



2015 - 2019 NASCAR Mini Stock Rules

Evergreen Speedway, Monroe, WA

(Updated 1/21/2015)

CHANGES MAY BE MADE IF THERE IS A FURTHER NEED FOR BETTER BALANCE OF COMPETITION, ESPECIALLY BETWEEN FUEL INJECTED AND CARBURETED CARS.

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. **The intention is use these rules as the basis for technical specifications for five years, however minor 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 RULLS 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 Race 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.
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. Front engine, solid axle, rear wheel drive: 2100 lbs.
3. Front engine, front wheel drive: 2000 lbs.
4. Front engine, rear wheel drive, independent rear suspension: 2400 lbs.
5. Any drive train layout with fuel injection: 2500 lbs.
6. Volkswagen with air-cooled engine: 1.0lb/cc
7. In fairness of competition, the Tech Director may adjust minimum weights on specific cars.
8. 56% maximum left-side weight.

3. ENGINES

1. Only standard production four cylinder engines for make allowed. (Volkswagen to Volkswagen, Honda-to-Honda, etc.)
2. Maximum 2400 cc OEM engine size. Overbore to maximum 2600 cc allowed
3. Must be mounted in stock location and centerline.
4. Block OEM only, modification allowed.
5. Aftermarket and modified internal parts allowed.
6. Engine size in cc must be posted on left front fender.

4. 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 components allowed.

5. INTAKES

1. Modification allowed, after market allowed, adapters allowed.
2. Carburetor adapter: Maximum 2 ¼" allowed between mounting surface of carburetor and intake.
3. Only single throttle body allowed on fuel-injected cars.

6. 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 times 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 after market ECU or after market PROM chip allowed to remove rev limiter.
8. 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.
9. 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 what the problem is, if one exists, and shown the part (TPS, MAP sensor etc.) that is causing the fault.
10. Fuel injection throttle body, injectors, fuel rail and sensors must remain unmodified. Must be OEM matching make and model, for engine being used.

7. 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. After market distributors and MSD units allowed.
11. Only one coil allowed unless OEM.

8. COOLING SYSTEM

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

9. LUBRICATION

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

10. EXHAUST

1. Mufflers are mandatory
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 95 DBA at 100 feet.
5. Exhaust must extend behind driver and exit outside of car.

11. TRANSMISSION

1. OEM standard for make, adapters allowed.
2. Must have working first and reverse gear
3. Scatter shield mandatory. ¼" steel or approved blanket with 180 degree coverage.
4. Starter mounting position must remain in stock location.
5. Front wheel drive vehicles may not use posi-traction or limited slip differential.

12. DRIVE SHAFTS - REAR WHEEL DRIVE

1. Must be stock production for make, model and year.
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.
3. Drive shaft must be painted white.

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 and available.

14. SUSPENSION

1. Must be per manufacturer 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 etc.) 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: 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 OK.
12. Pan hard bar allowed. May be adjustable.
13. Wheel base must be within plus or minus one inch, not to exceed 104".

15. STEERING

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

16. BODIES

1. All cars must have complete bodies, trunk and 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. No wedge or dirt style noses allowed. Hood must have rolled edges with no sharp edges. Fiberglass replacement hood ok.
7. Fenders may be altered for clearance only, no handmade fenders. Fiberglass formed fenders ok.
8. Front hoods must use hood pins, rear deck lid, if operable must use hood pins.
9. Side skirts, air dams, front and rear spoilers allowed, must be securely fastened. No fiberglass.
10. 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.
11. Sunroofs must be removed and covered.

17. BUMPERS

1. After market 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.

18. GLASS

1. Windshields mandatory. Must be mounted in original position and within windshield cavity.
2. Lexan windshield OK. Must be riveted 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.

19. ROLL BARS

1. Full roll cage constructed of 1 ½" x .095" steel seamless tubing required. 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" x .095"
4. A minimum ¼" inspection hole in driver's side vertical support.
5. All cars must have window net on driver's side securely be fastened. Subject to tech.
6. All main cage and driver's side door bars 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 Series cars with right side roll cage legs located at outside of right frame rail will be grandfathered.

20. SEATS

1. Aluminum racing seats mandatory. Must be high back with double wrap around.
2. No homemade seats allowed.
3. An approved headrest is required.
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 or shoulder protection and leg extensions on right and left sides.

21. 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 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 ½" 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 drivers area. Steel braided line highly recommended.

22. 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.

23. WHEELS

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

24. TIRES: *See addendum*

1. At no time will additives, chemicals, softeners, enhancers or strengtheners be applied to any tires.
2. All tires at Evergreen speedway will be checked into inventory. Practice tires and race tires will be inventoried to drivers. Unchecked 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.
3. No passing of NEW tires from one driver to another permitted at any time.
4. **Any** tire brought into facility found to be softened or not having a durometer within spec, will be confiscated, and penalties issued. Officials are permitted to enter your pits and 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.
5. The only approved tire for 2014 is Hoosier. All tires must be purchased from Evergreen Speedway. See tire use rule.

25. TRANSPONDERS

1. Transponders are required and are to be mounted 15" fore or aft 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.

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.

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 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.
4. **IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT EVERGREEN SPEEDWAY, TO INSURE 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 race track.
2. Snell SA2005 or newer only. 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.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area, or any member involved in fueling the car wear a helmet.

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 connect must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. **IT IS THE REPONSIBILITY OF THE DRIVER AND CAR OWNER, NOT EVERGREEN SPEEDWAY, TO INSURE 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 head rest 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 manufacture date.
7. If a HANS device is being used, then the HANS style seat belts should be used.

G. WINDOW NET

1. A nylon window screen is mandatory.
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. The minimum window screen size shall 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.
4. 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.)
3. 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.

Grace: Any car NOT conforming to the aforementioned rules in any way may be allowed to run with a one week grace period by adding weight and/or other to balance fairness of competition. Allowance of grace period is subject to decision of officials. Decision of officials regarding any car being allowed to compete, or total of concessions/weight additions and/or other shall remain final.

Official request: Any driver not reporting to tech for inspection when asked to so may be disqualified, lose of points and money for the night and subject to additional fines and suspension. Both car and driver may be suspended for a minimum of one race.

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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. 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 the accident
 - e) The time and place of your accident
4. Your doctor should then bill NASCAR directly.
5. Inform the Speedway office if you need to open a claim.

It is the responsibility of the driver to ensure their car conforms 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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