

WE WELCOME EVERYONE TO THE 2023 RACING SEASON. THE MONSTER PRO 4 SERIES (MP4S) STRIVES FOR THE BEST 4-CYLINDER COMPETITION AROUND, HANDS DOWN.

THE FOLLOWING RULES AND REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL EVENTS SPONSORED AND CONDUCTED BY MP4S. THESE RULES AND REGULATIONS ARE SUBJECT TO CHANGE/ OR BE ADJUSTED FROM TIME TO TIME BY THE SERIES DIRECTOR/ HIS APPOINTEE, WITH THE PARTICIPANTS BEING GIVEN PRIOR NOTICE. BY PARTICIPATING IN THESE EVENTS, ALL PARTICIPANTS ARE AGREEING TO COMPLY WITH THESE RULES AND REGULATIONS. HOWEVER CERTAIN RULES AND REGULATIONS ARE SET FORTH BY EACH TRACK THAT WILL HAVE TO BE ADHERED TO. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT FOR EACH COMPETITOR AND SPECTATOR.

WE WOULD LIKE TO GIVE OUR BEST WISHES TO EACH OF YOU FOR THE UPCOMING SEASON.

RACE PROCEDURE:

SIGN IN: MUST HAVE SOMEONE TO PAY THE ENTRY FEE IN PERSON TO BE PUT ON THE LIST.

RACE: ON ANY START OR RESTART, ANYONE JUMPING OUT OF LINE OR FIRING BEFORE THE GREEN IS OUT WILL BE WARNED ONE TIME. DO IT A SECOND TIME AND YOU WILL BE PUT BACK ONE ROW. DO IT A THIRD TIME AND YOU WILL GO TO THE TAIL OF THE FIELD.

RESTARTS: WE WILL UTILIZE THE DELAWARE DOUBLE FILE TECHNIQUE UNLESS YOU ARE TOLD DIFFERENTLY AT THE DRIVER'S MEETING. IN THE EVENT OF A CAUTION WITH 5 LAPS OR LESS, WE WILL GO SINGLE FILE FOR THE RESTART. WE WILL ATTEMPT TO FINISH EACH RACE UNDER A GREEN FLAG CONDITION AS PERMITTED. SERIES DIRECTOR/ RACE DIRECTOR WILL HAVE FINAL SAY.

A LAP IS COMPLETE WHEN THE LEADER PLUS 4 CROSSES THE LINE (TOP 5).

ANY INFRACTION OF THE RULES THAT ARE NOT LISTED WILL BE DEALT WITH AT THE TIME OF INFRACTION AND PENALTIES IMPOSED UP TO SUSPENSION FROM THE SERIES DEPENDING ON THE NATURE OF THE INFRACTION. **MP4S HAS THE FINAL SAY!**

ALL MONEY WON DURING THE RACE EVENT OR A PROTEST MUST BE PICKED UP THAT NIGHT AT THE END OF THE EVENT UNLESS SPECIAL ARRANGEMENTS HAVE BEEN MADE, OR IT WILL BE CONSIDERED FORFEITED.

DRIVER AND CREW CONDUCT:

THERE SHOULD BE RESPECT AND COMPASSION FOR EVERY RACE TEAM, TRACK PROMOTER, TRACK OFFICIAL, AND MP4S OFFICIAL. WE MUST ALL PROFESSIONALLY CARRY OURSELVES AT EVERY EVENT. THE MMSA WANTS EVERYONE TO EXPERIENCE

A GREAT TIME WITH HARD, CLEAN RACING FOR THESE BIGGER PURSES. KEEP IN MIND, IF WE GO TO THESE TRACKS AND DO NOT CIVILLY CONDUCT OURSELVES (ARGUING, FIGHTING, ETC) THESE TRACKS WILL NOT HAVE US BACK. IT IS THE GOAL OF THE MP4S FOR OUR COMPETITORS TO PUT ON A GOOD SHOW, TAKE YOUR CARS HOME IN ONE PIECE AND BE READY FOR OUR NEXT EVENT. ALONG WITH CLEAN RACING, WE EXPECT THE CREWS TO TREAT OTHERS WITH THE SAME RESPECT.

DRIVERS ARE RESPONSIBLE FOR EVERY CREW MEMBER ON THEIR TEAM. IF YOUR TEAM IS AGGRESSIVE OR INITIATES A FIGHT WITH ANOTHER MP4S RACE TEAM, TRACK OFFICIAL, OR MP4S OFFICIAL, THE DRIVER OF THE AGGRESSOR'S TEAM WILL BE PENALIZED.

PUNISHABLE OFFENSES:

- HITTING ANOTHER CAR UNDER CAUTION OR AFTER THE RACE HAS BEEN COMPLETED
- AGGRESSIVELY EXITING YOUR CAR AND APPROACHING A COMPETITOR (THIS INCLUDES THE PIT AREA).
- A CREW MEMBER AGGRESSIVELY ENGAGING ANOTHER DRIVER/CREW. (THIS CAN ALSO INCLUDE TEXTING, USING SOCIAL MEDIA, AND OTHER MEANS).
- CURSING TRACK OR MP4S OFFICIALS.
- FAILURE TO COMPLY WITH THESE POLICIES CAN INCLUDE A FINE, DISMISSAL FROM THE EVENT, SEASONAL BAN OR COULD RESULT IN A LIFETIME BAN.

