

2019 Monster Mini Stock Association

General:

The *Monster Mini Series Association (MMSA)* strives for the best 4-cylinder competition around, hands down. We welcome each and every one to the 2019 Racing Season. The following rules are set for 2019 Racing Season. Good luck to every team.

The 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 *MMSA*; however there are certain rules and regulations that are set forth by each track that will have to be adhered to such as window nets, gloves anything of this nature. No express 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.

Conduct / Penalties:

There should be respect and compassion for every race team, track promoter, track official and *MMSA* official. We must all carry ourselves in a professional manner at any event. *MMSA* wants everyone to experience a great time with hard, CLEAN racing for these big purse races. Keep in mind, if we go to these tracks and do not conduct ourselves in a civil manner (arguing, fighting, etc.) these tracks will not have us back. Put on a good show, take your cars home in one piece and be ready for our next event. Along with clean racing this applies to the crew as well. Drivers are responsible for each and every crewmember on their team. If your team is aggressive or initiates a fight with another *MMSA* race team, the DRIVER of the aggressor's team will be penalized. Remember: The DRIVER is responsible for EVERY crewmember.

Punishable Offenses:

- Hitting another car under caution or after the race has been completed
- Exiting your car in an aggressive manner and approaching a competitor (this includes the pit area).

- A crewmember engaging another driver/crew in an aggressive manner (this includes texting, social media, etc.).
- Cursing track or *MMSA* officials.
- Failure to comply with policy with a seasonal ban could result in a lifetime ban.

Any act that *MMSA* deems as intentional could result in 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 *MMSA* season; monies for that night and points for the ENTIRE season forfeited and possible fines before reinstatement.

Third Offense:

LIFETIME ban from ALL *MMSA* events

MMSA Protest Procedures:

A protest fee and written request must be made to the *MMSA* Technical Inspector within 5 minutes of the end of the main event (Checkered Flag).

- A) In order to protest a car you must finish behind that car or you have the option to protest each car that finishes ahead you. If it is a multi car you must protest each car on the same items.
- B) 2 items \$300 with a \$100 acceptance fee with *MMSA/TRACK* retaining \$100
- C) Bottom End \$400 check for stock crankshaft and steel connecting rods with a \$100 acceptance fee with *MMSA/TRACK* retaining \$100
- D) Complete Engine \$800 this will consist of camshaft, head, intake/spacer, carburetor, cc's, crankshaft and steel connecting rods with a \$200 acceptance fee with *MMSA/TRACK* retaining \$200

- E) Bumper To Bumper \$1,100 this will consist of complete engine, flywheel assembly, transmission, rear end, suspension and checking for traction control with a \$250 acceptance fee. With *MMSA/TRACK* retaining \$250
- F) Fuel Trackside \$50 can be protested as a single item or used as a third item only in another protest. On multi-car protest, if protesting fuel only, any car finishing ahead of that car can be protested on Fuel Only. No acceptance fee \$50 retained by *MMSA/TRACK*.
- G) Fuel Lab Test \$150 will be sent to an independent lab and compared to VP samples with a \$150 acceptance fee. Can be protested as a single item or used as a third item only in another protest. On multi-car protest, if protesting fuel only, any car finishing ahead of that car can be protested on Fuel Only.
- H) Tire Benchmark Protest \$125 per tire with \$125 acceptance fee. 3 stripes from specified tire the protester wants checked will be sent to an independent lab for testing. This can be protested after qualifying or main event. Tire sample **MUST** make benchmark provided by Hoosier to the lab. If protesting tire only, any car finishing ahead of that car can be protested on tire's only.
- I) Tire Chemical Scan Protest \$300 per tire with \$300 acceptance fee. 3 stripes from specified tire the protester wants checked will be sent to an independent lab for testing. This can be protested after qualifying or main event. Tire sample **MUST** match sample provided by Hoosier to the lab. If protesting tire only, any car finishing ahead of that car can be protested on tire's only.
- J) Visual protest is \$50 retained by the *MMSA/ TRACK TECH* must be made within 30 minutes before qualifying, heat race or main event. This includes Bodies
- K) If protested you have the right to back protest. Protested car has 5 minutes to decide if they want to back protest. After all protest has been filed parts must be ready for inspection within half (1/2) hour. (Tech man discretion)

L) Once a protest has been filed it will be final. There will be no dropping protest.

