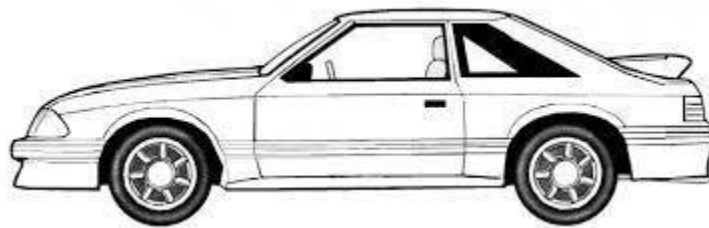


Crisp Motorsports Park
Watermelon Capital Speedway
Race Rules



Race Car
Mini Stock Class

2022 Mini Stock Rules

Weight

1. Weight limit 2000 lbs. minimum with driver.
2. Cars with double over head cams must weigh 2500lb Minimum.
3. One pound per CC for cars with engines over 2000 CC's(see other rules below)
4. Top 3 must go directly to scales to weigh after Feature race.
5. Mirrors are allowed, no mirror driving.
6. Any car is subject to inspection at any time by Track Officials. This includes but is not limited to: Internal engine components, chassis, fuel, and safety inspections.
7. Weights are with driver after the race.

Engine

1. Any 4 cylinder engine in compliance with the specifications below.
2. Stock production block, cylinder head and crankshaft required.
3. Cranks may be balanced, NO lightening.
4. ALL casting numbers must be visible and unaltered.
5. No porting/polishing permitted.
6. Oil return holes may be de-burred, return screens ok.
7. Maximum overbore of .060 (.010 tolerance for wear and/or clearance)
8. Add 1 lb. per 1000th for overbore. (.060 adds 60 lbs.)
9. Any single cam and lifters permitted, including roller cam.
10. Headers permitted.
11. Racing oil pans permitted, must be steel.
12. No electric fuel pumps allowed unless stock for make/model. Cars available with only electric fuel pumps must run approved emergency cut off.
13. Any Steel rods permitted. May float pins.
14. No pop up pistons unless stock for make/model.
15. Stock type water pump, cast iron or aluminum.
16. Bolts or studs permitted on main caps and cylinder heads.
17. Crankshaft minimum weight 33 lbs. unless the stock crank for that applicable engine weighs less than 33 lbs. Crank must be stock, no lightening.

Head

1. Head must be stock for make of engine unless stated below.
2. No porting/polishing of head. May de-shroud for larger valves. Machine cut only.
3. Valves- Max int. 1.95, max exh. 1.60
4. Heads may be milled, flat or angle ok.
5. May machine cut below valve seat, maximum of 1". NO blending/grinding.
6. Solid or hydraulic lifters ok.
7. High performance valve springs and keepers permitted. NO aluminum/titanium. Oversize springs OK.
8. One intake valve, one exhaust valve per cylinder unless stock for make/model.
9. Casting numbers must remain unaltered.
10. Girdles permitted on overhead cam engines, screw in studs/guide plates ok.
11. Machining of lifter towers for solid lifters is permitted.

Intake manifold

1. Stock only. Must be unaltered with factory casting numbers. NO grinding.
2. Any spacer and/or adapter, max 2" in depth/height. Must be removable.
3. May use track approved intake on cars originally equipped with multiple carbs.

Carburetor

1. Any carburetor up to but not exceeding 500 CFM.
2. One carburetor per engine unless stock for make/model.
3. May remove choke butterfly.
4. No other modifications permitted to carburetor.
5. No fuel injection unless stock for make/model and year of car.
6. Any air cleaner (single element) permitted. No air flow modification devices.

Ignition

1. Stock type distributor only.
2. Racing coils, plug wires permitted. NO MSD or capacitive discharge style ignition boxes.
3. One 12 volt battery, may be relocated, must be securely mounted/enclosed.
4. Emergency cut off switch mandatory.

Flywheel/Clutch

1. Any single disc, stock type clutch. No multi-disc. Must run stock pressure plate.
2. Any Steel Flywheel, may be cut. No aluminum. Minimum 7" diameter.

Transmission:

1. Must be stock type, must have forward & reverse.
2. NO racing/aftermarket transmissions.
3. Driveshaft must be steel. Must have one drive shaft loop.

Rear End

1. Stock type for make/model.
2. Locked or open ok, NO differentials.
3. No quick change or aftermarket type rear ends.

Wheels/Tires

1. Steel wheels only, 8" maximum (1/4" tolerance)
2. Any 8" wide or smaller tire which has been inspected and branded by track. 1/4" variance allowed. Durometer reading of 56 or greater checked at any time hot or cold.
3. May run Legends car tires, 100 lb. weight break if running these tires.

Body

NO convertibles, t-top or sports cars permitted. Track officials will determine what is/is not a sports car but generally speaking, any car from factory with one seat will be considered a sports car. Aftermarket, stock appearing body ok.

1. No altering of floor pan, firewall, etc. Floor pans must be stock from firewall to the back of shock mounts but may be "trimmed" up to 6" around edges for placement. If "trimmed", it must be replaced with sheet metal and sealed. If replaced due to accident or rust, must meet Technical Directors approval.
2. Must be stock K-member.
3. Hood may be hulled, hood scoops/holes ok.
4. Doors may be hulled.
5. Rear compartment to trunk must be sealed.
6. May replace dash with sheet metal.
7. Fenders/quarter panels may be trimmed for tire clearance. Front and rear wheel wells may be removed.
8. Aftermarket nose pieces permitted.
9. Fabricated spoilers Ok, Maximum 4" total and no wider than 2" over deck lid width. Must be mounted to rear of deck lid. Stock front/rear spoilers for make/model Ok.

Fuel

1. Fuel cells are mandatory, and must be mounted securely. Fuel cell should be mounted no lower than center of rear axle assembly.
2. Racing fuel permitted. No alcohol, methanol nitrous oxide or additives.

Suspension

Suspension must remain stock unless stated below.

1. Stock type suspension mounted in original location, 1" variance allowed.
2. May run heavy duty or racing springs.
3. May run lowering blocks, adjustable ok.
4. May heat/cut coil springs to adjust ride height.
5. Screw jacks permitted but shocks must remain within 1" of original location. Pinto/Mustang II may relocate front shocks for screw jacks. No bump stops.
6. Racing shocks permitted. No racing coil over assemblies. Stock coil over strut ok.
7. Sway bars optional. May replace sway bar with aftermarket but must be OE design.

Frame/Roll cage:

Frame must remain stock, no shortening/altering unless stated below. Wheel base must be stock for make/model. (1" variance)

1. Frame rails must be stock for make/model. May tie sub frames together, may reinforce sub-frames. No X-bracing.
2. No interchanging of frames.
3. Upper control arms (front) may be lengthened/shortened. No camber rule.
4. Engine must remain in stock location.

ALL RULES ARE SUBJECT TO INTERPRETATION BY TECH OFFICIAL. ALL RULINGS BY TECH OFFICIAL IS FINAL. Any situation not specifically covered in these rules will be acted upon by the

official or officials in charge at the time, whose decision will be final and binding

on all participants. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.