MODIFIED RACING SERIES INC.

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GENERAL RULES

A. The rules and/or 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, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Modified Racing Series Inc. shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of series officials. Their decisions are final.

B. The interpretation and application of the Modified Racing Series Rule Book, by MRS Officials at a given series event, shall be final, non-appealable and non-litigable. In order to promote modified racing, to achieve prompt finality in competition results and/or governing of series competition, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS OF BY MODIFIED RACING SERIES OFFICIALS AND/OR MODIFIED RACING SERIES INC. AS AN INTITY, TO THE APPLICATION AND INTERPRETATION OF THE MODIFIED RACING SERIES RULES AND GUIDELINES SET FORTH, ARE NON-LITIGABLE AND THEY CONVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST MODIFIED RACING SERIES INC. OR ANY PERSONS ACTING ON BEHALF OF THE MODIFIED RACING SERIES AT ANY TIME, WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS.

C. Regulations and specifications set forth herein are automatically amended by revisions contained in subsequent Official Technical Bulletins issued by the Modified Racing Series Inc. or in Rulebook Amendments or Rulebook Revisions.

D. All specifications and regulations contained herein are subject to deletions, additions and/or verbal directive of the Modified Racing Series Inc. without prior notification.

2015 LICENSING AND REGISTRATION:

A. Any person who desires to participate in an Modified Racing Series (MRS) Sanctioned event as a car owner, driver, crew member, Modified Racing Series official, sponsor, manufacturer representative or in a role of support personnel must apply for, receive and possess a valid and current Modified Racing Series Inc. license or Modified Racing Series credential authorizing participation in that capacity. License or credentials must be visible at all times.

B. A Modified Racing Series license is non-transferable and no assignable. Only the member to whom it is issued may use it. If a licensee intentionally or unintentionally assigns or otherwise permits another person or entity to use or attempt to use the licensee’s license, then the licensee shall be subject to disciplinary action and shall indemnify and hold harmless Modified Racing Series Inc. from any loss or expense incurred
by as a result. Once a license is issued to an individual, regardless of who pays for the license, the license is the property of that individual.

C. Owners, Drivers and crew members are required to sign the appropriate release and registration forms plus pay pit pass fees before being allowed into pit area. Team members are encouraged to carefully read all material before signing. Owners, drivers and crew members are responsible for finding out about each race tracks rain check pit fee policies.

D. Pit fees and policies may vary at Modified Racing Series sanctioned venues. Modified Racing Series members should be prepared to comply with these policies.

2015 OWNER LICENSE:

A. The fee for a 2015 Modified Racing Series Owners license is $200.00 (two-hundred dollars).

B. An Owner’s License gives the owner rights to a car number until 12/31/2015, and will be awarded all prize and point fund monies.

C. All 2015 Modified Racing Series Inc. Owners Licenses include a total of two licenses, (1) owner, (1) driver. Owners with more than (1) driver must notify additional driver(s) about licensing fees.

D. Owners may not sell or transfer owners’ rights and or car number without prior written consent from the Modified Racing Series Inc.

2015 DRIVER LICENSE:

A. All drivers must hold a valid 2015 Modified Racing Series driver’s license. Only licensed drivers are eligible to compete and be awarded drivers points.

B. The fee for a 2015 Modified Racing Series Driver’s license is $100.00 (one-hundred dollars).

2015 CREW MEMBER LICENSE:

A. The fee for a 2015 Modified Racing Series Crew Member license is $10.00 (ten dollars).

B. Crew Member License is for identification purposes. Crew Member License makes crew member eligible for possible admission discounts.

The Modified Racing Series reserves the right to deny, suspend, or terminate any application or license, in accordance with the Modified Racing Series Rulebook or under the direction of Modified Racing Series Inc. Release and Indemnity Agreement:

1) I understand that applications when accepted will cause me to be issued an owner / driver / crew license, which is not an insurance policy and does not give me any right other than to establish my eligibility to procure upon on payment of a fee, a pit pass and track provided competitor insurance limited to activities at that event for a Modified Racing Series Inc. sanctioned event.
2) I further agree to purchase a pit pass and competitor insurance before entering the pit area or engaging in competition and in consideration of the foregoing, I do hereby release, remise and forever discharge Modified Racing Series Inc., and all officers, directors, agents, employees, the owners and lessees of premises of which events are conducted, the owners, competitors, sponsors and manufacturers of all racing equipment upon the premises, from all liability claims, actions and possible causes of action whatsoever that may accrue to me or my heirs, next of kin and personal representatives from every and any loss, damage and injury (including death) that may be sustained by my person and/or property while in about, en-route into and out of premises of a sanctioned racing event or any premises where Modified Racing Series Inc. events are presented.

