



2023

2023 NASCAR Mini Stock Rules

Evergreen Speedway, Monroe, WA

(Updated 11/03/2022.)

Rule Book Disclaimer

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be in compliance with these rules and regulations. All rules are subject to the interpretation of the track officials. Any equipment that the officials consider exotic or not in the interest, or intent of the rules will be considered not legal for competition. Adjustments may have to be made in the interest of fairness, safety, and competition.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant spectator official or others. The Tech Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car confirms to all rules and regulations at all times.

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 the rules don't state that you can, you can't.

1. COMPETING MODELS

1. Competition will be open to American and foreign vehicles, 104" stock wheelbase or less. Must have been originally available with a four-cylinder engine.
2. Please call for year, make and model questions before building new vehicles.
3. No turbo, supercharged or rotary engines allowed.
4. No convertibles, pickups, roadsters four-wheel drive or four-wheel steering allowed.

2. WEIGHT

1. Minimum weight, including driver is before the main event.
2. 1950 lbs. Front carbureted engine, front wheel drive.
3. Front carbureted engine, solid axle, rear wheel drive.
 - a. 0 - 2359cc engine: Hyd. Cam, non-roller non-ported – 2200lbs
 - b. 0 – 2359cc engine: Roller Cam & ported – 2300lbs
 - c. 2360 – 2600cc engine – 2400lbs
4. 2400 lbs. Front carbureted engine, rear wheel drive, independent rear suspension.
5. Volkswagen with air-cooled engine: 1.0 lb./cc
6. See addendum for fuel injected weights.
7. In fairness of competition, the Tech Director may adjust minimum weights or left side percentages on specific cars.
8. 56% maximum left-side weight.
9. 47% maximum rear weight. Rear Engine, air cooled VW are exempt from this rule.

3. ENGINES

1. Only standard production four-cylinder engines for make allowed. (VW to VW, Honda-to-Honda, etc.)
2. Maximum 2600 cc with overbore.
3. Engine must be mounted in stock location and centerline.
4. Block OEM only, modification allowed.
5. Aftermarket and modified internal parts allowed.

4. CYLINDER HEAD

1. Cylinder head must be OEM for make of car. No racing heads allowed (i.e. Yates, Ford Motorsport, Cosworth, etc.) No 2.3l or 2.5l aluminum heads
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 components allowed.

5. INTAKES

1. Modification allowed, aftermarket allowed, adapters allowed.
2. Carburetor adapter: Maximum 2 ¼" allowed between mounting surface of carburetor and intake.

6. CARBURETORS

1. Any single two-barrel carburetor allowed. Maximum 500 CFM.
2. Choke horn may be removed.
3. Air cleaner mandatory at all times on carbureted cars.
4. Air cooled Volkswagen may use any carburetor setup with up to 650 cfm.
5. Must have two return springs.

7. FUEL INJECTION: *See Addendum*

8. COOLING SYSTEM

1. Cars must carry an approved catch can or overflow tank; cannot be mounted in driver's compartment.
2. No antifreeze or ethylene glycol coolants allowed. Red Line Water Wetter allowed.

9. LUBRICATION

1. No graphite-based oil.
2. No dry sump systems.

10. 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. No in-car adjustable timing.
8. No magnetos allowed.
9. Aftermarket distributors and MSD units allowed.
10. Only one coil allowed unless OEM.
11. No traction control, electrical or mechanical allowed.

11. EXHAUST

1. Any exhaust system mounted through car must be covered in a clean, safe manner. Subject to tech.
2. Must be securely mounted.
3. Strictly enforced 90 DB maximum at 50 feet.
4. Muffler is mandatory
5. **Under car exhaust outlet may be required**
6. Cars not in compliance will not be allowed to practice or compete.

