



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

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

2012 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. CHANGES OR AMMENDMENTS FROM 2011 MAY BE HIGHLIGHTED. IT IS THE COMPETITOR'S RESPONSIBILTY TO DECLARE WHAT SERIES RULES AND ENGINE OPTION THEY ARE COMPETING UNDER. THE SPORTSMAN MODIFIEDS WILL BE THE NASCAR WHELEN ALL AMERICAN SERIES FEATURE DIVISION AND REQUIRES ALL COMPETITORS TO HOLD A FEATURE DIVISION NASCAR LICENSE TO COMPETE.**

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 jacks 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. Straight Rears allowed. Limited slip type differentials are not permitted.

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. **ANY ENGINE WORK DONE MUST BE REPORTED BY THE ENGINE BUILDER (SEE ENGINE BUILDER SPEC SHEET)** Engines option will be displayed on hood. For example:

Pre 2011 602 Crate Engine - 56% / 2575 lbs
New (2011 & newer) 602 Crate Engine - 56% / 2610 lbs
Stafford Crate Engine 602 - 56% / 2625lbs
603 Crate Engine - 56% / 2600lbs
Limited Late Model - 56% / 2625 lbs

1. All motors will be wet sump only. No external oil pumps allowed. **Oil coolers allowed inside body line.**
2. Option #1: P/N 88958602 (Factory Stock) allowed. Under this option, competitors using this engine will be allowed to use a 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. **IF YOU DO NOT HAVE A SEALED CRATE ENGINE (SEALED BY MONADNOCK SPEEDWAY, OR AN APPROVED ENGINE BUILDER) YOU WILL NOT RECEIVE THE WEIGHT BREAK AND WILL NOT BE PERMITTED TO RUN THE 4 BRL DEMON CARBURETOR.**

3. Option #2: P/N 88958603 ZZ4 engine allowed. Under this option, competitors using this engine will be allowed to use a 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 a 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. **Competitors using this engine will be required to use a 1 1/2" restrictor plate that must be purchased from Monadnock Speedway.**
5. A maximum 1" carburetor spacer is allowed.

Clutches:

1. Stock OEM dimension steel flywheel for engine type. OEM type steel pressure plate and steel disc only. Solid type disc only, no paddle or button type discs. Minimum 10" clutch and pressure plate. Drilling or lightening of any part is not permitted. Steel bolts only. Flat surface machining allowed only on the face of the flywheel, any cutting on the backside of the flywheel will deem the part illegal.

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. (To be updated if needed to ensure equal competition)

2. **Competing under Stafford Motor Speedway GM Crate Engine Option: P/N 88958602. Maximum 500 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. (To be updated if needed to ensure equal competition)
3. Competing under GM Crate Engine Option: P/N 88958603 ZZ4 engine / Limited Late Model. Maximum 500 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 1 ½ 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. Competing with a GM Crate Engine P/N 88958602 (Factory Stock) manufactured **before 2009** minimum weight 2575lbs with driver, 56% maximum left side. (To be updated if needed to ensure equal competition)
2. **Competing with a GM Crate Engine P/N 88958602 (Factory Stock) manufactured in 2009 or Newer** minimum weight 2610lbs with driver, 56% maximum left side. (To be updated if needed to ensure equal competition)
3. Competing with a GM Crate Engine P/N 88958603

or the Limited Late Model option minimum weight 2600lbs with driver, 56% maximum left side. (To be updated if needed to ensure equal competition)

3. **Competing with a Stafford Motor Speedway GM Crate Engine P/N 88958602 (Factory Stock)** minimum weight 2625lbs with driver, 56% maximum left side. (To be updated if needed 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 is 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 is mandatory, or any SFI approved head restraint device.
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 - Track tire rule- no tire may durometer less than 50 after race. Tire softeners / conditioners are not permitted. **The size and compound numbers are HOOSIER 26.0/13.0-15 M45 on the left side and 27.0/13-15 M46 on the right side (SEE TRACK TIRE RULE).**

DOES NOT HAVE AND ANB TRANSPONDER A \$25 SCORING FEE WILL BE IMPLEMENTED ON THE DAY OF THE EVENT. ALL RULES ARE SUBJECT TO CHANGE

ALL COMPETITORS MUST BE ABLE TO MONITOR THE TOWER AND DELIVER INFORMATION TO THE COMPETITOR IF NEEDED THROUGH A TWO WAY RADIO. IF YOU ARE UNABLE TO HAVE TWO WAY COMMUNICATION TO THE DRIVER FROM THE TOWER, YOU MUST PURCHASE A ONE WAY RADIO FROM SPEEDWAY.

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. Any part referring to steel must be magnetic steel. Please Note: The speedway officials reserve the right to tear down any competitor's engine, even if they have been sealed.

ALL COMPETITORS MUST HAVE AN ANB SCORING TRANSPONDER. IF A COMPETITOR