2023 Mini Stock Rules
1962-Present (Four Cylinder Rear Wheel Drive)

Raceceivers are Mandatory! Spotters are Required!

AMS Tech Officials will have the authority to disallow any car with compromised structural integrity or protruding parts that may be dangerous to another competitor.

COMPETING MODELS - Any 1962 and later with a maximum wheelbase of 102 inches allowed. No convertibles, pickup trucks, T-tops, all-wheel drives or front wheel drives allowed.

BODY/ROLL CAGE/CHASSIS - All chassis must have come stock with a four cylinder engine of any version.

Any stock or aftermarket body, made from fiberglass, aluminum or steel allowed.

A full Lexan windshield required. No glass allowed; 1/16" Lexan or thicker to replace windows. Quarter and rear windows are optional. No door windows allowed (for safety). Side vents allowed for driver cooling. Any sunroof must be covered with minimum 22 gauge steel.

Two (2) vertical braces at least 1 inch wide x 1/8th inch thick required on the windshield.

All doors must be bolted, welded or riveted shut.

Battery must be mounted behind driver, enclosed and strapped securely.

All hoods must be sealed to the fenders. cowl (or windshield) shall have no more than 1" gap. No hood scoops, holes in hood or any device to funnel air to the carburetor.

At least four positive fasteners must be used to hold and trunk; OEM hinges may account for two of the fasteners.

Must have full firewalls front and rear with no holes. Holes must be completely sealed with a minimum of 22 gauge steel for refabricated sections.

Must have factory floor pan from front firewall vertical section above transmission tunnel behind motor to front mount for back seat

Inner structures of fenders, wheel wells and trunk floor may be removed. Stock structure of strut towers must remain stock. Strut tower must remain in stock location. Strut tower may be supported.

A complete four point roll cage is mandatory (a 1 ½" outside diameter with 0.090 inch thickness wall tubing minimum).

A minimum of four door bars required on driver side, with 1/8th inch steel plate must be welded to the driver's side door bars, to protect the driver; a minimum of three door bars on passenger side.

All bars within drivers reach must be padded.

RIDE HEIGHT will be measured to the unibody under the car (not to include the nose piece and skirts).

WEIGHT - Allow 1 lb. per c.c. of engine after race with driver. No gas, water, or oil may be added after race. Minimum weight 2,000 lbs. / 1,053 Right side. No parts added after the race. Car must be weighed "as is" after race. **NOTE:** Track reserves the right to add weight to any car at any time.

SPOILER - Stock spoilers front and rear allowed. Homemade rear spoilers allowed. Rear spoilers will be a maximum of 5 inches tall and 54 inches wide. Spoiler must be mounted on the back of the deck lid at the rearmost point.

SEAT - Aluminum racing seat required. Seat MUST be mounted to roll cage.

SPRINGS - A minimum diameter of 4 inch springs required. Springs must be in stock location. Springs may be cut to lower car. Lowering blocks allowed on rear with leaf springs. All cars must maintain a minimum ride height of 4 inches with driver. Jacking bolts allowed in stock location. Adjustable spring buckets allowed. Adjustable caster and camber plates allowed.

SHOCKS – NO RACING SHOCKS – shocks must be in stock location. No adjustable or rebuildable shocks or struts allowed. Shock Buyout Rule - $75 per shock. If you finish in the Top 3 and desire to buy a shock(s) you may do so. If a person refuses to sell then they are disqualified for that event. Driver is the only one eligible to use the Buyout Rule (unless Car Owner is established as such in writing at the beginning of race season).

BRAKES - Drum or disc brakes allowed on front. Stock or OEM replacement only (must have 4 wheel brakes). Drum brakes only allowed on rear. Drilled Front brakes are ok. Factory disc brakes are allowed on the rear only in the case of newer model cars. No aftermarket pedals.

SWAY BAR - Sway bar must be stock. Sway bar may have adjustable ends.

WHEEL BASE - Wheelbase must be stock. Wheelbase must be within +/- ½ inch of stock factory length for car model. The left and right sides of car must be within 1 inch of length of the other side.

TIRES – HOOSIER Sports 8/23-13 – Must be purchased at track. Tire soak – not permitted. Durometer reading: if ANY tire is softer than **48 points** on the tech inspector's durometer, the driver will face disqualification.

FRONT SUSPENSION/STEERING – Heims may be used to adjust bump steer. Bump steer kits may be used to adjust (front) bump steer.

REAR SUSPENSION – Adjustable Rear Control Arms allowed.

WHEELS - Steel racing wheels only. Thirteen (13) inch wheels - maximum width 8 inch wheels; offset must be the same on all 4 wheels. No bleeder valves allowed.

