

# 2026 Hickory Motor Speedway Mini Stock Rules

Rule Book Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied from any of the specifications herein or impose any further restrictions to keep the division competitive. Any interpretation or deviation of these rules is left to the discretion of the Hickory Tech Official's; their decision is final.

- Any driver under (18) years old must have officials' approval and parents' consent form filled out prior to going on track.
- Drivers may have experience from any other level of racing and still be allowed to participate.
- No Pro-4 and No FWD
- Any 1960 and later model with a maximum wheelbase length of 102 inches.
- The tech official will have the authority to disallow any car with compromised structural integrity or protruding parts that may be dangerous to another competitor.
- Any chassis used must have come with a 4-cylinder engine option.
- Complete 6 point center section and rear down bars must be 1-1/2 inches minimum diameter and .090 wall THICKNESS MINIMUM. NO EXHAUST TUBING, OR CRIMPED EXHAUST PIPE BENDS IN MAIN CAGE.
- Main 4 points of roll cage must be welded to the frame rails, or rocker panel. If welded to the floor board, it must be welded onto a 6x6 metal patch and must be located no more than 6 inches from the factory rocker panel.
- Offset roll cages, shortened roll cages and halo bars are allowed. But will result in a weight penalties of 50 pounds to right side.
- Underslung Chassis are allowed, OEM pickup points cannot be altered in the rear, front points must remain the same.
- Minimum of 4 door bars on drivers side, with 1/8 metal plate welded to outside of roll bars.
- All perimeter bars and bumper bars must be shaped with safe and reasonably rounded ends to eliminate puncturing other drivers doors, tires, fuel cells, etc. No push bars outside of the front bumper cover.
- All bars within drivers reach must be padded.
- All chassis suspension mounting points must be in stock OEM location. No exceptions. All left to right, height, and "X" measurements must be within ¼ of factory setting.
- All frames must be stock. Unibody frames may be tied together end to end on Floor pan cars only. If the car is missing half of the stock floor pan, a 50 pound penalty must be added to overall weight. All cars must have stock fire wall intact to run.
- Front firewall, floorboard, and all suspension points must remain in factory location. No modifying of these panels for any reason. If floorboard has rusted or broke, you may patch weld, but you cannot not remove and replace.
- All Cars have full front and rear firewalls with no holes, completely sealed. A minimum of 22 gauge steel must be used for patched sections. No combustible material allowed for filling holes.
- All Cars must have factory floor pan from front firewall vertical to section above transmission tunnel behind motor to front mount for back seat.
- Inner structures of fenders, wheel wells, strut towers, and trunk floor may be removed.
- Stock OEM style suspension that came on your car.
- No aftermarket front control arms.
- Front control arms may be interchanged within the same make as long as both sides of the control arms are the same length.
- Cars may not have lengthened or shortened lower control arms on any make.
- Stock style upper control arms may be adjustable for camber/caster adjustment only.
- Pinto cars may notch frame and space upper factory control arm or use aftermarket upper in factory location.
- No upper control arms added in place of stock strut designed car.
- Any bushing allowed
- All Cars may use any type or arrangement of spacers to meet the tread width of 76 inches outside to outside.
- Wheel base must be within +/- 1" of stock factory length for car model claimed. Left and right side of car must be within 1" of length of each other.
- Strut rods on lower control arms such as Pinto and Toyota may be adjustable in length, but retain stock mounting points.
- OEM or direct fit aftermarket sway bars only. No splined type. 1 5/16 inch or 33mm maximum diameter. Mounting optional. End of link design may be optional. May be adjustable on both ends.
- Heim joints are allowed on sway bar and in place of tie rods for bump steer correction.
- Any upper strut plate/connection may be used in place of strut tower.
- Lemans bar between strut towers allowed.
- Any front caster/camber settings allowed.
- Adjustable rear shackles and slider blocks allowed on leaf spring cars.
- Front eye of leaf spring must remain in stock location.
- No 3 links track bars allowed.
- Aftermarket upper and lower trailing arms for the rear are allowed with a maximum tolerance of ¼ inch.
- Rear lower trailing arms must be factory length.
- Solid engine and transmission mounts allowed.
- Spindles and rotors must be OEM, but may be interchanged within different year models or versions of the same chassis. One aftermarket caliper allowed in place of the OEM caliper.

