

# MONADNOCK SPEEDWAY SUPER STREET 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](http://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. All safety gear and safety equipment installation must be acceptable to Monadnock Speedway Officials.
- v. Any rollbar padding must be SFI-approved.

**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 both the heat and feature races. No points are awarded for time trials. The number of points earned for each finishing position is listed below.

**HEAT RACES**

Position	Points
1	5
2	4
3	3
4	2
5	1

**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 25<sup>th</sup> 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. To begin each season, when a three-race handicap system cannot be utilized, Drivers will be assigned a MyRacePass digital pill number once they sign in at the Handicapper's booth. This number will be used to determine heat race starting positions. Plus/Minus qualifying will be used during the heats to determine feature starting position for the number of qualified positions. All other positions will be lined up heads up from heat results. Anyone dropping to the back of their heat will have to use their initial starting position in the calculation. Any car starting on the pole and winning their heat will earn a +1.
- b. 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 positions in qualifying and feature events, starting with the lowest in the front and the highest in the rear.



- c. Any driver that misses an event will be credited with one and one-half wins (75 points) for handicapping purposes.
- d. Disqualified cars will be given two wins (100 points) for handicapping purposes.
- e. 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.
- f. Time trials may take the place of handicapping at anytime. If Time Trials will be the qualifying method, Monadnock Speedway Officials will announce that in their pre-event email.
- 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.
- a. 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).
- b. Transponders are required to be on the cars at all times.

### **4. RADIOS**

- a. Two-way radio communication is not permitted.
- b. All drivers must have a Raceceiver or similar device to monitor and follow directives from race control. The race control frequency is 454.0000.

### **5. GREEN FLAG (STARTS & RESTARTS)**

- a. Once the one-to-go signal has been given there will be no weaving.
- b. The green flag indicates the start or restart of racing conditions.
- c. 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.

### **6. 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.

## **7. RED FLAG (RACE STOP)**

- a. The red flag signifies that the race must be stopped immediately regardless of the position of the cars on the track. All cars should 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.

## **8. 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.

## **9. BLACK FLAG & BLACK FLAG WITH WHITE CROSS**

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

## **10. WHITE FLAG**

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

## **11. CHECKERED FLAG**

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

## **12. INSPECTION**

- a. All racecars are subject to inspection at any time by a 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 Super Street Division is to provide car owners, drivers, and crew members with an opportunity to compete in a more advanced weekly racing division. This mid-level division serves as Monadnock Speedway's top-tier fendered division, affording teams an enjoyable and competitive racing environment.

## **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 your car does not fully conform to the rules outlined below, we invite you to contact us (tech@jdvagency.com) to see if there is a way to accommodate your car and allow you the opportunity to race at Monadnock Speedway. This is done with the intent of allowing as many as possible to race, while ensuring a level playing field for everyone while we work through this transitional period with the Super Streets. If you have questions regarding something not detailed in these rules, please consult a Monadnock Speedway Official for clarification before proceeding.
- b. 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.
- c. No car, component, or equipment will be considered as having been approved by reason of having previously passed through inspection unobserved.
- d. No car, component, or equipment will be considered as having passed inspection for the event until the finish is made official.
- e. 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.
- f. 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.
- g. 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 Mini Stock Division Rulebook.
- h. 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**

- a. American-made rear wheel drive hards 1972 or newer.
- b. No convertibles, four (4) doors, or trucks. 3<sup>rd</sup> and 4<sup>th</sup> gen Camaros are not permitted.

## **4. BELL HOUSING, CLUTCH/PRESSURE PLATE, FLYWHEEL**

- a. Bell Housing:
  - i. 360-degree magnetic steel housing mandatory. No cast steel.
  - ii. Bottom of bell housing - no more than 1/3 - may be removed for inspection of flywheel and clutch.

