



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

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

OFFICIAL 2012 MINI-STOCK RULES

These rules will be enforced to ensure all who participate an opportunity to be competitive. Anything not covered by these rules must remain OEM stock for make, model and year being used. 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. Any questions should be addressed to track officials, prior to assuming legality. **Due to being an entry level division, competitors who win three or more feature events in a season will start as the last qualified car (if qualified) for features only.** After three wins, the management reserves the right to determine the eligibility of more wins. Rule changes or amended from 2011 may be highlighted however it is the responsible of the competitor to read and understand all rules.

ALL RULES ARE SUBJECT TO CHANGE TO ENSURE AN EQUAL AND COMPETITIVE RACING DIVISION. CARS THAT ADHERE TO RULES FROM TOURS AND OTHER TRACKS WILL, AT THE OFFICIALS' DISCRETION, HAVE WEIGHT AND/OR PARTS ADJUSTED FOR COMPETITIVENESS.

THE SPEEDWAY WILL ALLOW 4-CYLINDER TRUCKS TO COMPETE IN THE MINI STOCK DIVISION UNDER THE SEEKONK SPEEDWAY 4-CYLINDER SPORT TRUCK RULES (PLEASE NOTE: SEEKONK SPEEDWAY SPORT TRUCK V-8 OPTION IS NOT PERMITTED - MONADNOCK TIRE RULE APPLIES).

Car Eligibility

1. Any 1990-2002 four-cylinder front or rear wheel drive sedan with a stock wheelbase between 87" - 103". No four wheel drives, mini vans, two-seat sport cars or station wagons. No Turbo, DOHC, rear or mid engine, superchargers or rotary powered cars. Earlier models than 1990 are "grandfathered in" if built, competed and legal to the rules outlined.

Body

1. Bodies - must be straight, sound, and OEM stock steel only and remain in the original location on the frame. Rubber body mounts must be used, no cutting, chopping, shortening or lowering.
2. Ornaments - all exterior chrome strips, mirrors, lights, and trim must be removed.
3. Upholstery - all interior upholstery must be removed
4. "Peep" Mirrors- are **not** allowed and all other mirrors must be removed. No two way radios.

However competitors must have a one way radio purchased from the Speedway.

5. Grilles- plastic or metal must be removed and replaced with screen. Grille must retain original configuration.
6. Rear Quarter Panels - rear quarters may be fabricated. All home-made panel measurements must remain stock and in stock location. Track officials must approve panels.
7. Sheet Metal - all interior sheet metal used for patching, covering, or cosmetic purposes will be 20-gauge steel. The only cosmetic sheet metal allowed in the driver's compartment will be the dash area and rear firewall. All others must be pre-approved.
8. Dash - may be removed for rollage installation.
9. Light openings - must be covered, aluminum may be used
10. Gutting - The only sheet metal allowed to be removed will be listed in the rules below.
11. Roof - All metal bracing in the roof and roof post may be

removed down as far as the bottom of the windshield and side windows. No lowering of roof allowed

12. Hood and trunk - latches must be removed and replaced with quick release hood pins. Hinges may be removed and must be replaced with quick release hood pins. All hatch back cars - hatch must be welded or bolted shut. Inner bracing may be removed. No open hood scoops allowed. Steel hoods may be replaced with stock appearing fiberglass hood. Must remain stock measurement and in stock location.
13. Doors - inner structure, hinges and latches may be removed, doors must be securely fastened. Doors may be fabricated with 22-gauge steel only and must be approved.
14. Floorpan - Stock steel unaltered floor pan must be used. The only alterations to floor allowed are to repair rust and may be raised 8" from center of drive shaft tunnel to door on passenger side. Minimum 20 gauge steel. No tunnels or air ducts.
15. Radiator - Any stock OEM or aftermarket radiator, Radiator support brackets may be fabricated. Must Remain in stock location. May use racing type coolant, Antifreeze is not allowed.
16. Fan/shroud- all cars **with mechanical fans** must be equipped with a fan shroud, this may be fabricated. **Electric fans must utilize the protective mount.**
17. Fender wells - Inner wells may be removed on all cars without strut type front suspension. If fender wells are removed, they must be replaced with a minimum of 1½" O.D. x .090 steel tubing. Must meet tech approval. **All added tubing must be mounted in the stock strut well area and meet stock measurements.** If any metal removal is done on strut type cars, top of struts (**if possible**) must have a minimum of 1½" O.D. steel tubing attaching the two towers together.