- No aftermarket spindles. Spindles may be strengthened.
- Drum brakes may be interchanged with disc brakes.
- Brake adjusters, flow control and metering valves are allowed, but must be out of reach for the driver and cannot be used during race.
- Single or double master cylinders are allowed. Aftermarket pedals are allowed and may be relocated.
- Steering box and/or rack may be interchanged among the same make.
- Aftermarket power steering pump allowed.
- Brake air ducts are allowed. Must be directed towards the rotor/caliper and not into the engine compartment.
- Brake hats are allowed.
- Drilling of rotor for cooling is allowed.
- Steering quickner is allowed.

#### **Bodies:**

- Any stock or aftermarket body, including straight sided dirt, fiberglass, aluminum, or steel allowed. Open wheel type must submit photos for approval and will be allowed for one race maximum if approved.
- Full windshield required. Rear side and rear are optional. Side vent window allowed with no more than 1/3 of the total opening. Windshield must be lexan or laminated safety glass. No plexiglass.
- Two verticle braces at least 1" wide x 1/8" thick required on windshield.
- Side view and rear mirrors are allowed.
- Side vent for driver cooling are allowed.
- All doors must be bolted, welded, or riveted shut.
- All hoods must be sealed to the fenders, cowl, or windshield with no more than ½" gap.
- No hood scoops, holes in the hood, or anything else funneling air to the filter/intake.
- At least 4 positive fasteners must be used to hold the hood and trunk. OEM or fabricated hinges may account for 2 of the 4 total.
- Rear spoilers will be a maximum of 5" tall and 54" wide. The highest point of rear spoiler must be 8" lower than the highest point on roof. Rear spoilers may have to be shortened or removed to meet the 8" minimum described.
- Spoilers must be mounted at the back of the trunk area near the tail section.
- Roof spoilers may be no taller than 1.5" and must be within the front and rear openings of the roof.
- Rear section of car must be enclosed from top of deck lid flush to the top of rear frame horns. Solid section without excessive holes.

#### **Shocks, Springs, and Struts:**

- One steel bodied shock or strut per wheel. At least one end must be mounted in factory location.
- Aftermarket racing shocks are allowed. Heim joint ends are allowed.
- No aluminum bonded shocks are allowed.
- No revealable or Shradler valve type with external reservoir are allowed.
- Strut type can be adjustable
- Replaceable cartridge style only if available from the factory (must be removable for inspection)
- Any aftermarket coil spring allowed. Rates are optional. Spring dimensions are optional.
- At least one end of spring must be in OEM location.
- No bump stops, bump springs, or travel limiting of any kind.

#### **Engine Location and Types:**

- Engine must be installed in stock location. There is to be no less than .250 between the back section of the cylinder head and the vertical plane of the stock firewall. There will be no beating of the firewall back at this location.
- All engines must use stock OEM parts with the only exceptions stated here. (see engine rules)
- 4 cylinder piston engines only. No rotary engines. You may interchange engines and chassis within your manufacturer line, but not across makes. Ex: any Ford in a Ford but no Toyota in a Ford.
- No turbochargers or superchargers.
- Toyota 3SGE, Ford Duratek Series, must remain OEM only.

#### **Transmission, Flywheels, and Clutches:**

- Automatic or manual transmissions are allowed.
- Automatic manual shift kits are allowed. Reverse shift patterns are allowed. Internal modifications for durability only. No trick or lightweight internal parts. OEM factory type only. Torque converter must be of stock OEM size. Must be factory OEM stall speed. No stall or hollow converters. No aftermarket high performance converters. No valve or any mechanism to transfer transmission pressure allowed. Neutral safety switch must be functional at all times. Modified transmission pan allowed. Transmission cooler size and placement is optional. Cooling lines must have no more than 12" of high pressure rubber tubing. Aftermarket flex plate allowed.
- Any type of flywheel and pressure plate combination allowed.

- Reinforcement in area of floorboard for safety is required.
- No aftermarket transmission. Must be factory standard production only. No lightening of internal rotating components.