ANY ACT THAT MP4S DEEMS AS INTENTIONAL COULD RESULT IN THE FOLLOWING PENALTIES.

FIRST OFFENSE:

TWO-RACE SUSPENSION; POINTS AND MONIES FORFEITED FOR THAT NIGHT AND POSSIBLE FINES BEFORE REINSTATEMENT.

SECOND OFFENSE:

BANNED FOR THE REMAINDER OF THE MP4S SEASON; MONIES FOR THAT NIGHT AND POINTS FOR THE ENTIRE SEASON FORFEITED AND POSSIBLE FINES BEFORE REINSTATEMENT.

THIRD OFFENSE:

LIFETIME BAN FROM ALL MP4S EVENTS.

PRE-RACE INSPECTION:

ALL CARS MUST GO THROUGH PRE-RACE INSPECTION AT THE DIRECTION OF SERIES OFFICIALS. AT THIS POINT, AN MP4S OFFICIAL HAS THE RIGHT TO CHECK THE FOLLOWING: CARBURETOR, SUSPENSION, BODY, SAFETY, AND CHASSIS. DRIVER/ CREW IS RESPONSIBLE FOR INFORMING MP4S / TRACK TECH OF ANY DISCREPANCY AT THIS TIME. ALL HEAT SHIELDS ARE TO BE REMOVED AT THIS TIME. IF FOUND NOT

TO MEET MP4S RULES YOU COULD BE SUBJECT TO CHANGE THE PART OR ADD WEIGHT AT THIS TIME. PRE-RACE INSPECTION ENDS WHEN THE DRIVERS' MEETING STARTS, YOU MUST BE IN LINE. IF YOU DO NOT GO THROUGH PRE-RACE INSPECTION YOU WILL BE PENALIZED AND FIRST OUT FOR QUALIFYING OR STARTING LAST IN THE LAST HEAT RACE.

POST-RACE INSPECTION:

THE TOP 5 CARS IN THE FEATURE ARE TO CROSS THE SCALES WITH THE TOP 3 PROCEEDING TO THE TECH AREA.

SAFETY:

ANY CAR DEEMED UNSAFE OR UNFIT FOR COMPETITION MAY NOT PARTICIPATE. MINOR INFRACTIONS WILL BE ISSUED A ONE (1) WEEK "FIX IT NOTICE"

1. ALL BALLAST MUST BE SECURELY FASTENED WITH BOLTS AND/OR WEIGHTCLAMPS. DUCT TAPE AND ZIP TIES ARE NOT ACCEPTABLE. MUFFLER CLAMPS ARE NOT ACCEPTABLE.
2. BALLAST MUST BE PAINTED WHITE WITH CAR #
3. MUST HAVE WORKING FIRE EXTINGUISHER IN CAR, UNLESS RUNNING FIRESUPPRESSION SYSTEM.
4. MUST HAVE SFI APPROVED 5 POINT HARNESS THAT IS IN DATE. (3 YEARS OLD MAXIMUM)
5. MUST HAVE A WORKING RACECEIVER/NITRO BEE/SWITCH AT ALL TIMES WHILE ON THE RACING SURFACE. TUNED TO 454.000
6. FULL CONTAINMENT SEATS AND HEAD RESTRAINT REQUIRED AT ALL TIMES.
7. CARS DEEMED UNSAFE TO RUN OR THAT FAIL PRETECH WILL NOT BE ALLOWED TORACE AT THE TECH OFFICIALS DISCRETION.
8. RACING SEATS REQUIRED, MUST FIT DRIVER, BE SFI APPROVED, AND MUST BEBOLTED TO ROLL CAGE.
9. NO ALUMINUM OR TITANIUM CAGES OR TUBING PERMITTED. ALL TUBING MUST BE A MINIMUM OF 1 1/2 INCHES AND A MINIMUM OF .083 WALL THICKNESS. THREE BARS IN DRIVER'S SIDE MANDATORY, TWO BARS IN RIGHT SIDE MANDATORY. MUST HAVE A MINIMUM OF 1 INCH BAR, .083 WALL THICKNESS IN HALO SECTION RUNNING EITHER FRONT TO REAR OR DIAGONAL ACROSS. MUST HAVE A ROCK GUARD WITH A MAXIMUM OF 4IN BETWEEN BARS.

WEIGHT:

CLAIMED WEIGHT MUST BE POSTED CLEARLY ON BOTH SIDES OF A-PILLAR OR HOOD, OTHERWISE YOU ARE REQUIRED TO WEIGH THE MAXIMUM.

1. 1LB PER CC, 2000 CC MINIMUM / 2500 CC MAXIMUM PLUS OVERBORE EXCEPT AS FOLLOWS

a. 2000CC FORD 2100LBS PLUS 1LB PER CC OVER 2000CC

i. MUST BE IN STOCK BLOCK . NO SLEEVED DOWN 2300 BLOCKS

b. .120 OVER TOYOTA 3TC 2050LBS ALSO .267 DOMES WILL WEIGH 2050 lbs.

