NEMST

North East Mini Stock Tour

www.northeastministocktour.com

2012 RULES AND REGULATIONS

Section 1. General

A. Competing Models: 1980 thru present mass produced 4 cylinder passenger cars, 2 or 4 door models allowed. No convertibles, mini vans, or trucks. No rear, mid, opposed or rotary engines allowed. No AWD, AWD conversions, or 4x4 models permitted. Preapproval of any questionable make/model required. **Note**: The Ford Pinto will be exempt until the 2013 season. Pintos will be allowed to compete during the 2012 race season.

B. Overall weights: All racecars will weight a minimum of 2150lbs with a 55% maximum left side weight. Additional weight will be added for engine displacement, 16 valve heads, etc.
All weight rules are general specification. Weights and percentages may be adjusted on a per race basis to balance the lap times if needed for competition purposes. All weight and percentage rules are measured before the race and adjustments may be made at that time. Car with driver will be checked post feature to ensure compliance. NEMST scales WILL be the source of the weights.

C. Weight Standards: All cars will have to weigh 1LB per CC (min. 2150LBS). All 16 Valves will carry an additional 50 LBS overall and be required to meet a 54.5% left side percentage. All cars with a locked final drive will also carry an additional 50LBS overall.

D. Communications: Mirrors and two-way radio communication are allowed. All cars will be requested to monitor the radio frequency used by NEMST. This will allow for quicker line-ups and restarts. Driver or spotter can receive NEMST transmissions.

E. Appearance: All bodies must be neat appearing; tech will have final judgment. All body panels and edges must be smooth to help reduce unnecessary tire cuts. All panels must meet 4" minimum height. (this includes nose, side skirts, and tail pieces) Bodies are allowed to be gutted and small modifications may be done to meet chassis and tire installation.

Section 2. Bodies

A. Inner panels: Stock firewall and floor-pan must be intact. Floor-pan may be fabricated but it MUST cover entire floor area between the front and rear firewalls. Firewalls MUST remain in stock locations. Bodies from any manufacturer can be used as long as they meet the requirements of Section 1, part A.

B. Bodies: Bodies must be stock appearing for make and model. Roof and pillars MUST be steel. Doors, fenders, quarters, and trunk-lid may be steel or aluminum be MUST be stock in appearance and size. Hoods MUST be stock, aftermarket steel, or fiberglass, NO ALUMINUM hoods will be permitted even if OEM. Tail section of car must be closed and no cut-outs or openings are permitted. Aftermarket noses and tails pieces are allowed.

C. Accessories:

1. Spoilers: maximum 58" X 5". MUST be placed aft of trunk lid or aft of rear window base. May be constructed of lexan, steel, or aluminum. Stock spoilers allowed but must be make/model correct. Metal spoilers must be made from three separate pieces with none of the three exceeding 20 inches in length. Spoilers WILL NOT extend beyond width of the decklid.
2. Windows: Lexan windows must be used by all tour regulars. Quarter, and rear windows allowed but not required. Door windows are not permitted. Undamaged stock front windshields may be allowed with prior request and approval.
3. Rub rails: Exterior rub rails are allowed only between the front and rear tire and MUST stay in contact with the body their entire length. Steel rails MUST be secured to the cage in two places.

plastic rails may be riveted to body with a minimum rivet spacing of twelve inches.

D. Roof Rails: 2 Roof rails are permitted lengthways of the car. Rails can be no longer then the steel roof panel. Rails must be no higher then 1½" above the surface of the roof. Rails may be made from steel, aluminum, lexan, or plastic and must be securely fastened to the vehicle.

Section 3. Chassis

A. Stock chassis may be tubed front of strut towers, but must remain unaltered from strut or shock location to rocker panel. Chassis may be fabricated with tube beyond rear strut or shock towers. Tubing can be used to connect front and rear sub frames must be identical side to side. Piping is allowed to pass through either firewall. Caster/Camber plates are permitted and the top of the strut tower may be slotted for adjustment.
B. Main cage must be constructed using a minimum pipe size of 1.5" X .095. Frame tubing must be minimum 2"x2"x.125.
   Main cage is defined as "any area between the factory firewalls". Drivers door bars must be plated (18 gauge minimum) or covered (.250 minimum) to reduce the risk of driver injury.
C. Strut and shock towers must remain in factory locations, no movement of any factory placed suspension or chassis mounting points is permitted. No modification of stock sub frames allowed, i.e. cannot be cut open, tubed inside and resealed. Engine cross member must be stock OEM and unaltered.

