

MONADNOCK SPEEDWAY MAD DOG (MD) MODIFIED DIVISION RULES

GENERAL RULES

Please read the General Rules in their entirety as they have been rewritten.

1. PREFACE

The intent of the Monadnock Speedway General and Divisional rules is to foster a safe, orderly and fun environment for competitive motorsports. 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 guarantee against injury or death to participants, spectators, officials, or any other individual involved.

2. HIGHER AUTHORITY

The rules herein are intended to be the only regulations governing Monadnock Speedway race events. However, should a government agency, or any other local, state, or federal body, currently have, or issue in the future any lawfully instituted standards which are contrary to those found herein, then those standards prevail. If the Monadnock Speedway rules are found to be in part illegal in the eyes of such government body, only that area(s) of the Rules found substandard will be void and the rest of the Monadnock Speedway Rules will remain in full force and be applicable.

3. INTERPRETATION & AMENDMENT

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

4. PRIVATE PROPERTY

Monadnock Speedway is private property. Any person on this property without the permission of the Owners or Management is guilty of trespass and subject to the penalties prescribed by law. Through your license and registration, you have been given the authority and the right to be on this property, in conjunction with our events. However, the Officials and Management of Monadnock Speedway reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the current event or any future events.

5. INJURIES ON MONADNOCK SPEEDWAY PROPERTY

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

6. CONDUCT

- a. All competitors, car owners, crew members, sponsors, track officials, etc. are required to conduct themselves in a respectful and humane manner. This includes, but not limited to any Monadnock Speedway functions (race tracks, car shows, banquets, etc.) or in media, broadcast, or any like forms. This includes, but is not limited to:
 - i. Disparaging comments as it relates to a person's race, nationality, age, sex, religion, etc.
 - ii. Any public statement made in person, third party, on digital or social media platforms that criticizes, ridicules, or otherwise disparages another person as an act of intimidation, threatening, or bullying.
 - iii. 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.
 - iv. Aggressive behavior, destruction of personal property, and/or physicality towards any person.
- b. The Driver will be held responsible for the actions of their race team, friends, and family members on the Monadnock Speedway property, as well as at the off-site location of all Monadnock Speedway-sanctioned events.

7. VIOLATION & DISCIPLINARY ACTION

- a. Penalties for violations of rules are determined by the gravity of the violation, its effect on fairness of competition, the history of the individual and their team, the orderly conduct of the event, and interests of Monadnock Speedway.
- b. All car owners, drivers, crew members, fans, employees, vendors, sponsors, and affiliates of Monadnock Speedway are subject to disciplinary action for misconduct or violations of any Monadnock Speedway rule.
- c. The entire team of anyone who initiates litigation against Monadnock Speedway or any of its affiliates will be suspended from competition throughout the length of the litigation process.

8. OWNERSHIP OF MEDIA RIGHTS

All persons agree that all commercial rights to any and all photographs, video tapes, GoPro footage, motion pictures, sound recordings, etc. made at any Monadnock Speedway event or function are solely owned by Monadnock Speedway and JDV Productions, regardless of what party created such properties. Any sale of such images or recordings, on and off Monadnock Speedway property is strictly prohibited except with written permission by Monadnock Speedway and JDV Productions. Any such images or recordings created by non-approved agents will be solely for their individual and non-commercial use.

9. SAFETY

- a. Monadnock Speedway Competitors are solely responsible for the effectiveness of their safety equipment used during each event. Monadnock Speedway, JDV Productions, and its affiliates are not responsible for the effectiveness of any personal protective safety equipment. Each competitor is expected (whether as a car owner, driver, and/or crew member) to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment, and the possibilities of the risks of injury to themselves and others. It is the responsibility of drivers and crew members, not track officials or the Promoter, to ensure that he/she maintains, wears, and properly uses personal safety equipment. The inspection of

safety equipment by Monadnock Speedway Officials does not guarantee that any item will perform in the manner that it is designed for.

- b. All Competitors must have a Competition Sticker dated for the current year on the front left corner of the roof before being allowed on track.
- c. 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 member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.
- d. A full fire suit made of double-layered material meeting the standard of either SFI 3.2 A/5 or FIA Standard 8856 rating, clean, and in good condition is mandatory. Fire retardant gloves and shoes are mandatory and must be worn during all on-track activities. SA2015 or newer rated helmets are mandatory for all motor vehicle events. Full-face helmets are mandatory. All safety equipment (gloves, helmets, seats, etc.) must be approved by Monadnock Speedway Officials.
- e. All cars must have a battery cutoff switch on the driver's right side crossbar within reach of the driver and accessible to safety crews from both left and right side.
- f. All cars must have an aluminum or carbon fiber (Monadnock Speedway Officials approved) racing seat. Monadnock Speedway recommends seats be full containment type, designed to include comprehensive head surround, shoulder and torso support, with energy impact foam. No holes permitted. Four (4) bolts on the floor of the seat and two (2) on the back of the seat. All seat frames must be mounted securely to the roll cage. Right side headrest is mandatory. Choice of left side headrest or auxiliary net mandatory.
- g. Seat belts must be a minimum five-point, two (2) 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 Monadnock Speedway Officials. Belts must be no older than three (3) years from the date of manufacture, unless they have an expiration date. No expired belts permitted. 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 strongly recommended. These devices will be mandatory in 2025. For those wearing them, these devices must be recertified by a manufacturer-approved entity every five (5) years. Proof of re-certification will be required.
- i. Smoking is not allowed in the racecar, inspection area, in any buildings, or near the Sunoco fuel station.
- j. Fire Suppression
 - i. Cylinder Extinguishers
 1. Cylinder style extinguishers are required. No kitchen or household-style extinguishers are permitted.
 2. This extinguisher system must meet the SFI specifications and display a valid SFI label. Extinguishers shall be inspected for recertification at least every two years after the date of original certification or as specified by the certifying manufacturer. When a unit is determined to be acceptable for continued service, a new conformance label marked with the inspection date shall be used. In-field recertification is permitted, but only by the original manufacturer or its authorized agent. Systems shall have a maximum field service life of 6 years from the original date of installation. At the end of the 6-year period, all systems must be returned to the manufacturer or a certified recycling service center for lawful disassembly, recycling and decommissioning. No system may be refilled more than 6 times during its 6- year field service life.

