

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

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

OFFICIAL 2012 SUPER STOCK RULES

The Strictly Stock division is an entry level of racing. The rules listed have safety, cost, and fairness as the main consideration. These rules will be enforced to ensure all who participate an affordable opportunity to be competitive. **Anything not covered by these rules must remain OEM stock for make, model and year being used.** No carbon fiber, or titanium engine, power train, body or chassis parts unless noted otherwise. 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. Head Tech Inspector, Red Landry, can be reached at 413-593-6142. **IT IS THE RESPONSIBILITY OF THE COMPETITOR TO READ AND UNDERSTAND THE RULES. RULES THAT ARE IN RED MAY HAVE BEEN ADDED OR AMENDED FROM THE 2011 RULES. ALL RULES ARE SUBJECT TO CHANGE TO ENSURE AN EQUAL AND COMPETITIVE RACING DIVISION.**

Car Eligibility

1. Any American-made passenger car, 1989 through 2002, with a minimum of 101" and a maximum of 108" stock wheelbase. No station wagons, rancheros, el caminos, convertibles, or pick-ups allowed. No front wheel drives are allowed.

Body

1. Bodies - Any aftermarket Late Model type aluminum, fiberglass, or steel body allowed. No offset or dirt bodies allowed. All bodies must remain complete and stock appearing. No chopping, channeling or narrowing of bodies. The angle of the trunk must remain stock. All hoods must close in original position. There will be no openings between hood and windshield. All cars must have a complete windshield and back glass. Both shall remain in stock location. All OEM stock bodies must remain stock in length and width and remain in stock location on the frame. No sharp edges allowed.
2. Floorpan - Floors must be complete and in standard position; no tunnels or air ducts. Floors may be raised 8" from center of drive shaft tunnel to door on passenger side. Minimum 20 gauge steel.
3. Firewalls - All crush panels (front and rear) must remain steel.
 - a. Rear Firewall - A metal firewall of 20-gauge minimum thickness must be securely installed over the rear seat back and top shelf, completely sealing off trunk area. No aluminum allowed.
 - b. Front Firewalls - Engine firewall must remain in stock location on frame. Only steel firewalls of a minimum 20 gauge permitted and they must be welded and not pop-riveted. Firewall must completely seal off the engine compartment.
4. Roof and hood - Fiberglass, aluminum or steel allowed. Interior bracing may be removed; safety clips must be used with any hinge arrangement. No openings allowed.
5. Minimum Roof Height - Minimum 46" measured 10" back from top of the windshield. Minimum 46" measured 6" from the top of the rear window.
6. Spoilers - No more than 5" in height x width of car at the mounting position, cannot exceed the contour of the body at base. Spoiler must be clear, only the bottom 1" of can be steel or aluminum. No side bracing. Maximum spoiler height is 40" measured from the top spoiler to ground.
7. Mirrors/Radios - "Peep" mirrors and radios allowed. **If you do not have a two way radio and cannot hear communication from the tower through a spotter, you must purchase a one way radio from speedway.**
8. Doors, fenders and quarter panels - may be fabricated of no less than 22-gauge steel, fiberglass or aluminum, but must remain in original stock location. Rear quarter panels may be fabricated up to but not above top of tires. All homemade panels must remain stock appearing and in stock location. Track officials must approve panels. The 5-Star plastic front fenders and quarter panels permitted.
9. Windshield - Minimum windshield angle is 25 degrees measured anywhere in the center of the windshield.
10. Deck Lid Height - maximum 35" measured at the top rear quarter lid.
11. Rear Overhang - Maximum 52" measured from center of rear axle to end of bumper.
12. Front Overhang - Maximum 45" measured from the center of the spindle to the front bumper.
13. Fender wells
 - a) Front wells may be removed completely.
 - b) Rear wells may be removed in trunk area up to rear firewall only.
 - c) Fenders may be trimmed for tire clearance up to 3" maximum.
14. Trunk floor may be removed completely up to rear firewall. Note: Rear firewall must be installed in stock location.
15. All other interior bracing may be removed.
16. Clutch, brake and accelerator pedals shall remain in exact original stock factory mounted location. No exceptions.
17. Steering column must remain in stock location.
18. Steering wheels - wheel center must be padded.
19. Bumpers must remain in stock location and meet official's approval on height. No truck, bus, taxi or

