



*****UPDATED 3/23/12 (FUEL RULE)**

CHANGES FOR 2012 ARE INDICATED IN RED.

MINI STOCK DRIVER'S ELIGIBILITY POLICY:

THIS DIVISION IS CONSIDERED AS AN ENTRY LEVEL – AMATEUR DIVISION. DRIVERS THAT HAVE COMPETED FOR A FULL SEASON PRIOR IN THE THOMPSON MODIFIEDS, LATE MODELS, SUPER LATE MODELS AND SUNOCO MODIFIEDS ARE NOT ELIGIBLE TO COMPETE IN THE MINI STOCK DIVISION. 15 YEAR OLD DRIVERS ARE ELIGIBLE TO COMPETE IN THIS DIVISION – NASCAR MINOR RELEASE FORMS AND INSURANCE FORMS ARE REQUIRED.

BODY:

GENERAL: ALL PARTS IN A MINI STOCK MUST REMAIN STOCK OEM UNLESS NOTED IN THE RULES. ANY MAKE, 1978 OR NEWER, FRONT OR REAR WHEEL DRIVE, 4 CYLINDER, 2 DOOR COUPE CAR WITH A MAXIMUM WHEELBASE OF 105" ALLOWED. NO STATION WAGONS, SPORTS CARS OR CONVERTIBLES. NO MID OR REAR ENGINES. NO 4 WHEEL DRIVES. ALL BODY PANELS **MUST** REMAIN STOCK, INCLUDING ANGLES AND OPENINGS. HOODS STOCK OR AFTERMARKET FIBERGLASS (NO HOOD SCOOPS) MUST LAY FLAT WITH NO OPENINGS. DOOR PANELS MAY BE REPLACED WITH SHEET METAL PROVIDED THAT IT FOLLOWS THE SAME CONTOUR AS THE ORIGINAL BODY PANEL (MUST BE STOCK APPEARING). VENT WINDOW ALLOWED; 7" MEASURED FROM THE BASE OF THE A PILLAR. VENT WINDOW MAY NOT BE TAPERED BACK, MUST GO STRAIGHT UP TO PILLAR. THE HEADLIGHT AND TAIL LIGHT OPENINGS MUST BE COVERED WITH SHEET METAL. NO HOLES IN THE REAR BUMPER OR TAIL PANEL. THE **ONLY** PANELS ALLOWED TO BE GUTTED WILL BE THE HOOD, ROOF, TRUNK LID AND THE DOORS. DOORPOST AND INNER QUARTER PANELS & ROCKER PANELS MUST REMAIN. FULL STOCK FLOOR PAN AND STOCK FIREWALL MUST REMAIN. THE TRUNK FLOOR MAY BE CUT FOR THE INSTALLATION OF THE FUEL CELL ONLY. FWD CARS MAY REMOVE THE INNER SHEET METAL PANEL IN FRONT OF THE STRUT TOWER TO THE RADIATOR SUPPORT. SEVERE WEIGHT PENALTIES WILL BE ASSESSED TO CARS THAT DO NOT CONFORM TO THE RULES.

BUMPERS: STOCK BUMPERS ONLY. FACTORY ABSORBERS MUST BE REPLACED WITH STEEL BRACKETS. THE OUTSIDE EDGES OF THE BUMPER MUST BE CAPPED TO PREVENT HOOKING. AFTERMARKET FRONT AND REAR COVERS ALLOWED FOR MODEL BEING USED. NO "DIRT" OR "OUTLAW" TYPE BUMPER COVERS. IF AFTERMARKET BUMPER COVERS ARE USED, BUMPER TUBING MUST BE INSIDE OF COVER AND MAY NOT EXTEND PAST THE FLAT SURFACE OF THE TIRE.

