

2022 THOMPSON SPEEDWAY MOTORSPORTS PARK MINI STOCK DIVISION RULES

Changes from 2021 have been highlighted in red.

GENERAL RULES

1) Preface

The intent of the Thompson Speedway general and divisional rules is to foster a safe and orderly environment for competitive motorsports and entertainment. The knowledge of, and adherence to, these rules is ultimately the participant's responsibility. No expressed or implied warranty of safety shall result from the publication of, or compliance with, these rules. There is no way a guarantee against injury or death to participants, spectators, officials, or any other individual involved.

2) Interpretation and Amendment

- a) Interpretations of the rules contained herein will be the sole responsibility of authorized officials of Thompson Speedway. Their interpretations and judgments shall be final.
- b) These rules may only be amended by the Race Director or an authorized officer of Thompson Speedway. This amendment will be posted on the Thompson Speedway website, www.thompsonspeedway.com, and may be sent out via email to all registered teams. An amendment is effective upon the date of publication by Thompson Speedway regardless of when a participant receives actual notice.

3) Private Property

All actions and activities deemed to be detrimental, including but not limited to, the use of verbal and or physical abuse, profanity, or threats against track management, staff, officials, and or employees will not be tolerated and violators will be dealt with accordingly.

3.5) Social Media Policy Conduct

All complaints and concerns are to be shared directly with management and officials, not in a public manner via social media.

Any person who intentionally or maliciously disregards, manipulates, intimidates, threatens or otherwise harasses a track officials, competitors or team members via social media postings, private messages, text messages or in any way electronically that degrades the Track, Management or officials will be subject to Team Disqualification fine, suspension and or other actions determined by track management. Financial penalty to be determined by track management.

4) Injuries on Thompson Speedway Property

Any participant involved in an accident while on the premises must report all known injuries to a Thompson Speedway Official before leaving the facility (if the individual is able to make such a report). If the participant is unable to report, the crew chief or parent/guardian shall make such report. The appropriate injury report form must be filled out and returned to Thompson Speedway.

5) Safety

- a) Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.
- b) A full fire suit made of double-layered, Nomex material, clean and in good condition is mandatory. Fire retardant gloves and shoes are mandatory and must be worn during all on-track activities. All safety equipment must be SFI rated.
- c) All safety equipment (gloves, helmets, seats, etc.) must be approved by Thompson Speedway Officials.
- d) SA2005 or newer rated helmets are mandatory for all motor vehicle events. Full-face helmets are mandatory.
- e) All cars must have a battery cutoff switch on the driver's right side crossbar or in the dash board area. It must be within reach of the driver and be accessible to safety crews from both the left and right sides.
- f) An aluminum racing seat is mandatory. The driver's seat must appear as close to stock position as possible and must be securely fastened (bolted, not tack welded) to the roll cage and frame members and not to floorboards. The driver's seat cannot be further back than the trailing edge of the door.
- g) Seat belts must be a minimum five-point, two (2.0) inch wide system with a metal-to-metal central quick release latch. All five (5) points must be securely mounted by manufacturer's specifications and must be approved by Thompson Speedway Officials. Belts must be no older than three (3) years from the date of manufacture or no older than the date of expiration and be SFI certified. Belts with visible wear and/or tears will not be permitted.
- h) A head and neck restraint system (i.e. HANS, Hutchens, or similar) is mandatory.
- i) Smoking is not allowed in the racecar, inspection area, in any buildings, or near the Sunoco fuel station.

6) Driver Eligibility

- a) Drivers must be minimum 14 years of age and receive Thompson Speedway approval.
- b) In order to participate in any on-track activity, a driver must be signed in with the handicapper.

7) Rookie of the Year Eligibility

- a) All rookie contenders must apply for eligibility. Eligibility shall be determined by Thompson Speedway Officials, and all decisions shall be final.
- b) In order to be eligible, a driver must have competed in less than 30% of the division's races in previous seasons.
- c) When determining the award winner, sportsmanship and cooperation are weighted just as equally as where a driver finishes in the Championship Point Standings.

8) Contingencies

- a) Contingency Sponsors are a valuable part of the Thompson Speedway programs.
- b) Contingency stickers must be displayed for either product or monetary consideration. Each division will be notified as to what stickers are required to be eligible for contingency awards. In

particular, the decals must be placed on the car so as to be visible from the grandstands as well as in photos of the racecar.

9) Car Numbers & Decals

- a) All car numbers must be registered and approved by Thompson Speedway. No three digit numbers will be permitted, nor will letters be approved as part of a car number.
- b) All cars numbers must be at least 18" tall on both doors and on the roof. Roof numbers should be grandstand-facing from the backstretch.
- c) All lettering/decals/signs must meet the approval of the Thompson Speedway Officials.
- d) Thompson Speedway Officials may use their discretion in requesting color changes due to poor visibility and scoring issues.

10) Official Vendors

New England Racing Fuel
271 Spielman Highway
Burlington, CT 06013
(860) 673-9555

Racing Electronics (Shawn Waddell)
12 Nod Road
Plainville, CT 06062
(860) 573-8821

My Laps America
32 Highlands Parkway, Suite 104
Smyrna, GA 30082
(678) 816-4000

Hoosier Tire East
56 Loomis Street
Manchester, CT 06042
(860) 646-9646

11) Thompson Speedway Championship Points System

Drivers will earn points based on finishing position in both the heat and feature races. The number of points earned for each finishing position is listed below.

Heat Races

<u>Position</u>	<u>Points</u>
1	5
2	4
3	3
4	2
5	1

Feature Races

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	50	2	48
3	46	4	44
5	42	6	40
7	38	8	36
9	34	10	32
11	30	12	28
13	26	14	24
15	22	16	20
17	18	18	16
19	14	20	12
21	10	22	8
23	6	24	4

Any driver finishing 25th or after will be awarded two (2) Championship points.