cowcatcher bumpers. Bumpers may not be reinforced. Front and rear bumper covers are allowed. All brackets should be welded to the bumper. The outside ends of the bumpers must be attached to the body to prevent hooking. If an aftermarket front or rear bumper cover is used, you may use 1 1/2" square or 1 3/4" round steel tubing bumpers specifically made for such bumper covers. Bumper measurement (rear and front) 16 1/2" - 18" measured from ground to center of bumper. Bumpers must be inside covers. A fuel cell protective bar may be connected to bumper measured 14" from ground to center of bar.

20. 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. 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 – must be a perimeter frame. No offset or straight rail frames allowed. G-metric chassis cars will be allowed to XYG metric replacement (see section f). Center section and rear clip may be OEM stock or must conform to the tubular section of the rules. Maximum wheelbase of 108".

1. **OEM G-Metric Snouts/Chassis:** stock front sub-frame beginning a minimum of 22 inches rearward of the centerline of the front spindles and extending forward to in front of the radiator must remain stock OEM. The only modifications permitted are for spring bucket/jacking bolt, upper a-frame perch and the bottom of the cross member may be cut for oil pan, header & fuel pump clearance. The cross member must not be moved from its original location. A maximum distance of 25" must be maintained from the leading edge of the center section kick-out to the centerline of the front cross member. Stock OEM or aftermarket lower control arms. No repositioning, elongating or oversizing of any mounting holes.
 - a) GM Frames - All GM frames must maintain stock OEM wheelbase. Shortening of 112" wheel base frames to 108" is not allowed.
 - b) Ford Frames - Ford full-size models (LTD, Crown Vic) 1979 - 1995 may shorten the frame to 108" wheelbase. The frame must be shortened in the center section only. The front and rear clip sections of the frame must maintain all original mounting positions in reference to the front lower control arms and the rear lower control arms.
 - c) Chrysler Frames – May use a GM Metric G Body frame.
 - d) Rear frame horns on perimeter frame cars may be replaced with 2" x 3" x 1/8" rectangular tubing from the rear bumper forward to the backside of the spring pocket. Tubing must follow original configuration. The bottom of the tubing must be no lower than 12" to the ground at any point.
 - e) Front frame horns Must remain stock from the front spring bucket forward. From steering box forward may be replaced with minimum of 2" x 3" x .120 box steel tubing.
- f) Front Sub- Frame - may be replaced using the Johnson Chassis X-Y-G Metric (GM - Metric Tubular Replacement) P/N JCI 09-01-011M, must be stock dimension and no offsets.
2. **Tubular Snout / Chassis:** GM-type front steer tubular front sub-frame must be constructed using 2" x 4" magnetic steel tubing with a minimum .083" wall thickness. all front steer assemblies must maintain a dimension of 32" from the center of the left side rail to the center of the right side rail at any point from the frame side rail kick outs extending forward in front of the steering assembly. the front frame extensions using 2" x 3" minimum .083" magnetic steel tubing may be welded to the end of the sub-frame but should angle down a maximum of 18 degrees. the front sub-frame must be attached in the center of the frame at the frame side rail kick outs and extend forward a length of 16" on one side with the opposite side no more than 1 inch difference and angle upward at between 22 and 25 degrees. At this point, a piece of tubing 27 inches long must be welded and extended straight forward in front of the steering assembly. A distance of 25" must be maintained from the leading edge of the kick-out to the centerline of the front cross member. The front cross member must be constructed using 2" x 3" minimum .083" magnetic steel tubing. The mounting points for the lower a-frames must be 14 1/4" at the rear and 8 3/4" on the front, measured from the centerline of the sub-frame to the centerline of the mounting hole. When measuring either the left or right side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be equal.
 - a) **Center section:** the center section of the chassis must be constructed with minimum 2" x outside of rail. Both rails
 - b) **Rear clip:** the rear section must be constructed with minimum 2" x 3" x .083" magnetic steel tubing. The rear section must be centered to the center section of the chassis. The rear rails must both maintain the same angles and must be symmetrical in design. The rails must go over the rear end assembly and must maintain a minimum ground clearance of 10" after the rear end. A reinforcement bar (crash bar), minimum 1 1/2" diameter, .083" thickness, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be as wide as the frame rails and extend as low as the bottom of the fuel cell with 2 vertical uprights evenly spaced in between the frame rails and attached to the rear reinforcement bar. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the frame rails.
3. Frame Clearance - 5" frame clearance will be measured at all frame points with driver in car.
4. Tread width – Maximum width, front and rear will be 75" including tire bulge, measured at hub height. Wheel spacers are permitted, 1/2" maximum. Studs must be flush with lugs or beyond.
5. Jacking bolts are allowed front and rear. Front spring pockets may be altered for installation of jacking