REAR SPOILER: MUST BE MOUNTED ON THE REAR OF THE TRUNK OR FOLLOW THE CONTOUR OF THE REAR PANEL. SPOILER CAN NOT EXCEED THE CONTOUR OF THE BODY AT THE BASE. TOP EDGE OF THE SPOILER MAY ONLY ANGLE REARWARDS A MAXIMUM OF ½". NO SIDE GUSSETS, NO REAR VANES. SPOILER MUST BE CLEAR POLYCARBONATE MATERIAL. ONLY THE BOTTOM 1" OF THE SPOILER MAY BE STEEL OR ALUMINUM. NO DECALS ON THE SPOILER.

MAXIMUM REAR SPOILER; 3" HEIGHT.

GLASS: FULL WINDSHIELD REQUIRED. QUARTER GLASS ALLOWED, CLEAR POLYCARBONATE MATERIAL ONLY. IF QUARTER GLASS IS NOT USED, WINDOW OPENING MUST REMAIN OPEN.

BODY SPOILER: SIDE SKIRTS ALLOWED BETWEEN WHEEL OPENINGS. MUST FOLLOW CONTOUR OF BODY AND MAY NOT BE STEPPED OR ANGLED. SIDE SKIRTS MUST MAKE RIDE HEIGHT.

NERF BARS: MAY BE USED BETWEEN WHEEL OPENINGS AT HUB HEIGHT. BARS MUST BE ROUND OR SQUARE TUBING, MAXIMUM 1" X .125" SKIN TIGHT TO THE BODY WITH NO SHARP EDGES, ANGLES OR POINTS. NERF BAR ENDS MUST BE TAPERED AND CAPPED. CARRAGE TYPE BOLTS MUST MOUNT INWARD.

INTERIOR SHEETMETAL: DASH MAY BE REMOVED AND REPLACED WITH A FABRICATED DASH. FRONT FIREWALL MUST BE STOCK. ALL HOLES IN THE FRONT FIREWALL MUST BE COVERED WITH SHEETMETAL. REAR FIREWALL MAY BE FABRICATED, BUT MUST FOLLOW STOCK CONFIGURATION. HATCHBACK CARS MUST FABRICATE A REAR FIREWALL AT FLOOR LEVEL TO PROTECT THE DRIVER FROM THE FUEL CELL. FIREWALLS MUST BE WELDED, NOT RIVITED. NO ENCLOSURES AROUND DRIVER. ALL INTERIOR SHEETMETAL MUST BE MINIMUM .031" STEEL. DRIVER'S SEAT CANNOT BE FURTHER BACK THAN THE TRAILING EDGE OF THE DOOR.

FRAME/CHASSIS:

ALL CHASSIS PARTS MUST REMAIN STOCK, UNALTERED, WITH THE FOLLOWING EXCEPTIONS; THE RIGHT LOWER A-FRAME MAY BE LENGTHENED TO OBTAIN PROPER CAMBER ANGLE OR THE RIGHT STRUT TOWER MAY BE CUT AND MOVED A MAXIMUM OF 1" FROM PASSENGER SIDE TO THE DRIVER'S SIDE ONLY (NO MOVING FRONT TO BACK). NO OTHER MODIFICATIONS TO THE STRUT TOWER ALLOWED. STRUT TOWER MUST BE COMPLETELY RE-WELDED. STRUT SUPPORT BRACKETS, FABRICATED OR AFTERMARKET MAY BE USED ON FRONT AND REAR SHOCK TOWERS. SHOCK TOWER LOCATIONS MUST REMAIN STOCK. AFTERMARKET OR FABRICATED ENGINE CRADLE SUPPORTS MAY BE ADDED TO STIFFEN SUSPENSION. FRAME REPAIRS IN FRONT OF THE FRONT STRUT/SHOCK TOWER AND BEHIND THE REAR STRUT/SHOCK TOWER MAY BE FABRICATED WITH 2" X 3" X .083" MAGNETIC STEEL TUBING. REPAIRS MUST FOLLOW THE STOCK CONFIGURATION OF THE STOCK CHASSIS.