12) Paddock & Pit Road Rules

- a) Jack Stands
 - i) Racing jack stands with flat bottoms are mandatory (Exhibit 1).
 - ii) Jack stands must be used under any vehicle that is jacked up and being worked on, except for routine tire changes on pit road.
- b) Motorized Vehicles
 - i) The use of motorized or non-motorized personal transportation (scooters, bikes, golf carts, etc) is not permitted in the Grandstand, Paddock or Infield areas. Thompson Speedway may grant use of such vehicles for handicapped persons, subject to prior approval and limitations.
 - ii) Motorized (electric or engine) pit or equipment carts are not permitted.
- c) It is the sole responsibility of the participants to dispose of hazardous waste in a way that is environmentally conscious and respectful.
- d) Narcotics and firearms of any kind are not permitted to be brought onto Thompson Speedway property. Additionally, alcohol is not permitted in the paddock area.
- e) Smoking is not allowed in the inspection area, in any buildings, or near the Sunoco fuel station.
- f) No one is permitted to ride as a passenger inside of, or on, a racecar. Additionally, no one is permitted to ride on the side of a truck or trailer.
- g) Pit Road
 - i) Pit procedures will be in full effect.
 - ii) Cars exiting pit road must obey the instruction of the stop and go official.
 - iii) No fueling or fuel containers will be permitted on pit road or in the infield.
- iv) No Thompson Speedway Official is permitted to work on a racecar.
- h) Any and all illegal parts will be confiscated and not returned in conjunctions with other penalties.

All parts confiscated will be held by TSMP Management.

RACE PROCEDURES

1) Electronic Devices

- a) Cell phones and personal electronic devices are not permitted in race cars.
- b) Recording devices of any type (audio, video, GoPros, etc.) are prohibited without prior written consent by Thompson Speedway Officials. The number of recording devices and location will be determined Thompson Speedway Officials.

2) Handicapping & Qualifying

- a) Thompson Speedway will announce the handicapping and qualifying procedures for an event at the pre-race driver's meeting.
- b) If, in the opinion of Thompson Speedway officials, a driver is not prepared to start in his/her assigned qualifying position, officials may re-assign the driver an appropriate starting position.

3) Scoring

- a) All scoring will be done by transponder. Finishing positions will be determined in order of the cars that complete the most number of laps in the least amount of time.
- b) Transponder must be mounted in accordance with the diagram in Exhibit 2.
- c) Transponders are required to be on the cars at all times.

4) Scanners

- a) Two-way radios are not permitted.
- b) Drivers must monitor the race control frequency (464.500) through the use of a scanner, Receiver, or similar device; and comply with all requests from race control.

5) Green Flag (Starts & Restarts)

- a) Once the one-to-go signal has been given there will be no weaving.
- b) The green flag indicates the start or restart of racing conditions.
- c) Thompson Speedway Officials will signify one (1) lap to go, a lap before the green flag will again be displayed.
- d) On the initial start, all drivers must stay in line and not advance position until they cross the start finish line.
- e) All restarts will be double-file unless indicated otherwise by race control.
- f) On all starts and restarts, the leader shall have lane choice. The leader must make his/her commitment by the time they reach the start/finish line to begin the one-to-go lap. Once a driver commits to a lane, no changing will be permitted.
- g) All starts and restarts shall be made within a designated zone on the racetrack. The leader of the race will control the restart within the designated restart zone. If the leader does not start, or restart, by the time he/she reaches the exit of the zone, the starter will start, or restart, the race.

6) Yellow Flag (Caution Period)

- a) The yellow flag/light signifies a caution period. The yellow flag will be displayed and the caution (yellow) lights illuminated immediately following any cause for the caution period. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car, allowing the caution vehicle to pull out in front.
- b) If a driver's car is damaged and requires assistance to be removed from the racetrack, the driver should remain in his/her car unless requested to disembark from the racecar by an official, he/she is in imminent danger, or if he/she is reporting to the ambulance. The driver of any car being towed off the racetrack must report to the ambulance for evaluation.
- c) There will be no passing the caution vehicle unless instructed to do so by a Thompson Speedway Official.
- d) The lap of record, which was the last scored green flag lap, will be determined by timing and scoring and will be announced during the caution period. That lap will provide the lineup for the restart.
- e) Any car(s), which in a Thompson Speedway Official's judgment, was involved in the caution will be realigned at the tail end of the field.
- f) All cars one (1) or more laps down will be realigned at the tail end of the field, in order of running.
- g) Once the "one to go" signal is given, the field will be re-aligned double file, lead lap cars to the front in the order of running followed by the doubling up of the lapped cars in their order of running.
 - i) Once the leader receives the "one-to-go" signal at the start finish line, all cars exiting pit road will restart at the rear of the field. Cars exiting pit road must obey the instruction of the stop and go official.
- h) Cars returning to the race track from the pits during a caution period must wait for the end of the continuous line of cars behind the caution vehicle, unless otherwise directed by the Thompson Speedway Officials.
- i) Any driver causing two (2) caution periods on their own may be parked for the remainder of the event.
- j) Any driver, who in the opinion of a Thompson Speedway Official, intentionally caused a yellow flag, will be penalized one (1) lap.

7) Red Flag (Race Stop)

- a) The red flag signifies that the race must be stopped immediately regardless of the position of the cars on the track. All cars should safety stop in the area designated by race control.
- b) Any car on pit road at the time that the red flag was displayed may be repaired or serviced.