- bolts only. Springs must remain in the stock location. Front upper control arm perches may be altered or replaced with aftermarket perch. Rear spring pocket cross-member may be replaced with steel fabricated cross-member. Rear springs must remain in stock location.
6. Lower A Frames – Must be OEM stock for frame being used. Bushings may be replaced with steel bushings, no eccentric bushings. Lower control arms (right & left) must be equal length.
 7. Upper A Frame – OEM or aftermarket may be used. Aftermarket must be similar to stock design and have a cross-shaft. Upper perches may be altered or replaced to accept aftermarket control arm.
 8. Aluminum adjustable tie rod sleeves allowed.
 9. Mounting holes for A-frames and trailing arms may be elongated up to one inch from stock location to obtain camber, caster, or pinion angle. Absolutely no modification to A-frames or trailing arms.
 10. Spindles - Aftermarket or OEM steel spindles only may be used. Steering arms must be steel with stock type tie rod ends only, no heim joints except magnetic steel heim joints are allowed on the outer tie rods. Spindles must match left to right. No offset. Stock rotors and calipers must be used. No wide 5 or BGN hubs.
 11. Rubber bushings-The Upper Front Bushing may be replaced with neoprene or 2 piece steel bushings. No eccentric bushings or mono-balls allowed.
 12. Springs – Racing springs are allowed, steel only. Must be stock O.E.M. type in original O.E.M. location. 5” minimum coil. Leaf springs must be steel and all be the same width. No coil-overs.
 13. Shocks- One shock per wheel. The only shocks permitted are the Pro Shock WB Series, AFCO Fixed Bearing K series, AFCO Fixed Bearing S-Series or Integra Fixed Bearing Shock.. No modifications to the shocks. No coil-overs, adjustable or re-buildable shocks allowed. No painting shocks.
 14. Sway bars - OEM stock or stock replacement for frame being used (must be stock appearing) and remain in stock location on frame. Any OEM type mounting brackets, rubber bushings may be removed.
 15. Radiators- may be aluminum. Air scoops allowed below bumper. All cooling systems must have an overflow tank. All cars must be equipped with a fan shroud. Must remain in stock location. Racing type coolant only may be used, no antifreeze.
 16. Adjusting Devices - The only adjusting device allowed in the driver’s compartment will be for brake proportioning. No other devices to control handling of the car allowed. No on-board computers or recorders allowed either in practice or competition.
4. Engine mounts- must be (OEM) stock and remain in stock location on both frames & block; mounts may be welded solid (aftermarket mounts allowed).
 5. Stud Girdles – may be used.
 6. Camshaft - 460, maximum lift at both intake and exhaust valve with 0 lash. Cam measurement shall not exceed .30666.
 7. Lifters- Stock O.E.M. hydraulic valve lifters only.
 8. Valve covers -may have aftermarket breathers
 9. Oil pan- must be stock appearing; baffles and windage trays will be allowed.
 10. Crankshafts -must be (OEM) stock. Stroke must remain stock, normal balancing will be the only modification allowed, no lightening. May use an aluminum reduced crankshaft pulley. Crankshaft height minimum 13” (measured from ground)
 11. Connecting Rods-(OEM)stock or exact stock replacement (5.7”only). Minimum rod weight will be 600 grams.
 12. Pistons
 - a) GM 350 -Stock dish pistons only - no flattops, dome or machined dish pistons; dish pistons must meet stock specifications and have 4 valve relief’s. Stock ring and pin location must be maintained. Pistons shall not extend above deck.
 - b) Ford - stock dish pistons only (one exception -- 351-C--stock flattops allowed.
 13. Heads (GM, Ford, Chrysler)
 - a) Stock valve springs.
 - b) All valve work must maintain stock specifications.
 - c) Rocker arm studs may be pinned or screwed in.
 - d) Poly locks may be used.
 - e) Push rod guide plates may be used.
 - f) GM - Stock (OEM) or world product #4360
 - 1) Intake valves - 1.94 max.
 - 2) Exhaust valves - 1.50 max.
 - a) 350 - Chamber size - 72cc min.
 - b) Rocker arms - stock 1.5 ratio
 - g) Chrysler
 - 1) Intake valves - 1.88 max.
 - 2) Exhaust valves - 1.60 max.
 - a) Chamber size - 74cc min.
 - b) Rocker arms - stock 1.5 ratio
 - h) Ford
 - 1) 351-M Series
 - a) Intake valves - 2.40 max.
 - b) Exhaust valves - 1.66 max.
 - c) Chamber size - 74cc min.
 - d) Rocker arms - stock - 1.7 ratio
 - 2) 351-C Series
 - a) Intake valves - 2.19 max.
 - b) Exhaust valves - 1.70 max.
 - c) Chamber size - 74cc min.
 - d) Rocker arms – stock 1.7 ratio
 - 3) 351-W Series
 - a) Intake valves - 1.84 max.
 - b) Exhaust valves - 1.54 max.
 - c) Chamber size - 63cc min