- b. Clutch:
  - i. 10.5" OEM Stock Clutch/Pressure plate or OEM-type stock replacement only. Clutch cover and pressure plate must be completely steel.
  - ii. Hydraulic clutch controls permitted.
- c. Flywheel:
  - i. Steel (magnetic steel) flywheel only.
  - ii. Crate engines must use GM #14088646 or 14088650 with no modifications.
- d. Minimum total weight of Clutch disc, pressure plate, and flywheels is 32.0 lbs. including bolts.

## 5. BODY

- a. Body
  - i. An aluminum, fiberglass, or steel aftermarket body may be used. All bodies must appear stock, retaining body lines for the year, make, and model. Full, unaltered front and rear bumper covers matching the year, make, and model of the body are required. Five Star Street Stock and AR Sportsman Muscle car body allowed, but must be used complete, without any mixing and matching
  - ii. No ABC, Downforce, or Dirt bodies allowed..
  - iii. Rear tail area must be closed.
- b. Roof Height: Minimum roof height is 49" inches.
- c. Glass:
  - i. All glass must be removed.
  - ii. The windshield must be replaced with clear Lexan 1/8<sup>th</sup> minimum. A minimum of two (2) 1" inch x 1/8<sup>th</sup> windshield supports must be installed at the center on the windshield for support.
  - iii. 6" Maximum vent windows allowed, when measured at the door.
  - iv. Rear quarter windows allowed.
  - v. Rear windows allowed and must be braced from collapsing.
  - vi. All Lexan (windows) must be clear.
- d. Bumpers:
  - i. Aftermarket, fully enclosed nose and tail covers must be used. Front and rear must be the same year, make, and model of body.
  - ii. Bumpers may be reinforced but all reinforcements must remain behind the bumper cover.
  - iii. Front and rear bumper heights must be 16" inches to center.
  - iv. Front bumper cover must meet the 5" inch chassis height rule.
  - v. **All bumper tubing ends must be bent 90 degrees toward the center section.**
- e. Hoods:
  - i. No holes in Hoods. Air cleaners must remain under the hood.
  - ii. Hood must be tight to windshield.
- f. Rub Rails: Polycarbonate-type (example: Five Star part# 000-2100) are the only rub rails permitted.
- g. Spoilers:
  - i. Rear mounted spoilers permitted; maximum height is 5" and maximum width is 60" wide.
  - ii. Ends of spoiler may not be boxed and no forward mounting brackets. Spoiler must be of a single blade only and must be clear Lexan.
  - iii. Maximum height for all rear spoilers from ground is 41" inches.
- h. Side Skirts: Side skirts are permitted between the front and rear tires only. Skirt must meet the

5" inch chassis height rule.

## **6. BRAKES**

- a. Only standard-type steel calipers and rotors permitted. Single piston brake calipers only. Drilling or lightening of Rotors, Drums, or Calipers is not permitted.
- b. All cars must have four (4) wheel brakes working at all times.
- c. Adjusting proportioning valves/brake bias permitted - front to rear only.
- d. Rear wheel disc brakes allowed. Rear drum brakes may be converted.
- e. Aftermarket brake pedals and master cylinders allowed.
- f. No brake fans.

## **7. CARBURETOR ADAPTER/RESTRICTOR**

- a. Built engine, if using a spacer, must use unaltered Canton Part# 85050 or Hudson Part# 85-060.
- b. Crate engines must use Canton Part# 85-150 unaltered.
- c. Only two (2) paper gaskets, one (1) per side, with a maximum thickness of 0.075" inches permitted.

## **8. CARBURETOR AIR CLEANER, FILTER, AND HOUSING**

- a. Only one (1) round paper air filter with maximum height of 3" inches, and diameter of 14" inches permitted.
- b. Top and bottom of air cleaner must be completely steel or aluminum. Carb hats, ducts, baffles, and dividers of any type are not permitted. No functional hood scoops or cowl induction allowed. No cold air boxes.
- c. Hood must be tight to windshield.
- d. No holes in hood, air cleaner must remain under the hood.

