must be welded to the floor pan from rail to rail.

10. Firewall of steel no less than .020 gauge thickness must be located between the trunk and the driver. Cover must be removable for tech inspection.

11. A pan of .020 gauge steel is mandatory when the fuel cell container or tank hangs down from the frame rails. This pan may be attached to the frame rails only and extend under the fuel cell container, but not beyond the rear frame cross member. Bottom of fuel cell container must have a minimum ground clearance of eight inches.

12. No fuel cooling cans or devices will be allowed.

13. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in steel.

14. No glass or plastic filters allowed.

## **Y. BRAKES**

1. All cars must have four-wheel brakes in operating condition. Tilton style dual master cylinder with brake bias allowed. A maximum of one proportioning valve on each car.

2. Rotors must be stock. No home built and/or drilled rotors.

3. A maximum of two ducts or scoops per brake with a maximum three inch flexible hose to the brake; may be used for cooling.

4. No anti-lock brakes or components allowed.

## **Z. WHEELS**

1. Eight-inch maximum wheel width.
2. One piece steel wheels only
3. No wheel spacers between wheel and hub.

## **AA. TIRES**

*The only approved tire for the 2011 season is the Goodyear . All tires must be purchased from Evergreen Speedway. penalized. Penalty may include loss of points, fine, suspension and/or other.*

### *Mini Stock Tire rules:*

1. *Opening day for your class you are allowed to check in six new tires, this is the only time you are allowed six new tires, any time after that you are only allowed five new tires.*
2. *Mini Stocks are allowed one new tire every other race that you compete in. For the 5/8 races you may purchase and run up to four (4) new tires for this event. Two (2) new right side tires are highly recommended for this event. Any new tire(s) purchased and ran for this event will not count toward your normal tire rotation purchase. Once this event is over you may rotate one (1) of your tires per event you ran in this event into your inventory without counting it towards your tire new tire purchase rotation. These tires will be counted one tire per race, up to four races. Again these tires do not count for your tire rotation week, but are still considered inventory tires.*
3. *You must run the tire(s) that you checked in that day for qualifying, heat races and main event.*
4. *You must check your tire in before qualifying or you will forfeit your tire for that day. This means that you can save that tire for the next scheduled event.*
5. *You must have ten laps on a tire for it to be considered used. This includes your heat race and main event.*
6. *If you do not have ten laps on a tire, it is still considered new and that tire will carry over as your new tire for your next scheduled event.*
7. *Replacement tires are new for new and used for used. Used tires are at the discretion of the tech officials.*
8. *You have one half hour after the last race of the night to report a flat/damaged tire or that tire will not be replaced for any reason. If a tire goes flat after that time period it will not be replaced for any reason.*
9. *You are only allowed to compete on tires that are checked into your inventory.*



10. *If your car is not able to start a race and you borrow a car you must put your tires on the borrowed car.*
11. *The tires belong to the driver not the car unless a car has more than one driver which must be declared the first night that car competes. These cars are allowed to check in one tire every other time that car competes in an event.*
12. *Once a tire is checked into your inventory it cannot be taken out unless it is flat or damaged. It is your responsibility to make sure that you check in the correct tire(s).*
13. *If you have four new tires you start in back of all the events that day, except 5/8 events.*
14. *Absolutely no tire additives or softener and no tire shine.*
15. *Take offs from a B main car are not allowed to be raced on an A main car.*

## **BB. PERSONAL SAFETY EQUIPMENT**

### **1. General**

- a. Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
- b. Each competitor is expected to investigate and educate himself/herself fully to the availability and effectiveness of personal safety equipment.

### **2. Protective Clothing**

- a. All parts of a driver's body must be protected by fire resistant clothing and/or equipment
- b. It is strongly recommended that during race conditions, any crewmember who steps into the car servicing area m

At no time will additives, chemicals, softeners, enhancers or strengtheners be applied to any tires. All tires at Evergreen speedway will be checked into inventory. Practice tires and race tires will be inventoried to drivers. Un-checked tires will be confiscated by the speedway. Any tire found to be in possession of a different driver than who they are inventoried for will result in disqualification for both drivers and grounds for suspensions and fines. No passing of **NEW** tires from one driver to another permitted at any time. Any tire brought into facility found to be softened or not having a durometer within spec, will be confiscated, and penalties issued. This means any tire! Leave it at home or it will cost you. We are permitted to enter your pits and/or haulers to check for softened tires or anything that may be detrimental to the class in the best interest of "fair play" Thank you for remembering this all season.