3. This fire extinguisher cylinder must be securely mounted beyond the right side of the driver's seat, above the interior sheet metal on the horizontal shoulder bar. Hose clamps or cable ties will not be permitted. A device(s) must be installed to keep the cylinder from sliding out of the mounting system. Clamp style or "figure eight" mounts must completely encircle the circumference of the outside diameter of the roll bar. The cylinder(s) shall be placed such that they will not be able to contact the race track surface at any time and when cylinders are mounted in any position, pressure gauges must be visible for inspection. Mounting location is subject to approval of Monadnock Speedway Officials.
4. All cylinder extinguishers shall remain as constructed and tested by the original manufacturer and not modified. Each manufacturer must provide some means by which to indicate that the cylinder was filled with agent by the original manufacturer. Cylinders may not be filled or refilled by anyone other than the original manufacturer.
5. This cylinder must contain a minimum of five (5) pounds of fire extinguishing agent that meets SFI standards.
6. It is required that all cylinder extinguishers be designed, manufactured and tested in accordance with 49 CFR, 173.309. Except for cylinders without stored pressure, cylinders must meet the following specifications: DOT39, DOT3AL, DOT 4B360, DOT 4DS and/or TC 3ALM, DOT 4E260 and ISO 7866. Gross weight, tare weight values in pounds or grams shall be displayed on all cylinders. All labels must indicate the manufacturer's name and contact information, date of manufacture, contents (type of suppression agent), total cylinder weight, contents (agent) weight.

ii. Fire Suppression System

1. It is recommended that each vehicle have, within the driver's reach and from both windows for responders, a manually controlled push or pull knob which activates a built-in, fully charged fire extinguishing pressurized cylinder with a visible, operating pressure gauge. This extinguisher system must meet the SFI specifications and display a valid SFI label.
2. On Board Fire Suppression Systems shall be inspected for recertification at least every two years after the date of original certification or as specified by the certifying manufacturer. When a unit is determined to be acceptable for continued service, a new conformance label marked with the inspection date shall be used. In-field recertification is permitted, but ONLY by the original manufacturer or its authorized agent. Systems shall have a maximum field service life of 6 years from the original date of installation. At the end of the 6-year period, all systems must be returned to the manufacturer or a certified recycling service center for lawful disassembly, recycling and decommissioning. No system may be refilled more than 6 times during its 6- year field service life.
3. This fire extinguisher cylinder, as part of the On Board Suppression System, must be securely mounted beyond the right side of the driver's seat, above the interior sheet metal on the horizontal shoulder bar. If the fire extinguisher cylinder is mounted to a right side door bar it must be mounted in a position that permits driver egress; mounting must be acceptable to Officials. Mounts must be secured to the horizontal shoulder bar or the top right side door bar and it must use a mounting system acceptable to Officials which secures both ends of the cylinder for its full circumference and attaches securely to the roll cage

structure of the vehicle. Hose clamps, worm drive clamps, or cable ties will not be permitted. A device(s) must be installed to keep the cylinder from sliding out of the mounting system. Clamp style or "figure eight" mounts must completely encircle the circumference of the outside diameter of the roll bar.

4. This cylinder must contain a minimum of five (5) pounds of fire extinguishing agent that meets SFI standards. The primary purpose of this system is to protect the driver. Nozzle(s) must be designed for the extinguishing agent used and should not be pointed directly at the driver but should be mounted to provide flooding of the driver's compartment to the manufacturer's recommendation. If engine compartment nozzle(s) are used with this cylinder, the fire extinguishing cylinder size must be increased to a minimum of 10 pounds of fire extinguishing agent. All discharge lines and fittings must be steel or steel reinforced hose although nozzles may be aluminum. Cylinders for all agents must be DOT-approved steel or aluminum. Carbon fiber or composite cylinders will not be permitted.
5. Any On Board Fire Suppression System pertaining to this specification shall remain as constructed and tested by the original manufacturer and not modified. Each manufacturer must provide some means by which to indicate that the cylinder was filled with agent by the original manufacturer. Cylinders may not be filled or refilled by anyone other than the original manufacturer.
6. Cylinder(s), nozzles, tubing, cables and actuating mechanism(s) shall be located and structurally mounted per certifying manufacturer's requirements and be available for inspection at each racing event. The cylinder(s) shall be placed such that they will not be able to contact the race track surface at any time and when cylinders are mounted in any position, pressure gauges must be visible for inspection.
7. It is required that all suppression systems be designed, manufactured and tested in accordance with 49 CFR, 173.309. Except for cylinders without stored pressure, cylinders must meet the following specifications: DOT39, DOT3AL, DOT 4B360, DOT 4DS and/or TC 3ALM, DOT 4E260 and ISO 7866. Gross weight, tare weight values in pounds or grams shall be displayed on all cylinders. All labels must indicate the manufacturer's name and contact information, date of manufacture, contents (type of suppression agent), total cylinder weight, contents (agent) weight.

k. Window Nets

- i. A window net meeting the SFI 27.1 specification and displaying a valid SFI 27.1 label must be installed in the driver's side door window opening and should be positioned to cover the entire window opening. A window net should not be used beyond two (2) years from the date of manufacture. No expired window nets allowed.
- ii. The window net should be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs. The minimum window net size should be 22 inches wide by 16 inches high. The forward edge of the window net, when in the closed position, should be in line or forward of the steering wheel.
- iii. All upper and lower window net mounts should be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 inch thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when in the closed position, should fit tight and be secured with a lever-type quick release latch acceptable

to Track Officials. The lever should be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only; pins or clips should not be permitted. The latch should be mounted at the top in the front to roof bar or at the top of front roll bar leg near roof bar and release from the inside.

