

# 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. 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**

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. 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.

### **3. RADIOS**

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

### **4. 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.

## **5. 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.

## **6. 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.

## **7. 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.

#### **8. 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.

#### **9. 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.

#### **10. 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.

#### **11. 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 JDV Open Late Model Division is to allow competitors with a variety of Late Model racecars to compete at Monadnock Speedway

### 2. 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.

### 3. ELIGIBILITY

- a. American-Canadian Tour-legal Late Models
- b. RaceDay Productions Legal Outlaws
- c. Any other car must receive approval from JDV Productions Officials.

### 4. TIRES

- a. Only tires permitted are Hoosier A40 & A50.
- b. Tires must be purchased at the track. Once a tire is scuffed, it may not be exchanged.
- c. Tire allotment will be announced prior to the event.
- d. All tires used for qualifying, consolation, B-Main, and feature events must be purchased at the track. The same tires used to qualify must be used to start the feature.
- e. 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.
- f. No tire softening/conditioners/treatment of any kind allowed. No liquid in tires allowed. Tires will be subject to Monadnock Speedway testing.

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

**Exhibit 1: Required Jack Stands**



## Exhibit 2: Transponder Mounting Location