3) By signing a 2015 Modified Racing Series Owner / Driver / Crew Application, I acknowledge that I have read the entire form and understand its content. The owner / driver / crew license is issued pursuant to and governed by the 2015 Modified Racing Series Inc. Rule book. The licensed member assigns use of their name(s) and likeness and race car presented for competition to the Modified Racing Series Inc. for use in any medium or material for the purpose of promoting, advertising, recording and reporting related to the Modified Racing Series Inc.

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2015 Modified Racing Series Car Rules

Section 1
Items 1-16

1.1. **ELIGIBLE MODELS:**

A. Any safe modified type racecar with a wheelbase between 104” – 110”, no supers, no sprints, or wings allowed.

B. Maximum tread width 84” when measured at wheel bead.

1.2. **WEIGHT RULE:**

A. Left side weight with driver strapped in seat. Driver must be in the seat, hands on the wheel at 10 & 2, and helmet in lap. A 56% maximum before starting any event. 6.8 lbs. x cubic inch + 175 lbs = total weight for all cars except these qualifying Dart Steel Head Cars.

B. 6.8 x 358 cid. = 2434 (car weight) + 175 = 2609. 50 lbs. = 2559. (All cars with cast-iron heads will have a weight break of 50lbs. but will weigh no less than 2575 with driver.

C. Weight adjustment for 1/2 Mile Tracks or Larger:
Dart Steel Head Rule Cars will give back the 50 lb weight break.
Aluminum Head Rule Cars can Take off 25 lbs.
There is No Gear adjustment at this time.

D. Weigh will be monitored on cast iron headed rule cars, either added or taken away in 25lb. increments at the discretion of the Modified Racing Series Officials.

E. Minimum weight for any car is 2575 with driver before starting any event.

F. A .025% tolerance on total weight will be allowed. Left side % may be checked after race. Must be 56% maximum.
1.3. **BODY:**

A. Cars must be neat appearing.

B. All body styles and configurations must meet the approval of the MRS Officials. Safety and visibility are the prime concern.

C. All bodies must be installed on frame in a manner acceptable to the officials. The height of the rear quarter panel will be 36" maximum from the bottom of the rear spoiler to the ground. 44" maximum total height from the ground to the top of the spoiler.

D. Bodies may not extend below the frame rails.

E. No skirts or additional metal may extend below the body. No car will be allowed to compete with excessive body damage. Excessive body damage to be determined by MRS Officials.

F. All cars must have rear wheel openings on left and right side of no less than 12 inches, and no more than a 15 inch radius from the center of the rear axle.

G. At least the top part of the hood is mandatory. Safety clips are required on both sides; front and rear. If sides are used, a minimum ground clearance of two (2) inches is required. Hood must cover cowl and top part of radiator with openings only for air cleaner, and distributor.

H. No belly pans. A belly pan will be defined as any object or material that alters the flow of air under the car. Determination of whether any material or object is or is not a belly pan shall be up to the discretion of the officials. Panel of the front nosepiece may not extend past the rear edge of the harmonic balancer.

I. Front windshields that are straight are allowed on the driver’s side only. Maximum width of 24” and minimum 1/8 thick lexan only. Curved style windshields are allowed.

J. Front air dams will be no wider than the front clip.

K. Front air dam length will be measured from the front of the bumper. This measurement will be a minimum of 1” back.

L. No interior spoilers, wings, or wind deflectors allowed. No double panels. All interior sheet metal is subject to approval by MRS Officials.

M. Spoilers allowed, must meet MRS tech approval. Dimensions- 8” high, and no longer than 48” and centered within rear window pillars.