8) Blue Flag with Diagonal Yellow Strip (Passing Flag)

- a) The blue flag with a diagonal yellow stripe serves as a warning to slower cars that faster traffic (leaders) is rapidly approaching the cars being signaled. Cars being given this flag must yield to faster traffic by moving to the bottom of racetrack.
- b) When two or more cars are competing for track position, and the entire group is given the passing flag, all cars in that group are expected to slow down, get single file, and allow the faster traffic to go by, then they may resume racing.

9) Black Flag & Black Flag with White Cross

- a) The black flag signifies the driver must go to the pits immediately and report to the Thompson Speedway Official at the car's assigned pit area. It does not mean automatic disqualification.
- b) If the driver does not obey the black flag directive after two (2) signals, the driver will then be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.
- c) In addition to the black flag, a black flag number indicator, in full view of the driver, will display the number of the car being black-flagged.

10) White Flag

- a) The white flag signifies that the leader has started his/her last lap.
- b) If the yellow flag is displayed and/or the caution lights are illuminated during the white-flag lap, a green-white-checker finish will ensue (even if it carries the race past the advertised distance). The lineup used to align the cars on the restart will be from the last scored green-flag lap.
- c) Cars may not receive any assistance after the leader has received the white flag at the start/finish line except cars making a pit stop. Violation will result in the car not being scored on that lap.
- d) Any driver assisting another driver after passing under the white flag may be subject to a lap or time penalty.

11) Checkered Flag

- a) The checkered flag signifies that the race is completed. When the required race distance has been completed by the lead car, the race will be declared "officially complete" regardless of the flag being displayed.
- b) When the checkered flag is displayed and the race leader completes the race, the balance of the field also completes the race in the same lap. Finishing positions will be determined according to the most laps traveled on the racetrack in the least total time, whether the car is still running or not.

12) Inspection

- a) All racecars are subject to inspection at any time by a Thompson Speedway Official. Failure to cooperate may result in disciplinary action or a fine.
- b) Thompson Speedway will designate an assigned inspection area. Only those designated by a Thompson Speedway Official will be permitted in that area. Each team will be permitted three (3) team members, including the driver.
- c) Thompson Speedway reserves the right to confiscate and retain possession of components.
- d) Thompson Speedway may request a team submit to more in-depth inspection processes (bubbling of engines, compression checks, etc). If so, the participant is responsible for all costs pertaining to reassembling their car following that inspection.
- e) In no way is Thompson Speedway responsible for damages incurred during the inspection process by one of its officials or authorized agents.
- f) Smoking is not permitted in the inspection area.

TECHNICAL RULES

1) Approved Models

- a) No turbo, rotary, mid-engine or rear engine cars allowed.
- b) **No VTEC, ECOTEC, or other variable timing motors are permitted.**
- c) The four cylinder, two or four door coupes of the following makes and models are allowed:

Ford: Mustang (94-98 must use 2.3 engine), Escort. Carbureted only.

Nissan: 200SX FWD

Toyota: Celica

Volkswagon: Scirocco, Rabbit, Golf. No GTI's permitted. Carbureted only.

Chevrolet: Cavalier. ~~Carbureted only.~~ **NO ECOTEC MOTORS PERMITTED**

Saturn: S Series

Chrysler: Charger, Lance, Shadow, Neon. Carbureted only.

Honda: Accord, Prelude

Acura: Integra

Mitsubishi: Eclipse

2) Electronic Fuel Injection (EFI): Car Weights

- a) All specified weight requirements will be with the driver.
- b) The minimum total weight at all times will be 2450 lbs.
- c) Double overhead cam equipped cars must weigh an additional 100 lbs.
- d) Maximum left side weight of fuel injected cars is 55.0% of total weight.
- e) Weight may be added or subtracted to cars by Thompson Speedway Officials in the best interest of competition. **All competitors must have lead at each event. Minimum 50 lbs.**

3) Carbureted Cars: Car Weights

- a) All specified weight requirements will be with the driver.
- b) The minimum total weight at all times will be 2100 lbs. for cars with engine displacement up to 1999 cc's. Cars with engine displacement greater than 2000 cc's must weigh a minimum of 2450 lbs.
- c) Maximum left side weight of carbureted cars is 55.0% of total weight.
- d) Weight may be added or subtracted to cars by Thompson Speedway Officials in the best interest of competition. **All competitors must have lead at each event. Minimum 50 lbs.**

4) Ballast Weight

- a) Added weight may be mounted under the car, providing that it is securely bolted to the floor pan and up as high as possible. The weight may not block the area behind the left front tire and the area in front of the left rear tire in order to allow for chassis height to be checked.
- b) Added weight must be magnetic steel or lead only, in block form, and weighing no less than five (5) lbs. per block (no pellets). Added weight must be securely bolted or welded and painted white with the car number stenciled in black. No added weight will be permitted inside the driver's

compartment. Weight must be welded in a box or attached with two (2) or more 7/16" minimum diameter, grade 8 bolts and locking nuts. All weight must make 5" ride height.

- c) Any car losing ballast weight or found with unmarked weight is subject to a fine.
- d) The mounting of ballast weight is subject to the approval of Thompson Speedway Officials.

5) Window Net

A commercially manufactured, SFI-rated, nylon window net must be installed in the driver side door window opening. It must be positioned to cover the entire window opening. Window nets may not be used beyond three (3) years from the date of manufacture. The window net must be rib type, made from minimum three-quarter ($\frac{3}{4}$) inch and maximum one (1) inch wide nylon material with a minimum one (1) inch and a maximum two and one-quarter ($2\frac{1}{4}$) inch square opening between the ribs. The minimum window net size must be 22 inches wide by 16 inches high. All window net mounts must be a minimum one-half ($\frac{1}{2}$) inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by three-sixteenths ($\frac{3}{16}$) inch thick flat steel or a minimum one-half ($\frac{1}{2}$) inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window net must fit tight and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by Velcro® fastener only – pins or clips are not permitted. The latch must mount at the top in the front to roof bar (#3) and release from the inside.