ROLLCAGE: THE FOLLOWING ARE ADDITIONAL REQUIREMENTS AND CLARIFICATIONS FOR THE INSTALLATION OF THE ROLL BARS. FULL ROLLCAGE REQUIRED. STEEL BOX TUBING, MINIMUM 2" X 2" X .120" MUST BE WELDED INSIDE THE CAR TO THE FLOOR ON EACH SIDE BY THE ROCKER PANELS. WHEN INSTALLING THE ROLLCAGE THE MAIN BAR REFERRED TO AS # 1 AND THE FRONT LEGS REFERRED TO AS # 2A AND # 2B MUST BE WELDED ON TOP OF THE BOX TUBING. THE MAIN BAR (#1) MUST BE VERTICAL (90 DEGREES) TO THE BOX TUBING. THE ROOF BAR REFFERED TO AS # 3 MUST BE WITHIN 4" OF THE SIDE WINDOW AND/OR THE DOOR OPENINGS ON BOTH SIDES, AS WELL AS THE FRONT WINDSHIELD, WITH NO OFFSETS. THE CENTER SECTION OF THE ROLLCAGE MUST BE PER NASCAR DESIGN. ALL CARS MUST HAVE FRONT AND REAR HOOP BARS THAT ATTACH TO THE CENTER SECTION OF THE ROLLCAGE. A "PETTY" BAR (REFFERED TO AS 7A) IS MANDATORY

FUEL CELL CRASH BAR: A RE-ENFORCEMENT BAR, MINIMUM 1 ½" X .083", MUST EXTEND BELOW THE REAR FRAME SECTION BEHIND THE FUEL CELL. THIS REINFORCEMNT BAR MUST BE AS WIDE AS THE REAR FRAME RAILS AND EXTEND AS LOW AS THE BOTTOM OF THE FUEL CELL WITH TWO (2) VERTICAL UPRIGHTS EVENLY SPACED BETWEEN THE FRAME RAILS AND ATTACHED TO THE REAR CROSS MEMBER. TWO (2) SUPPORT BARS, ONE (1) LOCATED ON EACH CORNER, MUST ANGLE UPWARDS AND BE WELDED TO THE REAR FRAME RAILS.

FUEL CELL HEIGHT: MINIMUM 6"

BALLAST WEIGHT: ADDED WEIGHT MAY BE MOUNTED UNDER CAR SECURELY BOLTED TO THE FLOOR PAN AND UP AS HIGH AS POSSIBLE. THE WEIGHT MAY NOT BLOCK AREA BEHIND THE LEFT FRONT TIRE AND THE AREA IN FRONT OF THE LEFT REAR TIRE, IN ORDER TO CHECK CHASSIS (FRAME) HEIGHT. THE LOCATION AND MOUNTING OF WEIGHT IS PER TECHMAN'S APPROVAL. BALLAST WEIGHT WILL NOT BE CHECKED FOR RIDE HEIGHT. MUST BE IN SOLID BLOCK FORM OF NO LESS THAN 5 LBS BLOCKS. ALL WEIGHTS MUST BE SECURELY ATTACHED TO THE CAR WITH A MINIMUM OF TWO (2) 7/16" BOLTS. BALLAST WEIGHT IS NOT ALLOWED IN THE DRIVERS COMPARTMENT. ALL WEIGHT MUST BE PAINTED WHITE AND CLEARLY MARKED (M-CAR#). ANY CAR LOOSING BALLAST WEIGHT OR FOUND WITH UNMARKED WEIGHT IS SUBJECT TO A FINE.

GROUND CLEARENCE: 5 ½"

CAR WEIGHT: CARS WITH ENGINE DISPLACEMET UP TO 1999 CC'S, MINIMUM WEIGHT IS 2100 LBS.. CARS WITH ENGINE DISPLACEMENT OF 2000 CC'S AND GREATER, MINIMUM WEIGHT IS 2450 LBS.. GM & CHRYSLER 2.2

ENGINES MINIMUM WEIGHT IS 2300 LBS.. DODGE NEON MINIMUM WEIGHT 2500 LBS.. MAXIMUM LEFT SIDE PERCENTAGE IS 55.0%.

