



MONADNOCK SPEEDWAY
RTE 10 - WINCHESTER, NH
603-239-4067 603-239-8800

"FASTEST HIGH BANK 1/4 MILE IN THE EAST"

2010 SPORTSMAN MODIFIED RULES

These rules will be enforced to ensure all who participate an opportunity to be competitive. Anything not covered by these rules must be approved by Monadnock Speedway Officials. All OEM stock or aftermarket replacement parts (if permitted) must meet OEM stock specification unless otherwise noted. Upon inspection, track officials may penalize, fine, suspend, withhold money, points, or disqualify any competitor for any rule infractions. **If a competitor is disqualified for using illegal parts, the competitor may lose all points accumulated prior to and including date of disqualification under the discretion of speedway management.** The use of carbon fiber or titanium parts are not allowed anywhere unless listed in the rules. Any questions regarding rules should be addressed to track officials, prior to assuming legality. **It is the competitor's responsibility to read and understand all rules. IT IS THE COMPETITOR'S RESPONSIBILITY TO DECLARE WHAT SERIES RULES AND ENGINE OPTION THEY ARE COMPETING UNDER.**

Please Note: The rules in bold italic print have been changed from the original rough draft. The revisions were made to ensure equal competition among the Monadnock Speedway competitors and visiting competitors from Twin State Speedway and Stafford Speedway. The management feels all rules should be similar for all tracks to work together in the best interest of this division.

ELIGIBLE MODELS:

1. Any safe modified type racecar with a wheelbase between 104" – 110", no supers, no sprints or wings allowed.
2. Maximum treadwidth 84" when measured at wheel bead.

BODY:

1. Cars must be neat appearing and all body styles and configurations must meet the approval of the officials.
2. All bodies must be installed on frame acceptable to officials. Stock steel roof is mandatory. The height of the rear quarter panel must be 36" maximum from the bottom of the rear spoiler to the ground. 44" maximum total high from the ground to the top of the spoiler.
3. Bodies must not extend below frame rails.
4. No skirts or additional metal may extend below the body.
5. All cars must have rear wheel openings on the left and rights sides no less than 12" radius from the center of the rear axle.
6. 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. Hood must cover cowl and top part of the radiator with opening only for air cleaner and distributor.
7. No belly pans. A belly pan is defined as any object or material that alters the flow of air under the car. Determination of any material or object is or is not a belly pan will be up to the discretion of the officials. Bottom panel of the front nose-piece may not extend past the rear edge of the harmonic balancer.
8. No interior spoilers, wings or wind deflectors allowed. No double panels. All interior sheet metal is

subject to approval of the officials.

9. Spoilers allowed. Must meet tech approval. Maximum of 8" height and no longer than 48", centered within the rear window pillars.
10. No sail panels on the body will be allowed.
11. Roof Height will be measured with driver. Overall height will be measured 6" back from the back lip of the windshield along centerline of the roof. Minimum 40". The rear of the roof at the highest point will be a maximum of 43".
12. "B" pillars must not extend above the height of the bottom of the rear spoiler.
13. Doors: Width - Minimum 43" 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. Length – Minimum 72" Maximum 78" when measured from the center of rear axle housing forward to the front most part of the door.
14. Quarter Panel (Width) Top – Minimum 49" Maximum 60" when measured across the body at the top rear most part of the quarter panels. Bottom-Minimum 58" Maximum 60" when measured between the outer edges of the rear quarter panels at rear bumper height. Quarter Panel (Length) – Minimum 34" Maximum 42" when measured from center of rear axle housing to rear most part of the body.
Note: Exception to the above rules are pre 2001 chassis cars which are not subject to the full dimension listed above. These pre 2001 chassis will be "grandfathered" due to the difference in frame width. Exception must be approved by officials.

CHASSIS:

1. 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 subframe.
2. Floors must be complete in driver's compartment. Floors must be a minimum 1/8" steel.