Section 4. Suspension

A. OEM or stock replacement shocks and struts only, Bilsteins Allowed. No racing, or adjustable shocks/struts allowed. No performance or threaded body shocks/struts allowed. **Raceland Coilover Kits , height adjustable only are allowed, no damping adjustment provisions are permitted.** Maximum 1 shock/strut per wheel, 4 total per car. Coil-over sleeve kits allowed. No full coil-overs. Sleeve kit must attach to unaltered DOT/OEM replacement shock. Weight jacks and adjustable spring cups are legal.
B. All cars must meet a 5 inch suspension ride height. Ride height will be measured at factory floorboard next to unibody.
C. Racing springs allowed. ***Any Diameter***
D. Maximum tread width 72 inches measured from bead to bead. Bead is defined as the outside lip of the wheel used.
E. Any size sway bars can be used, front or rear.
F. All suspension parts (a-frames, spindles, hubs, etc) must be unaltered OEM for make model and year.
G. Four wheel brakes must be in working order. Brakes must be OEM or OEM replacement type. No exotic, after market or racing brakes allowed. Cars can be converted to rear disk brakes using factory material.
H. **Rear control arms may be fabricated from heim joint and radius rods. Must retain stock length and same side to side, no variation accepted. Arms must be non adjustable in car. Must be mechanically locked during events by using a pin or collar system.**

Section 5. Wheels and Tires

A. 7 or 8 inch wide wheels with any production offset may be used. 13 and 14 inch wheels only. No mixing of rim size on car. Spacers may be used. NO homemade or altered wheels will be allowed.
B. Competitors may run any racing or DOT treaded 7 inch bias ply or radial. Durometer testing of tires will be conducted throughout the race event starting with the first practice. Any tire found to be softer than **55**pts will be deemed illegal and penalties may be issued. There will be zero tolerance on durometer checks conducted by NEMST officials using NEMST tools.
   NOTE: *Each tire will be checked in a minimum of three locations. All locations checked must be 60pts or greater to*

pass.

C. Hoosier **800** 23/7/13 and 23/7/14 are the specified tour tires and will be for sale at the events. Only one new tire may be run during the feature event. Tires not purchased from NEMST must be registered with a tour official prior to the feature line-up. A $5.00 per tire fee may be assessed.

D. Cars not using Hoosier racing tires will forfeit 25% of the posted purse and all additional awards.

Section 6. Engine

A. Block: Block must be stock for make. 2540cc maximum displacement. **Fords max displacement will be 2340cc**. (Actual displacement, not advertised engine size will determine the minimum car weight) Maximum overbore .040. Compression ratio may not exceed12:1. No stroking/destroking of engine.

B. Heads: Milling of head is allowed. No porting or polishing of any kind. Heads with 16 valves will be penalized.

C. Valves: Engine valves must remain stock size for the engine being used. **1mm Oversized replacement valves are allowed, must be used in conjunction with factory sized valve seats**. Stainless Steel OE replacements are allowed.

D. Crankshafts: Crankshaft MUST be OEM stock, no knife edging or weight removal allowed. No aftermarket cranks. Crankshafts may be balanced.

E. Camshafts: Camshafts max lift .470 at the valve, must be flat tappet, roller style valve train. Valve train must match make, model, and year of car declared. **Fords, no roller rockers, lifters, or camshafts.** **Lift is measured at the outermost portion of valve retainer.**

F. Pistons and Rods: Must be stock appearing. No light weight piston or rods allowed. All replacement rods and pistons MUST have a weight equal to or greater than the stock part.

G. Carburetor: Carburetor must be stock out of the box; 350cfm MAX any brand may be used. Choke plate MUST be removed to allow inspection. 1" spacer or adapter between intake and carb allowed. Carbs are subject to outside flowbench testing for flow capabilities.

H. Fuel Injection: Fuel Injection is allowed. Any size fuel injectors may be used. Any size throttle body may be used for fuel injection. ALL electronic fuel injection (EFI) cars will be required to run a NEMST supplied air restrictor in the intake piping. Air restrictors will be available to tour registered teams prior to the first race. Units must be bought for $20 from the NEMST and will be swapped out periodically at events. If tampering or modification is discovered the driver will receive a one calendar year suspension from tour competition and be stripped of all point s accumulated.