M) Anything found illegal may be confiscated by the *MMSA* and fines will be induced before the next *MMSA* sanctioned event.

Pre-Race Inspection:

All cars must go through pre-race inspection. At this point a *MMSA* official has the right to check the following: carburetor, suspension, body or chassis. Driver/ Crew is responsible for informing *MMSA / Track Tech* of any penalties or weight breaks. **All heat shields are to be removed at this time.** If found not to meet *MMSA* 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.

RACE PROCEEDURE:

Sign in: Must have someone to pay entry fee in person in order 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 you will be put back *ONE ROW*. Third time you go to the *TAIL OF THE FIELD*.

In the event of a caution with 5 laps or less, the restart will be single file. A lap is complete when the leader plus 4 cross the line (Top 5).

Any infraction of the rules that are not listed will be dealt with at time of infraction and penalties imposed up to suspension from the series depending on the nature of the infraction. *MMSA HAS FINAL SAY!*

Safety:

All cars must have a roll cage that has been approved by the **MMSA/TRACK**. All drivers **MUST** wear a full fire suit (jacket and pants). Gloves, racing shoes and window nets are recommended. All cars **MUST** have a working Fire extinguisher within the reach of the driver. Driver is not to exit car unless it is on fire or upside down. If driver exit's car for any other reason is subject to be disqualified. **NO TWO WAY RADIO'S**, Raceceiver only, mirror's OK. It is also recommended to have a full containment seat or head / neck restraint device. You will be given a **25lb weight penalty for not having a full containment seat or neck restraint** (this is for 1 NOT each). All added weight **MUST** be secured by 1/2" bolt and painted white with car # on it.

Fuel:

The official Fuel of the **MMSA** is VP Racing Fuel:
VP 110 or VP 114

Fuel is to be **NON OXYGENATED**

Buying fuel from the track is allowed but **MUST** inform Tech that fuel was purchased from track if fuel is checked.

It is highly recommended to purchase fuel from the series by the drum or gallon from the series trailer.

Body:

- A) Any two or four door foreign or domestic car with a 94-101.5 wheelbase. Wheelbase must match make and model of car.
- B) Must have correct CC's listed on hood with penalties and weight breaks added for scales. If not listed correctly you could be disqualified.
- C) May have a complete aluminum body but must retain stock shape and appearance.(See Body Measurements)
- D) Inner panels may be removed.
- E) NO FWD or MID Engine Cars
- F) Must have floor pan on both sides to rear of front seats.
- G) Must have a rear firewall or drivers compartment must be boxed in

- H) After market nose piece OK. No wider than 1 inch outside of tires.
Front fenders must be made of steel or aluminum .(NO MD 3 STYLE
**NOSES ALLOWED WITH MOLDED FENDERS, ELEPHANT
EAR OR WING) (NO PLASTIC FENDERS)**
- I) May run a 6 inch rear spoiler – can't go over side of quarter panel –
no wider than the width of the car – spill plates OK spill plate
measurements bottom is 16 inches rear 8 inches high 4 inches across
the top rear and 4 inches high in the front. (see body measurements)
- J) Interior spoiler no more than 4 inches high and NO higher than dash.
- K) Rear bumpers must **NOT** extend past the inside of the rear tires **unless**
it has a bumper cover or turns forward (if turned forward must be on a
90° angle **NO SHARP CORNERS / EDGES**)
- L) Nose 70-inch maximum width.
- M) 68-inch maximum width at **ANY** point.
- N) 38-inch maximum ground to deck (bottom of spoiler).
- O) **Optional:** Rear of car can remain open. Aluminum ok to close rear of
car.
- P) May use lexan in rear windows.
- Q) Must run hood.
- R) Breather may stick through hood.
- S) **NO Cold Air boxes** allowed
- T) May have heat shield under hood, over the header only no longer than
length of cylinder head. **NO COMPLETE HOOD UNDER HOOD.**
- U) May have hole in firewall big enough for the header to pass through
(tech discretion if hole is to big).
- V) May replace top 1/4 of firewall with steel or aluminum (this doesn't
mean the whole firewall) no lower than original master cylinder hole
in firewall. No holes above or below the deck.