3. Minimum frame and oil pan ground clearance on all cars is 2" at the lowest point.
4. A steel firewall must separate driver from fuel tank and engine compartments.
5. Firewall separating driver from engine compartment must not be any further back than the lower area below windshield opening.
6. All firewalls must be sealed on top, bottom and sides.
7. All front bumpers must be of rounded type, not to extend outward beyond the edge of frame more than 2" on each side.
8. Rear nerf bars may extend outward beyond the edge of the tires, a maximum of 2". All ends must be capped and rounded off.
9. Bottom of front and rear bumpers must not be lower than 13" and not higher than 15".
10. Double side rails are mandatory and must extend outward to be flush with or up to 2" beyond edge of tires.
11. A fuel cell is mandatory. Maximum capacity is 22 gallons. Cell must be inside the body. Bladder maximum 5 years old. No plastic fuel cells. Must be centered within rear frame rails.
12. Fuel cell height from the ground a minimum 5" with a maximum ride height of 3 1/4" measured at the right rear.
13. Front spindles must be attached to the frame using tethers and must meet officials' approval. One tether per spindle.
14. No chassis adjustment controls allowed for example; hydraulic weight jackers attached to coil springs, sway bar, etc.
15. Shocks: Any shocks will be allowed. The only shocks not permitted will be remote reservoir type or electronically controlled shocks.
16. Only steel wheels are permitted.
17. 15" maximum width wheels.
18. Brake bias control allowed.
19. Rear End – 10" Quick change type allowed. Must be spool. Limited slip type differentials are not permitted. **No Straight Rears Allowed.**

ENGINES/ DRIVETRAIN:

All competitors will be required to fill out competition sheets divulging casting numbers and motor option they intend to compete under. Anyone changing from one option to another during the season must notify officials prior to competing at next event; this is to ensure that all weights are accurate. Engines option will be displayed on hood. For example: **Please note - weight may change to keep the competition equal (weight amended on 1/ 4/2010)**

602 / 56% (left) / 2600

603 / 56% (left) / 2600

LM / 56% (left) / 2600

1. All motors will be wet sump only. No external oil pumps allowed.
2. Option #1: P/N 88958602 (Factory Stock) allowed. Under this option, competitors using this engine will be allowed to use one 650 CFM 4-barrel carburetor.

Either Holley or Street Demon allowed; numbers must match and must meet all official tech gauges. No modifications to engine allowed. All factory engine part numbers and parts must match. No changing of harmonic balancers or rocker arms permitted.

3. Option #2: P/N 88958603 ZZ4 engine allowed. Under this option, competitors using this engine will be allowed to run one Holley 2-barrel carburetor. P/N 4412 allowed; numbers must match and must meet all official tech gauges. No modifications to engine allowed. All factory engine part numbers and parts must match. No changing of harmonic balancers or rocker arms permitted.
4. Option #3: Limited Late Model. Under this option, competitors using this engine will be allowed to use one Holley 2-barrel carburetor. P/N 4412 allowed; numbers must match and must meet all official tech gauges. No modifications to engine allowed. All factory engine part numbers and parts must match. Solid or hydraulic cams allowed with a .460 maximum lift to be checked at the valve. No mushroom or roller type allowed; Flat tappet only. Any after market aluminum intake allowed. Factory cast iron cylinder heads only, with the exception of the world product S/R series cylinder head. All cylinder heads must be straight plug only, with a minimum 70cc combustion chamber. 1.5 rocker arm ratio only; roller type rockers allowed.

Crankshaft must be OEM stock production. No aftermarket cranks. The stroke must remain stock (minimum 3.480), no stroking. The minimum weight will be 50lbs. No matching or polishing of the crankshaft counterweights allowed. Normal engine balancing will be the only modification allowed. Connecting Rods must be stock OEM or after-market stock type sportsman steel rods in production condition only. Rods must be a solid beam type, no hollow beam rods. No rod may weigh less than 515 grams. The only modifications allowed will be normal balancing. No deburring, deflashing, polishing, abrasive cleaning, or lightning. GM rods must be 5.7". Pistons maybe any flat top, two or four-eyebrow piston allowed. Stock ring and pin location must be maintained. No part of the piston shall extend above block deck. No modifications to piston allowed. Piston and rod assembly may not weigh less than 1200 grams. Lifters must be hydraulic or solid flat tappet only with stock diameter for block being used. Valves must be stock or stock replacement valves that meet OEM specification. Stainless valves a allowed if they meet OEM dimension. Any valve job allowed PROVIDING that the top cut is not more than 3/8" larger than the valve (head) diameter, and the bottom cut does not exceed 3/8" INTO the valve pocket. ANY more than 3/8", for both top and bottom cut, will be an ILLEGAL modification. Valve springs machining of spring seats to accept a larger spring allowed. Valve spring retainers can be

any type. Any rocker arms allowed with stock ratio only, GM 1.5. Any intake manifold is allowed, no porting, flow work, polishing, acid dipping, deburring, deflashing, abrasive cleaning, laser drilling, internal painting, cutting, or drilling of holes. These manifolds must remain as manufactured. NO MODIFICATIONS OF ANY KIND.