6) Body Panels

- a) All body panels must remain stock, including angles and openings.
 - i) The Duraflex fiberglass roof part # (DUR-79-93) or Speedwayone part # (FM309) will be permitted for use on Mustangs. If fiberglass roof is used, a halo bar safety plate (Exhibit 4) must be installed.
- b) Stock or aftermarket, fiberglass hoods must lay flat with no openings. Cowl inductions hoods with maximum 3" rise are allowed. Cowl opening must not be more than 4.0" as installed on car.
- c) Fenders, quarter panels and door panels may be replaced with steel only sheet metal, minimum thickness 0.030", provided that it follows the same contour as the original body panel. Saturns may run composite factory panels.
- d) A vent window is allowed. It must be maximum seven (7) inches measured from the base of the A pillar. It may not be tapered back, and must go straight up to the pillar.
- e) The headlight and tail light openings must be covered with sheet metal.
- f) No holes are permitted in the rear bumper or tail panel.
- g) The only panels allowed to be gutted will be the hood, roof, trunk lid, trunk floor and the doors.
- h) The doorpost, inner quarter panels, and rocker panels must remain.
- i) The full stock floor pan and stock front and rear firewall must remain. The inner sheet metal panel in front of the strut tower to the radiator support may be removed.
- j) The minimum roof height for Mustangs is 51" measured six (6) inches back from the top of the windshield opening at all times.
- k) Crush panels must be installed between the front firewall and fenders sealing off the drivers compartment.
- l) Cars not conforming to these regulations will be assessed weight penalties at the discretion of Thompson Speedway Officials.

7) Bumpers

- a) Only stock bumpers will be allowed.
- b) Factory absorbers must be replaced with steel brackets.
- c) The outside edges of the bumper must be capped to prevent hooking.
- d) Front and rear aftermarket covers are allowed for the make and model being used. If aftermarket bumper covers are used, bumper tubing must be inside of the cover and may not extend past the flat surface of the tire. No dirt or outlaw-type bumper covers permitted.

8) Rear Spoiler

- a) The spoiler must be mounted on the rear of the trunk or follow the contour of the rear panel. The spoiler cannot exceed the contour of the body at the base.
- b) No side gussets or rear vanes will be permitted.
- c) The spoiler must be made of clear polycarbonate material. Only the bottom one (1) inch of the spoiler may be steel or aluminum.
- d) No decals will be permitted on the spoiler.
- e) Maximum Spoiler height is 4.0". Maximum width is 60.0". 4.0" height will be measured from the horizontal plane of the trunk lid and/or bumper cover on which it is attached to.

9) Glass

- a) A full windshield made of minimum 1/8" polycarbonate material is required.
- b) Quarter glass is allowed, but must be made of clear polycarbonate material. If quarter glass is not used, the window opening must remain open.
- c) Rear windows are not allowed.

10) Body Spoiler

- a) Side skirts are allowed between wheel openings. They must follow the contour of the body and may not be stepped or angled.
- b) Side skirts must make ride height.

11) Nerf Bars

- a) Nerf bars may be used between the wheel openings at hub height. Bars must be 1" round or 1" x 1" square tubing. They must be mounted skin tight to the body with no sharp edges, angels or points. Nerf bar ends must be tapered and capped. Carriage type bolts must mount inward.
- b) Polycarbonate Nerf bars will be permitted.

12) Interior Sheet Metal

- a) The dash may be removed and replaced with a fabricated dash.
- b) Firewalls
 - i) The front firewall must be stock. All holes in the firewall must be covered with sheet metal.
 - ii) The rear firewall may be fabricated, but must follow stock configuration.
 - iii) Hatchback cars must fabricate a rear firewall at the floor level to protect the driver form the fuel cell. Firewalls must be welded, not riveted.
- c) No enclosures around the driver are permitted.

- d) All interior sheet metal must be minimum 0.031" steel.

13) Frame & Chassis

- a) All chassis parts must remain unaltered from the manufacturer with the following exceptions:
 - i) In order to obtain proper camber angle, the following will be permitted:
 - (1) The right lower A-Frame may be lengthened.
 - (2) The right strut tower may be cut and moved a maximum of one (1) inch from the passenger side to the driver's side. The strut tower must be re-welded. Moving from front to back will not be permitted. No other modifications to the strut tower will be allowed.
 - (3) A one (1) inch longer, unaltered, stock OEM lower A-Frame, which fits in the stock mounting location, may be used on the right side only.
 - (4) Adjustable caster/camber plates may be used on the top of the front strut towers
 - (5) Fabricated or aftermarket strut support brackets may be used on front and rear shock towers. Shock tower locations must remain stock.
 - (6) Aftermarket or fabricated engine cradle supports may be added to stiffen suspension.
 - b) Frame repairs in front of the front strut/shock tower and behind the rear strut/shock tower may be fabricated with two (2) inch by three (3) inch by 0.083" magnetic steel tubing. Repairs must follow the stock configuration of the stock chassis.
 - c) Wheel base must be within + or - 1/2" of the OEM factory listed dimension for the chassis being used.

14) Roll Cage

- a) A full roll cage is required.
- b) A minimum two (2) inch by two (2) inch by 0.120" steel box tubing must be welded inside the car to the floor on each side of the rocker panels. When installing the roll cage, 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 (referred to as #3) must be within four (4) inches of the window and/or the door openings on both sides, as well as the front windshield, with no offsets.
- c) All cars must have front and rear hoop bars that attach to the center section of the roll cage.
- d) A "Petty" bar (referred to as #7A) is mandatory.

15) Fuel Cell Crash Bar

A reinforcement bar, made of minimum one and one half (1 1/2) by 0.083", must extend below the rear frame section behind the fuel cell. This 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.