#### Driveshafts:

- Standard 1 or 2 piece, minimum diameter of 2 ½". Steel only.
- All driveshafts be painted white with car number on it.
- Drive shaft safety loops front and rear mandatory.

#### Rearends:

- Any car or truck rearend. Interchanging allowed within the same make.
- Mounts on interchanged rearends must match stock rearend to **exact** OEM measurements.
- 9" Ford rearends are not allowed.
- Any differential: open, welded, full spool, mini spool, locker, limited slip, or helical gear types are allowed.
- No quick change rearends allowed.
- Any gear ratio is allowed.
- + or – 0.5 degree rear camber on all cars.
- Any aftermarket axle allowed.

#### Engines:

##### Block:

- Must be stock OEM production. No aftermarket blocks.
- No block is to be coated, polished, or any machine work except what is listed in these rules.
- No machining of block for aftermarket rod clearance.
- Blocks cannot be offset bored, but may be sleeved with original bore centerline.
- Stock OEM type rod, camshaft, and crankshaft bearings.
- No maximum overbore.
- Blocks may be deburred, but cannot weigh below factory LB/CC.
- Aftermarket pulleys and water pump are allowed.
- Crankcase evacuation system to header is allowed.
- Aftermarket oil pans are allowed.
- Stud girdle kits are allowed on main bearings.

##### Crankshafts:

2500 stock cranks are allowed. **No** d-stoking crank for any reason is allowed.

- Must be stock OEM cast or steel, no aftermarket such as scat, lunati, etc. allowed.
- EFI: crankshaft must match declared engine model.
- Stock OEM stroke or crankshaft being used must be maintained within +/- .010"
- No lightening or knife edging of throws or counterweights.
- All cars may polish between #4 rod journal and #5 main journal surface areas for the purpose of identifying cracks more easily and eliminating surface stress risers, not to lighten.
- Engine balancing is allowed, but must be done in standard production manner.
- Crankshafts may be interchanged among blocks within the same make with no machining needed. Direct fit applications only on carbureted engines only.
- CCs must be posted on hood and must be correct for the engine bored. Engines will be P&G tested.

##### Connecting Rods:

- Any steel aftermarket or factory rod is allowed.
- Maximum length for carbureted engine is 5.9 inches.
- All cars may polish stock OEM rods
- No hollow aftermarket rods
- Toyotas may use h-beam rods as long as no block machining is needed.
- Minimum 1.950" diameter rod journal for Fords.
- Any rod bolt allowed.

##### Pistons and Rings:

- Any flat top piston with any number of ring glands are allowed.

- Gas porting in ring glands only.
- Any steel wristpin allowed. No titanium pins.
- Any OEM dome piston engine may run any dome piston. The flat part of the dome piston may extend to 0.010" above deck height.
- Any style rings allowed. Minimum 2 rings per piston.

#### Bearings, Fasteners, and Gaskets:

- All engine bearings must be stock OEM type sleeve bearing. No roller bearings are allowed.
- No titanium fasteners are allowed. Any other fastener are allowed.
- Head and main bearing studs are allowed.
- Any brand gaskets are allowed. No O-Ring style sealing allowed in place of head gasket.

#### Cylinder Head:

**NO** aluminum heads are allowed with the exception of the stock Toyota head..

**NO** M-13 heads are allowed.

Porting and polishing will be allowed with a 50 lb weight:

- Heads may be interchanged on blocks within same make only in direct fit applications. Crossbreeding within same make is allowed on carbureted engines only. Ex: 2300 gead allowed on 2000 block.
- Angle milling is allowed.
- Two valves per cylinder maximum on carbureted engines.
- Stainless steel OEM configuration valves and swirl type are allowed.
- Valve stems may not be a smaller diameter than stock for head being used without weight penalty.
- No titanium valves unless it is factory replacement.
- Valves may be back cut 30 degrees maximum.
- Valve stems may not be canted in head. (cannot change valve angles)
- Interior de-burring, polishing, extrude honing, or acid porting is allowed.
- Lifter bore may be machined for solid adjusters.
- Valves must retain stock diameter head.
- Any steel or stainless steel retainer/keeper/shims will be allowed. Any type of valve job is allowed. Valve job angles are optional.
- Any valve spring combination or design.
- Reinforcement on cam boss is allowed.
- Ford roller heads allowed.
- Cam button allowed.