Mini Stocks:

ust be protected by fire resistant clothing and/or equipment that effectively covers the body.

c. It is strongly recommended that during race conditions, any crewmember involved in fueling the car or handling and transporting fuel in the pit area, must have all parts of the body protected by fire resistant clothing/or equipment.

**d. IT IS THE RESPONSIBILITY OF THE DRIVER, CAR OWNER, OR CREW MEMBER, NOT EVERGREEN SPEEDWAY, TO INSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.**

### **3. Other Safety Devices**

a. It is mandatory that each car, have a fire extinguisher within the driver's reach. It is strongly recommended you have a built-in, fully charged Halon 1211 or equivalent fire extinguisher equipment with a visible, operating pressure gauge, but it must not be dry powder or liquid type. The fire extinguisher must be securely mounted (no fire extinguishers may be secured by duct tape or wire.

b. All entrants should have in their pit area as part of their equipment at all times a fully charged 10 or 13 pound capacity dry chemical Halon or its equivalent, with a visible operating gauge and showing current inspection certificate.

c. Passengers will not be permitted in or on a racecar at any time.

### **4. Helmets**

a. Drivers must wear a helmet meeting specifications set forth in the Federal Regulations, Federal Safety Standard, or meet the specifications set forth by the American National Standards Institute, Inc., at all times on the racetrack.

b. The driver must wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modifications to the helmet for any purposes should not detract from its effectiveness.

c. It is strongly recommended that during race conditions, any crew member who steps into the car servicing area must wear a helmet.

d. It is strongly recommended that during race conditions, any crewmember involved in fueling the car must wear a full-face helmet and a fire resistant head sock.

### **5. Head and Neck Restraint Device/Systems**

a. It is strongly recommended that at all times during an EVENT, practice, qualifying and competition), drivers must connect their helmet to a NASCAR approved head and neck restraint device system. The head and neck restraint device system when contacted must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.

**b. IT IS THE RESPONSIBILITY OF THE DRIVER AND/OR CAR OWNER, NOT EVERGREEN SPEEDWAY, TO INSURE THAT HIS/HER HEAD AND NECK RESTRAINT DEVICES SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

c. The following are the current NASCAR approved head and neck restraint device/systems: HANS device

### **CC. Appearance:**

### **1. Identification**

- a. Numbers must be a minimum of 16" high and 3" in line width of the sides and top of car. Top Number must be read from right side of car.
- b. Numeral edges must be definite. Minimum 8" high number must be displayed on the upper right corner of front windshield.

**2. Appearance** All cars must be brightly painted and in contrasting colors. All dark colored cars must have a lighter band painted across front and rear to enable them to be seen by other drivers. You will have a one-week grace period to make repairs to damaged areas. All cars will have accessible tow hooks on both ends of body frames. Hooks must be painted white.  
**MANDATORY!**

### **3. General Information**

- a. We expect all participants to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from our show. Cars in the opinion of the officials, that lack in appearance or are deemed unsafe, will not be allowed to race until acceptable.
- b. All car construction rules will be decided by NASCAR Tech Inspectors. Burden of proof on any concern will be the responsibility of the owner and driver.

**ALL NASCAR SUPER STOCK CAR NUMBERS WILL BE ASSIGNED BY THE  
SPEEDWAY OFFICE (360) 805-6100 AND MUST BE RENEWED EVERY YEAR  
WHAT TO DO IF YOU ARE INJURED IN AN ACCIDENT AT EVERGREEN  
SPEEDWAY ON SATURDAY NIGHT...**

1. Have the ambulance attendant check you out and fill out an accident report.
2. GET MORE MEDICAL ATTENTION IF NECESSARY
3. If you have follow-up treatments, please advise your doctor of the following;
  - a. Your Insurance Carrier
  - b. NASCAR Insurance
  - c. NASCAR Address:  
Benefit Plan Administrator  
Attn: Dana Brill  
P.O. Box 2875  
Daytona Beach, Fl. 32115-2875
  - d. The date of your accident
  - e. The time and place of your accident
4. Your doctor should then bill NASCAR directly
5. If you have any other questions, please ask in the Speedway Office

**It is the responsibility of the driver to ensure their car confirms to all rules and regulations at anytime while on the racing surface or anywhere on premises. To include practice, time trials and competitive racing.**