SUSPENSION:

ALL SUSPENSION PARTS MUST REMAIN STOCK OEM, UNLESS NOTED IN THE RULES. BUSHINGS MAY BE REPLACED WITH AFTERMARKET URETHANE OR RUBBER ONLY, PROVIDED THEY DO NOT ALTER THE ORIGINAL MOUNTING LOCATION (NO OFFSET BUSHINGS).

SWAY BAR: THE FRONT SWAY BAR MAY BE CHANGED BUT MUST FOLLOW STOCK DESIGN AND MOUNTING POINTS.

WHEEL BEARINGS: ALL WHEEL BEARINGS (FRONT & REAR), DIFFERENTIAL & TRANSMISSION BEARINGS MUST BE STOCK OEM EITHER ANGLE TYPE CONE, STRAIGHT BARREL TYPE OR BALL BEARING. ALL BEARINGS INCLUDING THE ROLLERS MUST BE MAGNETIC STEEL ONLY.

BRAKES: MUST REMAIN STOCK OEM AND BE OPERATIONAL ON ALL 4 WHEELS AT ALL TIMES.

BRAKE LINES: STEEL ONLY.

STEERING: STOCK OEM STEERING FOR CHASSIS USED. COLLAPSABLE STEERING SHAFT IS RECOMMENDED. IF COLLAPSABLE STEERING SHAFT IS NOT USED, THEN THE SHAFT MUST BE MADE WITH ATLEAST 2 U-JOINTS AND INSTALLED SO THAT UPON A HEAVY FRONT END COLLISION THE SHAFT WILL DEFLECT TO THE SIDE.

SPRINGS AND STRUTS: ALL STRUTS MUST BE OEM OR EXACT REPLACEMENT. STEEL STRUTS ONLY. NO ADJUSTABLE STRUTS OR CARTRIDGES ALLOWED. COIL OVER ADJUSTABLE SHOCK KITS ARE ALLOWED. NO COILOVER SHOCKS ALLOWED. SPRINGS MAY BE CHANGED (RACING SPRINGS ALLOWED) PROVIDED THEY FIT ONTO THE STOCK STRUT OR SPRING POCKET. DOUBLE SPRINGS MAY BE USED. SPRING ADJUSTER CUPS ALLOWED. LEAF SPRINGS MAY NOT BE SHORTENED, BUT MAY BE HEATED. ADJUSTABLE SHACKLES ARE ALLOWED FOR LEAF SPRINGS. JACKING BOLTS ALLOWED.

SHOCKS: AFTERMARKET STEEL BODY SHOCKS ALLOWED. NO ADJUSTABLE OR EXTERNAL RESEVOIR SHOCKS ALLOWED. SHOCKS MUST FIT WITHOUT ANY ALTERATIONS OR ADAPTORS. SHOCKS MUST REMAIN IN EXACT OEM POSITION/LOCATION.

PANHARD BAR: ON FWD CARS THE REAR PANHARD BAR MAY BE CHANGED AND/OR RELOCATED, ONLY ONE SINGLE STEEL BAR ALLOWED.

WHEELS: 7" MINIMUM 17 LBS OR 8" MINIMUM 18 LBS STEEL RACING WHEELS ARE MANDATORY. ALL 4 WHEELS MUST BE EITHER 7" OR 8". 8" WHEELS MUST HAVE A MINIMUM 3", MAXIMUM 4" (CENTERED HUB) OFFSET. 7" WHEELS MUST HAVE A MINIMUM 3", MAXIMUM 3.5" (CENTERED HUB) OFFSET. REAR WHEEL DRIVE CARS MUST USE CENTERED HUB WHEELS ONLY. ALL 4 WHEELS MUST THE SAME OFFSETS. WHEEL_OFFSET IS MEASURED OFF THE INSIDE BEAD SEAT TO THE INSIDE MOUNTING FLANGE OF THE WHEEL. HEAVY DUTY WHEEL LUG/STUDS RECOMMENDED. STUDS MUST PASS COMPLETELY THROUGH LUG NUTS. WHEEL SPACERS ARE NOT ALLOWED.

