



2025 MONACO MODIFIED TRI-TRACK SERIES RULES

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The intent of the following rules is to allow competitive racing between different racing series.

All rules and regulations are subject to interpretations by Monaco Modified Tri-Track Series Officials.

ALL Tour-Type Modifieds must follow the 2025 NASCAR Whelen Modified Tour, ROC, MRS or weekly track rules - **rules may NOT be combined between series** - with the following exceptions/additions:

BASIC CAR RULES

- A. Any safe modified type race car with a wheelbase between 104" – 110".
- B. Maximum tread width 84" when measured at wheel bead.
- C. All cars must have their own transponders and must be mounted on the right side 12.00 back from CL of the rear axle.
- D. All cars must have mufflers.
- E. Rear Spoiler 48.0" maximum width; 8.0" maximum blade height; maximum of 44.0" from ground to top of spoiler - with driver in car.
- F. No traction control allowed.
- G. Unless authorized or required in advance, onboard recording, telemetry, receiving or transmitting devices, and computers – *including cell phones and smartwatches* (whether operational or not) - are strictly prohibited.
- H. Spool-type rears only.
- I. Track specific gear rules: Thompson 4.68 maximum; Stafford 4.86 maximum.
- J. No bump stops or travel-limiting devices allowed.

- K. Roof intrusion plate required on any car with a fiberglass or non-steel roof.
- L. Flat, straight windshields only on driver side - maximum width of 24" and minimum thickness 1/4" Lexan.
- M. Unless authorized in advance, no carbon-fiber seats allowed.
- N. Helmets are required for ALL crew members working on cars during ANY and ALL pit stops.
Noncompliance can result in on-track penalties for offending teams.
- O. In order to be eligible to collect purse payouts, cars must display ALL series-supplied contingency decals.

WEIGHT RULE

All total and left side weights will be measured with the driver strapped in the seat before starting heats and features.

- A. SK Modifieds:
 - a. Minimum weight requirement: 2,575 lbs.
 - b. Maximum left side weight: 56%
- B. Tour-Type Modifieds
 - a. Minimum weight requirement: 355 cu in - 364 cu in: 2,615 lbs.
 - b. Minimum weight requirement: 365 cu in - 368 cu in: 2,655 lbs.
 - c. Minimum weight requirement: 369 cu in - 372 cu in: 2,700 lbs.
 - d. Maximum left side weight: 56%
- C. SPEC Engine
 - a. Minimum weight requirement: 2,615 lbs.
 - b. Maximum left side weight: 56%
- D. 604 Crate Modifieds
 - a. Minimum weight requirement: 2,600 lbs.
 - b. Maximum left side weight: 56%

SPECIFIC ENGINE RULES

- A. LS Tour-Type Spec-type engines must be fully NWM legal. Following all NWMT rules (i.e., engine components, carburetor, headers, etc.).

- B. All aluminum, 18-degree head-built engines will use only 390 CFM carburetors with .500-length bridged boosters.
- C. All aluminum 23-degree head-built engines can use the same carburetor with bridges removed that meet MRS rules.
- D. The only exception is the Dart aluminum budget/spec head package which can use any size Holley Model 4150 HP series type carburetor.
- E. All 604 Crate Engines MUST be purchased through PASS with ONLY PASS-approved components AND accessories (carb/headers/etc.). No 604 rebuilt engines are allowed.
- F. All carburetors must have boosters safety wired.
- G. All aluminum head engines are allowed one single maximum 2" carburetor spacer.
- H. 650 CFM carburetors must pass go/no-go gauges.
- I. Maximum cubic inch limit 372 cu in for all built engines.
- J. All ported steel head engines must use Holley 4777 – 650 CFM carburetor with stock Holley OEM components for this model carburetor.
- K. SKs: maximum 650 CFM carburetor only. There are no modifications other than the removal of the choke tower.
- L. MEP (Mcgunegill Engine Performance) Equalizer sealed Super Late Model engines will be allowed.
- M. Tri-Y headers are allowed on tour-type, dry-sump engines only.
- N. Engine compression and displacement equipment will be present at each event.
- O. Maximum compression ratio on all engines is 12:1. Any engine exceeding 12:1 will be assessed a weight penalty to be determined by the Monaco Modified Tri-Track tech staff.
- P. No aluminum blocks allowed (LS Tour-Type exception).
- Q. No Ford D-type cylinder head engines allowed.

CLUTCH

- A. Only mechanical foot pedal, cable, or hydraulic-operated clutches permitted. Pneumatic-assisted clutches not permitted.
- B. The clutch assembly must be bolted to the flywheel located inside the bell housing.
- C. Multiple disc clutches will be permitted up to a maximum of three (3) discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be push-type design.
- D. Only solid magnetic steel pressure plates and magnetic steel floater plates, without any holes, will be permitted.

- E. Only full circle fully faced magnetic steel clutch discs with a minimum diameter of 5-1/2 inches will be permitted. Minimal cooling slots will be permitted in the clutch discs.
- F. Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.
- G. Dog clutch or direct drives will not be permitted.