#### Camshafts:

- Cam lift optional without any penalty. \*\* (Ford Roller Head)
- Adjustable cam gear allowed.
- Stock OEM steel or double roller timing chain and gears with hex adjustment is allowed.
- Anti pump up hydraulic lifters are allowed.
- No lightweight pushrods.
- Only stock OEM rocker arms and lifters that are factory OEM in the head may be used.
- Oil return screens are allowed.
- Lifter valley baffles are allowed.
- Lifters must be stock size for head being used.
- Roller rocker arms allowed in factory application.

#### Intakes:

- Stock OEM factory intakes with factory part number.
- Argentina Ford intakes allowed.
- Fuel injection intake allowed.
- No high performance aftermarket intake manifolds.
- No porting, polishing, coating, dipping, or port machining, etc.
- Intake may only be modified to accept carburetors, no other modifications allowed.
- Carburetor adapter plate must not protrude down into plenum.
- Must have Ford part number and stamp on intake.

#### Carburetors, Spacers, and Adapters:

- Holley 350 CFM #0-7448, #0-80787-1 or Holley 500 CFM #0-4412, #0-80583-1
- Choke hardware may be removed
- Choke horns must remain on carburetor, no exceptions
- All vacuum ports must be plugged
- 2 gaskets @ .065 maximum are allowed

- Any carburetor adapter or spacer, 2 inch thick maximum
- 2 circular holes, 1 oval hole, beveled and/or tapered are allowed
- No modification to carburetor for mounting
- 350 CFM, 30cc accelerator pump only
- No polishing, grinding, or machine work is allowed
- No base plate modification
- No drilling of additional holes except per the NASCAR rule book.
- Boosters may be changed.
- No booster modification to size or shape.
- Height and location of the boosters must remain per factory specs only.
- All boosters must remain OEM outside diameter only.
- Venturi area may not be altered or reshaped in any manner.
- No altered gaskets, base plates, or drilling holes into the carburetor.
- No butterflies to be thinned or tapered
- Idle holes may be drilled in butterflies.
- Screw ends may be cut even with shaft, but screw heads must remain as purchased.
- No shafts to be thinned or cut at all.
- Accelerator pump discharge nozzle can be changed.
- Power valve may be changed.
- Jets may be changed.
- No outside air to be pulled through the carburetor other than through the venturi
- Carburetor will be inspected as per the NASCAR Late Model Stock carburetor rules, with only exceptions noted above.

#### Air Cleaner:

- Aftermarket air cleaner up to 14 inches in diameter x 5 inches tall maximum is allowed.  
Plastic, Steel or aluminum is approved.
- Paper element or K&N type is allowed.
- No funneling of any air to the air cleaner or carburetor.
- Base of air cleaner must be below choke horn.
- No carburetor hats, baffles, etc.
- Top and bottom of air cleaner housing must be the same size.

#### Fuel & Fuel System:

- Track fuel allowed.
- No additives.
- No fuel cooling devices.
- 12 gallon fuel cell maximum.
- Fuel cell must be mounted in a can that is made of at least 22 gauge steel.
- Fuel cell must be mounted in center of trunk area between the frame rails. No more than 2" deviation from center of rear of tread width.
- Fuel cell must be protected with a sufficient amount of structure including a bar below and to the rear of the can.
- Fuel cell venting high and to the drivers side recommended.
- May run high performance mechanical fuel pump or electric. If electric pump is used, you must have roll over valve and safety switch. Please verify with tech officials that this is within working order.
- Fuel will be checked randomly.

#### Electrical Systems:

- Battery must be securely mounted and enclosed to guard the drivers from spills or explosions.
- Batteries must be mounted in trunk or through floorboard, but not lower than frame rails.
- Only one battery allowed per car.
- Only 12 volt electrical systems are allowed.
- Standard or electronic distributor may be modified for reliability only.
- Stock type coils only.
- MSD, Accell, Mallory, etc. Internal parts, coils, or modules are allowed, stock type only.
- No magnetos
- No multi spark discharge boxes (MSD boxes) allowed
- Points type are allowed.
- No full aftermarket distributor allowed.
- No adjustable timing controls.
- No traction control devices.
- All wiring in car must be securely insulated and fastened.
- Any spark plug wires are allowed.
- Any spark plugs are allowed.