- iv. Any rollbar padding must be SFI-approved.
- v. All safety gear and safety equipment installation must be acceptable to Monadnock Speedway Officials.

10. DRIVER ELIGIBILITY

- a. The MD Modifieds, Super Streets, Mini Stocks, Pure Stocks, and Six Shooters are all NASCAR Divisions and require a NASCAR license for competition.
- b. Minimum age requirements are as follows:
 - i. MD Modifieds 14 years of age. In 2025, 15 years of age.
 - ii. Super Streets 14 years of age
 - iii. Mini Stocks 14 years of age
 - iv. Pure Stocks 14 years of age
 - v. Six Shooters 14 years of age
 - vi. Mad Pups 12 years of age.
- c. In order to participate in any on-track activity, a driver must be signed in with the handicapper.
- d. Cross Division competition will be permitted with prior written approval of Monadnock Speedway Officials. Approval will only be good for a maximum of three (3) events throughout the 2024 season. See the matrix below before submitting a request.

Full Time Division	Mad Pup	6 Shooter	Pure Stock	Mini Stock	Super Street	MD Modified
Mad Pup		No	No	No	No	No
6 Shooter	No		Yes	Yes	Yes	Yes
Pure Stock	No	Yes		Yes	Yes	Yes
Mini Stock	No	No	No		Yes	Yes
Super Street	No	No	No	No		Yes
MD Modified	No	No	No	No	Yes	

11. ROOKIE OF THE YEAR ELIGIBILITY

- a. All rookie contenders must apply for eligibility. Eligibility shall be determined by Monadnock Speedway Officials, and all decisions shall be final.
- b. In order to be eligible, a driver must have competed in less than five (5) of that division - or a higher 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.

12. CONTINGENCIES

- a. Contingency Sponsors are a valuable part of the Monadnock Speedway program.

- 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.

13. CAR NUMBERS & DECALS

- a. All car numbers must be registered and approved by Monadnock Speedway. Letters are permitted. No three digit numbers will be permitted.
- b. All car numbers must be at least 18” tall on both doors and on the roof. Roof numbers should be grandstand-facing from the frontstretch.
- c. All lettering/decals/signs must meet the approval of the Monadnock Speedway Officials.
- d. Monadnock Speedway reserves the right to require teams to display a roof decal for a Divisional Sponsor.
- e. Monadnock Speedway Officials may use their discretion in requesting color changes due to poor visibility and scoring issues.

14. MONADNOCK SPEEDWAY CHAMPIONSHIP POINTS SYSTEM

- a. Drivers will earn points based on finishing position in the feature race. No points are awarded for time trials. The number of points earned for each finishing position is listed below.

FEATURE RACES			
Position	Points	Position	Points
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.

- b. In the event of a tiebreaker, the driver with the most wins will determine the tie. If there is still a tie, the number of 2nd, then 3rd, then 4th, etc. place finishes will be used until the tie is broken.

15. PADDOCK & PIT 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.
- b. The speed in the pit area is 10 MPH.
- c. Motorized Vehicles

- i. Motorized or non-motorized personal transportation (scooters, golf carts, etc.) are not permitted in the Grandstand, Paddock or Infield areas. Monadnock 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.
- d. It is the sole responsibility of the participants to dispose of hazardous waste, including tires, in a way that is environmentally conscious and respectful.
- e. Narcotics of any kind are not permitted to be brought onto Monadnock Speedway property. Additionally, alcohol is not permitted in the paddock area.
- f. Smoking is not allowed in the inspection area, in any buildings, or near the Sunoco fuel station.
- g. 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.
- h. No Monadnock Speedway Official is permitted to work on a racecar.

RACE PROCEDURES

Please read the Race Procedures in their entirety as they have been rewritten.

1. ELECTRONIC DEVICES

- a. Cell phones and personal electronic devices are not permitted in race cars.
- b. Cell phones and personal electronic devices (iPads, tablets, etc.) will not be permitted to be used when the division that the spotter is spotting for is on the racetrack.
- c. Recording devices of any type (audio, video, GoPros, etc.) are prohibited without prior written consent by Monadnock Speedway Officials. The number of recording devices and location will be determined by Monadnock Speedway Officials.
- d. Cars will not be allowed to carry any on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, or digital readout gauges.

2. HANDICAPPING & QUALIFYING

- a. Time trial order will be determined by speeds in the second practice session. The slowest car in the second practice will time trial first, followed by the second slowest car, and the third slowest, etc.
- b. For the first three race events, the field will be aligned in order of qualifying times heads up.
- c. After the third completed race event, Drivers will be handicapped based upon the earned points they received the previous three (3) feature race events. These points will be used to assign qualified positions in the feature events, starting with the lowest in the front and the highest in the rear.
- d. Any driver that misses an event will be credited with one and one-half wins (75 points) for handicapping purposes.
- e. Disqualified cars will be given two wins (100 points) for handicapping purposes.
- f. A driver who is unable to start the race due to a mechanical failure will receive 0 handicap points, with the approval of the Tech Director.
- g. If, in the opinion of Monadnock 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.
- h. In the event that a qualified driver is unable to use their own car in the feature, they may use another qualified car that has been renumbered with their own car number.