Competitors using this engine will be required to use a 1½" restrictor plate that must be purchased from Monadnock Speedway. Please Note: The Limited Late Model engine will be allowed in 2011. Restrictor plates will be determined after a dyno test is completed within the beginning of the season.

CLUTCHES:

1. **Minimum 10" clutch disc with the minimum weight of 3 lbs. The clutch disc must have a steel center. Solid hub clutch disc allowed. All cars must have an approved safety bell housing. The flywheel must be steel, minimum weight for flywheel will be 15 lbs without bolts, aftermarket OEM steel replacements allowed or GM # 14088646. The pressure plate must be 10" minimum steel and weigh a minimum of 13 lbs without bolts complete. Only machining allowed is the flat surface where the clutch disc sits on the flywheel. No carbon fiber or titanium clutch parts allowed.**

EXHAUST:

1. Mufflers required at all events.
2. Must pass 96 decibel test.
3. Any type header allowed. No Tri Y or merge collectors allowed.

CARBURETORS:

1. Competing under GM Crate Engine Option: P/N 88958602. Maximum 650 4-barrel carburetor. No modifications other than removal of choke butterfly and automatic transmission linkage. Changing of main jets, power valve, accelerator pump cam and discharge nozzles is permitted. Idle holes may be drilled in butterfly, screws may not be ground flush. Metering block must remain stock for the carburetor being used. Safety wire must be installed on power booster.
2. Competing under GM Crate Engine Option: P/N 88958603 ZZ4 engine or Limited Late Model. Maximum 500 Holley 2-barrel P/N 4412 carburetor. No modifications other than removal of choke butterfly and automatic transmission linkage. Changing of main jets, power valve, accelerator pump cam and discharge nozzles is permitted. Idle holes may be drilled in butterfly, screws may not be ground flush. Metering block must remain stock for the carburetor being used. Safety wire must be installed on power booster. Limited late model type motors will be required to run a 1½" restrictor plate that must be purchased from Monadnock Speedway. (To be updated if needed to ensure equal competition)

CYLINDER HEADS:

1. Competing with a GM Crate Engine P/N 88958603 or P/N 88958602 (Factory Stock). No modifications. Factory stock only.
2. Competing under Limited Late Model. Cast iron straight plug head 70cc or S/R series world product heads only.
3. No porting, polishing, bead blasting, acid dipping or runner enhancements allowed.
4. Multi-angle valve jobs allowed.

WEIGHT:

1. **Minimum weight 2600 lbs with driver, 56% maximum left side at the completion of race.**
2. **Weight may be changed to ensure equal competition**

SAFETY:

1. All Cars must have a steel rollcage, must use a minimum of 1 ¾" OD x .090 tubing. Four horizontal bars are mandatory on the driver's side door, three on the passenger's side. Roll cage must be welded securely to the frame. Thread pipe, pipe fittings, and lap weld pipe are not permitted. All bars near the driver must be padded with a fire resistant padding. No foam rubber. Must meet official's approval.
2. All front and rear firewalls must be fully enclosed.
3. All cars must have an aluminum racing seat. Four bolts on the floor of the seat and two on the back. All seat frames must be mounted securely to the roll cage. Right side headrest mandatory. Choice of left side headrest, or auxiliary net mandatory.
4. Must have a minimum of a quick release 5-point safety belt with a 3" minimum belt width and harness. These must be securely mounted. Belts must not be more than three years old. No visible wear or tears allowed.
5. Window net is mandatory. Window net must be in web style. The net must be secured to the roll cage with two steel rods or bars, with the top being of quick release design and must fall down when opened. All cars must have an arrow on the roof, lined up with the latch for the window net release. Latch must be forward and driver accessible. Window net must be in good condition and subject to official's approval.
6. All steering wheel centers must be padded. Steering wheel stop is mandatory on steering shaft below top mounting point. Steering wheel quick release hub in mandatory.
7. A fire suit is mandatory. Must be Nomex material, double layer and in good condition. Fire retardant shoes and gloves required.
8. Snell or D.O.T. safety helmet is mandatory.
9. A Hans, Hutchins, or G-Force device or any SFI approved head restraint device is highly recommended, .
10. A fire extinguisher in working order must be securely mounted in reach of the driver, on board fire systems allowed but must have steel or copper lines.
11. No fuel lines permitted in driver's compartment.
12. Fuel tanks must be vented to the outside of the body through the rear panel.