VALVE STEMS: NO "BLEED OFF" TYPE VALVE STEMS

TIRES: TRACK TIRE RULE WILL BE IN EFFECT. AMERICAN RACER 7.5 MC 704 COMPOUND, TWO SIZES ARE AVAILABLE; 235/60 X 13 OR 235/60SH X 13. TIRES MUST BE PURCHASED THROUGH TRACK VENDOR. THE USE OF TIRE SOFTNER/CHEMICALS OF ANY TYPE IS NOT ALLOWED. NO LUBRICANTS OR DRESSINGS OF ANY TYPE MAY BE APPLIED TO THE SIDEWALLS OF THE TIRES.

ENGINE:

GENERAL: STOCK OEM FOR YEAR, MAKE AND MODEL OF CAR USED. MAXIMUM 2400 CC ENGINES. NO TURBO ENGINES ALLOWED. NO DUAL PLUG CYLINDER HEADS. 2 VALVES PER CYLINDER, SINGLE CAMS ONLY. **ALL ENGINE PARTS MUST BE STOCK OEM.** ALL ENGINE PARTS INCLUDING STOCK REPLACEMENT PARTS OR AFTERMARKET PARTS WHERE ALLOWED **MUST** MAINTAIN STOCK OEM **WEIGHT SPECS** AND MUST BE **COMPLETELY STOCK UNALTERED.** THIS MEANS PARTS ARE NOT TO BE LIGHTENED IN ANY WAY. STOCK OEM TYPE ENGINE BEARINGS ONLY. NO BORING, STROKING, PORTING, POLISHING, LIGHTENING, DEFLASHING, GLASS BEADING, SANDBLASTING, ABRASIVE CLEANING, CHEMICAL (ACID) MILLING, ETC., ALLOWED ANYWHERE IN

OR ON ENGINE PARTS. NO INTERNAL PAINTING OR COATINGS (EX. TEFLON) OF ANY TYPE ALLOWED. ALL ENGINES WILL BE ALLOWED A MAXIMUM .030" OVERBORE. ONLY NORMAL OEM TYPE ENGINE BALANCING. DUE TO THE LIMITED AVAILABILITY OF 2.2 DODGE ENGINES, THE DODGE NEON WITH 2.0 MULTI VALVE SINGLE OVERHEAD CAM ENGINE WILL BE ALLOWED FOR COMPETITION WITH A WEIGHT PENALTY. 2.0 NEON MUST COMPLY WITH ABOVE RULES.

COMPRESSION: MAXIMUM COMPRESSION IS 10.0:1, CHECKED WITH THE "WHISTLER". NO TOLERANCE ALLOWED ON MAXIMUM COMPRESSION! VOLKSWAGON MAY BE 10.5:1 MAXIMUM.

LOCATION: MUST REMAIN IN STOCK POSITION.

CRANKSHAFT: MUST BE STOCK OEM, MAINTAIN STOCK STROKE .NO LIGHTENING OR KNIFE EDGING ALLOWED.

HARMONIC BALANCER: AFTERMARKET STOCK APPEARING ALLOWED.

PISTONS: MUST BE STOCK OEM OR EXACT REPLACEMENT.

RODS: STOCK OEM ONLY. AFTERMARKET ROD BOLTS ALLOWED.

ENGINE OIL SPECIFICATIONS: THE USE OF COMBUSTION ENHANCING OILS OR ADDITIVES IS NOT PERMITTED.

CAMSHAFT: AFTERMARKET CAMSHAFT ALLOWED. THE MAXIMUM LIFT AT THE VALVE WITH ZERO (0) LASH WILL BE .465".

VALVE LIFTERS: MUST BE SOLID ONLY. NO ROLLER LIFTERS EVEN IF STOCK OEM!