** Acceptable body infractions will result up to a **50lb** weight penalty in
the area of the infraction**

** All body infractions are not acceptable tech man discretion**

Chassis / Suspension:

- A) Must have a roll cage and all safety equipment.

- B) All chassis /suspension components must be either OEM or OEM replacement and to be **UNALTERED** unless specified throughout the following rules.
- C) Roll cage must be secured to the unibody.
- D) NO Tube Chassis Allowed.
- E) May tie chassis together by splitting floor pan and put square tubing in from the top and may stick through floor pan **BUT NOT** totally underneath. **NO "X" Bracing Under Floor Pan.**
- F) Square / roll cage tubing from strut towers forward is acceptable.
- G) May use square tubing or roll cage material from back of shock mounts to rear of car must be straight no angling of material.
- H) All A frame, trailing arm's and leaf spring mounts must be stock and mounted in **STOCK** location (may cut lower A frame for caster / camber adjustments)
- I) May take spindle that came on car and machine to fit a later model strut. All machining and or shims must be parallel. No angle milling/ grinding to enhance performance.
- J) May cut Top trailing arm (s) or re drill for pinion angle only.
- K) May have spring locator/ bucket on lower control arm to keep spring in location.
- L) Lowering blocks ok
- M) Leaf spring cars may lengthen rear shackle.
- N) Caster / Camber plates ok
- O) Adjustable buckets or Jacking Bolts are ok, but **MUST** remain in **STOCK** location (Buckets or Jack Bolts may be raised for spring travel). If not in **STOCK** location you may be subject to a weight penalty. Buckets or Jack Bolt Must Be In Fixed Location. (Tech's Discretion) (May select a random car to measure by for comparison)
- P) Ford may run coil over on front struts.
- Q) May cut upper or lower control arm for caster / camber.
- R) May cut pan hard bar must be **NON ADJUSTABLE**. Must be located in **STOCK** location.
- S) Mono Balls Allowed
- T) **Stock Mounted** body shocks may have heims (bottom only) shocks may be adjustable (dampening) **NO CANISTER STYLE SHOCKS ALLOWED**
- U) May adjust shocks for travel but not change the angle of the shock (not mounted to roll cage)(No adjustable bracket)
- V) Offset in steering rack ok
- W) Bump steer Not Allowed (NO heims or shims/ spacers)

- X) ** If any suspension component not in STOCK location you will be subject to a weight penalty.
- Y) ** \$100 buy rule per shock ** This is for shock only!
- Z) ** \$200 buy rule per strut ** This is for strut only NO SPRING!

Brake System:

- A) 4 wheel disk brakes permitted must have OEM components
- B) Dual master cylinder permitted.
- C) 3 wheel brake shut off permitted
- D) No adjuster for brakes from front to rear in reach of driver.
- E) Stock rotors and drums **No** lightening but may remove caliper and rotor on **RF Only** (Ford on a Ford Toyota on a Toyota).