I. Air Filter: Air filter may stick above hood but will need to be covered so the filter is not exposed to open air. EFI cars must leave air filter in engine bay, filter must not extend ahead of radiator.

J. Intake manifold: No porting or polishing of any kind. MUST use a stock intake manifold for make and engine used. Gasket matching is legal but you MUST use **Fel-Pro Gasket for Engine Declared**

K. Cooling system: Any radiator may be used and MUST be mounted forward of engine. No anti-freeze.

L. Exhaust: Headers will be allowed; 2.5" maximum exhaust pipe diameter **after muffler**. All cars will be required to run a muffler and have engine exhaust exit underneath the car forward of rear tires. Exhaust outlet MUST face the track. Cars that are deemed to loud for competition will be asked to conform to track/sanction requests at any time. Failure to meet such request will disqualify any finishes made in that event.

Section 7. Transmissions

A. Transmissions: Transmission must be a stock unit for make and model; gear ratios may be swapped from other factory units. All production transmission gears need to be intact and in working condition. 5th gear lockouts may be used but will need to be removed for transmission inspections .

B. Final Drive (FWD): All front wheel drive cars using a locked or limited slip final drive assembly will be given a 50LB weight penalty.

C. Driveshaft: Driveshaft must be steel and painted white. Shaft MUST have 1 driveshaft loop within 18 inches of the forward u-joint.

D. Clutch: Clutch must be functional, single disc, or puck style clutch with a stock finger type pressure plate. Open or factory locked allowed. Welding allowed. No truetrac or spool of any kind. Must retain stock diameter.
E. Flywheel: Must be steel and weigh a minimum of 11 lbs. measured with NEMST tools. Must retain stock diameter.

Section 8. Rear End

A. Rear end needs to be factory for make and model used. No quick change or 9" units allowed.
B. Locked rear assemblies will be given a 50LB weight penalty.
C. No aluminum components allowed, including brake drums.
D. Control arms may be reinforced but length MUST remain unaltered for declared car. No slotting, no extending of mounting location. No off-set bushing allowed. **Fabricated heim joint non adjustable arms allowed, must be mechanically locked to prevent in race movement.**
E. No camber changes allowed to rear wheel drive solid (non-independent) rear ends.
F. **Welded or open rear ends only, No limited slip, spool, or true-trac type assemblies.**

Section 9. Electrical

A. Stock ignition systems only, no magneto or MSD systems allowed. High output coils allowed if stock appearing. **Aftermarket distributor may be used. Must be run from factory electronics. NO MSD ALLOWED.**
B. Any starter in working condition. Alternators are optional but recommended.
C. Fuel Injection computer must be stock OEM style computer, factory computer upgrades allowed. Chips and Flashers allowed to re-tune settings. Must use the actual factory computer unit. ** **NO STAND ALONE****

Section 10. Safety

A. Racing Seat: Racing seats must be used and must be attached to the cage by a minimum of four 3/8" bolts. NEMST highly recommends the use of a containment seat system or headrests on both sides.
B. Restraint Systems: NEMST highly recommends the use of a head movement device, HANS, Hutchins, ETC.
C. Fire suits: Full 1 or 2 piece single layer minimum driving suit is required.
D. Steering Shaft: Aftermarket steering shaft required. Must have quick release steering wheel.
E. Harness: Five Point racing harness required, date must be within 3 years.
F. Window Net: Window net required may be ribbon or mesh. Latch must be visibly marked in case of emergency.
G. Battery: Battery must be located forward of fuel cell.
H. Fuel Cell: Fuel cell required max 12 gallon capacity. Fuel Cell area must be separate from driving compartment
I. Fuel Pump: Electric fuel pump must have switch clearly marked. Electrical on off switch must be located within reach from outside of car. Cars running fuel injection will require an oil pressure shut off switch.
J. Certification: Chassis will need to receive NEMST certification before any track time will be given at first event.

Disclaimer;
These rules were created to help provide equal competition among a diverse field of cars, drivers, and teams. These rules may be revised by NEMST during the race season should it be deemed *necessary*. When a rule change is deemed necessary, an E-Mail alert will be sent to all teams listed on our contact list. Changes will

also be listed on our website. These changes will be effective one week after they are posted. Any cars found to be non-compliant may be assessed penalties which may include fines, loss of laps, loss of purse, (partial or full) and loss of series points.

Questions can be forwarded to:
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