16) Fuel Cell

- a) The use of a commercially manufactured fuel cell is mandatory. Maximum capacity is 16 gallons.
- b) Fuel cell vent check valves are mandatory.
- c) Fuel cell must be mounted using minimum 1" x 1" x .083" square tubing as shown in NASCAR diagrams/exhibits 1,2, 3.

- d) The use of magnetic steel fuel cell containers made of minimum 22 gauge (.030") steel is mandatory.
- e) Gas caps must be tethered and have your division (MS) and car number (XX) on it for identification.
- f) The fuel cell must be a minimum of ten (10) inches high.

17) Ground Clearance

- a) Ground clearance must measure five (5.0) inches. The measurement will be taken from the lowest point of the frame or unibody.
- b) Front bumper cover, rear tail panel, side skirts and rocker panels must make five (5.0) inch ground clearance.

18) Suspension

- a) All suspension parts must remain stock OEM for chassis being used unless otherwise indicated in these rules.
- b) Bushings may be replaced with aftermarket urethane or rubber, provided that they do not alter the original mounting location. No other bushings are permitted. Offset bushings are not permitted, except on rack and pinion mounts.

19) Sway Bar

The sway bar may be changed, but must follow stock design and mounting points. Maximum sway bar diameter is 1 5/16".

20) Bearings

All wheel (front and rear), differential and transmission bearings must remain stock OEM. Bearings must be angle type cone, straight barrel type, or ball bearing. All bearings, including the rollers, must be magnetic steel only.

21) Brakes

- a) Only stock OEM brakes for the chassis being used are permitted. Exception to this is Ford Mustangs may use Stock OEM Rear Disc Brakes for the Fox Body or SN-95 chassis.
- b) Brakes must be operational on all four wheels at all times.
- c) Only brakes lines made of steel will be permitted.

22) Steering

- a) The steering must be the stock OEM for the chassis being used.
- b) A collapsible steering shaft is recommended. If one is not used, however, then the shaft must be made with at least two (2) U-joints and deflect to the side upon heavy frontal impact.

23) Struts/Shocks

- a) Stock OEM replacement, non-adjustable steel struts/shocks, as purchased from a stock automotive parts supplier, must be used. No racing struts/shocks allowed. No Bilstein struts/shocks allowed.

- b) Struts/shocks may not be altered in any way, and must bolt into stock OEM mounts in the front and rear stock OEM locations.

24) Springs

- a) Racing springs will be permitted. Springs may be changed provided that they fit onto the stock strut/shock or spring pocket.
- b) Spring adjuster cups will be allowed.
- c) Jacking bolts will be allowed.
- d) Coil-over, adjustable shock kits and double springs may only be used on front-wheel drive cars. Jacking bolts must be installed in the centerline of the original OEM spring pocket. The angularity of the springs must not be changed.

25) Panhard Bar

- a) On front-wheel drive cars only one, single steel bar is allowed. The rear panhard bar may be changed and/or relocated. Location is subject to Thompson Speedway approval.

26) Wheels

- a) Eight (8) inch, 14 lb. minimum steel racing wheel is required.
- b) Eight (8) inch wheels must have between three (3) and four (4) inch backspace. Rear wheel drive cars must use four (4) inch backspace only.
- c) All four wheels must have the same offsets.
- d) Heavy duty wheel lug/studs are highly recommended. Studs must pass completely through the lug nuts.
- e) Wheel spaces are not allowed.

27) Valve Stems

No "bleed off" type valve stems permitted.

28) Tires

- a) Hoosier Tire East of Manchester Connecticut will be the sole supplier of tires for the Mini Stock Division. Their contact information is listed in the "General Rules" section above.
- b) The size is 23.0 x 7.0 x 13.0 or 23.5 x 7.0 x 13.0. Both tires must be 800 compound. If a tire cannot be identified, it will be considered illegal.
- c) Thompson Speedway Officials may confiscate and/or impound tires at any time for inspection.
- d) The JTR Eagle PPM Tester will be set at a fixed level and will be strictly enforced throughout the season.
- e) A participant competing in any race at Thompson Speedway specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.
- f) Participants are responsible for competing on tires that satisfy all of the above rules. Tire samples may be taken at any time to be analyzed by an independent testing laboratory that has been approved by the respective tire manufacturer. The participant's samples will be compared with

control samples provided by the tire manufacturer. Any tire samples that are found to not match the factory control sample will be deemed illegal and the participant will be subject to the penalties outlined above.

29) General Engine Requirements

- a) Stock OEM engines for year, make and model of car must be used. Maximum of 2400 CC engines. No turbo engines will be allowed. All engines must have two or four valves per cylinder.
- b) All engine parts must be stock OEM.
 - i) All engine parts, including stock replacement parts or aftermarket parts – where allowed – must maintain stock OEM weight specifications and must remain unaltered. Parts may not be lightened in any way.
 - ii) Only stock OEM type engine bearings will be permitted.
 - iii) No stroking, porting, polishing, lightening, deflashing, glass beading, sandblasting, abrasive cleaning, chemical (acid) milling, will be allowed in the engine or on any engine parts. No internal painting or coatings of any type will be permitted.
 - iv) All engines will be allowed a maximum of 0.045” overbore.
 - v) Only normal OEM type engine balancing is permitted.
- c) Due to the limited availability 2.2 dodge engines, the Dodge Neon with 2.0 multi-valve single overhead cam engines will be allowed for competition with a weight penalty. 2.0 Neon must comply with above rules.
- d) Ford 2.3 may use Race Engineering short block assembly part # FD-SB-THOMP/NEWL. It must be used as supplied from the manufacturer with no modifications.
- e) Ford 2.3 may use Race Engineering rotating assembly part # FD-ROT-THOMP/NEWL. It must be used as supplied with no modifications. Any component from this rotating assembly may be used in existing engines.