12. TRANSMISSION/REAR ENDS

1. Transmission must be OEM standard for make. Adapters allowed.
2. Transmission must have working first and reverse gear
3. Clutch scatter shield mandatory. ¼" steel or approved blanket with 180-degree coverage.
4. Starter mounting position must remain in stock location.
5. All differentials must be open, welded or spooled. NO lsd, lockers or helical carriers allowed
6. No quick-change rear ends
7. 9" rear end OK. Steel housing with welded steel tubes only. Cast iron 3rd member only. No Floaters

13. FRAMES

1. Original frame rails required. No lightening. May be reinforced.
2. Rear firewall with minimum 20-gauge steel is required between driver's compartment and the fuel cell. Cover must be removable for tech inspection.
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.

6. All cars must have tow hooks, must be readily visible.

14. SUSPENSION

1. Suspension style must be per make, model & year. (strut to strut, coil to coil, leaf to leaf etc.)
2. Reinforcing allowed.
3. Coil overs allowed only on factory coil over cars
4. Rated race springs are allowed
5. Weight jacks and screw jacks allowed.
6. Sway bars optional, one piece only.
7. Spindles and/or steering knuckles must be OEM or direct replacement.
8. Control arms: OEM replacement or aftermarket allowed. Must be mounted in stock location
9. Mounts may be slotted, adjustable and/or heavy duty
10. Shock or strut mounts may be extended for travel but may not protrude through the body.
11. No 3rd link allowed unless per manufacturer. Must use stock link except as allowed in #18 of this section
12. Any aluminum or steel single adjustable shock or strut per manufacturer. Rebuildable allowed. No canister or external reservoirs. Maximum MSRP of \$175 each with the exception of the QA1 HS601S. QA1 HS601s is allowed on Mustangs
13. One shock/strut/spring per wheel
14. Bump Stops not allowed
15. 3 ½" minimum ride height for any component of the car (body, frame etc.) Measured with driver out of car both pre- and post-race. No lifting or jacking in the tech area.
16. Wheelbase must be within plus or minus one inch, not to exceed 104".
17. Cars that do not meet #1 and/or #3 of the suspension section (example a leaf or big spring car running coil overs) will be deemed legal to compete by adding 100lbs of ballast to their total required weight AND will reducing their left side total to 55% or less.

15. DRIVE SHAFTS - REAR WHEEL DRIVE

1. Aluminum or Steel only. Must be painted white.
2. Must have two U-shaped brackets no less than 2" wide and ¼" inch thick fastened to floor to keep drive shaft from coming dislodged.

16. 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.

17. BODIES

1. All cars must have complete bodies, trunk and deck lid, hoods, fenders, etc.
2. Hood may be modified to clear air cleaner. Not to be overdone and subject to tech.
3. Doors must be stock appearing; may be made of aluminum. All doors must be securely fastened.
4. Hood may be lightened and trimmed to allow aftermarket nose piece. No wedge or dirt style noses allowed. Hood must have rolled edges with no sharp edges. Fiberglass replacement hood ok.
5. Fenders may be altered for clearance only, no handmade fenders. Fiberglass formed fenders ok.
6. Front hoods must use hood pins, rear deck lid, if operable must use hood pins.
7. Side skirts, air dams, front and rear spoilers allowed, must be securely fastened.
8. One 6" rear spoiler allowed. Must be mounted past the rear tires and not protrude farther back than the outermost edge of the bumper. Must not exceed the width of the body. No sideboards.
9. Sunroofs must be removed and covered.

18. BUMPERS

1. Aftermarket bumpers and bumper covers allowed
2. Cannot extend outside of body lines
3. Side nerf bars allowed: 1 ½" maximum outer diameter tubing or 1" x 2" rectangular tubing. Ends must be capped and smooth, no jagged or rough edges. Must not extend past outer edge of tires.

19. GLASS

1. Windshields mandatory. Must be mounted in original position and within windshield cavity.
2. Lexan windshield OK. Must be installed in a safe manner. If using factory glass, safety clips must be installed with four (2 top and 2 bottom) 3" x 1" x 1/8" bolted to car and extending 2" over windshield. 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.