2. MUST HAVE CLAIMED CC ON HOOD OR A-PILLAR. CARS WITHOUT WEIGHT WILL BE WEIGHED AT THE HIGHEST WEIGHT.

GENERAL:

1. STOCK UNLESS OTHERWISE STATED

2. VERY LIMITED MODIFICATION TO CARS, SUSPENSION AND ENGINES.

3. ANY 4 CYLINDER, 2 WHEEL DRIVE MINI TRUCK, AND STATION WAGON.

4. WHEELBASE MUST BE WITHIN 1" OF FACTORY SPECIFICATIONS.

5. REAR WHEEL DRIVE VEHICLES ONLY.

BODY: NON-PROTEST ITEM GOVERNED BY MP4S OFFICIALS:

THOUGH THEY MAY NOT BE PROTESTED THE BODIES MAY BE OBSERVED, MEASURED, ETC. AS NECESSARY. IF MP4S OFFICIALS DO NOT APPROVE, YOU WILL BE

ASKED TO CHANGE IT, ADD WEIGHT OR ANYTHING

DEEMED NECESSARY BY THE OFFICIALS. AFTERMARKET DIRT BODIES ALLOWED. ALL BODIES SHOULD CARRY ORIGINAL BODY LINES WITHIN REASON.

CAR MUST BE NEAT IN APPEARANCE. STOCK STEEL BODIES OR ALUMINUM

AFTERMARKET BODIES ALLOWED. BODY WIDTH MAY NOT EXCEED 70"

AT THE TOP OF DOORS OR QUARTERS AND 76" AT THE BOTTOM OF DOORS AND

QUARTERS. THE MMSA BODY DIAGRAM WILL BE USED AS A

GUIDELINE TO CONTINUE TO GET THE LOCAL CARS IN COMPLIANCE WITH THE MP4S RULES.

BODY CONTINUED:

BODY MAY BE FABRICATED FROM STEEL OR ALUMINUM, BUT MUST FOLLOW STOCK BODY LINES. CANNOT EXCEED STOCK BODY

DIMENSIONS. HOLE FOR THE AIR CLEANER IN THE HOOD IS ALLOWED HOWEVER IT MUST BE ENCLOSED ON THE FRONT ONLY. NO HOOD SCOOPS.

FRONT FIREWALL MUST BE STEEL AND MUST BE IN STOCK LOCATION. FLOOR PAN MUST BE STOCK OEM IN STOCK LOCATION. ANY PATCH PANELS INSTALLED IN THE FLOOR PAN OR FIREWALL DUE TO RUST OR DAMAGE MUST BE STEEL.

REAR FIREWALL MAY START BEHIND THE DRIVER'S SEAT. ALUMINUM OR STEEL MAY BE USED TO BOX IN THE DRIVER'S COMPARTMENT.

CARS WITH A BOXED IN INTERIOR MUST HAVE A 12" X 12" REMOVABLE INSPECTION

PANEL TO CHECK THE ENCLOSED AREA. ALL INTERIOR PANELS MUST BE SEALED WELL ENOUGH TO PREVENT FIRE, HOT OIL, OR FUEL FROM ENTERING THE DRIVER COMPARTMENT. HOODS MUST BE RUN AT ALL TIMES UNLESS CRASH DAMAGE PREVENTS IT. ALL VEHICLES MUST HAVE A ROLL CAGE AS SPECIFIED IN THE SAFETY SECTION OF THE GENERAL RULES.

1. ROOF:

- a. THE MINIMUM ROOF SIZE IS 42" IN WIDTH AND 48" IN LENGTH WITH A MAXIMUM 4"RAKE.
- b. ROOF REQUIRED UNLESS OTHERWISE NOTIFIED (EX. SPECIAL EVENTS)
 - i. MAY HAVE STEEL OR ALUMINUM THE DIMENSION OF THE HALO FOR SAFETY PURPOSES
- c. ROOFS MUST HAVE SOME TYPE OF ROLL OR SHAPE, NO FLAT ROOFS ARE PERMITTED.

2. NOSE:

- a. NO FINS OR FLARES EXTENDING OVER THE HOOD OF THE CAR. NO LATE MODEL FENDER FLARES.
- b. THIS IS A PRO 4 CLASS, CARS SHOULD BE SIMILAR TO 4 CYLINDERS.
- c. STOCK SHAPE AND STYLE NOSES ONLY.
 - i. NO MD3, WEDGE OR LATE MODEL STYLE NOSES.

3. TAILPIECE:

- a. TAIL OF CAR CAN BE OPENED OR CLOSED MOUNTED STRAIGHT UP AND DOWN (NO ANGLE) AND EXTEND BELOW FRAME HORNS IN A STRAIGHT, HORIZONTAL LINE FROM QUARTER PANEL TO QUARTER PANEL.