## **9. CARBURETOR**

- a. GM Crate (bottle-cap sealed) Part# 88958602/19432602 must Holley 650cfm 4bbl Part#80541, 80541-1, or 80541-2 carburetor with no modifications permitted except the removal of the choke butterfly and shaft, and automatic transmission linkage.
  - i. Changing of main jets, power valves, accelerator cam, and discharge nozzles is permitted.
  - ii. Idle holes may be drilled in the butterflies. Screws may not be ground flush.
  - iii. Metering blocks must remain stock for the carburetor being used. Allowed metering blocks are Part#'s 5925, 11978, and 34-68.
- b. Built Engines & (602 break-away bolt): Holley 500cfm 2bbl Part# 4412 unaltered. Must have choke horn. The only modification allowed is the removal of the choke butterfly and shaft.
  - i. Changing of the main jets, power valve, accelerator cam, and discharge nozzles is permitted.
  - ii. Idle holes may be drilled in the butterflies. Screws may not be ground flush.
- c. All carburetors must pass Monadnock Speedway No-Go Gauges.

## **10. CHASSIS**

- a. Roll Cage: All cars must have a four (4) point roll cage constructed of seamless mild or DOM 1 3/4" outside diameter x .095 wall magnetic steel round tubing. The cage shall consist of four (4) vertical bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be welded to the frame of the car. Four (4) curved vertical door bars

on the left and three (3) vertical curved or straight door bars on the right are mandatory. Main bar may not have more than 10 degrees of lay back. The rear roll cage upright may not extend past the rear door seam more than two (2) inches. Offset cages are not allowed. Inside front and rear cage bars allowed, one per side, rear bars from center of cage to rear most part of chassis, and front bars from the center of cage to front part of chassis. Roll bars within drivers reach must be padded. All roll cages are subject to NHSTRA Officials approval.

- b. Frames must remain as manufactured. No cutting, altering, or widening of stock frames permitted. All frame suspension mounting points must remain in stock location. Sections may be replaced with tubing that maintain stock location and be approved by Monadnock Speedway Officials. No altering of any mounting bracket permitted. Unibody cars must have subframe connectors. Stock front snouts may not be interchanged. Hamm/Johnson chassis and snouts are allowed with Monadnock Speedway Officials approval.
- c. Firewalls may remain stock or be reconstructed to near original location. All holes in firewall must be covered. Foot boxes are allowed, but must be magnetic steel, minimum of 22 gauge (.031") and be completely fire sealed. Rear Firewall may extend forward but not past the main hoop bar behind driver. Firewalls must be magnetic steel, minimum of 22 gauge (.031"). Interior must be sealed from engine and fuel cell compartments. Crush panels may be made of aluminum, no more than 6" inches from driver.
- d. Floorboard steel (magnetic steel) minimum .031" must remain in stock location with the right side maintaining transmission tunnel height across to the passenger door. Floors must extend the full length of the drivers compartment from front to back firewall.

## 11. COOLING

- a. Radiator must remain in stock/standard location. Any radiator may be used.
- b. Electric fans allowed.
- c. All cars must be equipped with an overflow tank located at the right rear of car.
- d. Aluminum water pumps allowed. No water pump/alternator racemates allowed.
- e. No antifreeze allowed.

## 12. DRIVESHAFT

- a. Only steel (magnetic steel) driveshafts allowed.
- b. Driveshafts must be painted white.
- c. It is mandatory to use two (2) circular 360-degree steel brackets/loop, minimum 2" x 1/8" positioned near each u-joint.

## 13. ENGINES

- a. ~~(GM 350/350 PN# 88958602/19258602/19432602 is the NHSTRA engine of choice, but not mandatory for 2023)~~
- b. 602 (Bottle-Cap Sealed) Crate Engine Part# 88958602/19258602/19432602 GMR 350/350 Circle Track Engine must be utilized in factory form and without modification. All engine (bottle-cap) seals must remain intact and un-tampered with. If the engine sustains damage or wear that requires the removal of GM factory installed seal, the engine has then served its life and must be replaced.
- c. 602 (Break-away Bolt- Holley 500cfm 2bbl) – Crate Engine PN# 88958602 GMR 350/350 Circle Track Engine must be utilized in factory form and without modifications, or rebuilt per GM Manual #88958668.
- d. Built Engines
  - i. Only V-8 standard production cast iron engine blocks permitted. Maximum displacement: GM & Ford 358; Dodge – 368. Original bore and stroke "combination"