13. Fuel shut off, marked OFF and ON, must be in reach of driver and accessible to safety crews. A fuel shut off indicator with an arrow on the passenger side window ledge required. Arrow to line up with shut off valve.
14. Steel or aluminum fuel filters only.
15. No electric fuel pumps.
16. No fuel additives or nitrous oxide. No antifreeze allowed. A non-antifreeze coolant type or water is allowed.
17. Two throttle springs mandatory. Toe strap on foot throttle mandatory.
18. All add on weight must be securely mounted outside the driver's compartment. They must be painted in white with the car number on them. If add on weight comes off during the race, the weight may not be added back to the car unless authorized by an official.
19. Battery is not allowed in the driver's compartment and must be securely fastened down. Positive terminal covered. Cars must be self starting. Battery disconnect required. It must be marked "off" and "on" and accessible to safety crews from outside the car.
20. All cars must have a drive shaft loops at the front and rear of the drive shaft positioned within 12" of each U-joint. Loops must be steel plate 1/4" x 2 wide and be a full 360 degrees. All drive shafts must be painted white.
21. All cars must have a radiator overflow can.
22. All cars must have a working water temperature and oil pressure gauges.
23. Four wheel hydraulic brakes in working order are required.
24. Two way radios permitted.
25. Mirror allowed only in the middle of the car or in front of the driver. Side "peep" mirror allowed on left side only.

LETTERING:

1. All cars must be numbered. All numbers must be registered and approved. Numbers must be painted on both doors and roof. 18" minimum height. Roof numbers must be read from passenger side of car. Numbers must be painted on the right rear and on the right front. Numbers must be legible and contrasting to the color of the car.
2. Maximum two digit number, duplicate numbers not allowed.
3. All cars must be neatly painted. No obscenity will be allowed.

TIRES:

1. The designated tire by the speedway will be the only tires allowed for competition and must be purchased through Northern Race Tire unless approved by track management. The tires will have a number system and will be recorded to identify their use at Monadnock Speedway. Tires without numbers must be shown to an official and have them labeled. Anyone found to deceive this system in anyway will be penalized. The penalty for deceiving the tire rule or using tire softener or tire condition (a.k.a. "tire soaking") is as follows: 1st offense - \$2500.00 fine and disqualification from the event, 2nd offense -

\$5000.00 fine, suspension from Monadnock Speedway and NASCAR membership.

2. On the first race attended the team must register their tires by the numbers imprinted on the tires. A maximum of 8 tires may be registered. If you cannot purchase 8 tires, on the following weeks attended a team may add as many tires needed to reach the initial inventory of 8 tires. Once 8 tires have been purchased, no more than 1 tire can be added at an event or no more than 2 tires can be added within a two event period. Maximum inventory to be at the track is 8 tires and old tires must be removed from the inventory. If you do not attend an event, you may not add any tires to your inventory. There is no "banking" of tires.
3. Registration procedures are as follows: When you arrive at the track, the driver or crew chief must record new or used tires going into the inventory and hand it in prior to or at the driver's meeting. If you do not submit a tire registration card in time you will lose the right for any tire inventory changes for that event (we will base your inventory on the previous attended event) and may be penalized to start in the rear of the field for the feature event.
4. Each team can only bring 8 tires to the track each week and 4 tires for practice. You cannot run a heat, consi or feature with any tire that is not registered in your inventory. If you have practice tires only that are not registered in the inventory, they must be marked practice on them. All tires except for practice tires must be left outside the trailer near your hauler in visible sight. The only tires to be left in the hauler are the tires marked practice.
5. In the event a new tire in inventory is damaged during a heat race, the tire may be replaced once in a season and must be registered in your inventory if approved by an official. A competitor is only allowed to replace one damaged tire within the season.
6. Tires will be monitored with a depth gauge and durometer readings will be recorded. The officials will be taking these readings for their use only and using an average reading. If a competitor is found to be lower than the average durometer reading, the tires will be deemed illegal.
7. If the race is canceled for any reason prior to the feature, the registration cards passed in for the event will carry over to the following event and no tires can be purchased.
8. Tires can be confiscated at any time for additional testing by a Monadnock Speedway official. Refusal to give the tires to an official will result in disqualification from the event.
9. Tires can be ordered in advance through Northern Race Tire prior to the event but, must be picked up at the track on race day.
10. After 1/2 way through the season, new cars will only be allowed to purchase 6 tires (instead of 8) to start the inventory off.

Track Tire to Be Announced