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. Transponders will be mounted on the right rear frame rail (inside or outside) exactly 12" to the rear of the centerline of the rear axle (Exhibit 2).
- c. Transponders are required to be on the cars at all times.

4. TWO-WAY RADIOS

- a. Two way radios are mandatory for communication between driver and crew. Monadnock Speedway reserves the right to monitor and broadcast radio communications between the drivers and crews as well as the right to revoke any and all communication privileges of the driver and crew if, at their sole discretion and judgment, that communication is being misused in any way.
- b. The in-vehicle radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the in-vehicle radio will not be permitted. All transmissions to and from the in-vehicle radio must be in the 450.000MHz-470.000MHz range.
- c. Only one (1) approved, two-way radio and one (1) radio push to talk button will be permitted. It is not permitted to have any frequency of any Competitor installed in the radio at any time. The vehicle is permitted only one (1) approved radio wiring harness.

5. SPOTTERS

- a. All teams must have a spotter, monitoring the race control frequency (TBA), in the spotter's stand during all qualifying and feature races. Any team without a spotter must notify a Monadnock Speedway Official before the driver's meeting.
- b. Misconduct (physical altercations, cursing, etc.) in the spotter's stand will not be tolerated, and will result in a minimum penalty of a removal of that spotter from the spotter's stand.
- c. Cell phones and personal electronic devices (iPads, tablets, etc.) will not be permitted to be used when the division that the spotter is spotting for is on the racetrack.
- d. Spotters are required to have their car number visible on both right and left headset ear cuff, as well as on the back of their headset.

6. 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. Monadnock Speedway Officials will signify one (1) lap to go, a lap before the green flag will again be displayed. Any car not in their correct starting position by then will start at the rear of the field.
- d. If a car falls out while the field is doubled up, the row the car dropped out of will pull up.
- e. On the initial start, all drivers must stay in line and not advance position until they cross the start finish line.
- f. All restarts will be double-file unless indicated otherwise by race control.
- g. 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.
- h. 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.

7. YELLOW FLAG (CAUTION PERIOD)

- a. 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. No drivers are allowed to stay in their vehicle when it is being towed off.
- c. There will be no passing the caution vehicle unless instructed to do so by a Monadnock Speedway Official.
- d. The lap of record, which was the last scored green flag lap, will be determined by timing and scoring. That lap will provide the lineup for the restart.
- e. Any car(s), which in a Monadnock 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.
- h. Once the leader receives the "one-to-go" signal at the start finish line, all cars exiting the pits will restart at the rear of the field. Cars exiting the pits must obey the instruction of the stop and go official.
- i. 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 Monadnock Speedway Officials.
- j. Any driver causing two (2) caution periods on their own may be parked for the remainder of the event.
- k. Any driver, who in the opinion of a Monadnock Official, intentionally caused a yellow flag, will be penalized one (1) lap.
- l. The Free Pass Rule may be used in special events. Monadnock Speedway Officials will announce that at the driver's meeting, along with the rules and procedures for eligibility and administration.

8. 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 safely stop in the area designated by race control.
- b. Any car in the pit area at the time that the red flag was displayed may be repaired or serviced.

9. BLUE FLAG WITH YELLOW STRIPE (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 the 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.

10. BLACK FLAG & BLACK FLAG WITH WHITE CROSS

- a. The black flag signifies the driver must go to the pits immediately and report to 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.

11. 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.

12. 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.

13. INSPECTION

- a. All racecars are subject to inspection at any time by a Monadnock Speedway Official. Failure to cooperate may result in disciplinary action or a fine.
- b. Monadnock Speedway will designate an assigned inspection area. Only those designated by a Monadnock Speedway Official will be permitted in that area. Each team will be permitted three (3) team members, plus the driver.
- c. Monadnock Speedway reserves the right to confiscate and retain possession of illegal components.
- d. Monadnock 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 Monadnock 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

Since the rules were reformatted, only those changing the content or intent are highlighted in red. Format changes were left in black.

1. DIVISIONAL MISSION STATEMENT

The mission of the MD Modified Division is to provide car owners, drivers, and crew members with a competitive and enjoyable way to compete at the highest level of weekly racing. The division provides individuals the ability to learn the necessary skills to be successful in Modified racing, and build a strong foundation for advancement into tour-type competition.

2. INTRODUCTION

- a. These rules are intended to create affordable and fair competition. While this rulebook intends to be as comprehensive as possible, it cannot possibly address every situation. If you have questions regarding something not detailed in these rules, please consult a Monadnock Speedway Official for clarification before proceeding. These rules are for Monadnock Speedway only with no expressed or implied agreement with any other speedway or series as to their interpretation, implementation, and method of inspection by their technical inspectors and officials. No car, component, or equipment will be considered as having been approved by reason of having previously passed through inspection unobserved. No car, component, or equipment will be considered as having passed inspection for the event until the finish is made official.
- b. The request for new or modified parts or components not specifically addressed in the current version of this rule book must be submitted in writing, via email, to tech@jdvagency.com for consideration of approval on or prior to August 1, 2024 unless otherwise authorized by Monadnock Speedway, to be considered for competition for the 2025 season.
- c. All equipment is subject to the approval of Monadnock Speedway Officials. You may be assessed penalties including but not limited to: added weight, fines, loss of points, loss of handicapping, and suspension, car parts, components, and/or equipment deemed as not in compliance with these rules.
- d. By engaging in competition at Monadnock Speedway, you hereby agree to have read the 2024 NASCAR Advance Auto Parts Weekly Series rulebook and the 2024 Monadnock Speedway MD Modified Division Rulebook.
- e. It is the responsibility of the competitor to read and understand these rules. If they have questions about any of these rules or if they would like to compete at Monadnock Speedway, but their car is not currently compliant, please contact Monadnock Speedway Officials to work on a solution.

