



2023 MONADNOCK SPEEDWAY YOUNG GUN RULES

Young Guns is intended to be a stock 4-cylinder racing division for kids ages 12 through 15. Competitors who have had a minimum of 2 full years go karting competition experience may be eligible to compete at if turning 10 years old in the 2022 Season.

The goal of the division is to give these young drivers an opportunity to gain valuable racing experience, at a reasonable cost, while working together as a team and **having fun**.

All members of the race teams must understand the track rules, safety, technical aspects. Safety is the primary concern, as with all of our divisions. The speedway also expects all drivers, parents and crewmembers to display good sportsmanship to fellow competitors and race teams.

Fighting, rough riding and out of control driving will not be tolerated. Any car that dominates the division is subject to an addition of weight or be asked to move into the Pure Stock division.

Safety: the number one priority! Tech Officials will do a complete safety check before allowing competitor to compete! Please build the car with safety in mind.

Since it would be nearly impossible and impractical to list within these rules all modifications, adaptations or infraction, it will be understood that: if it is not covered within the rules below, ASK.

In addition, Monadnock Speedway (MS), reserves the right to fine, suspend, anyone who is out of line of these rules or any rule infraction. MS reserves the right to modify, delete, amend or update these rules as need be.

Drivers, Owners, and Crew Chiefs, it is your responsibility to make sure your car is compliant with the rules set forth the division. It is not the Tech Officials job to make sure it is compliant. It is the Tech Officials job to make sure it is compliant in post-race inspections. Passing a safety inspection does not mean your car is compliant with the rules set forth for your division.

ALL COMPETITORS MUST HAVE A ONE-WAY RECEIVER TO COMPETE and can be purchased at the speedway. NO CELL PHONES, TWO WAY RADIONS OR MIRRORS WILL BE ALLOWED IN ANY CARS PERIOD.

The rules are the same rules as the Pure Stocks (with the exception of allowing rear wheel drive cars in the Young Guns). This will allow competitors to move into the pure Stock division, when ready, without changing their car.

IF UNSURE ABOUT A RULE - CALL THE SPEEDWAY BEFORE ASSUMING IT IS LEGAL!

1- Eligible Models

- A: Eligible vehicles include Four (4) cylinder/Front Wheel Drive models of US and foreign Manufacturers built prior to 2013. NHSTRA Officials will not allow factory "HIGH-PERFORMANCE" configuration. Eligible cars should be constructed from running vehicles in relatively good condition. No convertibles, pick-up trucks, SUVs, 4WD, or AWD of any kind. No special high-performance cars. If you have "ANY" questions about the eligibility of a year, make, or model of a vehicle PLEASE contact your NHSTRA Officials prior to building or buying for approval. No car will be able to compete that will threaten the viability of less expensive and readily available model/sedans. **ENGINES and ALL OTHER DRIVETRAIN COMPONENTS "MUST" REMAIN STOCK AS MANUFACTURED, and "MUST" REMAIN VIN# MATCHING.** No interchanging of components allowed. No performance enhancements of any kind will be permitted.
- B: NHSTRA Officials may allow some configurations that don't totally conform to these rules. This will only be done for pre-existing cars on a case-by-case basis known as "Grand-fathering". This will not be done to alter the division as an affordable means of racing and any car with a non-conformance will be required to have weight added to their car and clearly marked with a NHSTRA Penalty decal.