Wheels & Tires:

- A) Wheels Steel 8" maximum width. Bead locks ok (bead lock must face outward).
- B) May have bead locks on all 4 wheels.
- C) Hoosier 400's only (**NO GROOVING or SIPPING**)
- D) No chemicals allowed (see protest)
- E) Must meet Hoosier benchmark at an independent lab.
- F) Needling allowed

Rear ends:

- A) Any stock up to 8.8 for make of car.
- B) No gun drilled axles (may weigh axles to compare if necessary)
- C) Axle- Stock OEM or an OEM replacement permitted (may weigh to compare if necessary)
- D) No full spools
- E) Mini spool OK steel only.
- F) May lock rear end by weld, mini spool, limited slip (limited slip unit must be stock **NO aftermarket units**).
- G) **NO RATCHET SPOOL ALLOWED!**
- H) May run cut gear.

**** ENGINE: ALL Engine Core Parts (ex: Block, Head, Crankshaft and Intake) Must Have Been Available on Cars or Trucks Sold to the General Public by Mass Production. All Parts Must Be OEM 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 PERMITTED.****

Engine option #1 S.C. Stock 4 type weight / lb
2000lb Minimum. See CC's weight:

- A) Stock engine location – no set backs.
- B) No engines with more than 2 valves per cylinder.
- C) Ford in a Ford: Toyota in a Toyota.
- D) No rotary or turbo or double overhead cam engines permitted
- E) Cannot mix and match different cc engines to come up with odd ball cc's must stay basic bore and stroke combo's that was produced by the manufacture.
- F) OEM blocks only .080 over bore max (other than listed). **5cc** for wear not to exceed 2500cc + .08 over bore. Toyota 3tc may bore to .120 over
- G) Ford may Sleeve a 2300cc block to a 2000cc.
- H) Aluminum cam gear or pulley allowed.
- I) Any steel connecting rod- no aluminum, titanium or carbon fiber
- J) NO titanium wrist pins.
- K) Only Babbitt style bearings Allowed (No roller bearings) coated ok.
- L) Stock crank with stock stroke $\pm .01$ tolerances.
- M) Crankshaft rod journals maybe ground no smaller than 1.771

- N) NO AFTERMARKET CRANKS. (Stock lightened crank must add **50lbs** in front of firewall)
- O) All engines must use an in-block wet sump oil system.
- P) Racing oil pans permitted.
- Q) NO dry sumps allowed.
- R) Any flat top piston – Toyota 1600 and 1800 may run dome of .235 tall only.
- S) Formula for cc's- bore X bore X .7854 X stroke X 4 = cid then divide cid into .061= cc's. Tolerance is **5cc** for wear.
- T) May have E-Vac to header only NO VACCUM PUMPS.
- U) May run electric water pump.
- V) May run electric fuel pump.
- W) Ignition – stock or Mel's Ignition ONLY (NO BOOSTERS on Ignition). (No Traction control allowed)(NO ECU Units) (NO MSD Style)(NO MSD Style Ignition Boxes)
- X) Single Ignition coil Only.
- Y) Radiator must be mounted in front of engine.

Heads:

- A) MUST HAVE BEEN AVAILABLE ON PRODUCTION CARS/ TRUCKS FROM OEM AUTOMOTIVE FACTORY. FROM **THE UNITED STATES OF AMERICA.**
- B) OEM may be changed from one size engine to another **without modification.**
- C) May have competition valve job with any angle or depth must not touch bottom of valve boss.
- D) All angles MUST be concentric with valve guide.
- E) Any steel valve stock diameter may be undercut stem + .009 tolerances.
- F) Valve stem must be stock diameter for year model of head. (No 7mm valve stem in a Ford)
- G) Double valve springs ok must be steel
- H) Beehive valve springs ok must be steel
- I) Any steel retainer
- J) Lifter has to be stock diameter – solid ok
- K) NO PORTING or POLISHING
- L) NO "M13" head allowed

Intake:

- A) MUST HAVE BEEN AVAILABLE ON PRODUCTION CARS/ TRUCKS FROM OEM AUTOMOTIVE FACTORY. FROM **THE UNITED STATES OF AMERICA.**
- B) OEM may change from one size engine to another **without modification** unless stated.
- C) Ford must run D4, D9 or E1 style intake. Anything other than listed must be approved by MMSA/ Track Tech.
- D) No fuel injection manifolds
- E) Must be single carburetor.
- F) No side draft intakes.
- G) OEM style gasket only. (.07 max thickness)
- H) May modify for carburetor but must be approved before race by **MMSA** tech.
- I) May bore straight down for clearance - NO TAPERING, RADIUS or BLENDING.
- J) Intake gasket is part of intake protest.