- No dual point distributors are allowed.
- Mels distributors are allowed.
- Mels or MSD type rev limiters allowed (these must be mounted in plain view)
- Only **ONE PLUG PER CYLINDER**.

#### Cooling System:

- No antifreeze. \$500.00 fine for first offense\*\*\*
- Stock cooling system only in stock location.
- Any radiator allowed.
- May use water wetter type products.
- Electric fan is allowed.
- Overflow hose must be routed to base of windshield on passenger side to alert driver in case of overflow or to a sealed catch container in the trunk area.
- Fabricated mounting for the radiator is allowed. Must be mounted between frame rails.

#### Exhaust System:

- Any stock or aftermarket exhaust manifold or header is allowed.
- 4 into 1 and tri-y style allowed.
- Exhaust pipes must route behind drivers seat, and must extend to the outer edge of the car.
- No exposed pipes in driver compartment.
- Exhaust may run through the inside of car if totally boxed, sealed, and approved by tech officials.
- No pipes turned down.
- Mufflers allowed, but are not mandatory.
- Crankcase to exhaust evacuation systems is allowed. Only quality check valves will be permitted.

#### Oiling System:

- Stock type wet sump only.
- External oil filter and coolers are allowed. These must remain under the hood with steel braided hose and AN type fittings. No rubber hose or hose clamps are allowed.
- No dry sump or accu-sump systems are allowed.
- Any aftermarket racing oil pan is allowed.
- Screen kits in oil return system is allowed.
- Oil pan baffles preventing oil from flowing away from the oil pump pickup is allowed.
- Windage trays are allowed.

#### Ground Clearance:

- All heights are measured with the driver in race trim.
- Center of crankshaft bolt to the ground, minimum of ten (10) inches.
- Ride height minimum of 4 inches, measured at the lowest portion of left front of the car.
- Fuel cell and or fuel cell frame must maintain a minimum of 8 inches from lowest point to the ground.
- Oil pan minimum to the ground is 4 inches.

#### Wheel and Wheel Spacers:

- 8 inch only wheels with the a maximum of two inch backspace. **NO** one inch backspace wheels allowed.
- Steel wheel only.
- Any wheel stud diameter and length allowed.
- Offsets on all 4 wheels do not have to match.
- No pressure relief valves allowed.
- May use any size, type, or arrangement of wheel spacers to meet track width of 76 inch outside to outside.

#### Weight:

- All weight and weight percentages are measured with driver in car in race trim.
- All weights exclude the additional CCs created with bore.
- EFI: engine model must be displayed on hood.
- Advertised engine size in CCs and left side weight percentage to be located on the hood, and must be accurate to the engine in the car. Penalty will be automatic disqualification and a minimum of a\$500.00 fine.
- Fuel only may be added to car at the end of the race to make weight.
- All carbureted cars will weigh one pound per CC after race with a minimum of 2100 pounds with the exception of the Toyota engine must weigh a minimum of 2050 lbs.
- Toyota 20R block with 22R head must weigh 1 pound per CC. (2,300 lbs)
- Ford 2300 head on 2000 block must weigh 2250 pounds.
- Ford Pinto/Ranger 2000CC (small valve) must weigh 2100 pounds.

- Ford Pinto/Lima style engine with 1.50" intake and 1.75" exhaust valves may compete at 2300 pounds.
- Toyota 3SGE have a base weight of 2300 pounds.
- Maximum left side weight is 55.0 % of the total weight.
- No dislodged parts can be added back to the car after race to make weight but fuel can be added.
- All lead must be in block form and painted white with car number on it. All weight must be securely bolted with nylon lock nuts or double nuts.
- Any chassis design or car make that has an obvious advantage over any other may be subject to weight percentage and weight additions for the sake of close competition. This will be determined by a tech official.
- No weight brakes for containment seats head and neck restraint.