ROCKERS/FOLLOWERS: STOCK OEM ONLY. NO ROLLER ROCKERS/ROLLER TIPS EVEN IF STOCK OEM! STOCK RATIO FOR ENGINE USED. ROCKER STUDS MAY BE OVERSIZED.

CYLINDER HEAD: STOCK OEM PRODUCTION HEAD ONLY.

VALVES: MUST BE STOCK OEM OR DIRECT REPLACEMENT ONLY. NO PRO FLO OR POLISHED VALVES ALLOWED. AFTERMARKET STOCK DIAMETER VALVE SPRINGS ALLOWED. STEEL VALVE SPRING RETAINERS ONLY.

VALVE JOB: MULTI ANGLE VALVE JOB PERMITTED. THE BOTTOM CUT OF THE VALVE JOB MAY NOT EXCEED 3/8" INTO THE VALVE POCKET. THE 3/8" BOTTOM CUT WILL BE MEASURD FROM THE TOP OF THE CUT UPON WHICH THE VALVE IS SEATED.

INTAKE MANIFOLD: MUST BE COMPLETELY STOCK AND UNALTERED. FORD 2.3 MAY USE EFI INTAKE MANIFOLD.

CARBURETOR SPACER/ADAPTOR: ONE SOLID MATERIAL SPACER/ADAPTOR, MAXIMUM HEIGHT OF 1" PERMITTED. NO WEDGE SHAPE SPACERS/ADAPTORS ALLOWED. BOTH THE TOP AND BOTTOM SURFACES MUST BE PARALLEL. THE PORTHOLE MAY BE TAPERED TO MEET THE STOCK INTAKE OPENING. NO ADDITIONAL OPENINGS FOR THE INDUCTION OF AIR ALLOWED. ONLY ONE .075" GASKET PER SIDE OF SPACER ALLOWED.

CARBURETOR: THE HOLLEY 350 CFM, 2 BBL CARBURETOR PART # 0-7448 OR KIETH DORTON PART# 0-80787-1 ARE THE ONLY CARBURETOR'S ALLOWED. THE CARBURETOR MUST BE "STOCK OUT OF THE BOX". ALL CARBURETORS MUST PASS NASCAR GAUGES. THE ONLY CHANGES THAT WILL BE ALLOWED ARE AS FOLLOWS; THE CHOKE PLATE AND SHAFT MAY BE REMOVED, JETS, POWER VALVE, ACCELORATOR PUMP CAM, AND ACCELORATOR PUMP DISCHARGE NOZZLES MAY BE CHANGED. IDLE HOLES MAY BE DRILLED IN THE BUTTERFLIES. NO OTHER CHANGES ALLOWED. NO RESHAPING, POLISHING, GRINDING OR DRILLING ALLOWED. NO ADJUSTABLE (JETTED) AIR BLEEDS OR CIRCUITS. GASKETS MUST REMAIN UNALTERED. NO "HP" PARTS ALLOWED. NO CHROME CARBURETORS.

FUEL INJECTION: MUST BE STOCK FOR THE YEAR, MAKE & MODEL OF CAR BEING USED (STRICTLY ENFORCED). NO MULTI-PORT FUEL INJECTION SYSTEMS.

AIR CLEANER/FILTER: ONLY A ROUND DRY PAPER MAXIMUM 4" AIR FILTER ELEMENT ALLOWED. AIR FILTER MAY NOT BE SPRAYED OR SOAKED WITH CHEMICALS. THE AIR CLEANER TOP AND BOTTOM MUST BE METAL. ALL AIR CLEANERS ARE SUBJECT TO TRACK APPROVAL. NO DUCTS, BAFFLES OR ANYTHING THAT MAY

CONTROL AIRFLOW ALLOWED ON OR IN THE AIR CLEANER ASSEMBLY. ALL AIR ENTERING THE CARB MUST PASS THRU THE AIR FILTER. NO AIR BOXES. A SHIELD MAY BE USED ON THE FRONT OUTER HALF OF THE ELEMENT, IF PLACE DIRECTLY ON THE ELEMENT. AIR CLEANERS MUST REMAIN UNDER THE HOOD

EXHAUST MANIFOLD: STOCK OEM ONLY. MO MODIFICATIONS ALLOWED. NO HEADERS ALLOWED. MUSTANG MUST USE RANGER FACTORY TUBE MANIFOLD ONLY. MAXIMUM OUTSIDE DIAMETER OF THE EXHAUST PIPE WILL BE 2 ½". EXHAUST MUST EXIT 6" PAST THE DRIVER'S SEAT, UNDER THE CAR.