N. Any body and sheet metal that meets MRS specifications will be allowed

O. **Blewett Bars - Must have Two (2) veritcal & One (1) horizontal. 1 3/4" OD x .095 wall thickness**

P. No sail panels on the body will be allowed.

Q. **Roof - Steel or Approve Fiberglass roof allowed**
   1.) Approved MRS Fiberglass Roofs will be permitted. All MRS approved roofs will be embedded with a serial number coinciding with manufacturer it will be used on. (Example - Troyer #001, Spafco #001, number will be located on the inside right front corner.
   2.) Any fiberglass roof without a serial number is subject to approval by MRS Officials. MRS reserves the right to deny any unapproved roofs from competition.

R. **Anti-Intrusion Roof Plate is mandatory for all cars. Please reference Section 1 - Item 14 - Letter C and Section 4 – Illustration A1**
S. Roof Height will be measured with driver. The overall height will be measured 6’ back from the back lip of the windshield along the centerline of the roof, minimum of 40”. The rear of the roof at the highest point will be a maximum of 43”. A maximum tire pressure of **14 lbs.** on the left side. **Chassis Height 1 3/4” for the Heats and 2” for the Feature.**

T. “B” pillars must not extend above the height of the bottom of the rear spoiler as described in **Section 4, Illustration C1. Must be the same style and dimensions from side to side.**

U. Rear tail light panel must be enclosed from top of rear frame rail to bottom of the rear spoiler. **1/2” Maximum above frame rail.**

**BODY DIMENSIONS – WIDTH:**

Doors: Minimum 43” Maximum 45” when measured beneath the car at the rocker panels, at the front of the doors and just in front of the rear wheels.

Quarter Panel: Top: Minimum 49” Maximum 60” when measured across the body at the top rear most part of the quarter panels.

Bottom: Minimum 58” Maximum 60” when measured between the outer edges of the rear quarter panels at rear bumper height.

**BODY DIMENSIONS – LENGTH:**

Doors: Minimum 72” Maximum 78” when measured from the center of rear axle housing forward to the front most part of the door.

Quarter Panels: Minimum 34” maximum 42” when measured from the center of rear axle housing to rear most part of the body.

**Note:** Exception to the above rules are all pre 2001 chassis cars which are not subject to the full letter of dimensions listed above. These pre 2001 chassis will be “grandfathered” due to the difference in frame width. Exception must be reviewed by the Race and Technical Director for final approval. (Amended 12/31/05)

1.4. **CHASSIS:**

A. All front sub-frame assemblies must maintain a minimum of a 30° angle from the side frame rails up to the top of the subframe.

B. **Floors must be complete in driver’s compartment. The floor must be minimum 1/8” steel.**

C. Minimum frame and oil pan ground clearance on all cars is two (2) inches at its lowest point with driver in car.

D. A steel firewall must separate driver from fuel tank and engine compartments.

E. Firewall separating driver from engine compartment must not be any further back than the lower area below windshield opening. **In front of dirver and in back of driver. Drive shaft Cover.**

F. All firewalls must be sealed on top, bottom, and sides.

G. Driver side Anti-Intrusion door plates are mandatory. **See Section 3.A4: Anti-Intrusion Door Plates and Section 4-Illustration D1 for requirements.**
H. All front bumpers must be of rounded type, not to extend outward beyond the edge of frame more than 2” on each side.

I. Rear nerf-bars may extend outward beyond the edge of the tires a maximum of 2". All ends must be capped and edges rounded off.

J. Bottom of front and rear bumpers must not be lower than 13" and not higher than 15". The rear bumper safety rule. See Section 3.A3- Rear Bumper and Section 4- Illustration B1 for rear bumper mounting requirements.

L. Double side rails are mandatory and must extend outward to be flush with or up to 2" beyond edge of tires.

M. A fuel cell is mandatory with a capacity of 22 gallons. Cell must be inside the body. Bladder maximum 5 years old. No plastic fuel cells. Must be centered with driveline of the car. The fuel cell will be inspected and sealed. Must have rollover check valve in fill plate. Fuel Cell Protector - Round corners.