3. APPROVED MODELS

Approved model bodies are listed in the NASCAR rulebook. Other models both domestic and foreign steel passenger cars may receive approval for the MD Modified Division, providing they are the same in body configuration and meet the spirit and intent of competitive racing in the Division.

4. BELL HOUSING

- a. Only a commercially manufactured bell housing may be used.
- b. The bell housing must enclose the flywheel 220 degrees from the top.
- c. The only modification you are allowed to make to the bell housing is reasonable ground

clearance. Any modification is subject to Monadnock Speedway Officials.

5. BODY

- a. Cars must be neat appearing and configurations must meet the approval of the Monadnock Speedway Officials.
- b. All bodies must be installed on the frame.
- c. Stock steel roof is recommended. Fiberglass may be used with an Anti-Intrusion Plate (See Exhibit 3). Anti-Intrusion Plate must be 1/8 aluminum and be 20" long, it must completely cover the hoop bar and completely cover both left side and center roof bars and must have at least eight (8) straight blade steel Dzus fasteners holding it in place.
- d. The height of the rear quarter panels must be 36" Maximum from the bottom of the rear spoiler to the ground. 44" maximum total from the ground to the top of the spoiler.
- e. No part of the body may extend below the frame rails.
- f. All cars must have rear wheel openings on the left and right sides no less than a 12" radius from the center of the rear axles.
- g. At least the top part of the hood is mandatory. Safety clips are required on both sides, front and rear. If sides are used, a minimum ground clearance of 2" is required. The hood must cover the cowl and the top part of the radiator with an opening only for the air cleaner and distributor.
- h. No belly pans. Bottom panel of the nose-piece may not extend past the rear edge of the harmonic balancer.
- i. No interior spoilers, wings, or wind deflectors allowed. No double panels. All interior sheet metal is subject to approval by officials.
- j. Spoilers allowed, maximum of 8" height and no longer than 48" wide. Must be centered within the rear window pillars.
- k. No sail panels on the body allowed.
- l. Roof height will be measured with the driver. Overall roof height will be measured 6" back from the back lip of the windshield along the centerline of the roof. Minimum height is 40". The rear of the roof at the highest point will be a maximum of 43".
- m. "B" pillars must not extend above the height of the bottom of the rear spoiler.
- n. Doors:
 - i. Width: Minimum 43" and Maximum 45" when measured beneath the car at the rocker panels, at the front of the doors and just in front of the rear wheels.
 - ii. Length: Minimum 72" and Maximum 78" when measured from the center of the rear axle housing forward to the front most part of the door.
 - iii. Quarter Panels
 1. Width Measurements
 - a. Top- Minimum 49" and Maximum 60" when measured across the body at the top rear most part of the quarter panels.
 - b. Bottom Minimum 58" and Maximum 60" when measured between the outer edges of the rear quarter panels at rear bumper height.
 2. Length Measurements (Length)-Minimum 34" and Maximum 42" when measured from center of rear axle housing to rear most part of the body.
- o. Note: Exception to the above rules are Pre - 2001 chassis cars which are not subject to full dimensions listed above. These Pre - 2001 chassis will be "Grandfathered" due to the difference in frame width. All Exceptions must be approved by Monadnock Speedway Officials.

6. CARBURETOR ADAPTER

- a. Only an unaltered one (1) piece spacer, maximum one (1) inch in thickness may be installed

between the intake manifold and the carburetor. Outside configuration of the spacer must conform to the base of the carburetor.

- b. Only two (2) paper gaskets, one (1) per side with a maximum thickness of 0.075" will be permitted.

7. CARBURETOR AIR FILTER & AIR FILTER HOUSING

- a. Only one (1) round air filter, maintaining a minimum 12" and a maximum of 14" in diameter, and a minimum of 1½" and a maximum of 5" in height.
- b. Only a steel or aluminum housing (Base and Top) is permitted.

8. CARBURETOR

- a. Holly HP 650 cfm part# 80541-1 or 80541-2 carburetor. No modifications other than the removal of the choke butterfly, and automatic transmission linkage allowed. Changing of main jets, power valve, accelerator pump cam and discharge nozzles is permitted.
- b. Idle holes may be drilled in the butterfly; screws must not be ground flush.
- c. Metering block must remain stock for the carburetor being used. Allowed metering blocks are part #(s) 5925, 11978 and 34-68. All carburetors must pass tech no-go gauges.

9. CHASSIS

- a. All front sub-frame assemblies must maintain a minimum of a 30-degree angle from the side frame rails up to the top of the sub frames.
- b. Floors must be complete in the driver's compartment. Floors must be a minimum 1/8" steel.
- c. Minimum oil pan ground clearance on all cars is 2" at the lowest point, unless the car has an oil pan skid plate installed and approved by Monadnock Speedway Officials.
- d. A steel firewall must separate the driver from the engine compartment and from the fuel cell. Firewall separating driver from engine compartment must not be any further back than the lower area below the windshield opening.
- e. All firewalls must be sealed on the top, bottoms, and sides, fully enclosed.
- f. All front bumpers must be of round type, not to extend outward beyond the edge of frame more than 2" on each side.
- g. Rear nerf bars may extend a maximum of 2" outward beyond the edge of the tires. All ends must be capped or rounded off.
- h. Both Front and Rear bumper height must be between 13" and 15" on center.
- i. Double side rails are mandatory and must extend outward to be flush with or up to 2" beyond the edge of the tires.

10. CLUTCH

- a. Quarter Master part# 298103/298157 (ZZ) 7 ¼" 2-disc V-Drive clutch and GM flex plate part# 14088765 or SFI-approved equivalent flex plate allowed.
- b. Stock OEM type clutch, pressure plate, and flywheel assemblies allowed with a 25lb weight break. Minimum dimensions for the clutch disc/pressure plate is 10". Minimum weight of the clutch disc, pressure plate, flywheel, and bolts is 30lbs.