18. Fenders - may be cut a maximum of 3" above the tire and conform to original configuration.
19. Rear Fender Walls: inner rear fender walls may be removed. Any openings must be enclosed with minimum 20-gauge steel. **Front wheel drives with rear strut tower buckets must remain stock and in stock location. No modifications allowed to rear strut towers allowed for any reason.**
20. Firewalls - must be left in OEM stock location. Hatchback cars must fabricate firewall between driver's compartment and fuel tank. The only alteration allowed is for installation of rollcage. Must be minimum of 20-gauge steel.
21. Speaker deck **—may be fabricated but must be in stock location.**
22. Spoiler - may be used but must stay in original manufacturer location. No more than 4" in height x width of car at rear mounting position. No side bracing.
23. Steering wheel - any steel wheel may be used. Outside steering column casing may be removed. Steel shaft may be used. If casing is removed, the shaft must be mounted with a heim joint. No tilt wheels. Wheel center must be padded. Must meet tech approval.
24. Bumpers - Any OEM stock bumper in stock location. Brackets may be fabricated. Ends of bumpers are to be cut flush to the outer edge of body and capped. Caps must be attached to body. No holes in bumper. **If car came stock with plastic or fiberglass bumper, a tube steel bumper may be fabricated. The bumper location must remain stock. Aftermarket bumper covers allowed.**
25. Numbers - All cars must be numbered. Numbers must be painted on both doors and on the roof, 18" minimum height. Roof number must be read from the passenger side of the car. All numbers must be distinctly contrasting to the car color. No reflective numbers. All cars must have the car number on the upper right hand corner of the windshield with a minimum height of 6" in white.

Chassis and Suspension

1. Strut towers - front may be modified for caster and camber only. **Any modifications for caster/camber must utilize magnetic steel to ensure stability and safety.** No modification to lower the cars.
2. Shocks / Struts - stock OEM or stock replacement only. No altering to make shock or struts fit. No adjustable shocks or struts. One shock per wheel. Stock replacement shall not exceed the price of OEM stock. **Shocks and struts must not be painted over.**
3. Springs - racing springs are allowed, but must fit in stock mounts and stock locations; no modifications. Adjustable coil over **sleeve kits (to adjust spring tension only, stock shock and strut must be used)**, jacking bolts, and **spring cups** allowed in original spring pocket.
4. Shims / Spacers - Any non-adjustable, shim, spacer or lowering block allowed. Multi-hole shackles in leaf spring cars allowed.
5. A-frames - must be OEM stock for make and model.
6. Trailing arms - must be OEM stock for make and model
7. Steering components - must be OEM stock for make and model
8. Sway bars - must be OEM stock for make and model, and remain in OEM stock location. No modification to mounts or links.
9. Suspension bushings - must be stock or stock

replacement, made of rubber or neoprene. No metal or eccentric bushings allowed.