30) Compression

- a) Maximum compression is 10.0 to 1 on all non-Volkswagen engines. Volkswagen engines maximum compression is 10.5 to 1.
- b) Compression will be checked with the “Whistler.” No tolerance allowed on maximum compression.

31) Engine Location

The engine must remain in stock OEM location.

32) Crankshaft

- a) An unaltered, stock OEM crankshaft, maintaining stock stroke, must be used. No lightening or knife edging allowed.
- b) Minimum crankshaft height is 13.0” for Mustangs.
- c) Ford 2.3 may use Esslinger crankshaft (Part No. P.3125.2047BLM or SLM). Crankshaft must be used stock unaltered as supplied from manufacturer. Only normal OEM engine balancing will be allowed.

33) Harmonic Balancer

An aftermarket, stock-appearing harmonic balancer will be permitted.

34) Pistons

All pistons must be stock OEM or an exact replacement.

35) Rods

Rods must be stock OEM in every way, including length, for the engine being used. Aftermarket rod bolts will be allowed. Ford 2.3 may use CROWER sportsman rods (part no. SP93231PF-4) as manufactured.

36) Oil Pan & Engine Oil Specifications

- a) Stock OEM oil pan for engine being used must be used. Ford 2.3 may use the CANTON stocker oil pan part #11-900. Stock OEM oil pans may be modified to CANTON stocker specifications.
- b) The use of combustion enhancing oils or additives is not permitted.

37) Camshaft

- a) Aftermarket camshafts are allowed. The maximum lift at the valve with zero (0.000") lash will be 0.465".

38) Valve Lifters

Only solid valve lifters will be allowed. No roller lifters are allowed, even if standard on the OEM engine being used.

39) Rockers/Followers

- a) Only stock OEM rockers and followers will be allowed. No roller rockers or roller tips, even if standard on the OEM being used.
- b) Stock ratio is required for the engine being used. Ford 2.3 must use 1.64 ratio followers. Ratio will be checked with the valve lash used during the event at 0.238" lobe lift.
- c) Rocker studs may be oversized.

40) Cylinder Head

Only stock OEM production cylinder heads for your engine will be allowed.

41) Valves

- a) Only stock OEM or direct replacement valves will be permitted.
- b) No Pro Flo valves allowed. Any valve stem with an undercut of 0.015" or more will not be allowed.
- c) Aftermarket stock diameter valve springs will be allowed.
- d) Only steel valve spring retainers allowed.

42) Valve Job

- a) Multi-angle valve job is permitted.
- b) The bottom cut of the valve job may not exceed three-eighths (3/8) of an inch into the valve pocket. The bottom cut will be measured from the top of the cut upon which the valve is sealed.
- c) The maximum diameter of the top cut must be no larger than 3/8" in diameter larger than the size of the valve.
- d) All cutting or grinding must be centered off the centerline of the valve guide.

43) Intake Manifold

Unaltered, stock OEM intake manifolds only. The Ford 2.3 may use an EFI intake manifold. No marine intake manifolds allowed.

44) Carburetor

- a) The Holley 350 CFM, two-barrel carburetor (part number: 0-7448, or Keith Dorton part number: 0-80787-1) are the only carburetors allowed. The carburetor must be stock and unaltered.
- b) The diameter of every hole in the carburetor must pass the standard Thompson Speedway pin and tooling gauges as part of our routine inspection process.
- c) The only changes that will be allowed are as follows:
 - i) The choke plate and shaft may be removed.
 - ii) Jet, power valve, accelerator pump cam, and accelerator pump discharge nozzles may be changed.
 - iii) Idle holes may be drilled in the butterflies.
 - iv) No other changes will be permitted. No reshaping, polishing, grinding, drilling or coatings of any kind allowed. No adjustable (jetted) air bleeds or circuits. Gaskets must remain unaltered.
- d) No chrome carburetors. Holley Carbs may NOT use aluminum center sections.

45) Carburetor Spacer/Adapter

- a) One spacer/adapter, made of solid material, is allowed. Maximum height of one (1) inch will be permitted.
- b) No wedge shape spacers/adapters will be allowed. Both the top and bottom surfaces must be parallel.
- c) The porthole may be tapered to meet the stock intake opening. No additional openings for air induction will be allowed.
- d) Only one 0.075" gasket per side of the spacer will be allowed.

46) Fuel Injection

- a) Fuel injection must be stock for the year, make, and model of the car being used. Throttle body diameter must be stock OEM for engine being used.
- b) All electronically fuel injected cars will be required to have an air restrictor in the intake piping. Air restrictors will be available for purchase from Thompson Speedway.

47) Electronic Fuel Injection: Air Cleaner/Filter

Fuel injected cars may run aftermarket air intake/filter which must remain under the hood, inside the engine compartment.

48) Air Cleaner/Filter

- a) Only a round, dry paper, maximum four (4) inch high air filter element allowed.
- b) Air filter may not be sprayed or soaked with chemicals.
- c) The air cleaner top and bottom must be metal.
- d) No ducts, baffles or anything that may control airflow is allowed on, or in, the air cleaner assembly. All air entering the carburetor must pass through the air filter.

- e) A shield may be used on the front outer half of the element if it is on the element. Air cleaners must remain under the hood.
- f) All air cleaners are subject to Thompson Speedway approval.

49) Exhaust Manifold

- a) Only a stock OEM exhaust manifold or factory tubular manifold for your engine is permitted. No modifications are allowed. No headers allowed.
- b) The Mustang must use a stock OEM Ranger Factory tubular manifold or Schoenfield header part # F238V. Header must be used as manufactured with no modifications or coatings. The last 6" of the header collector may be cut and angled rearward for ground clearance.
- c) Competitors using the OEM Ranger Factory Tubular manifold may remove the flared exit after the exhaust pipe mounting flange. The exhaust pipe mounting flange cannot be altered or removed.