4. COCKPIT:

- a. MAY RUN COMPLETE, ENCLOSED COCKPIT.
- b. MINIMUM OF 22 GAUGE SHEET METAL OR .040 ALUMINUM.
- c. IT IS RECOMMENDED THAT THE DRIVERS DOOR IS PLATED WITH .25" STEEL.
- d. 13" MINIMUM OPENING FRONT SIDE AND REAR OF DRIVER.
- e. RADIOS ARE NOT PERMITTED. MIRRORS ARE AT THE DISCRETION OF THE TRACK
- f. FIRE WALL REQUIRED BETWEEN DRIVER AND FUEL CELL. MINIMUM OF 22 GAUGE STEEL/ SHEET METAL.

5. SPOILER:

- a. HEIGHT (MAXIMUM 6"). WIDTH (MAXIMUM 68") SIDE SPOILERS AND SUPPORTS ARE PERMITTED.
- b. NO MORE THAN 3 BANDS, RODS, WIRES, FINS ETC. SUPPORTING THE SPOILER.
- c. NO HOLES OR FLAPS IN SPOILERS OR SPOILER FINS
- d. ANY SPOILER ANGLE PERMITTED. MUST BE SAME ANGLE LEFT TO RIGHT.
- e. NO DEVICES OR FABRICATIONS SUCH AS UNATTACHED WINGS/FINS IN FRONT OF SPOILER.
- f. SPOILER MUST BE MOUNTED TO DECK. NO SPOILERS ON ROOFS.
- g. THE MAXIMUM HEIGHT FROM THE GROUND TO THE TOP OF THE SPOILER IS 48 INCHES. THERE IS NO TOLERANCE FOR THIS MEASUREMENT.

6. DECK HEIGHT

a. THE MAXIMUM DECK HEIGHT IS 38 INCHES. THERE IS NO TOLERANCE FOR THIS MEASUREMENT.

CHASSIS & SUSPENSION:

1. FRONT AND REAR SUSPENSION COMPONENTS MUST REMAIN STOCK OR OEM STOCK REPLACEMENT FOR MAKE OF CHASSIS RUNNING, UNLESS OTHERWISE STATED.

a. FORD MAY MACHINE SPINDLE TO ACCEPT LATE MODEL STRUT. CUT MUST REMAIN PARALLEL TO THE FACTORY MACHINED SURFACE. NO TAPERED SHIMS OR TILTING OF SPINDLE ALLOWED.

2. FRONT AND REAR SUSPENSION MOUNTING POINTS MUST BE STOCK.

3. ADJUSTABLE CASTER AND CAMBER PLATES ARE PERMITTED.

4. ADJUSTABLE SPRING CUPS PERMITTED FRONT AND REAR.

5. JACK SCREWS PERMITTED IN THE REAR ONLY.

a. NO IN-CAR ADJUSTMENT PERMITTED.

6. STOCK UPPER AND LOWER A-ARMS ONLY.

a. FRONT A ARMS MAY BE MODIFIED FOR CASTER/CAMBER ADJUSTMENT. NO FABRICATED OR ADJUSTABLE A ARMS ALLOWED.

7. STOCK NON-ADJUSTABLE REAR TRAILING ARMS ONLY.

a. UPPER TRAILING ARMS MAY BE MODIFIED FOR PINION ANGLE. NO FABRICATED OR ADJUSTABLE TRAILING ARMS ALLOWED

8. ANY BUSHING PERMITTED. (RUBBER, NEOPRENE, MONOBALLS ETC.)

9. STEERING GEAR MUST BE STOCK FOR THE VEHICLE BEING RACED.
QUICKNERS PERMITTED.

10. COLLAPSIBLE TYPE STEERING SHAFT WITH QUICK RELEASE STEERING HUB RECOMMENDED.

11. NON ADJUSTABLE LOWERING BLOCKS ALLOWED. RACING SPRINGS PERMITTED. STOCK LOCATION ONLY.

a. ONE SPRING PER WHEEL. NO PROGRESSIVE SPRINGS, NO DUAL RATE SPRINGS, NO STACKING OF SPRINGS.

b. ONE SPRING RUBBER PER WHEEL.

12. PANHARD BAR MAY BE SHORTENED BUT MUST BE NON ADJUSTABLE.

IGNITION:

1. STOCK OEM DISTRIBUTOR AND COIL FOR MAKE OF CHASSIS RUNNING. MELS IGNITION PERMITTED.

a. IGNITION SYSTEMS THAT CAME FACTORY WITHOUT A DISTRIBUTOR WILL HAVE TO BE PRE APPROVED.

2. AFTERMARKET MULTIPLE AND/OR ADJUSTABLE ELECTRONIC SYSTEMS ARE NOT PERMITTED.

a. NO TRACTION CONTROL.

CARBURETOR:

1. STOCK OEM OR GAUGE LEGAL HOLLEY 350 #7448 OR 0-80787-1 ONLY. NO

POLISHING OR GRINDING

- a. MAY TUNE CARBURETOR WITH JETS, BLEEDS, BUTTERFLY HOLES, VENT, ETC. SHORT BUTTERFLY SCREWS OK
2. MUST HAVE CHOKE HORN WITH NUMBER. FLOAT BOWL MUST FACE FRONT OF ENGINE. MAY USE EPOXY OR SAFETY WIRE ON BOOSTERS.
3. ALL CARBURETORS MUST HAVE CONVENTIONAL STYLE FLOATS ALONG WITH NEEDLES AND SEATS.
4. NO INDIVIDUAL CYLINDER TUNING OR EQUIVALENT ALLOWED.
5. ALL CARBURETORS MUST HAVE CONVENTIONAL STRAIGHT LEG BOOSTERS ONLY.
6. 1" INCH MAXIMUM CARBURETOR SPACER/ADAPTER .010 TOLERANCE. SPACER MUST BE ONE PIECE WITH NO INSERTS ETC. SPACER MAY NOT EXTEND INTO THE MANIFOLD AREA.
7. TWO STANDARD (.070" MAX THICKNESS) GASKETS PERMITTED ON SPACER/ADAPTER.