- must be maintained. Maximum overbore is .040 per cylinder. No internal painting or chemical coatings to engine parts permitted. Only normal engine-balancing permitted.
- ii. Crankshaft – Only stock or direct replacements in nodular steel. Original stroke must be maintained. Absolutely no lightening of any part of the crankshaft permitted. No knife edging. Minimum weights GM- 50lbs, Fords 302- 38lbs, 351- 52lbs, Mopar- 54lbs.
  - iii. Connecting Rods & Pistons – Stock or aftermarket rods or forged steel allowed. No billet, stainless steel or aluminum rods. Must be stock configuration to sizes, locations, and appearance. Rod length must be stock for engine used. No lighting, beam polishing, or exterior machine work allowed other than normal engine balancing. Any rod bolt permitted. Free floating wrist pins permitted. Cast or forged three (3) ring pistons only with all rings in place. Flat top or dish pistons only.
  - iv. Cylinder Heads- Any stock cast iron OEM production cylinder head, including vortec heads with 1.94" intake and 1.5" exhaust valves. No DART, bow tie, turbo, EQ, Chrysler W2, or aftermarket cylinder heads allowed. Angle plug heads must have exhaust cross over port. No gasket matching, porting, polishing, acid dipping, or filling of any ports allowed. Valve springs shall not exceed 1.26" on the outside diameter. S/R torques unaltered 043600 allowed. Guide plates allowed. No machining of heads.
  - v. Compression Ratio Maximum of 10.5000:1
  - vi. Intake Manifold- Edelbrock Performer Series GM PN# 2101 or 2116, Ford PN# 2121 or 2181, Mopar PN# 2176. These intakes must remain as manufactured.
  - vii. Camshaft & Rockers- Solid or hydraulic tapped camshafts only. No roller cams allowed. A maximum .460" cam lift when measured at the valve. Camshaft lobe measurement cannot exceed .300" with 1.5" rocker arm ratio. (Example of cam rule: .306" cam lobe x 1.5" rocker arm = .460" maximum lift.  $.306 \times 1.5 = .460$ ). Roller rockers and guide plates allowed. No shaft mounted rockers or stud girdles allowed. GM 1.5 rocker ratio, Ford 1.6 rocker ratio only.
  - viii. Oiling System- No remote oil filters. No oil coolers. Aftermarket oil pan permitted must keep to stock appearance.

#### 14. ENGINE LOCATION

- a. Engine must be within +/- 1/2" of stock location for chassis being used. No engine offset or engine setback allowed. No engine plates.
- b. Minimum crankshaft height will be 13" inches when measured from the center of the crankshaft to the ground at 5" inch chassis height.

#### 15. EXHAUST & MUFFLERS

- a. Exhaust- Headers are allowed; only steel-type under chassis headers allowed. Step, Crossover, Tri-Y, or custom-made headers are not permitted. No merge or pyramid collectors. Exhaust may not travel through drivers' compartment and must exit underneath the car past driver. Exhaust exit must turn down towards ground. No coatings, or thermal wraps allowed.
- b. Mufflers- Mufflers are mandatory. One (1) or two (2) mufflers may be used, **but must meet 96dB rule at all times**. Mufflers are subject to Monadnock Speedway Officials approval. Mufflers must be in good working condition and securely fastened.
- c. **All cars must meet mandated 96 dB requirements at 50' feet. STRICTLY ENFORCED.**

#### 16. FUEL

- a. Fuel Cells: Fuels cells are mandatory - 22 gallon maximum and must be securely mounted behind the rear axle and between the frame rails. Fuel cell must be encased in a steel container of no less than 22-gauge steel. Minimum of three (3) steel braces must be used undergoing



from front to back and two (2) braces on top for support. The fuel cell must have a minimum of eight (8) inches clearance at its lowest point. Check ball required on return. Fuel cells must be protected by a rear skid bar. This bar must extend at least one (1) inch below the lowest point of the fuel cell