TRANSMISSION

- A. Transmissions must be standard production design. The transmission must be from an approved manufacturer.
- B. High gear must be 1.00:1 (direct) and be the primary gear engaged on all tracks. Transmission gear ratios between 1.00:1 and 1.18:1 will not be permitted for the remaining forward gears.
- C. The Jerico two (2) and three (3) speed manual transmissions will be permitted; or approved alternative manufacturer equivalent.
- D. Only aluminum or magnesium transmission housings will be permitted.
- E. All transmissions must have the input shaft and its main gear constantly engaged. This assembly must be constantly engaged with the countershaft and its cluster and reverse gears.
- F. No excessive lightening allowed.

FUEL/FUEL CELLS

- A. The ONLY allowed fuel cells are: ATL 100-Series or alternative manufacturer equivalent, with a maximum 22-gallon capacity. All cells must be four-sided - square or rectangular - with a maximum height of 14". Exotic, non-tradition shapes are strictly disallowed.
- B. Monaco Modified Tri-Track approved fuels (Sunoco) must be leaded fuel with a pump octane of 110-112 (R+M) and meet the manufacturer's specifications.
- C. Fuel samples will be tested to the manufacturer's specifications.
- D. Monaco Modified Tri-Track Series legal fuels must be used for practice, qualifying, and competition.
- E. Monaco Modified Tri-Track Series has the right to sample a competitor's fuel at any time during event. Samples will be impounded for observation and/or testing by Monaco Modified Tri-Track, Sunoco, NERF and/or any outside laboratories at Monaco Modified Tri-Track Series's discretion.
- F. No fueling or refueling during any qualifying or feature events.

TIRE RULES

Tire Type: Hoosier 20 Left-side, Hoosier 30 right-sides

- A. All teams are required to purchase 4 to 5 tires in order to compete. Other tires for practice and consi inventory are optional. All tires will be scanned and recorded.
- B. A total of five tires will be allowed for qualifying heats **and** feature (a total of four, plus one change tire).
- C. Teams will be able to use any recorded tire in their inventory for spares in case of flats or wrecks (must come off track flat or damaged).
- D. Qualifying: Tires must be 4 of your 5 race tires for the event.
- E. Consi: Teams will be allowed to use any of their registered car numbered tires purchased in 2025 including the tires you attempted to qualify with. Your one new 5th change tire purchased on event day will also be allowed for use in consi. Any team planning or intending to use tires from their 2025 inventory for the consi must bring said tires to tech officials prior to practice unmounted for inspection and approval for consi use. You must put your heat race tires back on for the feature. This will be fair for everyone as they will have the same laps on their tires for the start of the feature.
- F. Feature: You will be allowed to use any of the event 5 race tires during the feature. Only if the tire is completely flat or damaged can you make an additional change with a 2025 inventory tire. Anyone caught tampering with tires will face disqualification. Remember, all tires are recorded. If you do not have the proper tires on after the heat race or feature event, you will face disqualification and/or a one-race suspension, depending on the infraction.
 - a. Any flat or damaged tire during a qualifying race cannot be replaced with a non-inventory tire. They can ONLY be replaced with an inventory tire approved by Monaco Modified Tri-Track Series officials.
- G. ALL tires used in heats, B-Main or features MUST be purchased at the track on the day of the event.
- H. Tires cannot be purchased from any outside vendors, ONLY at track.
- I. You must preorder tires for all race events. Pre-ordered tires must be purchased at the racetrack on race day for each specific event. Tires will be digitally recorded at that time. Tires will be available on race day prior to practice for anyone that didn't preorder. Contact Dan Anderson at (860) 646-9646 to preorder tires.
- J. No team can swap or sell tires.
- K. Teams can practice on any brand of tire.
- L. NO tire CONDITIONER of any type allowed.

CODE OF CONDUCT/ACTIONS DETRIMENTAL TO THE SPORT

(*amended from the NASCAR WMT Rulebook)

- A. *Participation with the Monaco Modified Tri-Track Series is a privilege. With that privilege comes certain benefits, responsibilities, and obligations. Correct and proper conduct, both on and off the racetrack, is a part of that responsibility. It is the Series' assertion that disparaging actions/behavior reflect upon the sport as a whole, as well as on the Monaco Modified Tri-Track Series, its leadership, competitors, crew members, and officials. Therefore, the Monaco Modified Tri-Track Series views conduct/behavior, both on and off the racetrack which might constitute a code of conduct violation with utmost significance. Code of Conduct actions deemed detrimental to the sport/Series are subject to fines, probation, and/or suspension in accordance with the severity of the behavior.
- B. Car owners assume full responsibility for actions of all team members – including drivers, spotters, crew members, etc.
- C. *Disparaging the sport and/or Monaco Modified Tri-Track Series leadership is subject to a fine, probation, and/or suspension - to be determined in accordance with the severity of the action.
- D. Monaco Modified Tri-Track Series Officials reserve the right to reject or revoke any entry application for any reason the Monaco Modified Tri-Track Series deems for “just cause.”

ANY TEAM CAUGHT VIOLATING THE ABOVE RULES WILL BE SUBJECT TO DISQUALIFICATION AND A ONE-RACE SUSPENSION OR FINE.

MONACO MODIFIED TRI-TRACK RULE #1 SUPERSEDES ANY QUESTIONABLE CALL: C-S (COMMON SENSE)

***ALL SPECIFICATIONS AND REGULATIONS CONTAINED HEREIN ARE SUBJECT TO DELETIONS, ADDITIONS AND/OR VERBAL DIRECTIVE OF THE MONACO MODIFIED TRI-TRACK SERIES OFFICIALS WITHOUT PRIOR NOTIFICATION.**