11. DRIVESHAFT

- a. Driveshaft must be painted white.
- b. All cars must have driveshaft loops at front and rear of the driveshaft positioned within ½" inch of each u-joint. Loops must be steel plate ¼" x 2" wide and be a full 360 degrees.

12. ENGINES

- a. 602 bottle-cap sealed: 2500LBS – Maximum. 57.0% left side pre-race.
 - i. 88958602/19258602/19258602 GMR 350/350 Circle Track Engine. All GM- factory installed seals must remain intact and un-tampered with at all times. In the event that the engine sustains internal damage or wear that requires the removal of the GM-factory installed seal, the engine has served its life and must be replaced. The only modification allowed is a racing oil pan with matching pickup assembly, utilized in factory form without modifications.
 - ii. Oil coolers allowed. They must be inside the body line.
- b. 602 non-factory sealed crate: 2600 LBS (Per Engine Sheet) - Maximum. 57.0% left side pre-race.
 - i. A 602 Spec Engine Sheet (Exhibit 4) must be completed and returned to Monadnock Speedway Officials before registering with the Handicapper.
 - ii. 88958602/19258602/19258602 GMR 350/350 Circle Track Engine. No alterations, modifications, or change of internal parts, heads, or intakes allowed. Only modifications allowed are a racing oil pan with matching pickup assembly, utilized in factory form, without modifications, and normal crate engine rebuild per GM manual #88058668. For all 602 crate engines that do not meet the GM manual #88958668 rebuild guidelines, weights may be adjusted to ensure an equal and competitive racing division.
 - iii. Compression ratio as built is 9.12 to 1 and must not be altered.
 - iv. Must be sealed by an approved engine builder RAD, Ballas, RPM, or Butler McMaster). Any other engine builder not listed must be approved by the Speedway.
 - v. Oil coolers allowed. Must be inside the body line.
- c. 604 factory bottle-cap sealed crate: 2600LBS. – Maximum. 57.0% left side pre-race
 - i. 88869604 / 88958604 / 12496769 / 19410604 GM Fastburn 385/400 Circle Track Engine. All GM-Factory installed seals must remain intact and untampered with at all times. In the event that the engine sustains internal damage or wear that requires the removal of the GM- factory installed seals, the engine has served its life and must be replaced. The only modification allowed is a racing oil pan with matching pickup assembly, utilized in factory form without modifications.
 - ii. Oil coolers are allowed. Must be inside body line

13. EXHAUST

- a. Any type header allowed except Tri-Y headers. No merge collectors, crossover or pyramid collectors allowed. Inserts are not permitted in any part of the header or collector.
- b. Mufflers are mandatory ~~and "MUST" pass a 96 decibel test at all times~~
- c. Thermal wrap is not permitted anywhere on exhaust.
- d. Only one (1) muffler and exhaust pipe per side. Exhaust pipe ends must be turned down to track.
- e. Interior coatings are not permitted.

14. IGNITION & ELECTRICAL

- a. All distributors must be H.E.I. No external coils or ignition boxes. No MSD boxes. All parts to make distributor function must be located under the distributor cap. 12-volt ignition only. No rev limiters. Ready to run distributors are not allowed to program the built in rev limiter.
- b. The tachometer wire must run from the distributor to the tachometer along the dash bar

separate from any other wires and in an unobstructed view for inspection. The tachometer wire must be isolated from other wires, connections, or devices. The entire length of the tachometer wire must be visible from distributor to tachometer gauge.

- c. A functioning 12-volt single alternator system with an internal voltage regulator and one (1) output wire must be used. External voltage regulators are not permitted. The alternator must be mounted on the front of the engine. Only standard production V-type or flat type V-ribbed alternator drive belts are permitted.
- d. Only one (1) 12-volt battery allowed. The battery must be located between the frame rails under the hood or the floor of the car. If located under the floor, the battery must be completely encased; if located under the hood the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing. The battery location must be acceptable to the Speedway Officials.
- e. All cars must have a battery kill switch located within reach of the driver and clearly/neatly marked ON/OFF.
- f. Starter must be located in OEM location on the block and must function at all times.
- g. All cars must have a working water temperature and oil pressure gauges.

15. ENGINE COOLING

- a. Only water or water wetter-type additives may be used in cooling system. No antifreeze allowed.
- b. Steel or Aluminum, OEM type mechanical water pump must be used. Combination water pump/alternator units are not allowed. Any serpentine, cog, or V-belt pulley system allowed.
- c. Must have an overflow tank/can and must have a line exiting the right rear.

16. FUEL

- a. Fuel cells are mandatory. Must meet NASCAR specifications with a fuel cell bladder made of a material that returns to its original size and shape after deformation. Rotational molded bladders are not permitted. Maximum capacity is 22 gallons. Fuel cell must be inside the body. Maximum fuel cell bladder of six (6) years old. ~~Must be centered within frame rails. Fuel cell location must meet NASCAR specifications.~~ Fuel cells must be approved by Monadnock Speedway Officials. Fuel cell height from the ground must be a minimum of 5" with a maximum ride height of 3 ¼" measured at the right rear.
- b. Fuel Cell Container: See NASCAR Rulebook.
- c. Fuel Filler & Vent Requirements: See NASCAR Rulebook.
- d. Fuel shut off valve must be clearly and neatly labeled with On/Off positions and easily accessible to driver and emergency workers. An Oberg fuel line safety valve (part #SV-0828) is mandatory.
- e. No fuel lines allowed inside driver's compartment. Nothing may be placed in the fuel line except a standard fuel filter and/or Oberg valve. The use of any type of fuel catalyst or fuel-altering device is prohibited.
- f. All fuel pumps must be in stock OEM location. No electric fuel pumps allowed.
- g. Sunoco Race Fuel GTX260 is the only fuel permitted for use in the MD Modified Division. Any blending of fuels or use of ANY additives is not permitted.
- h. ~~Pump gas and E85 are not permitted.~~
- i. Monadnock Speedway Officials will take fuel samples from both the track's fuel supply and competitors as part of their normal inspections.
- j. Icing or cooling of the fuel system is not permitted.
- k. Steel or aluminum fuel filters only.

