

2024 JDV OPEN MINI STOCK DIVISION RULES

GENERAL RULES

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.
- a. 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.
- f. 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.
- g. 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.
- h. Smoking is not allowed in the racecar, inspection area, in any buildings, or near the Sunoco fuel station.
- i. 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.
- j. 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. 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.

11. 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.

12. 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

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.

2. HANDICAPPING & QUALIFYING

- a. 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. 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.
- c. 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. Transponder must be mounted 10' from the front most point of the car.
- c. Transponders are required to be on the cars at all times.

4. TWO-WAY RADIOS

- a. Two way radios are optional for communication between driver and crew. All drivers not using two-way radios must have a Raceceiver or similar device to monitor and follow directives from race control. The race control frequency is 454.0000.
- b. 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.
- c. 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.
- d. 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. 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

1. DIVISIONAL MISSION STATEMENT

The mission of the Open Mini Stock Division is to provide as many Mini Stocks as possible the opportunity to compete at Monadnock Speedway.

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. 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.
- c. 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. ELIGIBLE MODELS

- a. 1977 thru present, mass-produced four (4) cylinder passenger cars.
- b. No convertibles, mini vans, or trucks. No rear, mid, rotary, or opposed engines allowed. No AWD, AWD conversions, or 4x4 models permitted.

4. BODY

- a. Clean, stock-appearing, aftermarket, or fabricated bodies are allowed.
- b. No dirt style downforce nose or bodies permitted.
- c. Maximum height for roof rails is 1 1/2".
- d. No sharp or exposed edges on any part of the body.

5. CHASSIS

- a. A stock chassis may be tubed in front of strut towers, but must remain unaltered from strut or shock location to rocker panel. Chassis may be fabricated with tubing beyond rear strut or shock towers.
- b. Roll Cage:
 - i. Main cage must be constructed using a minimum of 1 1/2" x .095. Main cage is defined as "any area between factory firewalls".

- ii. Frame tubing must be a minimum of 2" x 2" x .125.
- iii. The drivers door bars must be plated (24 gauge minimum) or covered (.250 minimum) to reduce the risk of driver injury.

6. TRANSMISSION

- a. Transmission must be a stock unit for make.
- b. Must have forward and reverse gears in working condition.
- c. No sequential gearboxes.
- d. Clutch: Clutch must be functional, single disc, or puck style clutch with a finger-type pressure plate.

7. ENGINE

- a. Block:
 - i. 16 Valve engine's compression may not exceed 12:1.
- b. Heads:
 - i. No porting or polishing of any kind.
- c. Intake Manifold:
 - i. Must use a stock intake for make and engine used. No porting or polishing of any kind.
 - ii. Modifications may be made to adapt carburetors and/or remove emissions components.
 - iii. If applicable: carburetor air cleaner must be covered.

8. ENGINE COOLING

- a. No antifreeze allowed.

9. EXHAUST

- a. All cars will be required to run a muffler.
- b. Exhaust must exit behind the driver.

10. FUEL CELL

- a. Fuel cell must be enclosed in a steel container. Fuel cell must have a rear crush bar in case of accident. Fuel cell must have a steel firewall mounted in between the fuel cell and driver (separate from drivers compartment). No aluminum may be used in front or rear firewalls. Fuel cell must have a cage constructed of a minimum one (1)" inch square tubing.
- b. Must have rollover valve on vent. Vent must exist outside of the rear bumper.
- c. If remote fill is used, then a rollover valve is required.

11. ELECTRICAL

- a. Battery must be secured behind the driver.
- b. Master switch must be accessible from the exterior of the car.

12. INTERIOR

- a. Stock firewall must be intact.
- b. Steel rear firewall in order to separate the fuel cell and drivers compartments.
 - i. This must vertically cover the width of the fuel cell compartment.

- ii. If applicable, fuel cells forward of the centerline of the rear wheels also require a horizontal firewall that covers the width of the driver compartment.

13. MIRRORS

- a. Permitted.

14. REAR SPOILER

- a. Five inch (5") maximum height.
- b. 60" maximum width.
- c. Must be fully within the width of the rear tail section and no boxing allowed.

15. RIDE HEIGHT

- a. All cars must meet a four (4)" ride height. There is no minimum height forward of the front wheels.

16. SUSPENSION

- a. Springs & Shocks:
 - i. (1) steel-bodied shock/strut per wheel.
 - ii. Dampening or compression adjustments are prohibited.
- b. Mounting Points:
 - i. Must remain OEM location.
 - ii. Shock towers may be slotted for camber/caster adjustment.
 - iii. Left, right, height and "X" measurements must all be within 1/4".
- c. Control Arms
 - i. OEM or aftermarket permitted.
 - ii. Fabricated:
 - 1. Upper control arms require tech approval.
 - 2. No fabricated lower control arms are permitted.

17. TREAD WIDTH

- a. Maximum tread width 72 1/2" (includes 1/2" tolerance) inches measured bead to bead. Bead is defined as the outside lip of the wheel used.

18. WEIGHT

- a. Left Side
 - i. Maximum left side weight percentage is 56% for all cars with a solid rear axle or beam.
 - ii. All other cars must have a maximum left side weight percentage of 55%.
- b. Overall Weight
 - i. Honda K Series Engines: 2,350 lbs
 - ii. All other: 2,200 lbs
- c. Excessive Tubing and or Fabrication Adjustments
 - i. Fabricated from sections between shock towers requires an additional 50 lbs
 - ii. Fabricated shock/strut towers requires an additional 25 lbs

19. WHEELS & TIRES

- a. Wheels:
 - i. 7" or 8" inch wide racing wheel is required.
- b. Tires:

- i. Hoosier 800 23" and 800 23.5" required for competition.
- ii. Durometer testing of tires will be conducted. All locations must be 50pts. or greater to pass.

20. WHEELBASE:

- a. 90 - 107"

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

Exhibit 1: Required Jack Stands