2- Body & Chassis

- A: Roll Cage: All cars must have a four (4) point roll cage constructed of 1 3/4" x .095 wall magnetic steel tubing. The roll cage shall consist of four (4) vertical upright bars connected at the top on all sides and shall be adequately cross braced. The base of the upright members shall be solidly welded to the frame of the car. Four (4) curved door bars on the left side and three (3) curved or straight door bars on the right side is mandatory. The roll cage members must closely conform to window/door/roof contour and not be readily apparent when car is viewed from the side. Offset cages are not allowed. Roll cages must not alter the geometry of the vehicle. All roll cages are subject to NHSTRA Officials approval.
- B: Front Support Bars: Forward bars attached to the main cage can only go to the strut tower, minor front bracing for protection of the radiator allowed, subject to NHSTRA Officials approval.
- C: Rear Support Bars: Rear roll cage bars are allowed for added crash protection (only one (1) bar per side). Rear bars should mount from back of cage to rear trunk area only. Rear bars cannot directly connect/support to the upper/top part of strut/shock tower or connect directly to strut itself (suspension). Also, the side-to-side cage bar may be connected to the top of the cage bar that goes into the trunk area.
- D: All the interior/trim panels must be removed, this doesn't allow removal of metal inner panels, the only exception would be the removal of the driver's door interior metal for cage purposes, and the hood inner panel may be removed. Firewalls between passenger and trunk area must be covered with magnetic steel. If inner sheet metal panels are removed for other than door cage bars, NHSTRA Officials may add a weight penalty.
- E: VIN#: All cars "MUST" have the factory equipped VIN number.
- F: Doors: All doors MUST be welded shut.
- G: Exterior Trim: All exterior trim must be removed. All exterior holes must be patched, door handles openings, headlights openings, taillight openings, etc. with sheet metal.
- H: Dash: You MUST use the full-length dash. Stock OEM dash allowed.
- I: Glass: All glass must be removed - headlights, taillights, reflectors, side mirrors, including all windows, regulators, and door locks. Front windshield can remain stock or it may be replaced with Lexan. No rear or side windows.
- J: Bumper Covers: Aftermarket nose and tail pieces may be used if it is for make and model. Nonconforming panels must be modified to fit the car NOT the car to fit the panel.
- K: Rub Rails: Rub rails are allowed between the front and rear tires only. Only Polycarbonate (Lexan) rub rails are allowed.
- L: NO MIRROR ALLOWED.

3- Brakes

- A: Cars must have operational brakes on all four (4) wheels.
- B: All ABS systems must be disarmed.
- C: All brakes must remain stock for year, make, and model. Components **MUST** remain stock as **OEM** manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed

4- Drivetrains

- A: All drivetrain components **MUST** remain stock as OEM manufactured. No interchanging of components allowed (this will be checked by OEM VIN# code). No performance enhancements of any kind will be allowed.
- B: No differential gear changes allowed. No locked differentials allowed.
- C: Cars **MUST** be front wheel drive. No AWD or RWD.
- D: Transmission/Differential **MUST** be free of fluid leaks.
- E: NO traction control devices (OEM or Aftermarket).

5- Electrical

- A: Safety Kill Switch: All cars **MUST** have a safety kill switch on the left side of dashboard (Negative side of battery). Switch must be clearly marked ON/OFF.
- B: Battery: Only one (1) 12v battery. Battery must be securely mounted in stock location or relocated to behind the driver's seat and protected by a non-conductive cover. Battery box subject to NHSTRA Officials approval
- C: All air bag sensors and air bags must be disarmed for safety purposes.
- D: Computer: Only one (1) OEM computer allowed. No performance enhancements of computer chips or performance computer chips allowed.

6- Engine

- A: Engines **MUST** remain stock as OEM manufactured. No interchanging of components allowed. No performance enhancements of any kind will be allowed.
- B: Engines: Must be a Four (4) cylinder, fuel injected engine model, stock for year and make of car being used, in completely stock form. Engine size and Transmission must be match for car (this will be checked by VIN code). No turbo or super chargers allowed.
- C: Engine **MUST** be free of oil leaks and fluid leaks.

7- Engine Cooling

- A: Radiator: Radiator must be mounted in stock location. All cars **MUST** be equipped with an overflow tank.
- B: NO ANTIFREEZE ALLOWED

8- Exhaust & Muffler

- A: Exhaust Manifold: Stock header or high-performance exhaust manifold may be used, **ONLY**, if the car came **OEM** from the factory with that equipment. Stock exhaust pipe should extend from the manifold to the flange of the catalytic converter.
- B: Catalytic Converter: The catalytic converter needs to be removed.