Engine - Competitors purchasing new engines must purchase and compete with a crate engine (P/N 88958602).

1. Maximum size: GM350; Ford 351; Chrysler 360. NO 305s ALLOWED.
2. Engine bore - .030 over is maximum allowed.
3. All engine parts shall be stock for make and year, unless listed otherwise. No corvette parts

- d) Rocker arms – stock 1.7 ratio
- 13. Manifolds – Absolutely no modifications allowed.
 - a) Intake - stock OEM 2 BBL (cast iron only), No porting, grinding or polishing. No high-rise or spacer blocks allowed.
 - b) Exhaust - headers are optional, street type headers only.
- 14. Carburetor - 1 only (2 barrel) stock (OEM), or Holley 4412. One only (2-barrel) Holley 4412. The only modification allowed will be to remove choke butterfly, change jets or power valve squirters. Idle holes may be drilled in butterfly, butterfly screws may not be ground flush. Metering blocks must remain stock for the Holley 4412 and must remain unaltered. No “HP” parts allowed. No interchanging of parts, all parts must remain stock for the Holley 4412. Safety wire must be placed on power booster. **602 GM CRATE ENGINES ARE PERMITTED TO COMPETE WITH AN UNALTERED 4 – BRL DEMON CARBURETOR (PN 1282010) OR AN UNALTERED HOLLEY 650.**
- 15. Mufflers are mandatory. An unaltered Lobak 35-12-35 will be the only muffler allowed. Mufflers must be removable for inspection. All cars must pass the speedway’s D.B.A. test.
- 16. Starter-must remain stock or stock replacement only.
- 17. Water Pump – Aluminum water pump allowed.
- 18. Power Steering – Aftermarket pump and remote reservoir allowed.
- 19. **Location: the center of the forward most spark plug must be even with or forward of the centerline of the upper ball joints. Ford and chrysler; the right cylinder head must be even or forward of the centerline of the upper ball joints. Engine must be centered in the chassis. Engine must be level as measured from side to side and front to back within ½”. Minimum crankshaft height is 11” measured from the centerline of the crankshaft to the ground.**

GM Crate Engine P/N 88958602 Defined Rules:

- 1. Engine Parts, Specs and Tolerances must remain stock from factory. **ABSOLUTELY NO MODIFICATIONS!**
- 2. Carburetor: Allowed to compete with an unaltered 4-brl Demon carburetor (p/n 1282010) **OR AN UNALTERED HOLLEY 650**

GM Crate Engine P/N 88958603 Defined Rules:

- 1. Engine Parts, Specs and Tolerances must remain stock from factory. **ABSOLUTELY NO MODIFICATIONS!**
- 2. Carburetor: Must compete with (one) Holley 4412 2-barrel. See Carburetor Rule outlined in Engine Rules section.
- 3. Must weigh 50 lbs over total weight. The officials will direct where to place the weight.