10. Rear ends - must be OEM stock for make and model
11. Ground clearance - All cars will be a minimum of 7" from the ground at the very flat bottom side (**not pinch weld**) of the rocker panel. No modifications to rocker panels. **If car has a stock ride height lower than 7" or if 7" cannot be achieved due to legal modifications of suspension, it will be the officials' discretion as to any weight penalties.**
12. Front Frame Horn – may be replaced with minimum of 2" x 3" .120 box steel tubing from the front spring pocket forward to front bumper. **If stock front frame holds spring pocket (i.e. Mustang) and must be replaced, it may be done with the permission of the officials. All replacement frames must meet stock location measurements. No angling.**
13. Rear Frame Horn - may be replaced with minimum of 2" x 3" .120 box steel tubing from the rear spring pocket back to rear bumper. **Must be mounted in stock location.**
14. Roll cage-is mandatory and must be constructed with a minimum of 1 3/4" O.D. x .090 thickness steel tubing (Cars built prior to 2003 and have competed at Monadnock Speedway are allowed the minimum of 1 1/2" x .090 thickness steel tubing). Box tubing may be used to support the roll cage. The primary hoop must extend from both sides of the frame and meet the roof. The bottom bar on the driver's side must be welded to the floor, frame or box tubing with a minimum of three vertical pipes. The top bars will not be higher than the driver's shoulder. A petty bar is required. See cage illustration.

Engines and Drive Train

1. Engine must be OEM stock for make and model. No porting, polishing, acid dipping, or balancing. Engines may be over bored .030 maximum. No other modifications allowed including decking of the block. No EFI or turbo parts allowed.
 - a. Ford - 2.3 L Max (Ranger 2.3L max. allowed)
 - b. Mopar - 2.2 L Max.
 - c. G.M. - 2.5 L Max.
 - d. Toyota - 2.4 L - Max.
 - e. Honda - 1.8 L Max. **(16 valve single cam allowed)**
 - f. VW - 1.8 L
 - g. VW – 2.0L (8 valve) Max.
2. Manufacturer's performance parts are not allowed. All engine parts must be OEM stock or stock replacement passenger car parts only, unless listed otherwise.
3. Heads - must be stock OEM for make, model and year. All cylinder heads must be conventional stock heads. No Heron heads. All cylinder heads except Honda will have 2 valves per cylinder. Honda 3-valve cylinder head allowed. **Solid valves only, hollow valves not allowed.**
 - a) Ford Mustang 2.3L – 40cc minimum without head gasket, stock thickness head gasket only
 - b) VW 1.8L – 26cc minimum without head gasket
If make and model specific cc is not mentioned above must remain at a stock cc with .010 allowed for clean-up.
4. Valve job - must remain and meet stock factory specifications. No exceptions. No after market or swirl polished valves allowed. Aftermarket valve springs allowed.
5. Camshafts - replacement camshafts are allowed but must