C: Muffler: Mufflers are mandatory. All cars MUST meet the minimum 96dB rule. No side exhausts. Exhaust must dump under the car at 90 degrees toward the track surface. Mufflers and pipes must be securely fastened to the vehicle.

9- Fuel-

- A: Fuel Tank: Racing fuel cell is permitted and highly recommended, but is not mandatory. Fuel cells may not be more than 15 gallons in capacity. Fuel cell must be securely fastened with minimum of two (2) 2" x 1/8" metal straps inside the trunk. No cutting of trunk floorboard when installing a fuel cell. A sheet metal firewall must separate the trunk from the driver's compartment. Relocated fuel cells must be in the center of the car.
- B: If using a fuel cell an aftermarket fuel pressure regulator may be used, but must maintain OEM factory fuel pressure.
- C: Fuel: Petroleum based automotive gasoline is the only fuel allowed. No alcohol, no methanol, no nitrous oxide, or any other fuel additives allowed.

10- Letter and Appearance

- A: All cars must be numbered. All numbers must be confirmed with NHSTRA Officials. NHSTRA Tracks reserves the rights to reassign numbers to avoid scoring duplications. Car registration for cars that raced the previous year (minimum of 3 races) will have first refusal of numbers until January 31st, then will be first come first serve, if duplicate number requested will refer to previous year's points.
- B: All cars must have numbers on both doors and roof. All numbers must be a minimum of 18" and must be registered and approved. Roof numbers must face the passenger's side. All numbers must be distinctly contrasting to the color of the car. No reflector or metallic numbers. All numbers to be subject to visual approval of NHSTRA Officials.
- C: All cars must be presentable on race day and subject to NHSTRA Officials approval.
- D: All cars must have their total weight and left side weight decal on the right front corner of the roof, and their NHSTRA Safety decal on the left front corner of the roof.

11- Ride Height

- A: Cars must maintain the Year, Make, and Models factory stock (OEM) ground clearance within 3/8" inch.

12- Safety- **POSTED IN RACE PROCEDURES**

13- Seat

- A: Racing Seat: Aluminum padded racing type drivers' seat is required. Seat must be bolted to brackets firmly and welded to the roll bar assembly.

14- Steering and Suspension

- A: Everything about the vehicle must remain stock OEM as manufactured for the year, make and model of vehicle being used.

- B: Steering Column: Car may use factory steering column and steering. Any aftermarket column may be used if it is collapsible. A removable quick release steering wheel is highly recommended.
- C: Camber: All suspension components must remain stock as OEM manufactured with the exception of adding camber adjustments on the left front and right front suspension only. This is to help prevent outside/inside tire edge wear and for aiding in car handling. A maximum of 2 1/2 inches of negative camber is allowed on the right front wheel, left front wheel is allowed 1-inch maximum positive camber. No cutting or changing springs. Right front and left front upper strut mounts may be slotted for camber adjustments only. Rear camber is allowed but must not be more than a 1/4 inch positive camber on the left rear and 1/4 inch negative camber on the right rear. Camber will be measured on the concrete pad with a straight edge (square) with driver in car. Measurements will be taken at the bottom rim lip and at the top of the rim lip the difference between the two is the total camber in inches.
- D: Springs/Struts/Shocks: No changing, cutting, or lowering of springs allowed, must maintain stock (OEM) ground clearance at all times. NO RACING SPRINGS. Springs must be the same diameter, height, and number of coils on the left and the right side (same spring gauge). Shocks, struts, and springs must be stock or stock replacement type and mounted in the stock location. No covers allowed on shocks and struts. If you replace any part, you must have the sales slip with you if asked by a NHSTRA Official. No altered, or high-performance components allowed. No weight jacking devices to increase or decrease spring rate, but you will be allowed the use of one (1) rubber spring spacer, maximum one (1) spring rubber per wheel. Spring rubber length cannot exceed more than the one (1) coil wound (circumference). Or you may use the taller spacers, these are roughly 3/4" wide by 2" tall, you can use up to three (3) of these if its only used in one (1) coil wound (circumference).
- E: Suspension Travel: Stock Bump stops on struts must have Three (3)" inches of travel before the bump stop hits the strut at normal ride height.
- F: All suspension parts must mirror each other left to right. This includes springs, bump stops, and sway bars links.
- G: All suspension components must remain stock as OEM manufactured. No cutting, grinding, heating, bending, etc. No interchanging of components allowed. No performance enhancements of any kind will be permitted.