N. Fuel Cell height from the ground a minimum 5". A minimum ride height of 2" measured on the left side with the driver.

O. Front spindles must be attached to the frame using two (2) tethers, per spindle. Tethers must meet NASCAR specs. Two tethers per spindle. Valid only for 2 years from date on tether.

P. Front suspension will be independent only. No straight axles.

1) Coil Springs- All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffening of the coil springs or the bottoming of the chassis directly against the race track surface, whichever occurs first. Any device or procedure that in the judgment of MRS officials attempts to compromise the above will NOT be permitted. This refers to, but is not limited to; Bump stops, Coil binding, chain loading devices, etc.

2) Front Sway Bar- The front sway bar MUST be used for the purpose of anti-roll only. The front sway bar MUST rotate freely in its mounts. The movement of the front sway bar must not be prevented or restricted beyond that of the normal use of anti-roll bar.

Only magnetic steel front sway bars are permitted.

Q. There will be no chassis adjustment controls in the car such as hydraulic weight jackers attached to the coil springs, sway bar etc.

R. Shock Rule: Only Non Adjustable or Single Adjustable Shocks will be allowed. NO Remote or External Reservoir Shocks are allowed. No Remote or Electronically Controlled Shocks are allowed. Bump stops and/or any travel limiting device, in the opinion of a MRS officials are NOT permitted to be applied at any time on the shock shaft, body, heims, etc.

S. No Carbon Fiber or Titanium parts allowed in or on race car.

1.5. ENGINES:

A. All engines will be bubble tested for cubic inches. All aluminum head engines will be tested for compression ratio. Engine must be tested before a car is allowed to practice at its first race event. This procedure will determine cubic inches and compression ratio. Engine will be sealed at the intake bolts.
Testing procedure:
1) Motor must be at air temperature.
2) Battery must be fully charged.
3) All spark plugs must be removed from motor
4) Qty 1cly intake & exhaust push rods & rocker arm off

B. In the event a seal is broken then engine must be resealed before the race event. Engines are subject to testing by MRS Officials at any time.

C. Dodge and Ford Motors must be approved by MRS Officials.

D. Any stock or after-market small block.
   1) No aluminum blocks.

   2) NO BLOCK LIGHTENING permitted.
      -EXCEPTION: Minimum lightening, as determined by VMRS Officials, will be assessed a MINIMUM 25 lb. (pounds) penalty on the outer most part of the right-side frame rail. Any lightening beyond the minimum, as determined by VMRS Officials, may be assessed up to as much as a 150 lb. (pounds) penalty dependent upon the severity of the lightening.

      - Weight will be placed between the front and rear roll cage hoops, on the outer most part of the right-side frame rail and not below the frame rail.

E. Any intake.

F. Any ignition.

G. No titanium or aluminum connecting rods.

H. The maximum compression ratio on all steel head engines is: 13.5 to 1

I. Steel Engine valve lift: Max 0, Lash- .725

J. Maximum any 1" (inch) aluminum carburetor spacer allowed on all Steel Head engines

K. The maximum compression ratio on all aluminum head engines is 12.0 to 1.

L. Ignition / MSD Boxes:
   Only One (1) MSD 6ALN ignition box is permitted. Ignition box MUST be located on the right side of the driver’s compartment and MUST be mounted in clear view.
   1) 6pin weather tight connector male and female plug in mandatory.
   2) See Section 4, Illustration W1 for proper installation.
   3) Only one 1(one) active ignition box allowed. Additional boxes must be REMOVED before car participates in any on-track activity.
   4) MRS Officials may randomly pick cars and swap boxes before any race event.
   5) If you run a crank trigger, there must not be an ignition module located in the distributor.

M. Any oil system.
N. Dry sump tanks must be fully enclosed.

O. Oil coolers are allowed. Location of cooler location is up to the discretion of the MRS officials.

P. Mufflers required at all events. Kooks MRS 350 or Flowrite MRS 351 unaltered mufflers are required.

Q. Headers maximum $925.00 per set. No Tri Y headers or Merge collectors are allowed.

1.6. **CARBURETORS:**

A. No matter what the temperature the carburetor is, each carburetor must meet the specifications and dimensions. Cooling of carburetors prior to testing will be not allowed.