- b. Fuel Shut Off: A fuel shut off must be installed, and in good working order within drivers reach, or an in-line positive flow valve or fuel safe (example Oberg pn# SV-0828). If using a fuel shut off, it must be clearly marked Fuel and ON/OFF.
- c. Fuel Pump: Mechanical engine mounted fuel pump only. No electric fuel pumps allowed.
- d. Fuel Line: From carburetor to fuel cell must travel in a safe manner under car and subject to Monadnock Speedway Officials approval. Only steel fuel filters may be used.

## **17. IGNITION & ELECTRICAL**

- a. Ignition: Stock ignition for make and model of car. No magnetos or MSD ignitions allowed. Distributor will have a single (1) wire only for power. Tachs allowed.
- b. Battery: Battery must be securely mounted under the hood or behind drivers' compartment and protected by a non-conductive cover. Only one (1) 12-volt battery allowed. A master battery cut-off switch must be located within drivers reach and clearly marked Battery and ON/OFF.
- c. Starter: Must be mounted in OEM location and in working order.

## **18. LETTERING & APPEARANCE - SEE GENERAL RULES ABOVE.**

## **19. MIRROR**

- a. One (1) maximum three (3) inch spot mirror allowed. Must be mounted on the left side of driver close to door edge and not extend outside the body. NO OTHER MIRRORS PERMITTED.

## **20. REAR END**

- a. Rear ends must be locked with steel (magnetic steel) spool. No lockers or similar assemblies. Gear ratio open. Standard or full floater nine (9) inch steel rear ends permitted. Center Section must be steel. Yokes, hubs, drive plates, and bearing supports must be magnetic steel. No aluminum or ultra-light weight parts ~~or polishing~~ allowed, Must use stock-type brackets in stock locations. No cambered rear-ends allowed.
- b. Lower trailing arm brackets must not extend more than 6 inch from the lowest part of the axle tube.
- c. One inch (1 inch) minimum inspection hole in center housing is recommended.
- d. Solid (magnetic steel) steel axles only. No lightweight or gun drilled axles. Must weight minimum 9lbs.

## **21. RIDE HEIGHTS**

- a. Minimum chassis to ground clearance in five (5) inches with driver, including front bumper cover and side skirts.

## **22. SAFETY - SEE GENERAL RULES ABOVE.**

## **23. STEERING**

- a. One piece steering shafts not permitted. It is mandatory to use two (2) u-joints on steering shaft, unless a collapsible shaft is used. Connection at the steering box must be changed to a solid u-joint (no rubber). A steel quick release coupling on steel wheel is mandatory. Center of

steering wheel must be padded with two (2)" inch fire resilient material.

- b. Stock appearing non-adjustable center links allowed, stock-type steering boxes allowed, stock-type idler arm and pitman arm allowed. Front outer tie rods may be Heim ends with steel adjuster sleeves.