15- Tread Width

- A: Maximum tread width allowed will be 69 1/2" inches measured from outside to outside of the wheel rim bead flanges.

16- Scanner/Radio/Electronics/Cellular Phones

- A: Scanners- Each competitor must have a one-way scanner programmed to 464.000 at all times during practice, qualifying, and feature event, so NHSTRA Official/Race Control/Scoring can stay in contact.
- B: 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. Cellular phones are not allowed in cars at any time. Go-Pro type devices must be approved by NHSTRA Officials prior to use.
- C: No 2-Way Radios allowed. No 2-Way Communication allowed.

17- Weight- Right Side

- A: 01hp to 139hp- 1100lbs Right Side before Race with NO penalties
140hp to 179hp- 1200lbs Right Side before Race with NO penalties
180hp to UP - 1450lbs Right Side before Race with NO penalties
- B: Penalty Weight: 50lbs of right-side weight will be required after two (2) feature wins. Weight must be mounted under passenger floorboards, lined up with the driver's seat or mounted farther ahead towards the passenger side front firewall. Each additional feature win/wins after your 2nd win will require you to add an additional 25lbs of weight under the passenger floorboards, this will be up towards the front firewall. Weight box may be welded to the right side of the cage. Only weight allowed is penalty weight and must be on the right side of the car only. Added weight must be securely bolted with minimum 3/8" bolts or secured in weight box. **ALL PENALTY WEIGHT CARRIES FROM NHSTRA TRACK TO NHSTRA TRACK.**
- C: Maximum Penalty Weight: 100lbs. Is the Maximum penalty weight a car will be made to add due to feature wins. All penalty weight **WILL GO FROM NHSTRA TRACK TO NHSTRA TRACK.**
- D: All weight must be painted white and have the car number clearly marked on it.
- E: Car weights may be adjusted by NHSTRA Officials at any time to equal competition.

18- Wheelbase

- A: Cars **MUST** maintain the stock **OEM** wheelbase for the Year, Make, and Model.

19- Wheels and Tires

- A: Wheels: Any 13" inch thru 16" inch Steel rim size allowed. Maximum wheel width allowed is seven (7)" inches. Any offset allowed but must maintain the maximum 69 1/2" tread width rule. Steel racing wheels allowed with NHSTRA Officials approval.
- B: Wheel Spacers: Maximum One (1)" wheel spacers allowed but, Wheel Studs must even with or beyond lug nuts. One (1)" inch lug nuts mandatory.
- C: Tires: No racing or performance tires allowed. Tires "**MUST**" be a DOT approved tire up to 205 series (width of tire) with no less than a 55-side wall. Tire tread wear may not be lower than 400 and must have a minimum of 5/32" tread. Tires may be different sizes front to back to manipulate gearing, but tires must be same size on the left side to the right side. No running larger tires on one side and smaller tires on the other side to increase tire stagger. When swapping tire sizes, please remember cars "**MUST**" maintain the Year, Make, and Models factory stock (OEM) ground clearance within 3/8" inch. All tires are subject to NHSTRA Officials approval.

Everything about the vehicle must remain stock for the year, make and model of vehicle being used, except as permitted or required in this guidebook, vehicles must remain completely stock in appearance, configuration, set-up, and running gear including motors, transmission, etc... Any variances from this guidebook will result in the disallowance of competition until the variance is corrected, this will be at the discretion of NHSTRA Officials.

FINAL WORD ON RULES: If it's not in the rules and provisions listed herein, **DON'T DO IT.** Contact your NHSTRA Official prior to. In short, if it doesn't say you can do it than **DON'T DO IT.** If anyone is caught doing something to enhance the performance of their car without prior NHSTRA Officials approval then you will be disqualified from the race.