ENGINE - 2400 c.c. maximum (except GM - may use 2500 c.c. with overbore). Must be stock for make of car. Maximum bore .060 +.005 for wear. Pistons must be flat top unless engine came from factory with dome pistons. Flat top pistons cannot exceed top of blocks. The decking on the block – piston must be inside the hole – may not exceed the deck height. Piston to the block deck height clearance – an average of "0" will be enforced. Piston – if piston is checked and 1 comes out of the hole then it is considered illegal – there is no average of pistons checked. Gram Rule on the Piston (Full Assembly – to include the piston, rod, rings, wrist pins, bolts, bearings – weight can be no less than 1,050 grams. No lightening or modification of any engine parts will be allowed. Balancing is permitted.

CRANKSHAFT - Crankshaft must be stock. Rods must be stock appearing. 5.2 & 5.7 rods must meet or exceed standard weight. (Note: Toyota may run 1.8 Eagle rods)

CAM - Maximum lift is .450. No roller camshafts allowed. Cams will be checked as run – no allowance. Hydraulics will be checked at zero lash. Only 1 cam is permitted (no double cams).

VALVES - No racing valve job allowed. The valves must be stock diameter for the head being used. The retainers must be the same size as stock. No more than two valves per cylinder will be allowed. Stainless valves are optional. No titanium valves. Valve weight must meet or exceed stock weight. Solid lifters allowed on all engines. Any valve springs and retainers must be steel and stock size. No titanium or aluminum.

CARBURETOR - Holley 350 two-barrel carburetor – part #7448-1 or #80787-1. Breathers must be run at all times. All air must be filtered through paper type element. Air breather and filter element must be the same size. All air screws must be stock – do not add any. No air ducts of any type allowed under hood.

Stock intake manifold. No spacer other than stock between intake and carburetor. Maximum of 1.5 inch spacer (Standard Felpro paper gasket – top & bottom). No grinding, cutting, or welding of any type allowed. No tapered/angled spacers. (2 holes straight thru)

EXHAUST - Exhaust must exit out of side of the car to the left or right, behind the number. Header allowed. No tunable headers. Only 1 intake and 1 exhaust valve per cylinder allowed. No turbo or air booster allowed. No vacuum pumps.

OIL PAN - No scrapers. No oil coolers allowed. Windage trays are allowed.

DISTRIBUTOR - Stock distributor or OEM for make and model. Electronic or points type allowed. No racing distributors of any kind allowed. Any stock appearing coil permitted – only one coil allowed. Only 1 spark plug per cylinder allowed.

FLYWHEEL - Stock flywheel for make. No modifications. Only stock clutch disc and pressure plate allowed. Minimum weight 16 LBS for flywheel and bolts only. Total weight of flywheel, pressure plate & clutch disc is a minimum of 26 lbs.

TRANSMISSION - Four (4) or Five (5) speed transmission permitted. GM only - 3 speed transmission is okay. All gears must be in working order from Driver's seat.

REAR END - Stock for make & model. No locked rear ends of any kind allowed. No posi-traction or limited slip rear ends allowed. No shimming of rear ends. No brass shims. Driveshaft must be painted white or light gray. Driveshaft must be stock size. No aluminum drive shafts.

FUEL – Must purchase fuel from Anderson Motor Speedway. Color of fuel must match fuel from track pump. No mixtures. Must pass fuel check. Fuel cell required. No electric fuel pumps allowed unless car came from factory with electric fuel pump and cannot run a mechanical pump.

SAFETY – **Seat Belts** – Approved Seat Belts and Shoulder harness are required. All cars must have at least 3" safety belt and 2" shoulder harness. Safety belts cannot be over 5 years old. **Gloves** - Racing gloves required. **Window net** – Mandatory. **Firesuit** – A complete fire retardant Firesuit mandatory. Firesuit must be worn at all times on the track. sfi rated racing shoes and gloves must be worn at all times. Helmet - Approved "SFI" rated racing helmet mandatory. No open face helmets allowed! **Fire extinguisher** - Fire extinguishers (in car) must be securely mounted within drivers reach and fully charged in working order. **Raceceivers** – Mandatory. **No Antifreeze allowed.**

NOTE: All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Track officials may assess weight penalties for cars and/or parts deemed as not in compliance with rule of Anderson Motor Speedway.

PROTEST RULES: Protest must be made before the winner enters the tech shed after race. Protests must be filed with Registration Official and all monies must be paid at time that Protest is filed. No pooling of monies. No checks accepted for protest procedures.

Anderson Motor Speedway has the ability to confiscate any part that fails to be in compliance with the rules. If a competitor refuses to have their race part confiscated, he/she is subject to disqualification. The speedway will retain 25% of the protest fee with the remaining 75% going to either the protester if protested car is found ILLEGAL **OR** going to the protested car if their car is found LEGAL.

Protested Item	**Protest Fee**
Top of Engine	$300
Top & Bottom of Engine	$700
Bottom of Engine	$400
Check Camshaft	$100
Check Fuel - $60	
Check Flywheel/Transmission/Drive Shaft	$150
Any other item	$100
*Visual Protest (no tools required) - $25	