17. GEAR RULE

- a. 602/604 Bottle Cap Sealed Crate Engine: 486 - 536
- b. 602 Non-Sealed Engine: No gear rule.

18. REAR AXLE

- a. Only aluminum or steel Quick Change ~~with a 10" housing and ring gear~~ rear axles are permitted. Straight rears not permitted.
- b. Only locked rear drive axle assemblies; spool only.
- c. Limited slip/ratchet type differentials are not permitted. Magnetic steel axles only.

19. ROLL CAGE

- a. All cars must have a steel roll cage, using a minimum of 1 ¾" OD x .090 tubing. The door bars (#9 A & B in the NASCAR Rule book), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 15 ½" from the top of the main frame rails to its centerline and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & #2B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape. The door bars (#9 A & B) must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1 ¾" x 0.090" wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of diagram #3). Right side door bars must cover a minimum of 25" of door length and may be either four (4) horizontal bars with six (6) vertical studs or two (2) horizontal bars and two (2) bars configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame.
- b. 13 gauge (0.0897" thick) magnetic steel anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of the main roll bar (#1), and the left front roll bar leg (#2A). The plate(s) must be formed to match the curvature of the door bars. Plate(s) welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with one (1) inch weld followed by a maximum of three (3) inches of surface not welded and followed again by a minimum one (1) inch weld. To facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6) 2 1/8" diameter holes cut in the anti-intrusion, with three (3) holes forward of the front vertical supports, and three (3) holes rearward of the rear vertical supports in the following locations: the upper two (2) holes must be centered vertically between the left side door bars (#9A- 1&2), at the on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support (see Diagram #9A in the NASCAR rulebook).
- c. All cars must have a foot protection bar acceptable to Monadnock Speedway Officials installed on the left side of roll cage. The foot protection bar must be located at/or in front of the pedal

assembly when viewed from the side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame.

- d. All bars near the driver must be padded with fire resistant padding. No foam rubber.

20. STEERING, SUSPENSION, AND BRAKES

- a. Shocks: Any non-adjustable, non-external reservoir shock allowed (Schrader shocks allowed).
- b. Tethers: Front spindles must be attached to the frame per NASCAR rulebook using approved tethers. One tether per spindle. Tethers must meet Monadnock Speedway Officials Approval.
- c. Bearing and Hubs: Oil filled hubs, oiled bearings will not be permitted. All bearings must be greased-type.
- d. Steering: All power steering pumps must be bolted to the engine.
- e. Brakes: Four-wheel disc brakes are mandatory. Only magnetic cast iron or cast steel, round, circular rotors are permitted.
- f. Master Cylinders: Only single stage master cylinders are permitted.
- g. Brake calipers: Only metal brake calipers will be permitted. Brake calipers with a maximum of four (4) pistons permitted.
- h. No electric brake blowers allowed anywhere on the car.
- i. No Chassis, Suspension, or Steering adjustment controls allowed. Only exception is a brake bias adjuster.

21. TIRES

- a. Tire Type: Hoosier M20 Left-side, Hoosier M30 right-sides.
- b. Tires must be purchased at the track. **Once a tire is scuffed, it may not be exchanged.**
- c. The tire inventory belongs to the driver.
- d. Each driver is allowed eight (8) new inventory tires to start the season. **After the second ~~fourth~~ (4) completed event**, new inventory tires are limited to to six (6) per driver. The new inventory tires must be purchased at the driver's first event they compete in and cannot be banked.
- e. **Practice tires will be available for purchase by calling the Speedway Office. Serial numbers and bar coding will be removed by Monadnock Speedway Officials at the time of purchase.** Practice tires cannot be brought into a competitor's inventory.
- f. **A forecasted tire allotment will be sent out in the offseason. The actual tire allotment for each event will be communicated to race teams in a pre-event email.**
- g. All tires used for qualifying, consolation, B-Main, and feature events must be registered in a driver's inventory.
- h. Flat Tire Replacements: To replace a tire due to a flat, it must be witnessed by a Monadnock Speedway Official. The flat must occur on the track, and must be a tire that was purchased at that event. The tire replacement must be inspected and approved by a track official on the event date that the tire went flat.
- i. Tire inventory slips must be turned into Monadnock Speedway Officials prior to the start of qualifying.

22. TRANSMISSION

- a. Only an OEM production stock 3-speed cast iron transmission, an OEM production stock 4-speed cast iron, aluminum, or magnesium transmission, the Richmond 2-speed transmission (part# 7020010, 7020026, 7027010, 7027026) as produced by Richmond are allowed. Magnus Part# 13100 allowed.
- b. Only modifications allowed to the OEM production cast iron 3-speed transmission are the

removal of 1st gear, and the tail shaft bushing may be replaced with a needle type bearing. No other modifications of any kind permitted.

- c. Only modifications allowed to the OEM production cast iron, aluminum, or magnesium 4-speed transmission are the removal of 1st and 2nd gear, and the tail shaft bushing may be replaced with a needle type bearing. No other modifications of any kind permitted.
- d. Only modifications allowed to the Richmond 2-speed (part# 7020010, 7020026, 7027010, 7027026) is the replacement of Dog rings with aftermarket. Only 1.2250, 1.3391, 1.5956, and 1.7442 3rd gears allowed. No other modifications of any kind permitted.
- e. Magnus part# MRPSA-1009 housings are permitted, but the OEM side covers must be used.
- f. All forward and reverse gears (except the ones that have been legally removed) must be in working order and must be operational from the drivers compartment with mechanical linkage.
- g. The shifter and all of its components must be made of steel or aluminum.
- h. High ratio MUST be 1 to 1.