Any 2023 rule may be adjusted to ensure an Equal and Competitive racing division and not to disallow any car to not compete during the 2023 season.

It is the responsibility of the competitor to read and understand these rules. If you have questions about any of these rules, please ask your NHSTRA Official before building.

Any interpretation or deviation of these rules and/or procedures is left to the discretion of NHSTRA Officials and/or NHSTRA Management. Their decisions are final.

RACE PROCEDURES

The youth division is intended to give the opportunity for young drivers to gain valuable racing experience while having fun. The management expects all competitors, parents and crew members to show good sportsmanship towards fellow race teams. **No adult from another team is to approach a Young Gun Racer in a negative manner regarding an on track issue without their parent/guardian being present, if it is reported the adult will be removed from the pit area until further notice.** On Track issues is to be discussed with the Race Director. Fighting, disrespect, rough riding and out of control driving will not be tolerated!

1. All young guns are to park near the wood-line closest to the race track entrance unless otherwise approved. At every event, each young gun competitor must check in at the handicap tower located in the pit area before they go out to practice.
2. Practice Sessions: Young guns will have at least two practice rounds (as long as time permits), when your division is set to practice be sure you are ready to go and in line when called. **Practice session are for practice only, competitors are not to race each other.** Competitors may pass slower cars during practice as long as it safe to do so. At the end of practice, take one cool down lap.
3. The Young Gun racers will have heat races. The heat races will be determined by the previous week results (inverted handicap). For the feature, competitors with qualified cars will be lined up by the previous event handicap. New and/or inexperienced or drivers off the pace will start in the rear of the field until the Young Gun director states the competitor is ready to start in the position earned. The winner from the previous event will start as the last qualified car in the feature if qualified in the heats. The number of qualified cars at an event will be determined by the number of heats and number of competitors entered into competition. Competitors who miss a week will start last in the heat races. Competitors who feel more comfortable starting in the rear of the field can do so by letting the handicap tower know. **Competitors who win three feature events will start in the rear.**
4. **All Young Gun competitors must have a one way radio.** The Young Gun director will communicate with the drivers during practice and feature events. The communication is for safety purposes, the director will let competitors know if another competitor is passing on the outside or the inside and to hold your line. This communication is not be used for "blocking" another competitor from passing. The director may also use the radio to let the competitor know if they are over-driving and pose a threat to the rest of the field, if that is the case the competitor must obey the director and gain control of the car or be black flagged. The director will also use the radio if a competitor has something mechanically wrong with the car and you will be black flagged. If there is a mechanical problem, the director will let you know to park in the infield or if you can safely go into the pit area.
5. Entering the race track for practice, heats and features, the competitors must stay in single file. In the beginning of the season, features will start as a single file start (the flagman will hold one arm up to signal single file). The director will decide and let all competitors know prior to the feature when the field is ready to start side by side (the flag man will signal "double up" by forming an X with is arms or flag).
6. If there is a caution the lights on the front stretch and back stretch will be yellow and the flag man will be waving the yellow flag. At all cautions, all competitors must slow down safely and form into a single file. The director will line you up using the radio for the restart. Under cautions, there is absolutely no hitting another competitor intentionally. If you are seen doing this, you will be black flagged. After one caution, the restart will be single file.
7. If there is a red flag, all competitors are to stop safely and not move until directed to.

8. PARENTS/GUARDIANS – YOU ARE NOT PERMITTED TO GO ONTO THE TRACK SURFACE UNLESS DIRECTED TO DO SO BY SAFETY CREWS. THE ONLY TIME YOU ARE PERMITTED TO GO TRACKSIDE IS DURING THE POST VICTORY CEREMONIES.

