



2026 MONACO MODIFIED 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.

Recent rule changes are indicated in red.

ALL Tour-Type Modifieds must follow the 2026 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 **43.0"** from ground to top of spoiler - with driver in car. The spoiler must be mounted **directly to the top edge of the TV panel**. Mounting to a hinge, extension, or any device designed to artificially increase spoiler height is **not permitted**.
- F. Side Window: The minimum side window opening must be 13.5" when measured from the top of the door panel to the bottom of the roof bar/dip rail (whichever is closer).
- G. Vertical Body Panel: Maximum allowable spoiler height is determined by the height of the TV panel. Example: If the TV panel measures **34 inches from the ground**, the maximum possible spoiler height is **42 inches** when mounted vertically (90°). If the spoiler is mounted at any angle other than 90°, teams **may not use hinges, extensions, or any mounting method** to reach the maximum height limit. **Quarter Panel and TV Panel Height:** Quarter panel height must be

between **31.5 inches and 35 inches** from the ground. TV panel height must be between **31.5 inches and 35 inches** from the ground. The **TV panel and quarter panel must be the same height at the point where they meet.**

- H. Quarter Panels: The front lower edge of the rear quarter panel behind the rear wheels must not be higher than the lower edge of the rear corner rail bar. The rear lower edge of the quarter panel must not be higher than the lower edge of the rear vertical body panel. The lower edge of the rear quarter panels must not have a ground clearance of less than 7.5" at any point behind the rear wheels. The height of the rear quarter panels must be a minimum 31.5" and a maximum of 35" when measured from the ground to the top of the rear quarter panel at the spoiler mounting point.
- I. Sail panels: The lower edge of the rear roof quarter panel, when measured at any point from the leading edge to the trailing edge, must not be more than 2.5" inward from the upper edge of the rear quarter panel on both the left and right sides. The rear roof quarter window panel must remain parallel with the upper edge of the rear quarter panel on both the left and right sides.
- J. Roof: Roof height must be a minimum of 39.5" measured 6" back from the leading edge of the roof. Roof will not have more than 3" of rake. A roof intrusion plate is required on any car with a fiberglass or non-steel roof.
- K. Grill Opening: The opening must be at least 120 square inches.
- L. No traction control allowed.
- M. 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.
- N. Spool-type rears only.
- O. Driveshafts must be constructed from magnetic steel.
- P. Track specific gear rules: Thompson 4.68 maximum; Stafford 4.86 maximum.
- Q. No bump stops or travel-limiting devices allowed.
- R. Suspension springs must be manufactured from magnetic steel.
- S. Flat, straight windshields only on driver side - maximum width of 24" and minimum thickness 1/4" Lexan.
- T. In order to be eligible to collect purse payouts, cars must display ALL series-supplied contingency decals. Contingency decal colors may not be altered and must be mounted in such a manner that they are clearly visible in photographs.

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: **2,600 lbs.**
- b. Maximum left side weight: 56%

B. Tour-Type Modifieds

- a. Minimum weight requirement: 355 cu in - 364 cu in: **2,645 lbs.**
- b. Minimum weight requirement: 365 cu in - 368 cu in: **2,685 lbs.**
- c. Minimum weight requirement: 369 cu in - 372 cu in: **2,725 lbs.**
- d. Maximum left side weight: 56%

C. SPEC Engine

- a. Minimum weight requirement: **2,645 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.). **EXCEPTION: At Stafford and Thompson ONLY, Spec engines are allowed one single maximum 2" carburetor spacer.**
- 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 lighting allowed.

FUEL/FUEL CELLS

- A. It is highly recommended that the fuel cell bladder be no more than five (5) years old.
- B. 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-traditional shapes are strictly disallowed.
- C. 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.
- D. Fuel samples will be tested to the manufacturer's specifications.
- E. Monaco Modified Tri-Track Series legal fuels must be used for practice, qualifying, and competition.
- F. 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.
- G. No fueling or refueling during any qualifying or feature events.

SAFETY RULES

General

Competitors are solely and directly responsible for the safety of their race cars and all associated equipment and are obligated to perform their duties (whether as a car owner, driver, or pit crew member) in a manner designed to minimize, to the degree possible, the risk of injury to themselves and to others. It is the responsibility of the driver and all crew members, not the Monaco Modified Tri-Track Series, to ensure that his/her safety gear and all related components are approved and labeled, correctly installed,

maintained, and properly used. The Monaco Modified Tri-Track Series is not responsible for the effectiveness of any safety gear.

Seat Belts

- A. Each vehicle should be equipped with an SFI approved quick-release 5-point safety belt harness with a 2" minimum lap belt and 2" minimum shoulder harness to accommodate an approved head and neck restraint. These must be installed in accordance with the manufacturer's instructions and maintained properly.
- B. Belts must display a valid SFI label and not be expired OR more than three (3) years old.
- C. No visible wear or tear allowed.

Window Net

- A. A window net meeting the SFI 27.1 specification is mandatory and must be web or mesh style.
- B. The net must be secured to the roll cage with two steel rods or bars, with the top being of a quick-release design and falling downward when released. All cars must have an arrow on the roof, lined up with the top latch for the window net release. The latch must be forward of the driver and accessible.
- C. Window nets must display a valid SFI 27.1 label and not be not be expired OR more than three (3) years old.

Fire Suppression

- A. An onboard fire suppression system is mandatory.
- B. A fully charged fire extinguishing pressurized cylinder must be securely mounted with a visible operating pressure gage and a manually controlled push or pull knob within the drivers reach. This cylinder must contain a minimum of five (5) pounds of fire extinguishing agent visibly designated on the label of Halon 1301 or DuPont FE-36.
- C. System must use steel, copper, or aluminum lines.
- D. A minimum of two (2) nozzles - one (1) of which must be mounted in the driver's compartment.

Seats

- A. Unless authorized in advance, no carbon-fiber seats allowed.

Crew Helmets

- A. 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.

TIRE/WHEEL 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 2026 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 2026 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 2026 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.
- M. Wheels must be constructed of steel; no bleeder valves 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."

AMENDMENTS

These rules may be amended by the Director of Competition or an authorized Officer of the Monaco Modified Tri-Track Series. Amendments may be instructed verbally, and will be posted on the MMTTS website, MonacoModifieds.com, and may be sent out via email to all registered teams. An amendment is effective upon the date of publication by MMTTS, verbally or posted, regardless of when a participant receives notice.

updated: 7/8/2026

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.**