Carburetor:

- A) Stock carburetor or Holley 350 cfm (#7448 or 0-80787-1) or Holley 500 cfm #4412 must pass no go gauges.
- B) Must have air horn with number.
- C) Float bowl must face forward
- D) May cut end of screws and have holes in butterflies
- E) No thinning of shafts
- F) No polishing or grinding
- G) Spacer and adapter – any 1” max thickness together – **NO TOLERANCE.** Spacer cannot protrude into intake.
- H) 2 gaskets @ .07 thickness maximum each

Camshaft:

- A) Solid or Hydraulic **NO ROLLERS**
- B) Maximum **.425 lift** at valve with .025 lash at valve for solid
- C) Hydraulic ANY LIFT
- D) Hydraulic lifter must collapse or be taken apart for inspection
- E) No swapping of any lobes – must be in stock order

F) No roller or needle bearings stock type only coated ok

Flywheel & Clutch Assembly:

- A) Aftermarket flywheel and clutch **OK**
- B) Stock 11lbs minimum flywheel will receive **30lbs** weight break (must be steel)
- C) Must have stock or stock replacement clutch and pressure plate if claiming stock flywheel.
- D) **NO LIGHTENING OF STOCK PRESSURE PLATE**
- E) Only grinding, adding weight or drilled holes to pressure plate for balancing. Drilled hole size is 7/16 diameter max (**NOT** all the way around pressure plate). If there are holes all the way around pressure plate it **WILL** be considered lightening.
- F) Studs for pressure plate ok (must be a purchased stud, no custom machined studs allowed)
- G) Cannot relocate pressure plate bolt hole pattern

Transmission:

- A) **MUST BE STOCK** with all working forward and reverse gears.
- B) Cannot remove or lighten drive or reverse gears.
- C) May remove speedometer gears only.

Driveshaft:

- A) Minimum of 1 ½” diameter
- B) Must be steel
- C) Must have a safety loop
- D) Must be painted white with number on it.

Header:

- A) Spec Schoenfeld Fords may run # f-234v or # f-235v
- B) Spec Schoenfeld Toyota may run # t-168 or stock manifold
- C) These headers are the only ones allowed with SC type stock 4 rules.
- D) .455 hydraulic head GA stock 4 type rules may run tri-y

- E) *MMSA* tech must approve any .455 hydraulic cars not running a spec header.
- F) May be coated or wrapped only must remain as it came from Schoenfeld. (If wrapped you may be subject to unwrap for inspection)
- G) Nothing should protrude into collector if so it **WILL** be subject to a Disqualification.
- H) OEM style gasket only factory replacement or from Schoenfeld.
- I) If Schoenfeld doesn't offer a header then a **Stock Manifold MUST be used. No homemade headers.**

CC Weight's, Weight Break's and Penalties:

- A) Toyota 2tc & 3tc must weigh **2000 lbs. minimum**
- B) Ford 2.0 must weigh **2150 lbs. minimum**
- C) Any other than listed must weigh **1lb per cc**
- D) For not having a HANS / Full Containment Seat **+25lbs** (1 or the other not for both).
- E) Stock 11lbs minimum Flywheel **-30lbs**
- F) Lightened Crankshaft **+50lbs** (in front of firewall)
- G) **-1lb** per lap burn off (main event only) *MMSA* sanctioned race.
- H) **5lb** tolerance at scales.
- I) **CC's and all weight breaks / penalties, and weight TOTAL MUST be listed on each side of front fenders or hood. All breaks and penalties should be told to *MMSA* tech at pre-race inspection for documentation. If not listed or documented *MMSA* has the right to DQ after qualifying or main feature.**

Scales:

MMSA will go by the scales that each track provides for everyone. It is the responsibility of each track to provide scales and we have to use what is provided.