50) Mufflers & Exhaust System

- a) Mufflers are mandatory. The only approved mufflers are the Lobak RCM 12" Spiral Flow (part number: RCM251225) or Moroso (part number: 94050).
- b) Only one (1) muffler per exhaust pipe. The end of the muffler must be located six (6) inches from the end of the exhaust system. The last six (6) inches of the exhaust system must be turned down. The exhaust system must exit within (12) twelve inches of the rear axel tube and remain under the car.
- c) Mufflers must be removable for inspection.
- d) Muffler must remain complete with ends as manufactured.
- e) Check valve tubes are not allowed in any part of the muffler.
- f) Interior coatings are not permitted.
- g) Exterior coatings are not permitted. All other coatings including powder coatings are not permitted.
- h) The life expectancy for all Lobak mufflers is two years. Race teams are responsible for the condition of their mufflers. Mufflers found to have deteriorated baffles due to rust/rot will be treated the same as if they were modified. Your mufflers must be in good condition and have complete baffles.
- i) Exhaust system subject to approval by Thompson Speedway Officials.
- j) Maximum diameter of the exhaust pipe will be two and one-half (2 1/2) inches.
- k) A flex coupler maximum 12 1/2" in length may be used in the exhaust system forward of the muffler. All flex couplers are subject to Thompson Speedway Officials approval.

51) Fuel Specifications

- a) Sunoco Race Fuel 260GTX and 93 octane Super Unleaded automotive pump gasoline are the only fuels permitted in the Mini Stock Division. The 93 octane Super Unleaded automotive pump gasoline must be purchased from a retail outlet and must contain a minimum of 7 percent and a maximum of 10 percent of ethanol. The use of an additives or catalysts is not permitted. These two fuels may be mixed together.
- b) Thompson Speedway Officials will take fuel samples as part of their normal inspection process.
- c) Icing or cooling of the fuel system is not permitted in the garage, pit or paddock areas.
- d) Nothing may be placed in the fuel line except a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering device is prohibited.

52) Fuel System

- a) Only one fuel line will be permitted from the fuel cell to the fuel pump, and one line from the fuel pump to the carburetor. EFI cars will be allowed to have a return line.
- b) The inside diameter of the fuel line for all cars can be no larger than one-half (1/2) inch.
- c) The fuel line from the fuel cell to the fuel pump must either remain under the floor of the car or run through the passenger compartment of the racecar, and be protected by a secondary form of tubing. The tubing must be one continuous tube extending through the front and rear firewalls.
- d) An OEM style mechanical fuel pump must be run. An electronic fuel pump will be allowed. Fuel pump must be as close to the fuel cell as possible. The fuel pump must be tied with the oil pressure switch.

53) Fuel Shut Off Valve

- a) A ¼-turn fuel shut off valve is required in the fuel line.
- b) The fuel shut off valve's ON and OFF positions must be clearly labeled.
- c) The valve must be open when the handle is aiming front to back, and the valve must be closed when the handle is aiming left to right.
- d) No fuel shut offs permitted on the driver's side. The switch must be easily accessible to emergency workers.
- e) Any car connecting the fuel line to the fuel cell through the racecar must have the fuel shut-off valve located in the trunk, with a reach rod to the passenger compartment.

54) Electronic Fuel Injection: Ignition

Fuel injected cars must run OEM computers for engine being used.

55) Ignition

- a) A Stock OEM type HEI distributor must be used. The distributor must have a stock type housing, have stock type controls and modules, be equipped with a magnetic pickup, be gear-driven, and be mounted in the stock location.
- b) Only one OEM-type ignition coil is permitted. Stock-appearing aftermarket allowed.
- c) Electronic firing module amplified box is not permitted.
- d) Adjustable timing controls are not permitted.
- e) Retard or ignition delay devices are not permitted.
- f) Accessories to regulate the power supply are not permitted.
- g) The tachometer wire must run from the distributor to the tachometer along the #8 dash bar, separate from any other wires and in unobstructed view for inspection. The tachometer wire must be isolated from any other wires, connections or devices. The entire length of the tachometer wire must be visible from distributor to gauge.
- h) The vacuum advance unit may be replaced with a manual, non-electronic timing adjuster that does not extend more than two (2) inches beyond the distributor housing.
- i) For carbureted Volkswagon and Chrysler products, the use of a Hall Effect switch with module distributor is allowed to eliminate the computer system.

56) Spark Plugs

- a) The spark plug must match the type of head being used.

- b) The gasket-type head must use the gasket seat spark plug.
- c) A tapered head must use the tapered seat spark plug.

57) Battery/Starter

- a) Only a single 12-volt OEM automotive type or an automotive type gel-battery is permitted.
- b) The battery may be located in the right side front firewall or behind the driver's seat, mounted to the floor. The battery and/or box may not extend below the frame rails where it is mounted.
- c) The battery box may be made of steel and welded in place or must be in a marine type case.
- d) The battery must be padded or lined to prevent battery from moving inside the box.
- e) The battery box must be completely sealed off from the driver's compartment.
- f) The battery must be tied down by a minimum of two steel rods and a steel cross bar running through the floor pan and be bolted or welded.
- g) Aftermarket starters will be allowed.

58) Engine Cooling System

Radiators must remain in the stock OEM location. All cars must be equipped with a minimum one (1) gallon overflow container. Only water or Water Wetter-type additives may be used in the cooling systems. No antifreeze allowed.

59) Oil Coolers

Oil coolers will be permitted.