EXHAUST SYSTEM:

1. EXHAUST EVAC SYSTEMS ALLOWED. (1) MUFFLER PER HEADER ALLOWED. MUFFLER MAY NOT PROTRUDE INTO COLLECTOR
2. STOCK MANIFOLD OR SPEC SCHOENFELD HEADERS ALLOWED. FORD MAY USE F-234V OR F-235V. TOYOTA 3TC MAY USE T-168
- a. ALL OTHER MAKES THAT DOES NOT HAVE A SPEC HEADER OFFERED WILL HAVE TO BE PRE APPROVED.
3. NOTHING MAY PROTRUDE INTO THE COLLECTOR EXCEPT FOR EVAC TUBE.
4. TURNDOWNS AND EXTENSIONS PERMITTED.

FUEL SYSTEM:

1. RACING FUEL (110) ONLY.
2. ELECTRIC FUEL PUMPS RECOMMENDED TO HAVE A KILL SWITCH THAT WILL CUTOFF IN THE EVENT THAT THE OIL PRESSURE DROPS.
3. FUEL IS SUBJECT TO LABORATORY TESTING AND FUEL MAY NOT CONTAIN ANY ADDITIVES.
- a. THE SPECIFIC ELEMENTS WHICH WILL BE SEARCHED FOR INCLUDE: PROPYLENE OXIDE, ALCOHOLS (ALL TYPES), ALDEHYDES, AMINOBI-PHENYL, BENZENE (IN EXCESS OF EPA LIMIT), BENZIDINE, BERYLLIUM COMPOUNDS, BROMINE COMPOUNDS, BUTADIENES, CHLORINATED COMPOUNDS, CHROMATES, DIOXANES, ETHYL ACRYLATE, ETHYLENE OXIDE, HYDRAZINE COMPOUNDS, METHYLENE DIANILINE, NAPHTHYLAMINE, NITROGEN COMPOUNDS (NITROMETHANE, ET AL.), STYRENES, TOLUIDINE AND XYLIDINE. ALSO ADDED THIS LIST WILL BE SUBSTANCES DEEMED TO EXCEED THE THRESHOLD LIMIT VALUES

(TLV) OR BIOLOGICAL EXPOSURE INDICES (BEI) AS LISTED BY THE AMERICAN CONFERENCE OF GOVERNMENTAL INDUSTRIAL HYGIENISTS (ACGIH).

b. NO E85, ETHANOL, METHANOL OR ALCOHOL BASED FUELS. NO OXYGENATED FUELS.

4. FUEL SAMPLES MAY BE TAKEN AND SENT TO AN INDEPENDENT LAB FOR TESTING AND MUST MEET BENCHMARK AT ALL TIMES.
5. SFI CERTIFIED FUEL CELL WITH ROLL-OVER VALVE MANDATORY.
6. IN-LINE FUEL SHUT OFF RECOMMENDED WITHIN REACH OF DRIVER.
7. TRACK FUEL HIGHLY RECOMMENDED.

DRIVELINE:

1. ALL CARS MUST HAVE SAFETY LOOP FOR DRIVESHAFT.
 - a. DRIVESHAFT MUST BE STEEL AND WHITE IN COLOR FOR SAFETY. MINIMUM 1.5" DIAMETER

TRANSMISSION:

1. SCATTER SHIELDS HIGHLY RECOMMENDED.
2. PRODUCTION TRANSMISSIONS MUST HAVE HELICAL CUT TEETH.
3. OEM/PRODUCTION UNLESS OTHERWISE STATED. MAY REMOVE SPEEDOMETER PARTS
4. FLYWHEEL MUST BE STOCK AND WEIGH 16 LBS MINIMUM. NO SCALLOPED FLYWHEELS.
 - a. ANY OTHER MAKES WITH LIGHTER FLYWHEELS MUST BE PRE APPROVED.
5. STOCK OR STOCK REPLACEMENT CLUTCH AND PRESSURE PLATE ONLY. STOCK BOLT PATTERN. STUDS OK. MINIMAL BALANCING ALLOWED. a. NO REDRILLING, OR LIGHTENING OF PRESSURE PLATE

SHOCK/STRUT RULE:

1. \$100 CLAIM RULE PER CORNER. WILL FOLLOW CLAIM PROCEDURES.
2. FRONT AND REAR SHOCKS MUST BE IN STOCK LOCATION. SHOCKS MUST BE MOUNTED VERTICALLY (NOT UPSIDE DOWN). STOCK STRUT/SHOCK TOWER REQUIRED. MAY CUT ONLY WHAT IS NECESSARY FOR CASTER/CAMBER ADJUSTMENT.
3. SHOCKS/STRUTS MUST BE STEEL.
4. NO ADJUSTABLE SHOCKS OR STRUTS 5. NO REBUILDABLE OR TAKE APART SHOCKS
6. SHOCK EXTENSIONS OK.
7. SCHRADER VALVES NOT PERMITTED.