BODY MEASUREMENTS:

MMSA 2019 BODY DIMENSIONS

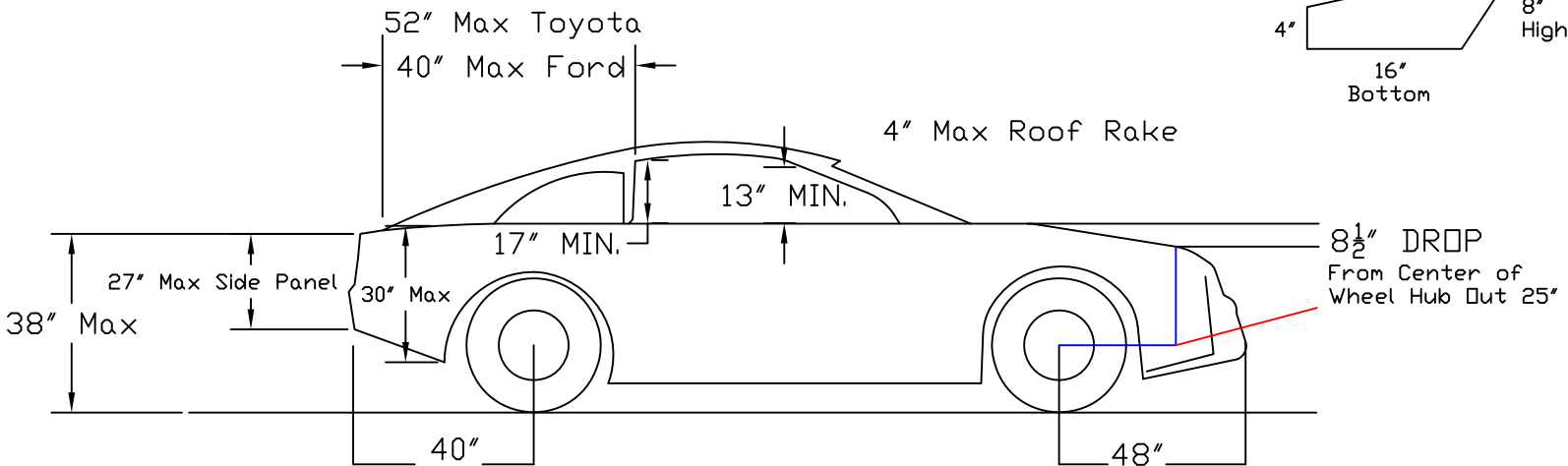
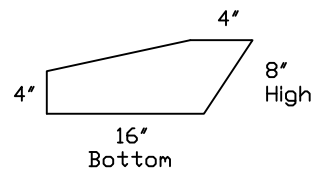
ROOF WIDTH 42" MIN
ROOF LENGTH 48" MIN

FRONT WIDTH 70" MAX.
(NO ELEPHANT EARS)

REAR WIDTH 68" MAX.

REAR SPOILER 6" MAX

SPILL PLATE



****If You Are Caught Cheating For A Major Violation such as porting, light crank not claimed, stroked crankshaft, NOS, anything listed NOT Allowed, or something without a doubt you knew was cheating you will be stripped of all points, winnings and banned for 365 days or fined \$\$\$. Minor Offense you will forfeit all points and winnings for that night and possible race suspension & fines (MMSA discretion).****

**IF IT DOES NOT SAY YOU CAN'T DO IT,
IT DOES NOT MEAN YOU CAN. ASK TECH.
TECHMAN HAS THE FINAL SAY.**

ANY QUESTIONS PLEASE CONTACT:

MMSA Owner:

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MMSA Tech:

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