#### **Safety:**

- Seat belts must not be any older than 5 years by the date on the belts. 5 point harness minimum. If no date, you must replace.
- Helmet Snell SA95 or better required.
- Flame retardant driving suit with minimum SF-1 rating required. SF-5 highly recommended.
- Flame retardant gloves and shoes highly recommended.
- Neck collar, or head and neck device is highly recommended. Ex: R3, Hans, Hutchens, etc.
- Aluminum racing seats only.
- Approved window net required.
- 2 ½ pound fire extinguisher with a dial, must be located within reach of driver or a switch to activate the fire suppression system.
- Master kill switch must be mounted within easy access of driver and also safety crew members from outside of car.
- If your car does not pass pre-race safety technical inspection you cannot practice or race until it is corrected.
- Radios are allowed.
- Transponder mandatory. Must be mounted on the rear axle.
- Tech official must approve all racecars to compete and their decisions are final.

#### **Tires:**

- Hoosier 800 tires only.
- Tires must be inspected, approved, and marked prior to race to be eligible for competition.
- No soaking of tires of any kind. If tire checks soft on the Durometer tool compared to any others, the tire will be sent for lab testing at the competitors expense.
- The driver is responsible for competing with the correct tires.
- If you compete on anything other than the Hoosier 800 tires, your result will be a total DQ, loss of points, money, and/or fines & suspensions.
- Tires may be branded and/or marked inside and out.
- At least one of the right side tires of the top 3 finishers may be dismounted for post race inspection.
- The 4 tires you start the race on must be used for the entire race unless there is obvious damage to the tire rendering it unsafe.
- You may move these four tires around on the car during the halfway break, but do not change a tire unless approved by a race official.

#### **Protest Procedure and Cost:**

- If a racecar passes pre-race inspection, it is not automatically declared legal in post race inspection. If you suspect any part of your car is not covered in our rules, discuss this with the tech official before the race.
- Outside of the normal random checks made by the tech official, a team may protest the car that finished directly in front of them only.
- Only a car in the top 4 finishing spots may be protested.
- A written protest with the accompanying monies for the protest must be made within 20 minutes after the end of the race. All protests must be accompanied by cash before the tech official will impose the protest and discuss the protest with the car involved.
- Only one representative of the protesting team may observe all tech procedures. The tech officials' decision on whether the car in question is legal by the rules posted is final.
- If the car being protested has been penalized for an infraction announced pre race and allowed to race, the infraction will be disregarded during tech procedures.
- Officials can use their discretion on whether a protest will be accepted.
- Protesting fees will be divided between the track and protester/protestee, whichever is correct.

#### **Price:**

- Protest front suspension, all steering, a frames, springs, rack, shocks, spindles. K member etc. \$1,200.00
- Protest rear suspension, springs/leaf springs, frame, shocks, truck arms. Rear end etc. \$1,500.00
- Protest entire bottom end of engine including clutch and flywheel \$2,000.00
- Protest the head, carburetor, EFI system, intake, space, bore, and stroke \$2,000.00

- Protest just bore and stroke \$1,500
- Shock/Strut claim rules. \$250.00 per shock, \$250.00 per strut, refusing claim will result in DQ
- Any tire protest will be accompanied by a \$300.00 fee per tire. Tire will be inspected or sent away if necessary.
- Teams found illegal, by way of protest and teardown procedures will lose all points and money for that event
- Illegal parts will be marked and returned to the owner at the tech officials' discretion.

**Competition Rules:**

- Any car or driver winning (2) consecutive races will carry an additional 50 pounds on the right side of the car in an area indicated by series officials. This weight will be carried until the car or driver is winless for (2) consecutive events. This rule will not be cumulative.
- Cone restart will be the race procedure unless circumstances cannot allow for it.
- Lucky dog rules will be in effect for first cap one lap down.
- Cars going more than 2 laps down under race conditions may be required to retire from race at race directors discretion.
- In the event that a driver can not compete in a main event due to medical reasons, he may have a substitute driver compete (1) time in the season. The substitute will start from the rear of the field in the main event. (Original driver must attempt to qualify car to obtain points.)

\*\*\*All rules subject to change to keep the competition equal to all competitors.\*\*\*