B. All boosters in all carburetors must be safety wired with minimum .020 wire.

C. All carburetors must have two (2) throttle springs.

D. 390 carburetors for 23° aluminum head engines, or steel head engines that do not meet MRS stock steel head specifications.
   1) Booster OD- .617
   2) Bridge may be removed- .450
   3) Length- .500
   4) Installed height- .467

E. No tapering of ID or OD of booster.

F. Booster leg must remain unaltered.

G. Throttle shafts must measure .197 including throttle plates unaltered.

1.7. **18° ALUMINUM HEAD ENGINES:**

A. MRS Weights.

B. Engine specs as per NASCAR Modified Tour type engine rules. For specifications please see Section 3- Reference A1.

C. Must run a NASCAR Modified Tour legal 390 carburetor. For specifications please see Section 3- Reference A2.

D. There will be no SB2 type cylinder heads allowed.

E. Maximum ANY 2” (inch) ALUMINUM carburetor spacer allowed.

1.8. **23° ALUMINUM HEAD ENGINES:**

A. 12 to 1 compression ratio.
B. Minimum valve angle 21°

C. 390 open-booster carburetor as per MRS rules under Item #6, Letter D.

D. If any 23° engine should fail to meet the 12 to 1 compression test, it will be allowed to compete with a NASCAR legal 390 carburetor as described in Section 3 - Reference A2.

E. Maximum ANY 1” (inch) ALUMINUM carburetor spacer allowed.

1.9. HEADS / CARBURETOR / OPTION:

A. Cast iron GM Bow-Tie part# 140-11034, part# 1248-0034, part# 1248-0053 and DART part# 105-100-20PF

B. Stock heads…see head rule. Any 4-barrel Holley carburetor.

C. Any cast iron heads that exceed head rule, 390 cfm Holley open-booster carburetor. All 390 carburetors will be checked with MRS Tech Official gauges. MRS legal Holley 390 cfm carburetor max.

D. Carburetor spacer plate 1” maximum for aluminum heads, and 2” maximum for cast iron heads that meet stock GM Bowtie and DART steel head rule.

1.10. DART HEAD RULE:

A. Must use part #. 105-100-20 PF to be eligible to use the open carburetor rule.

B. The Dart Head Part #. 105-100-20PE must remain in box stock condition with the following exception:
   1) Combustion Chamber may be polished.
   2) Heads may be resurfaced as required.
   3) Valves size max: 2.055 max on Intake / 1.625 max on exhaust. Maximum valve angle 21° - NO TOLERANCE.
   4) Intake Port Work / ( Stage 1 ):
      Intake Port may be gasket matched to a max of 1.380 in width 2.380 in height. The Intake port may also be worked from the intake flange of the head inward as follows:
      Port Floor 1.700 in from flange max depth.
      Push Rod side of port 1.700 in from flange max depth.
      Roof of port 1.700 in from flange max depth.
      Divider wall side of port .750 in from flange max depth.
      Port width at Push Rod Pinch area will be 1.120 max width measured from the un-ported area of the divider wall.
      Max means the limit, but can be less than the max limit. (ABSOLUTELY NO TOLERANCE beyond the max limit.)
      Any work beyond the max limit will be deemed illegal. No material shall be added to any part of the head including, but not limited to the roof and the push rod area.
   5) Exhaust port must remain stock as cast, with the exception being you may work the area below the bottom cut of the valve seat into the bowl area 1” (1 inch) 360° max/limit. (Example: bottom cut of 45° seat in toward valve guide 1” (1 inch) 360°. ) The roof and side walls of the exhaust port from exhaust mounting flange of head .950 minium in towards the short side radius must remain untouched as cast. Max and minimum being the limit. Any work done outside the limit will be deemed illegal. Full Ported steel head engines beyond stage 1 specs that are over 12:1 must weigh 6.9 lbs. Cubic inch. No 50 lb. weight brake.
C. Any intake may be used with these heads. Normal intake porting is allowed, but intake must remain in its original exterior dimensions.