- meet stock OEM specifications with a maximum lift of .425. unless listed otherwise.
6. Rocker arms - must be stock OEM for make and model.
 7. Crankshaft - must be OEM stock for make and model. No lightening, milling or balancing. No modifications.
 8. Pistons and Rods - must remain OEM stock for make and model of car unless listed otherwise. No modifications or machining. All parts must maintain stock specifications. No heron pistons. Ford 2.3L rods must remain stock with a .912 press fit wrist pin, no aftermarket. Ford 2.3L piston – any replacement piston which has a maximum top of wristpin to top of piston height of 1.143” and such piston shall have a 1.5mm up to a 2mm ring package, no machine work allowed. Ford 2.3L weight complete rod and pistons assembly (bearing, rings, wristpin, rod, piston and rod bolts) shall weigh a minimum of 1375 grams.
 9. Oil pan - must be stock appearing.
 10. 1.8 L Volkswagen - Shall use 1.8 liter only with a stock bore.
 - a) VW engine bore - 82 mm
 - b) VW - 1800cc
 - c) Heads - 1.8 stock only, must have a minimum height of 5.200
 - d) Deck height -shall remain OEM stock as manufactured.
 - e) Pistons - shall remain OEM stock.
 - f) Valves - Exhaust 33 m.m. maximum
 - g) Valves - Intake - 40 m.m. maximum
 - h) Camshaft - must be OEM stock G-GRIND or stock replacement in stock manufactured condition only. This cam will have a maximum lift of .427 with maximum duration of 228 degrees @ .050". Adjustable pulley or offset keyway allowed, fixed timing only.
 - i) VW Exhaust manifold - the only manifold allowed on Volkswagens will be a 1.8-liter Rabbit, double outlet, clip on type manifold. Diesel applications allowed.
 - j) VW Header – OEM Stock or 1.7 Cast Iron allowed
 - k) VW Big throttle body allowed parts, specifications and tolerances must remain stock for make, model and year. Weight may be added. 1.8 VW head may be used with stock cc.
 11. 2.0 L Volkswagen – 8 valve only. MUST REMAIN OEM STOCK (unless directed by a speedway official). No “super-chips or “power-chips” allowed. All parts, specifications and tolerances must remain stock for make, model and year. Weight may be added. 1.8 VW head may be used with stock cc.
 12. Exhaust headers- may be used. **Header tubes must not be greater than 1.75” O.D.**
 13. Exhaust manifolds – must be stock OEM. **Polishing, cleaning, or porting of any kind is not allowed. Exhaust pipes leading from headers and stock manifolds to muffler must not be greater than 3.5”.** All exhaust pipes must exit behind the driver and stay under the car.
 14. A Muffler is mandatory and must be unaltered. Lobak 35- 12-35 muffler will be the only muffler allowed. Muffler must be removable for inspection. Only one muffler per a car.
 15. Intake manifold - must be OEM stock for make and model. Aluminum allowed if car came equipped with one. Absolutely no modifications.
 16. Timing belt/chain - must remain OEM stock.
 17. Pulleys – All pulleys must remain stock OEM. Exception: The damper pulley may be an aftermarket reduction pulley.
 18. Smog pumps and Alternator - may be removed.
 19. Water pump - OEM stock or replacement.
 20. Ignition (**including coils**) - must be OEM or OEM stock replacement. No after-market electronics
 21. Fuel system - must be OEM stock for make and model and meet exact stock factory specifications. Fuel injected cars may not have a cold start or fifth injector working, must be removed and plugged. No added vacuum lines to the throttle bodies. Ford Mustang 2.3L may use a fuel injected intake from a 4 cylinder Mustang.
 22. Carburetors – 1.8 VW may use stock OEM carburetor , Holley 7748 or stock OEM fuel injection for make and model. 2.0 VW must use stock OEM carburetor, or stock OEM fuel injection for make and model. **Port sizes must remain stock.** Cars which are stock with an OEM carburetor may use a Holley 7448 or a B.G. 7448PS, 350-CFM or 350 Motorcraft carburetor, all cars that are stock fuel injected must remain stock fuel injected (with exception of the 1.8 VW rule). No multi port injection systems. The only modifications allowed will be the removal of the choke butterfly, the changing of jets or the use of a 0 power valve. Maximum 1" adapter plate allowed. All carburetors must pass a GO-NO-GO gauge. A \$250 claim rule and an exchange rule will be used to keep the cost under control. Carburetors and suspension must remain under hood. No holes in hood or fenders. Idle holes may be drilled in butterfly, butterfly screws may not be ground flush. Metering blocks must remain stock and must remain unaltered. **ALL PARTS OF THE CARBURETOR MUST REMAIN STOCK FOR THE CARBURETOR BEING USED.**
 23. Air cleaners - are mandatory and must remain under the hood. No holes in hood.
 24. Drive train - All components must be in OEM stock location; mounts must be stock or stock replacement.
 25. Transmissions - must be OEM stock for make and model, with all gears in working order.
 26. Shifting levers - Stock only. No modifications.
 27. Flywheels, clutch disc, and pressure plates - shall all remain stock or stock replacement for make and model. All units completely assembled must weigh within 3 lbs. of stock units. No lightening, turning or drilling allowed. Ford Mustang 2.3L may use a 15lb Escort flywheel.
 28. Drive shaft and axles - Stock OEM for make and model. No aluminum or lightweight shafts or axles allowed. **Gun drilled axles not allowed.**
 29. Rear-ends - Stock OEM for make and model of car. Rear wheel drive cars may weld the spider gears. No Detroit Lockers. Rear end must be stock width
 30. Brakes - Stock four wheel hydraulic brakes required. No modifications allowed. No welding or modifying for disc brakes. Stock master cylinders only.
 31. **RACING FUEL MUST BE PURCHASED AT THE SPEEDWAY, FUEL ADDITIVES ARE NOT ALLOWED. Commercial pump fuel or combination track fuel/commercial pump fuel allowed.**
- Weight** All added weight must be in no less than 5 lb. block form and securely mounted with no less than two ½” bolts.