23.WEIGHT

- a. All specified weight requirements will be with the driver.
- b. Added weight must be magnetic or lead only, in block form, and weighting no less than five (5) lbs. per block. NO PELLETS. Added weight must be securely bolted to the frame rail and painted white with car number stenciled in black. No added weight will be permitted inside the drivers compartment. Weight must be welded in a box or attached with two (2) or more 7/16" diameter (minimum) grade 8 bolts and locking nuts.
- c. Nothing may be added to or taken from the car to make total or left-side weight. Gas, oil, or water may not be added. Wheels and tires cannot be changed. Monadnock Speedway Officials reserve the right to take into account for any loss of weight due to race damage/wear.
- d. All assigned weights must be posted on left side of hood and right front of roof
- e. Monadnock Speedway Officials reserve the right to adjust all weights to ensure equal competition for the 2024 race season.

24. WHEEL

- a. Only steel 15" Maximum width wheels allowed.

25.WHEELBASE/TREAD-WIDTH

- a. The wheelbase must be between 104"-110"
- b. Maximum tread width 84" when measured at the wheel bead.

26. FOR MORE INFORMATION, PLEASE CONTACT tech@jdvagency.com.

Exhibit 1: Required Jack Stands



Exhibit 2: Transponder Mounting Location

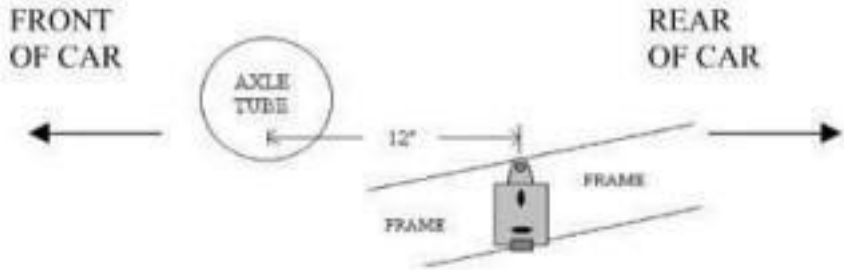
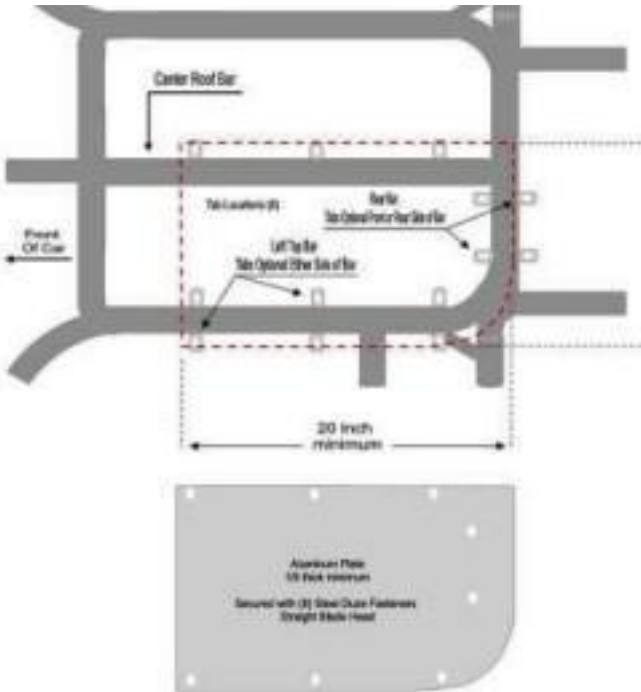


Exhibit 3: Roof Panel Construction



8. Cylinder Head Casting (#10239906 or #12558062) Yes No

If No: _____

a. Intake Valve 1.50" (Part# 10241743) Yes No

If No: _____

b. Exhaust Valve 1.94" (Part# 12550909) Yes No

If No: _____

c. Valve Spring (Part# 10212811) Yes No

If No: _____

d. Valve Retainer (Part# 10241744) Yes No

If No: _____

e. Rocker Arm (Part# 10089648) Yes No

If No: _____

f. Push Rods (Part# 14044874 or #14095256) Yes No

If No: _____

g. Correct Valve Angles per GM Rebuild manual #88958668 Yes No

If No: _____

h. Cylinder heads are 100% Stock Yes No

If No (valve spring cut, milled, angle cut, acid dipped, ported, etc...):

9. Camshaft (Part# 24502476) Yes No

If No: _____

10. Factory Correct Cam Timing Yes No

If No: _____

11. Lifters (Part# 5232720)

Yes

No

If No: _____

12. Intake Manifold (Part# 12366573) Unaltered

Yes

No

If No: _____

I attest that the information provided on this form is accurate and truthful.

I acknowledge and accept that my engine may be removed and sent to a third party for further inspection. I understand that if any components of my engine do not comply with the information provided on this form that I will be subject to penalties, including, but not limited to disqualification, fines, and suspension. I understand that I will be forced to surrender any non-compliant components and be responsible for the cost of the inspection.

I further understand that any changes to my engine require a new "Unsealed Crate Engine Form".

602 Engine Owner (Print)

602 Engine Driver (Print)

602 Engine Owner (Signature)

602 Engine Driver (Signature)

Witness (Print)

Witness (Print)

Witness (Signature)

Witness (Signature)

Date

Date

602 Engine Builder (Print)

602 Engine Builder (Signature)

Date