## 24. SUSPENSION

- a. Upper control arm mounts must be in stock OEM location. Upper control arms must be bolted to inside of mount as per stock OEM. Aftermarket upper control arms permitted, aftermarket cross shafts permitted, may have horizontal slots of no more than two (2)", and must maintain a OEM likeness. Maximum cost of upper control arm not to exceed ~~\$100.00~~-\$175 MSRP. ~~Aftermarket upper control arms are allowed to be +/- 1/2" of manufactured OEM upper control arm for make and model being used.~~ No turnbuckle upper control arms permitted. Any tapered shaft upper ball joint permitted.
- b. Lower control arms must remain stock OEM for make and model. No relocating of lower control arm mounts. Ball joints may be changed with similar types but must have tapered shaft. Aftermarket bushings permitted.
- c. Front jacking bolts are not permitted. Front adjustable cups permitted. Rear jacking bolts permitted.
- d. Sway bar must be one (1) piece. Sway bar must mount in stock OEM location.
- e. Rear leaf springs must be magnetic steel only. Springs must remain within 1/8" of stock OEM location. Bushings may be aftermarket. Lowering blocks permitted. Shackles may be adjustable above the spring. Slender mounts permitted.
- f. Coil springs must remain in stock OEM location. Fabricated rear coil spring buckets may be used. Steel racing coil springs allowed with a minimum of five (5)" inches outside diameter and a minimum length of nine (9)" inches.
- g. Shocks must remain in stock OEM location. All shocks must be \$175.00 or less 2023 MSRP. All shocks must be of steel body configuration and maintain factory OEM mounting unless approved by Monadnock Speedway Officials. All shocks must be non-rebuildable and have no external valves or Schrader valves. All shocks must be run the way you receive them from manufacturer unless approved by Monadnock Speedway Officials. One shock per wheel. Shock must collapse all the way down making contact with the body and lower jam nut at rod end. All shocks will be inspected and can be confiscated by NHSTRA Officials for further research.
- h. No mechanical tie downs or mechanical/suspension device that limits or binds travel. Suspension must have a minimum two (2)" inches of travel in both directions when stationary, at ride height with driver in the car.
- i. Front spindles must be OEM or OEM aftermarket type for make or model, except G-Metric cars are allowed to use Camaro spindles, and GM spindle PN# 18021052 (casting #369055) and GM spindle PN# 18021053 (casting #369056). OEM aftermarket spindle numbers 18021052 and 18021053 are allowed but must be exact match as OEM. No cutting or altering of spindles allowed.
- j. Rear suspension upper control arm may be adjustable with a tolerance of +/- 3/8" from stock length. Rear lower control arms may be strut style with heims with a tolerance of +/- 3/8" from stock length.

## 25. TIRES

- a. Only a tire permitted are Hoosier 790's.
- 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 six (6) new inventory tires to start the season. 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.
- j. No tire softening/conditioners/treatment of any kind allowed. No liquid in tires allowed. Tires will be subject to Monadnock Speedway testing.

## **26. TRANSMISSION**

- a. Must be stock manufactured OEM transmission with all forward and reverse gears working from driver's compartment allowed. Any OEM three (3) or four (4) speed manual. No racing transmissions, no internal modifications, no lighting or polishing of any kind permitted, must remain original as produced by OEM.
- b. Aftermarket shifters permitted; multi-lever type shifters permitted.

## **27. TREAD WIDTH**

- a. Maximum tread width allowed will be 72" inches measured from outside to outside of the wheel rim bead flanges.

## **28. SEE GENERAL RULES ABOVE TRANSPONDERS, SCANNERS, RADIOS & CELL PHONES**

## **29. WHEELS**

- a. Any Steel (magnetic steel) with a maximum width of 8" inch x 15" inch wheels only, as measured bead to bead.
- b. Minimum weight 19lbs.
- c. No mixing wheel width sizes allowed.
- d. Pressure relief valves are not permitted.
- e. Metric cars may use up to a maximum 3/4" inch wheel spacer/spacers, as long as it doesn't exceed tread width rule.
- f. Minimum 1" inch lug nuts required on all wheels.
- g. Wheel studs minimum diameter is 1/2" inch. Studs must even with or beyond lug nuts.

## **30. WHEELBASE**

- a. Wheelbase must be the same length, driver's side/passenger side, as came manufactured with (OEM). Minimum OEM wheelbase allowed will be 100.4" inches. Shortening, lengthening, or widening is not permitted.

## **31. WEIGHTS**

- a. All weights are before race, if unable to scale before the race a 1lb per lap tolerance will be allowed.
- b. 602 (bottle-cap sealed) Crate Engine minimum weight 3050lbs, 55.0% left side weight, with driver before the race.
- c. Built Engine and non-bottle cap 602 crate engines minimum weight 3200lbs, 55.0% left side weight, with driver before the race.

**32. FOR MORE INFORMATION, PLEASE CONTACT [tech@jdvagency.com](mailto:tech@jdvagency.com).**

### Exhibit 1: Required Jack Stands



### Exhibit 2: Transponder Mounting Location