FUEL MUST BE PURCHASED AT THE SPEEDWAY OR THROUGH SUNOCO RACE FUEL. FUEL ADDITIVES ARE NOT ALLOWED.

Transmissions - Drive Train

- 1. Automatic or Standard allowed. Transmission must be stock (OEM). No modifications allowed. Power

glides are allowed. Transmissions must be complete and have all working gears.

- 2. Torque converters- No modifications allowed. Must remain stock (OEM) 12” and be in working condition 30lbs. Minimum weight.
- 3. Clutch, pressure plate and flywheel-must be stock (OEM) or 100% (OEM) stock replacement. Blow shield must be used. GM Flywheel and clutch assembly must be stock GM OEM or GM OEM replacement only. Minimum size clutch disc and plate is 10.4”. Total Assembly minimum of 31 lbs. No Paddle Clutches.
 - a) Flywheel minimum weight 15 lbs (without bolts)
 - b) Clutch Disc minimum weight 3 lbs
 - c) Clutch Cover minimum weight 13 lbs (without bolts)

No aluminum, titanium or carbon fiber parts. No turning or drilling allowed. No Super Clutches.

- 4. Rear ends 9” Ford or GM rears are allowed. GM rears must have aftermarket safety axles, 3 or 4- point suspension allowed. Rears may be locked. Must be in OEM stock location. No Detroit lockers or ratchet rears. Aftermarket rear ends with floating axles allowed with Ford and GM OEM stock rotors and calipers. OEM stock aftermarket replacement rotors are allowed in the rear end, calipers must remain stock. No aluminum parts allowed. No gun-drilled axles. No quick change allowed.
- 5. Trailing Arms- Rear lower trailing arms can be replaced with an all steel ¾” heim joint assembly and shall have a 19 ¼” length center to center. Front mounting hole of lower trailing arm must remain in stock location.
- 6. Panhard Bar - Shall be steel only with one ¾” hiem joint on each end, right or left hand threads. Bar must be attached to right hand side of frame and to the differential on the left-hand side. Bar must extend from frame rail to frame rail. Mounting brackets may have adjustment holes. Bar must be mounted behind the differential housing and be no lower than 2” below centerline of housing.
- 7. Top Link - Shall be steel only and not exceed 24” in length with one ¾” heim joint on each end, right or left hand thread. Mounting brackets may have adjustable holes. Cushion blocks, torque arms, or spring rods will not be allowed.
- 8. Drive Shaft - The drive shaft must be steel. Two 1/4” x 2” steel hoops must be securely mounted 360° around the drive shaft (one near the front of the shaft and one near the rear of the shaft). No chains.
- 9. Brakes - Shall be foot-operated OEM type, operating all four wheels. No after-market racing type disc brakes, no lightening of rotors allowed. (Interchange from passenger car only.) No modifications.

Weight – Subject to Change to ensure equal competition!

- 1. Cars must meet weight requirements upon completion of the race. Metric Frame with OEM rear cross -member and OEM four link minimum weight

2850lbs. with 57% left side weight. Metric Frame three point rear suspension or four link Late Model type suspension minimum weight 2950 with 56% left side weight. Tube Chassis (including any modification to the chassis & Camaro Clip Tube or Metric Chassis minimum weight 3,000 lbs with 55% left side weight.

2. All weights will be measured with the driver in the seat, both hands on the steering wheel, left foot on brake, right foot on accelerator, and driver's helmet on driver's lap. Liquids (gas, oil, water, etc.) and/or lead may not be replaced to meet weight requirements after the race.
3. All added weight must be in no less than 5 lb. block form and securely mounted with no less than two 1/2" bolts. All weights added to main frame 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 marked with car # and division.