REAR END:

1. STOCK FOR MAKE NON-FLOATER UP TO 8.8 IN.
2. ANY GEAR RATIO PERMITTED. MUST BE LOCKED

3. NO WHEEL SPIN SENSING DIFFERENTIALS ALLOWED.
4. NO RATCHETING DIFFERENTIAL. STEEL MINI SPOOLS ARE OK.
5. MUST HAVE ALL PARTS IN REAR END UNLESS REPLACED BY MINI SPOOL.
6. LIGHTENED RING GEARS MUST ADD 25LBS (NO POLISHING)

BRAKES:

1. STOCK TYPE (4-WHEEL DISC APPROVED). BRAKE COMPONENTS MUST MATCH MAKE AND MODEL OF CAR.
 - a. ROTORS IN QUESTION WILL BE CHECKED.
 - b. NO GUN DRILLED ROTORS. NO SCALLOPED ROTORS
2. RACING PEDALS, SHUTOFF & DUAL MASTER CYLINDERS ARE ALLOWED.
 - a. MUST HAVE WORKING 4 WHEEL BRAKES POST-RACE
3. NO DRUMS LIGHTENED ON THE OUTSIDE.
4. NO EXOTIC BRAKING SYSTEMS
5. NO BRAKE BIAS ADJUSTERS INSIDE THE COCKPIT.

TIRES & WHEELS:

1. ANY 60 OR 70 SERIES STREET LEGAL TIRE. NO DOT RACING OR COMPETITION TIRES ALLOWED.
2. 13X7IN STEEL WHEELS ONLY, ANY OFFSETS PERMITTED, SPACERS PERMITTED.
 - a. BEADLOCKS PERMITTED ON THE RIGHT SIDE ONLY.
3. GROOVING AND SIPING NOT PERMITTED.
 - a. AGGRESSIVE BUFFING MAY BE CONSIDERED SIPING; USE OF CARBIDE/NAIL STYLE DISCS IS PROHIBITED
4. TIRES MUST PUNCH 55 OR HIGHER AND ARE SUBJECT TO BEING CHECKED AT ANYTIME.
5. SUBJECT TO CHEMICAL LAB TESTING, REQUIRED TO CONFORM TO BENCHMARK AT ALL TIMES.
 - a. LAB RESULTS ARE INDEPENDENT AND THE LAB HAS FINAL SAY ON WHETHER THE TIRE HAS BEEN ALTERED.
 - i. IT IS SUGGESTED TO WASH TIRES ONLY WITH WATER. DEGREASERS MAY REMOVE OILS IN THE TIRE RESULTING IN FAILURE TO MEET MANUFACTURER'S BENCHMARK.

ENGINE:

ALL ENGINE CORE PARTS (BLOCK, HEADS, CRANKSHAFT AND INTAKE) MUST HAVE BEEN AVAILABLE ON CARS OR TRUCKS SOLD TO THE GENERAL PUBLIC BY MASS PRODUCTION. ALL PARTS MUST BE OF THE SAME BRAND VEHICLE YOU ARE RACING. ALL PARTS MUST HAVE COME ON VEHICLES FROM THE UNITED STATES OF AMERICA. NO FRONT WHEEL DRIVE, MARINE, INDUSTRIAL OR SPECIAL PRODUCTION PARTS SHALL BE PERMITTED.