60) Clutch and Flywheel

- a) Only a stock OEM or exact replacement clutch disc and pressure plate will be allowed.
- b) No lightweight disc or pressure plates allowed.
- c) Only a stock OEM steel wheel flywheel will be permitted. The flywheel must remain unaltered. No lightening allowed. A one (1) lb. tolerance from stock OEM specs will be allowed for resurfacing. Minimum weight for the Mustang is 20.0 lbs.
- d) An optional clutch and flywheel package manufactured by RAM (Capitol Motorsports part number CAPARC2300A) may be used. Anyone choosing to use this clutch must add 50 lbs. of total weight.
- e) A one (1) inch hole must be drilled in the bell housing, over the clutch, for inspection on frontwheel drive cars. Rear-wheel drive cars must have a one (1) inch hole drilled in the bell housing, under the clutch, for inspection.

61) Transmission/Transaxle

- a) Four or five speed stock OEM transmissions only. Transmission must be stock OEM for chassis being used.
- b) No REM machining or REM type processes are allowed.
- c) All gears must be in working order.
- d) The differential must be locked.

62) Drive Shaft/Half Shafts

Only stock OEM drive shaft/half shafts will be allowed.

63) Rear End

- a) The rear end must be stock for the make and model of the car.
- b) Rear ends must be open or locked. No Posi, limited slip or ratchet rears of any type allowed.
- c) No REM machining or REM type processes are allowed.
- d) The Ford 8.8 rear axle from the SN95 Mustang may be used in any Ford Mustang. This will include use of stock rear disc brakes.

64) For more information, please contact:

860-923-2280

oval@thompsons Speedway.com

www.thompsons Speedway.com

Exhibit 1: Approved Jack Stands



Exhibit 2: Transponder Mounting Location

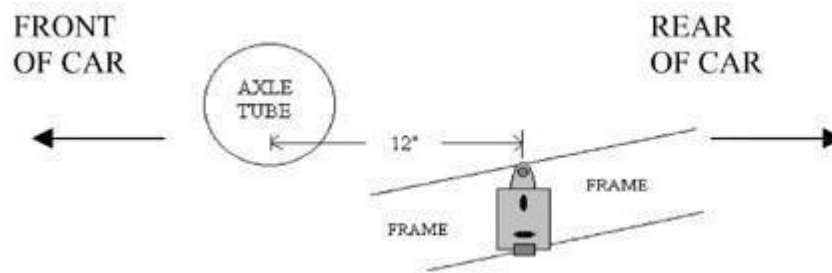


Exhibit 3: NASCAR Diagram

DIAGRAM # 1 - TYPICAL NASCAR FRAME (PLAN VIEW)

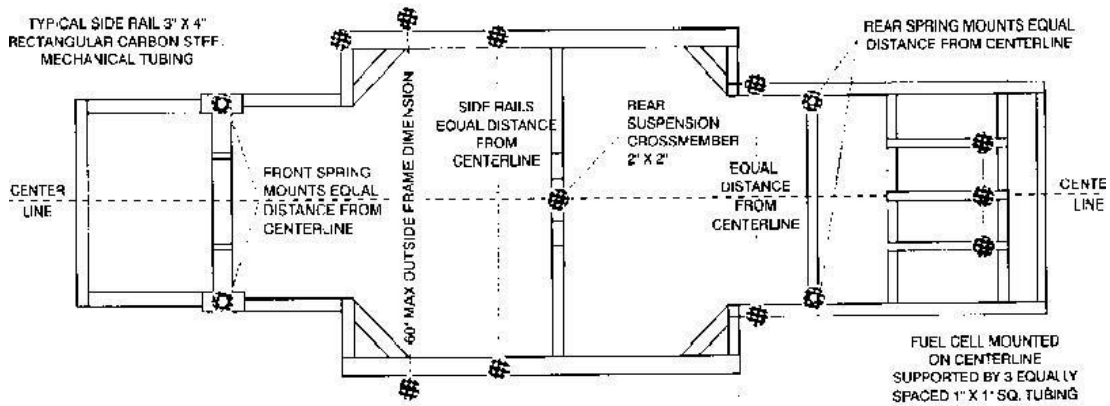


DIAGRAM # 2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)

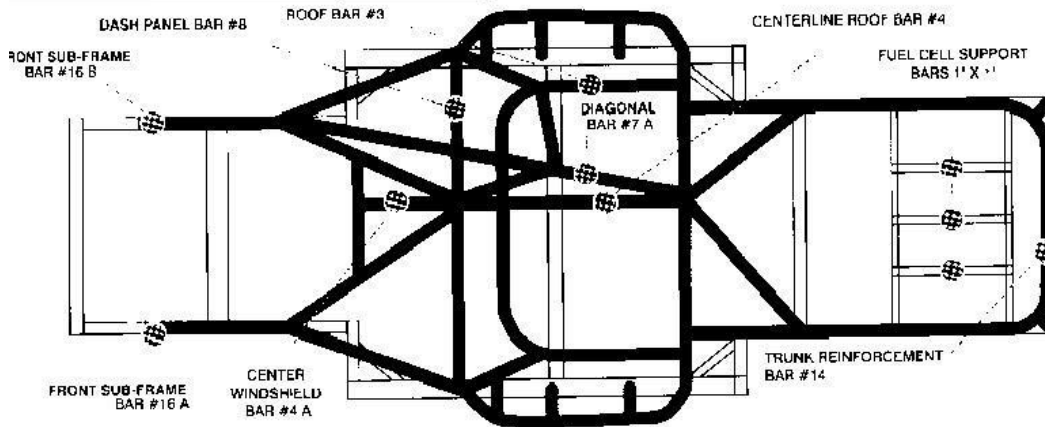


Exhibit 4: Halo Bar Safety Plate