20. 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 or drilled rotors.
3. Maximum two cooling ducts or scoops per wheel. 3" Max flexible hose.
4. No anti-lock brakes or components allowed.

21. WHEELS

1. 8" maximum wheel width.
2. One piece steel wheels only.
3. No wheel spacers allowed.

22. ROLL BARS

1. Full roll cage of 1 ½" x .095" steel seamless tubing required. All specifications are subject to tech.
2. Minimum three crash bars on driver's side, two on passenger side. Driver side bars 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" x .095"
4. A minimum ¼" inspection hole in driver's side vertical support.
5. All main cage and driver's side door bars must be gusseted.
6. No offset roll cages. Cage legs must extend from floor to roof and conform to inside body contour.
7. All cars must have 1/8" steel plate welded onto or in between driver's side door bars.
8. Front hoop mandatory.

23. FUEL TANKS AND FUEL

1. Gasoline only. No methanol or exotic fuels of any kind. 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.
3. Oil pressure shut off override mandatory with electric fuel pump.
4. 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 rails. All tanks must be approved by tech.
5. No aluminum fuel tanks, cells, or lines.
6. Maximum fuel capacity of 12 U.S. Gallons.

7. 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.
8. Fuel cell or tank and fuel cell container, if installed in a recessed well, must be secured with steel straps 1/8" by 1 1/2" not less than two lengthwise and two crosswise. Base frame must be made of 1" square tubing minimum, bolted flat to the floor pan with no spacing. Fuel cell container must be supported by three straps, minimum of 1" 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 used. 1" square tubing frame must be welded to the frame rails only and extend under the fuel cell container and not beyond the rear frame cross member. 8" minimum ground clearance.
10. No fuel cooling cans or devices will be allowed. No glass or plastic filters or filter canisters allowed.
11. Any fuel lines that run through the driver's compartment must be one-piece steel braided line or encased in steel tube. No connections inside driver's area. Steel braided line highly recommended.

24. TRANSPONDERS AND IN CAR COMMUNICATION

1. Transponders are required and are to be mounted 15" in front of the rear axle on right side of the car.
2. Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring. Transponders may be rented from Evergreen Speedway. If you enter the racing surface with no transponder you will be Black Flagged. If this happens during a race, you will relinquish your starting position and return to the pits to obtain one.
3. 2-Way radio communication is allowed. Raceceiver is MANDATORY.

25. TIRES: *See addendum*

26. QUALIFYING AND LINE-UPS

1. Qualifying will be used to determine heat race and main event line ups for the entire season
 - a. 1st 8 points
 - b. 2nd 6 points
 - c. 3rd 5 points
 - d. 4th 4 points
 - e. 5th 3 points
 - f. 6th 2 points
 - g. 7th and back 1 point
2. Invert draw is organized by the Pit Stewart



2023 NASCAR Mini Stock Fuel Injection Addendum

This addendum is to create a platform that allows factory fuel injected cars to be competitive with our current Mini Stock Class. These exceptions to our rules are being offered on trial basis and will be adjusted as necessary to keep competition even and fair. This addendum does not guarantee any part purchased will remain legal if deemed an unfair advantage. All weights are subject to adjustment to ensure fair competition without prior notice. This addendum only allows variances to the rules as stated below. Anything not covered here is governed by the 2023 Evergreen Speedway Mini Stock Rules.

2. WEIGHT

10. Add 50 lbs to the minimum weight of your combination listed in section 2 of the regular mini stock rules.

7. FUEL INJECTION

1. Fuel injection must be stock for year, make and model. Modifications allowed. OEM or aftermarket ECU allowed. Fuel mapping, timing, delete sensors, etc. may be modified.
2. Only single throttle body allowed on fuel injected cars. Aftermarket throttle body OK.
3. Aftermarket injectors allowed. 450cc maximum size.
4. Aftermarket air box allowed.
5. No complete standalone fuel injection systems allowed. Must use some stock components for year, make and model.
6. Inspection: When teched, injectors must be removed by the race team and will be confiscated by Evergreen Tech. They will be sent to a testing facility of the tech director's choice. Injectors that test at or below the 450cc threshold will be returned to the team at no charge. Injectors that test in excess of 450cc will be deemed illegal and not returned.