1. ENGINE

- a. ENGINE MUST USE BABBIT STYLE BEARINGS ONLY. NO NEEDLE OR ROLLERBEARINGS. COATED BEARINGS OK.
- b. MUST BE NATURALLY ASPIRATED, 2 VALVE PER CYLINDER ENGINES ONLY.
- c. NO ROTARY OR DOHC ENGINES ALLOWED. NO FUEL INJECTION OR MULTI-CARBENGINES.
- d. ENGINE MUST BE THE SAME MAKE AS THE CAR.
- e. STOCK OEM ONLY WITH MAXIMUM OVERBORE OF .080 OR .120 FOR TOYOTA 3TC.ALL ENGINES ALLOWED 10CC TOLERANCE FOR WEAR INCLUDING BORE WEAR AND STROKE TOLERANCE COMBINED.
- f. 2500 CC MAXIMUM PLUS OVERBORE. CC WILL BE FIGURED BY: BORE X BORE XSTROKE X .7854 X 4 = CUBIC INCHES (CI) DIVIDED BY .061= CC g. ENGINES MUST BE IN STOCK LOCATION.
- h. PISTONS
 - i. MAY USE ANY FLAT TOP.
 - ii. 3TC TOYOTAS MAY USE .235 DOME.
 - iii.3TC .267 DOME MUST ADD 50LBS. 20R AND 22R MAY USE .125 DOME.
 - v. PISTON PINS MUST BE STEEL
- i. CRANKSHAFT AND RODS
 - i. CRANKSHAFT MUST BE STOCK OEM WITH STOCK STROKE..010" TOLERANCE ON STROKE. MINIMUM ROD JOURNAL DIAMETER IS 1.847" FOR ALL MAKES ii. ANY CAST OR STEEL RODS PERMITTED. NO TITANIUM OR ALUMINUM iii. MINOR CRANK BALANCING ALLOWED BY DRILL HOLE, GRINDING, OR WELDING. TECH DISCRETION
 - iv. CRANKSHAFTS MAY BE CHANGED FROM ONE SIZE TO ANOTHER WITHOUT MODIFICATION
 - v. NO LIGHTENED CRANK SHAFTS.
- j. HEADS
 - i. MUST BE STOCK OEM, NO PORTING OR POLISHING ii. NO EXTRUDE HONING ALLOWED. NO ACID PORTING iii. PORTS MUST REMAIN FACTORY OEM SHAPE AND VOLUME.
 - iv. HEAD MAY BE ANGLE CUT. BOWL CUTS ARE ALLOWED BUT CAN NOT EXCEED THEID OF THE VALVE SEAT AND CAN BE NO DEEPER THAN THE VALVE GUIDE BOSS. MAY CUT TO THE VALVE GUIDE BOSS BUT NOT PAST THE BOSS.
 - v. BOWL CUT MUST BE CONCENTRIC WITH THE VALVE GUIDE.
 - vi. HEADS MAY BE CHANGED FROM ONE SIZE ENGINE TO ANOTHER WITHOUTMODIFICATION. k. VALVES
 - i. VALVE ANGLE MUST REMAIN OEM STOCK. MAY HAVE A COMPETITION VALVE JOB, ANY SEAT ANGLE PERMITTED ii. ANY STOCK DIAMETER STEEL VALVE PERMITTED.
 - iii. FORD 2300 MAXIMUMS - INTAKE 1.751 AND EXHAUST 1.509
 - iv. NO HOLLOW STEM VALVES PERMITTED.
 - v. DOUBLE VALVE SPRINGS PERMITTED.
 - vi. STEEL RETAINERS ONLY.
 - vii..025 LASH FOR SOLID LIFTER AT THE VALVE.viii. NO ROLLER ROCKERS.

I. CAMSHAFT

i. .425 MAXIMUM LIFT.

1. TO BE MEASURED WITH 0 LASH FOR HYDRAULIC LIFTERS AND .025 LASH FOR SOLID LIFTERS AT THE VALVE. ii. NO ROLLER CAMS OR FOLLOWERS PERMITTED. MUST BE STOCK FIRING ORDER FOR MAKE.

iii. MAY UTILIZE ADJUSTABLE CAM GEARS.

iv. LIFTER MUST BE STEEL WITH STOCK DIAMETER ONLY. SOLID OK. ANY STEEL PUSHROD OK.

vi. COATED OR PADDED FOLLOWERS OK.

m. INTAKE

i. STOCK OEM ONLY. FORD APPROVED MANIFOLDS ARE D4, D9, E1 ONLY ii. NO FUEL INJECTION MANIFOLDS EXCEPT FOR MAKES THAT CAME WITH FUEL INJECTION MANIFOLDS BUT MUST BE PRE APPROVED

iii. MAY BORE STRAIGHT DOWN FOR CLEARANCE TO SPACER. NO RADIUS, TAPERING OR BLENDING.

iv. STOCK OR STOCK REPLACEMENT INTAKE GASKET ONLY. .070" MAX THICKNESS. GASKET IS PART OF THE INTAKE PROTEST.

v. NO MODIFICATIONS.

vi. NO COATINGS.

n. OTHER

i. WATER PUMP MUST BE STOCK TYPE AND IN STOCK LOCATION DRIVEN BY A BELT.

ii. ANY BALANCER PERMITTED. iii. ANY PULLEYS PERMITTED.

iv. RACING RADIATOR PERMITTED.

v. ANY BELT DRIVEN ALTERNATOR OK.

OIL SYSTEMS:

1. WET SUMP STOCK PUMP ONLY. NO EXTERNAL OIL PUMPS OR SYSTEMS (EVEN IF CONSIDERED "WET").

2. OIL COOLERS AND REMOTE OIL FILTERS PERMITTED.

PROTEST AND CLAIM: ITEMS NOT COVERED BELOW ARE NON-PROTEST ITEMS AND WILL BE GOVERNED BY MP4S AND TRACK OFFICIALS.

1. ENGINE PROTEST:

a. TECH OFFICIAL HAS FINAL SAY CONCERNING ANY RULE, PROTEST OR SITUATION.

b. 2 ITEMS (\$300; \$100 ACCEPTANCE FEE RETAINED BY THE TRACK/SERIES. CAN ADD FUEL FOR ADDITIONAL FEE.

c. BOTTOM END PROTEST ONLY (\$400; \$100 ACCEPTANCE FEE, TRACK/SERIES RETAINS \$100, \$400 TO PROTEST WINNER.)

d. NO VISUAL PROTESTS, BODIES AND VISUAL ITEMS ARE GOVERNED BY MP4S AND TRACK OFFICIALS. ITEMS OF CONCERN MAY BE ADDRESSED PRIOR TO QUALIFYING IN WRITING TO A MP4S OR TRACK OFFICIAL.