Safety Equipment

1. Roll Cage - See illustration. Note: Measurements for location of cage will be strictly enforced.
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. All belts must meet official's approval. Seat Belt must be 5 years old or newer.
4. Window Nets - Nascar approved net is mandatory. An arrow on the 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 extinguishers - An approved fire extinguisher with a gauge must be securely mounted and within reach of driver.
7. Batteries may be located in engine or trunk compartment areas only. Batteries must be securely fastened and if located in trunk area, must be covered with rubber or enclosed. No batteries allowed in driver's compartment.
8. Fuel cell - may be lowered but must remain 2" above the bottom of the differential housing. Cells must be installed in a simple frame of at least 1" angle iron frame, must be securely fastened to frame rails and centered. Cell shall be anchored in frame with a minimum of two 1" straps. Fuel lines will not be allowed in driver's compartment. Fuel cell must be enclosed in a 22 gauge steel container.
9. Nerf bars must be flush and within 1/2" of body; bars must run from rear of front wheel well to front of rear wheel well. Round or square tubing allowed; ends must be cut at 45° and capped and rounded. Stove bolts recommended to fasten; no sharp edges.

Tires – 8" Treaded American Racer Track Tire – It is the responsibility of the competitor to maintain inventory. The official's records will not be available for review. (SEE TIRE RULE)

MUST HAVE AN AMB SCORING TRANSPONDER. IF A COMPETITOR DOES NOT HAVE AN AMB TRANSPONDER A \$25 SCORING FEE WILL BE IMPLEMENTED ON THE DAY OF THE EVENT.

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. All reference to steel must be magnetic steel.

PROTEST - MUST BE DONE WITHIN 15 MINUTES OF THE COMPLETION OF THE FEATURE. A PROTEST PAPER MUST BE COMPLETED AND GIVEN TO A TECHNICAL OFFICIAL. THE INITIAL FEE FOR PROTEST IS \$300, SEE NASCAR RULE BOOK FOR ADDITIONAL COST PER PART PROTESTED. IF PART IS DEEMED ILLEGAL, THE COMPETITOR PROTESTING WILL RECEIVE MONEY BACK MINUS THE COST ASSOCIATED TO CHECK THE PART IN QUESTION. IF THE PART PROTESTED IS LEGAL, THE FEE OF PROTEST WILL BE AWARDED TO THE COMPETITOR (WHO WAS UNDER PROTEST) FOR COSTS ASSOCIATED. IT IS THE DECISION OF THE OFFICIALS AND/OR MANAGEMENT TO ACCEPT PROTEST.

DIAGRAM # 1 - TYPICAL NASCAR FRAME (PLAN VIEW)

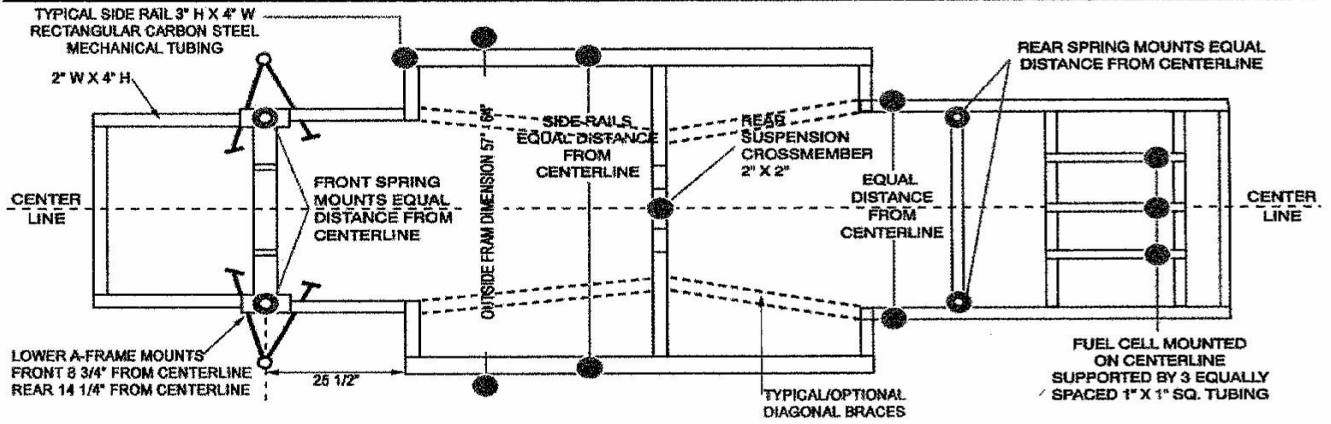


DIAGRAM # 2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)