All weights must be mounted inside frame rails and shall maintain a 6" ground clearance. Weights added to rear frame horns shall not extend below the bottom of the fuel cell container. All added weights must meet official's approval! No added weight will be allowed in driver's compartment. All weight requirements are subject to change. Weight must be painted white and be marked with car # and division.

1. All cars must weigh a minimum of 2200 lbs., at the completion of the race, with a maximum of 55% left side. ~~(amended 12/20/11) 16 valve cars will weigh 2250 with 54.5% max left side.~~ **The officials reserve the right to add weight and change percentage at any time to ensure an equal division.**
2. Cars will be weighed with the driver at the end of each race. Weight may be subject to change.

Safety Equipment

1. Roll Cage – mandatory NASCAR approved (see illustration).
2. Seat - Approved racing type seat is mandatory and must be securely mounted to roll cage only. Headrest portion of seat must be securely fastened.
3. Seat Belt - A quick release 5-point belt with a 3" minimum belt width is required and must be securely mounted to cage. Belt must be 5 years old or newer.
4. Window net - Nascar approved net is mandatory. An arrow on roof must mark the release mechanism.
5. Windshield - Full front windshield must be OEM glass or 1/8" minimum "LEXAN" type material. Two safety straps made of 1" wide steel must be equally spaced on the inside. No holes or cracks in the windshield.
6. Fire extinguisher - An approved fire extinguisher with a gauge must be securely mounted and within reach of driver.
7. Fuel cells are mandatory and may be lowered but must remain 2" above bottom of differential basket or axle beam. Fuel cell must be mounted securely with four 1 1/2" metal straps, two going in each direction. All fuel cells must be protected by a 22 gauge steel container. Must meet tech approval. Must be in the center of the trunk and a minimum of 8 3/4" from the ground.
8. Batteries - May be located in the engine compartment or trunk area. All batteries must be securely fastened and if located in the trunk area, must be in a covered steel/plastic container. **The positive post must be covered with rubber or plastic.** No battery may be located in the driver's compartment.
9. Electric fuel pumps - All cars with an electric pump must have an electrical shutoff switch that must be located within the driver's reach and marked ON and OFF.
10. Overflow tank - All cooling systems must have an overflow tank.
11. Nerf bars - are allowed. Must be flush and cannot extend beyond the width of the tires. Ends must be capped and rounded no more than a 1/2" from the body. No sharp edges.
12. Helmets - must be DOT or Snell approved.
13. Driver Suit required – single or double layer.