MUFFLERS: MANDATORY! THE ONLY APPROVED MUFFLER IS THE LOBAK RCM 12" SPIRAL FLOW, PART# RCM251225. ONLY ONE (1) MUFFLER PER EXHAUST PIPE. END OF MUFFLER MUST BE LOCATED 6" FROM END OF EXHAUST SYSTEM. THE LAST 6" OF THE EXHAUST SYSTEM WILL BE FOR A TURN DOWN. THE EXHAUST SYSTEM MUST EXTEND 6" BEYOND THE DRIVER'S SEAT AND MUST REMAIN UNDER THE CAR. MUFFLERS MUST BE REMOVABLE FOR INSPECTION. MUFFLER MUST REMAIN COMPLETE WITH ENDS AS PURCHASED. CHECK VALVE TUBES NOT ALLOWED IN ANY PART OF THE MUFFLER. NO LEAKS IN MUFFLER OR EXHAUST SYSTEM. ANY TAMPERING WITH MUFFLERS OR EXHAUST SYSTEM WILL RESULT IN DISQUALIFICATION AND LOSS OF ALL EARNED POINTS.

*****FUEL:** SUNOCO 260GTX RACING FUEL (AVAILABLE AT THE TRACK) OR 93 OCTANE AUTOMOTIVE PUMP GASOLINE ONLY. THESE 2 FUELS MAY BE MIXED. ADDITIVES OF ANY TYPE OR CATALYSTS ARE NOT ALLOWED. NO COOLING OR ICING OF THE FUEL. FUEL WILL BE TESTED.

FUEL PUMP: ELECTRIC FUEL PUMP ALLOWED, BUT MUST BE ENCLOSED IN A STEEL BOX UNDER THE CAR. FUEL PUMP MUST BE AS CLOSE TO THE FUEL CELL AS POSSIBLE. THE FUEL PUMP MUST BE TIED IN WITH THE OIL PRESSURE SWITCH, NO OIL PRESSURE-NO FUEL.

IGNITION: STOCK OEM, USING STOCK PRODUCTION FIRING ORDER ONLY, FOR YEAR MAKE & MODEL BEING USED. THE USE OF AN AFTERMARKET HALL EFFECT SWITCH WITH MODULE DISTRIBUTOR IS ALLOWED ON CHRYSLER & VOLKSWAGON PRODUCTS TO ELIMINATE THE COMPUTER SYSTEM.

SPARK PLUGS: SPARK PLUG MUST MATCH TYPE OF HEAD BEING USED. GASKET TYPE HEAD MUST USE GASKET SEAT SPARK PLUG. TAPERED TYPE HEAD MUST USED TAPERED SEAT SPARK PLUG.

BATTERY: ONE (1) CONVENTIONAL WET CELL 12 VOLT PASSENGER CAR BATTERY, MAY BE RELOCATED. THE BATTERY MUST BE SEPARATED FROM THE DRIVER IN AN APPROVED MANOR. IF INSIDE THE DRIVER COMPARTMENT, BATTERY MUST BE IN A MARINE TYPE CASE.

ENGINE COOLING SYSTEM: RADIATORS MUST REMAIN IN STOCK LOCATION. ALL CARS MUST BE EQUIPPED WITH A MINIMUM ONE (1) GALLON OVERFLOW CONTAINER. ONLY WATER CAN BE USED AS AN ENGINE COOLANT. THE ONLY APPROVED COOLANT ADDITIVE ALLOWED IS "WATER WETTER".