9. Pit Stops will be permitted under yellow flag conditions and **only to repair body damage** (for example loose bumper, fender, etc.) **or tire** change and will be given three courtesy laps from the time the competitor enters their pit stall. Engine problem repair will not be allowed under yellow. The competitor must go into the pit area at a **safe speed. If a competitor goes through the pit area erratically or at a high rate of speed deemed unsafe, the competitor will not be allowed to enter back into competition. If there are too many competitors driving too fast to reach the pit stall, the speedway will not permit pit stops for any competitor.**

10. On a start or restart, the director will communicate when the race will start.

11. Competitors who are in a caution must remain in the cars unless directed by an official or Speedway safety to exit the car.

12. When the flagman waves the white flag, there is one lap to go in the feature race.

13. When the checkered flag waves, the feature is completed. All competitors must take one cool down lap around the track. The top three will be instructed to stay trackside. All competitors who are in the top three will stop by the start /finish line and stay buckled in their car until the flagman or director states it is safe to get out of the car.

14. Exiting the race track surface, when the practice or feature is complete the competitors must exit the track to the pit area in a slow and cautious manner and return to your pit stall. All competitors need to be aware of the people and cars moving in the pit area and follow the flow of traffic.

15. If there are more than 16 competitors entered on an event, the track may elect to do two features or extend the laps and do one feature.

16. The Young Gun heat race will be eight laps and the feature event will be 10/15 laps (depending on car count).

17. There are no points awarded in the youth division. The management's decision not to award points is based to alleviate pressure from the young competitors and give them an opportunity to take part in other activities outside the track that may be scheduled on a race night.

18. All competitors who compete $\frac{3}{4}$ of the events will receive an award and be eligible to win Best Appearing or the Racing family of The Year award at the end of the year awards banquet.

19. Most Important (besides safety) is to HAVE FUN!!

Flag Rules:

1. **Green Flag** – Start or restart of race. All cars must hold their position until they pass the start/finish line. On restarts you may pass when the green flag is displayed on the outside of a competitor. If you “jump” a restart, you will be penalized the amount of positions gained at the next caution or at the end of the race.

2. **Caution Flag** – (Yellow). The yellow flag and lights will be displayed. Cars are too slow down safely, hold their position and form into single file. **LAP CARS ARE TO FALL BACK TO THE REAR OF THE FIELD.** Competitor intentionally causing a caution as a single car spin may go a lap down. If a competitor is involved and or causes three cautions, the competition director may elect to have the competitor black-flagged.

3. **Single File Signal** – Flagman will extend his arms with one arm bent towards the sky.

4. **Double File Signal** – Flagman will cross two flags over or use a crossing over motion with his arms.

5. **Passing Flag** – (Blue with diagonal colored strip) This flag will be displayed when faster traffic is approaching a competitor. The competitor who receives the passing flag is to slow down and remain in the inside of the track to allow the faster traffic to pass safely on the outside. If a competitor disobeys a passing flag and races the leaders, they will be black-flagged.

6. **Red Flag** – When the red flag is displayed all competitors must come to a full stop safely. Do not stop abruptly by “slamming” on your brakes. All cars must remain stopped unless directed by an official. Repairs may not be done on the race surface during a red flag period. However, repairs may be done in the pit area under red flag conditions.

7. **Black Flag** – This flag is displayed for several reasons; smoke, fluid loss, visible damage, safety hazard, delay of race, flat tire or rough riding. If a competitor is blacked flagged for a mechanical problem, visible damage or a flat tire and can resolve the problem in the pit area through consultation with the technical inspector, the competitor will be allowed to re-enter competition on the next caution. If a competitor is blacked-flagged for unacceptable conduct or considered a safety hazard on the race surface, the competition director will make the decision whether the competitor will be allowed to re-enter into competition. Failure to obey the black flag, the scorers will stop scoring after three laps of being black-flagged.

8. **White Flag** – The flag is displayed at the start of the last and final lap of the race.

9. **Checkered Flag** – The flag is displayed when the leader is about to cross the start/finish line. If there is a caution on the last lap, the race may finish under a yellow/checkered display in which no passing for position is allowed or may be restarted with a white/yellow/checker finish. It will be under the judgment of the competition director. After the completion of race or practice, **all competitors must take one cool down lap and safely enter pit .**