PERSONAL SAFETY EQUIPMENT

A. GENERAL

1. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
2. Each competitor is solely responsible for the effectiveness of all personal safety equipment used.
3. Each competitor is expected to investigate and educate himself/herself fully in respect to the availability and effectiveness of personal safety equipment.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area or is involved in fueling of the car be protected by fire resistant clothing and/or equipment that effectively cover the body, including helmet.

B. PROTECTIVE CLOTHING

1. Fire resistant clothing and equipment must protect all parts of a driver.
2. Evergreen Speedway requires that all drivers and wear a fire suit in good condition. It is recommended that all drivers and crew wear balaclava, socks, gloves, and shoes in good condition.
3. **IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.**

C. HELMETS

1. Drivers must wear a helmet meeting the 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.
2. Snell SA2015 or newer. Full face helmets required. **NO EXCEPTIONS.**
3. The driver must wear the helmet in accordance with the directions provided by the helmet manufacturer. Any modifications to the helmet for any purpose should not detract from its effectiveness.

D. HEAD AND NECK RESTRAINT DEVICES

1. It is strongly recommended that at all times during any 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 connected must conform to the manufacturer's mounting instructions and it must be configured, maintained, and used in accordance with the manufacturer's instructions.
2. Head & Neck restraints must be dated by the manufacturer and must not be used beyond five years after the manufacture date. Recommend replacement or recertification after three years
3. **IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

E. SEAT

1. Aluminum racing seat is mandatory. No homemade seats. Mandatory high back double wrap-around seat must be securely mounted to roll cage and both top and bottom. The seat must be located so that no part of the driver is outside of the roof hoop coverage area. All seats should have padded rib and shoulder protectors. Full containment seats are recommended.
2. A padded headrest approved by NASCAR officials is mandatory

F. SEAT BELTS

1. A quick release lap belt of no less than 3” wide is required. Both ends of the lap belt, and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than ½” in diameter.
2. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3” wide and must come from behind driver’s seat max 3” below the driver’s shoulders or less than 10 degrees. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
3. A center or submarine belt must be mounted to the lower seat frame at the bottom.
4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
5. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
6. Seat belts must be dated by the manufacturer and must not be used beyond five years after the date of manufacture.

G. WINDOW NET

1. A nylon window screen is mandatory. It must be 22” wide and 16” high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest driver’s door bar on the cage.
2. The window screen must be rib type made from 1” wide nylon material with a maximum of 1 ¾” square between the ribs.
3. All window net mounts must be welded to the roll cage.

H. FIRE EXTINGUISHER

1. It is mandatory that each car have a fire extinguisher within the driver’s reach.
2. It is strongly recommended you have built in, fully charged Halon 1211 or equivalent fire extinguishing 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 extinguisher may be secured by duct tape, zip ties or wire.

All entrants must have in their pit area at all times a fully charged minimum 10-pound capacity dry chemical Halon or its equivalent with a visible operating gauge and current inspection certificate.

GENERAL INFORMATION

All participants are expected 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 the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to race until acceptable. All car construction rules will be decided by NASCAR tech inspectors. Burden of proof on any concern will be the responsibility of the driver.

ALL 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

1. Have the ambulance attendant check you out and fill out an accident report.
2. GET MORE MEDICAL ATTENTION IF NECESSARY.
3. **Inform the Speedway office if you need to open a claim.**
3. If you have follow-up treatments, please advise your doctor of the following
 - a. Your insurance carrier
 - b. NASCAR insurance claim number
 - c. The date of the accident
 - d. The time and place of your accident
4. Your doctor should then bill NASCAR directly.

It is the responsibility of the driver to ensure their car confirms to all rules and regulations at any time while on the racing surface or anywhere on premises. This includes practice, qualifying and competitive racing.

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