- e. LOOKING FOR SMALL OR UNIMPORTANT ERRORS OR FAULTS WILL NOT BE TOLERATED OR ALLOWED. WE ARE AWARE THAT THIS RULE BOOK MAY NOT COVER EVERY SITUATION OR ISSUE. MP4S AND TRACK OFFICIALS HAVE FINAL SAY ON ALL PROTESTED ITEM ISSUES.
- f. IF DEEMED "CHEATING WITHIN THE BOLTS" (EX. CAM, CRANK, PISTONS, HEADS ETC.) DRIVER MAY BE FINED AND POTENTIALLY SUSPENDED FROM MP4S COMPETITION.

ALL WEEKLY CHAMPIONSHIP POINTS AND PRIZE MONEY ARE FORFEITED FOR THAT EVENT, DRIVER CANNOT COMPETE AT ANY SANCTIONED TRACK IN MP4S SANCTIONED EVENTS UNTIL SUSPENSION IS COMPLETE AND FINE IS PAID, IF APPLICABLE.

2. FUEL PROTEST FEE (\$150 & \$150 ACCEPTANCE FEE; \$150 TO WINNER OF PROTEST).

a. FUEL NOT CONFORMING TO THE BENCHMARK WILL RESULT IN DISQUALIFICATION, LOSS OF POINTS AND PRIZE MONEY AS WELL AS:

i. FIRST OFFENSE – \$500 FINE ii.

SECOND OFFENSE – \$1000 FINE

iii. THIRD OFFENSE – SUSPENSION FROM ALL MP4S SANCTIONED EVENT AND FINE AT SERIES DISCRETION.

3. PROTEST PROCESS

a. ONLY DRIVER/CAR OWNER MAY PROTEST. PROTESTING CAR MUST COMPETE IN RACE IN QUESTION TO FILE PROTEST. ALL PROTESTS MUST BE PRESENTED IN WRITING, ACCOMPANIED BY PROTEST FEE, TO THE TECH MAN WITHIN 5 MINS. OF THE WINNER OF THE FEATURE RACE CROSSING THE SCALES. PROTESTS DONE IN AN UNSPORTSMANLIKE MANNER WILL NOT BE CONSIDERED.

b. PROTESTED CARS HAVE 5 MINS. TO ACCEPT OR REFUSE PROTEST. AFTER ACCEPTANCE, PROTESTED CAR HAS 5 MINS. TO BACK PULL PROTESTING CAR ONLY, BASED ON EQUAL VALUE OR LESS.

c. TO PROTEST ANY CAR IN THE FIELD, YOU MUST FINISH DIRECTLY BEHIND THEM OR PROTEST ALL CARS BETWEEN. MUST BE ON LEAD LAP AT THE CHECKERED FLAG.

d. AFTER PROTEST HAS BEEN FILED AND MONEY HAS BEEN PUT UP, IT WILL NOT BE RETURNED FOR ANY REASON. PROTEST CANNOT BE TAKEN DOWN ONCE IT IS FILED; THIS IS TO AVOID SWAPPING MONEY, WHICH IS UNFAIR TO THE REST OF THE FIELD. e. PARTS MUST BE READY FOR INSPECTION WITHIN ONE (1) HOUR. (TECH MAN DISCRETION)

f. FOR PROTEST MONEY TO GO TO THE CAR THAT HAS BEEN PROTESTED, HE/SHE MUST TEAR DOWN AND BE CHECKED AND FOUND LEGAL. CARS FOUND ILLEGAL WILL FORFEIT POINTS AND MONEY EARNED FOR ENTIRE RACE NIGHT.

g. QUESTIONS ON PROTEST PROCESS WILL BE MADE BY DRIVER/CAR OWNER ONLY.

h. ONE CREW MEMBER FROM PROTESTING TEAM IS ALL THAT WILL BE ALLOWED IN TECH AREA OTHER THAN SECURITY AND TECH OFFICIALS FOR THE DURATION OF

TECH PROCESS. NO SWITCHING OUT OF PROTESTING CREW MEMBER MID-TECH. NO PHONES OR CAMERAS ALLOWED IN TECH AREA WITH PROTESTING CREW MEMBER. IF CAUGHT ATTEMPTING TO TAKE PHOTOS, PROTESTING TEAM WILL BE DQ'ED. ALL PEOPLE IN TECH AREA SHALL REMAIN CALM & SPORTSMANLIKE DURING TECH PROCESS.

i. THE TECH MAN HAS FINAL WORD ON ANY RULE OR PROTEST.

ELECTRONIC DEVICES:

1. NO DATA ACQUISITIONING DEVICES 2. NO TRACTION CONTROL OR LIKE DEVICES

a. IGNITION SYSTEMS WILL BE CHECKED AND MAY BE IMPOUNDED AT ANY TIME

3. CAMERAS MUST BE MOUNTED ABOVE THE DECK AT ALL TIMES AND CLEAR OF DRIVERS VIEW