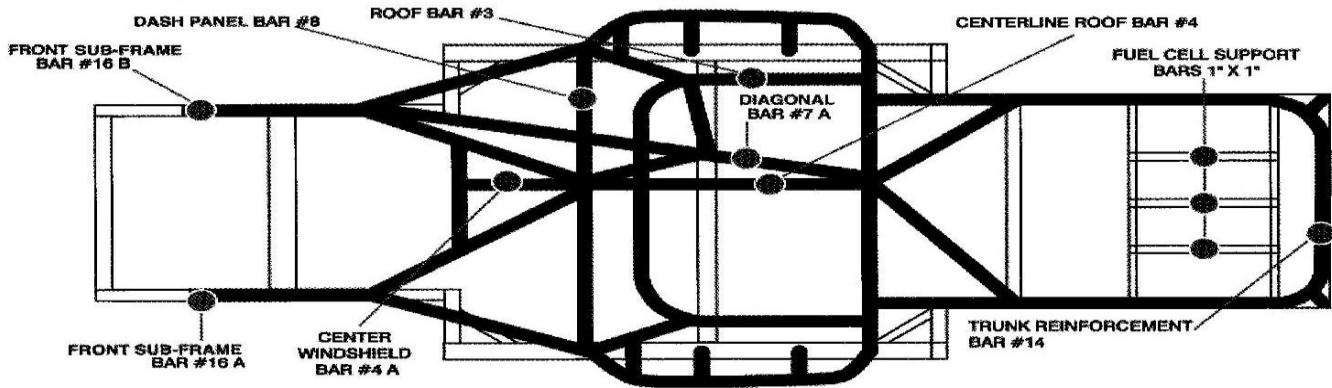
Tires

1. 8" Treaded designate track tire, **must be purchased through Northern Race Tire unless approved by an official.** No tire may durometer less than 60 after event. No Tire Softeners or Conditioners allowed.
2. 13" or 14" steel wheels only. Wheels must weigh a minimum of 17 lbs each. All lug nuts and studs must be steel. Maximum 7" steel wheels, with 2" - 4" offset. The only exception will be Hondas, they are only allowed to run a 3"- 4" offset. **VW may run a 2" offset on one side only, fenders and nerf bars must meet outside tire width.** Reinforced wheel mandatory, 1" wheel lug nuts must be used on all four tires for all makes and models. Studs must be at least flush or extend beyond the nuts. **Spacers must be magnetic steel and welded to inside of wheel. If a spacer is used, 2" offset must be maintained.** Tread width must remain stock with the exception of the above offsets allowed.
3. **Stagger Tire – Stagger Tire – Any competitor who runs a stagger tire may use one 8" steel wheel for your stagger tire. All others must remain a maximum of 7". (Amended 12/28/11, changed back to original 2011 rule)**

Scoring – All Competitors must have an AMB transponder for scoring or will be charged a \$25 scoring fee.

Illegal Parts- Absolutely no modifications, alterations, covering or removal of any logo, casting, or identification number from any part on the racecar. To do so will make the part illegal. All illegal parts will become the property of Monadnock Speedway. Any parts having passed through inspection unobserved shall not be considered legal. Anything listed in the rules referring to steel, must be magnetic steel. – It is the competitor's responsibility for the safety of their race cars and racing equipment to minimize to the risk of injury to themselves and others. Please Note: The speedway officials reserve the right to tear down any competitor's engine, even if they have been sealed. Competitors must compete with the same car and/or engine throughout the whole season unless the car and/or engine is beyond repair and is approved by speedway management. A competitor can request a full engine inspection prior to March 31st by calling Red Landry at 413-593-6142. If requesting a full inspection, the engine must not be assembled until a tech official is present to witness the assembly of the engine. All engines are subject to be taken by Monadnock Speedway officials for the purpose of a full engine teardown (even if sealed) . Engines are subject to become property of Monadnock Speedway if found to be illegal. The competitor will be responsible for the tear down fee charged if found to be illegal. Competitors using a different car and/or engine to earn championship points without approval may be subject to lose all points earned for the season. Lightning Stocks may not be used as a back-up car unless it meets all the guidelines of the Mini Stock rules, is not already entered into competition and received approval from tech officials.

DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)



ALL RULES SUBJECT TO CHANGE TO ENSURE COMPETITIVE RACING. ALL PARTS, IF NOT SPECIFIED IN ABOVE RULES MUST REMAIN OEM STOCK FOR MAKE, MODEL & YEAR.