OIL COOLERS: ARE PERMITTED.

DRIVETRAIN:

CLUTCH & FLYWHEEL: STOCK OEM OR EXACT REPLACEMENT CLUTCH DISC & PRESSURE PLATE. NO LIGHTWEIGHT DISC OR PRESSURE PLATES. STOCK OEM STEEL FLYWHEEL ONLY. FLYWHEEL MUST REMAIN UNALTERED. NO LIGHTENING ALLOWED. A ONE (1) LBS. TOLLERANCE FROM STOCK OEM SPECS WILL BE ALLOWED FOR RESURFACING. A 1" HOLE MUST BE DRILLED IN BELL HOUSING OVER THE CLUTCH FOR INSPECTION.

TRANSMISSION/TRANSAXLE: STOCK OEM 4 OR 5 SPEEDS. PINTO TYPE 4 SPEED TRANS ARE NOT ALLOWED, EXCEPT FOR PINTO. ALL GEARS MUST BE IN WORKING ORDER. DIFFERENTIAL MAY BE LOCKED.

DRIVE SHAFT/HALF SHAFTS: STOCK OEM STEEL ONLY.

REAR END: STOCK OEM FOR MAKE AND MODEL. REAR ENDS MUST BE EITHER "OPEN" OR "LOCKED". NO POSI, LIMITED SLIP OR RATCHET REARS OF ANY TYPE ALLOWED.

ADDITIONAL INFORMATION :

MINI STOCKS MUST ALSO COMPLY WITH THOMPSON INTERNATIONAL SPEEDWAY GENERAL/SAFETY RULES. THOMPSON INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO SWAP AMONG COMPETITORS OR ISSUE ANY ELECTRICAL COMPONENT IN THE CAR, PRIOR TO ANY RACING EVENT. FAILURE TO COMPLY WILL RESULT IN THE LOSS OF ALL EARNED POINTS.

BECAUSE MINI STOCKS ARE A HOBBY DIVISION WITH A VARIETY OF MANUFACTURERS, A WEIGHT PENALTY RULE WILL BE INSTITUTED AFTER THREE WINS. AFTER THREE WINS AND EACH ADDITIONAL WIN, A 25 LBS WEIGHT PENALTY WILL BE ADDED TO THE MINIMUM CAR WEIGHT.

DIAGRAM # 1 - TYPICAL NASCAR FRAME (PLAN VIEW)

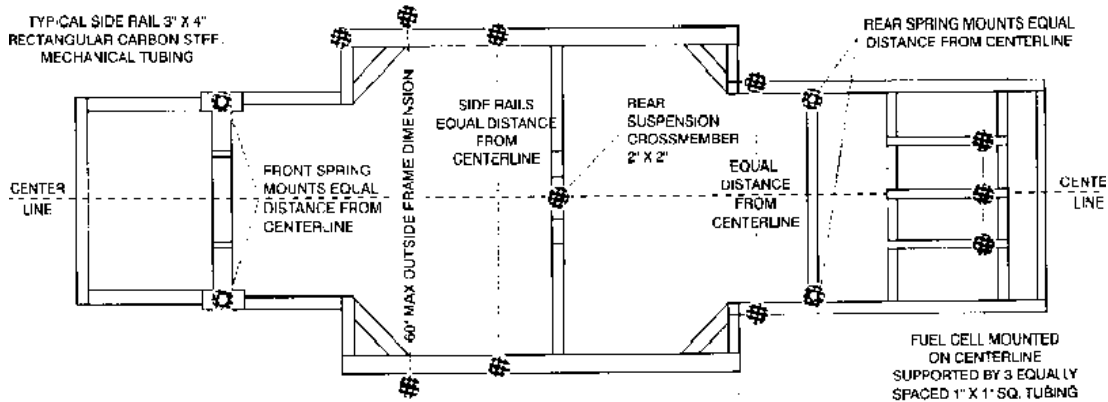


DIAGRAM # 2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)