D. Steel type stock replacement valve seats only when required.

G. Work allowed on the valve seat, ledge or factory undercut area of Intake Bowl is as follows: No angle cuts, metal removal, or enlarging of ports allowed below the top of the valve seat that would allow the gauge to drop below the seats as follows:
   1) .250 + 1/32” from top of the valve seat on intake of DART heads.

H. Measurements will be strictly enforced by the use of MRS Go-NO Go gauge.

I. Intake 1.875” OD of gauge on intake. See Section 4, Illustration G2 for angles and measurement of Go-No-Go gauges.

J. Stainless steel valves only.

K. 11/32 Valve stems

1.11. STOCK CAST IRON RULE:

A. Stock cast iron GM Bow Tie heads will be subject to a runner volume test. Runner volume 190 cc maximum.

B. Any intake may be used with these heads. Normal intake porting is allowed but intake must remain in its original exterior dimensions.

C. Heads may be milled: angled or straight cut allowed on both block and intake surfaces.

D. All manufacturers’ identification numbers are to be visible and unaltered on cast iron heads.

E. Combustion chambers may be polished; cc’d, but must maintain stock shape and appearance.

F. Any intake and exhaust valves allowed- .055 maximum diameter intake, 1.625 exhaust.

G. Flashing may be removed from heads anywhere except in the intake and exhaust runners and ports.

H. No removal or smoothing of metal will be allowed in the intake or exhaust runners.

I. Ports and runners cannot be reworked in any way to increase flow.

J. Reworking the heads in any way to match intake and exhaust manifolds will not be allowed.

K. Any valve guides. Valve guides must be left at stock height in the intake and exhaust ports and no grinding or smoothing in this area will be allowed.

L. Work allowed on the valve seat, ledge or factory undercut area of the heads is as follows: angle cuts, metal removal, or enlarging of the ports allowed below the top of the valve seat that would allow the gauge to drop below the seats as follows:
   1) ½” + 1/32” from top of the valve seat on intake of Chevy Bow Tie heads.
   2) ½” + 1/32” from top of the valve seat to the top of the gauge on exhaust of Bow Tie heads.
M. Measurements will be strictly enforced by the use of MRS Go No-Go gauge.

N. Exhaust: 1.350” OD of the gauge on exhaust

O. Intake 1.718” OD of gauge on intake. See Section 4, Illustration G1 for angles and measurement of go-no-go gauges.

P. Any Cylinder head that you want to race with must be pre-approved in order to run.

1.12. DRIVE TRAIN:

A. After-market brakes allowed. No titanium or carbon fiber allowed. Conventional braking systems only. No enhancing devices or electronics in braking system. Exception brake safety kill switch.

B. Any brake pads.

C. Brake bias control is allowed.

D. Steel spindles only

E. There will be no oil filled hubs allowed.

F. Wheel bearings must be tapered cylindrical (Timken Type) bearings. No ceramic bearings are allowed anywhere in the car.

G. Magnetic steel drive shafts only. 2” minimum OD.

H. Transmissions must meet the following requirements:
   1) A standard production transmission, which is available through regular dealers.
   2) The only aftermarket transmissions allowed will be Jerico part #JEP 2SP or Richmond part # RIC70200. These aftermarket transmissions may not be modified. A minimum weight of 50lbs dry will be enforced. No titanium or carbon fiber parts allowed. No ceramic type roller bearings. No overdrive type transmissions allowed. It is ok to machine the bottom of transmission case for clearance.
   3) A maximum of four (4) forward speeds.
   4) Two (2) forward and one (1) reverse gear must be in working order.
   5) No automatic or semi-automatic transmission.
   6) No transmission will have a gear ratio between 1.00 and 1.15.
   7) MRS officials must approve all transmissions.

I. A multi-disc clutch is allowed. Clutches must have steel discs. The clutch, pressure plate and flywheel must be bolted to the end of the crankshaft, No ram couplers, No direct drives. No carbon fiber or composite materials. Minimum 5 ½” clutch. Pressure plates may be aluminum.

J. No traction control allowed. If caught, loss of total points to date plus money won for that event.

K. After-market rear end allowed. No titanium or carbon fiber parts. Rear spur gear quick change only. Ten (10) inch ring gear only. No ratchet-type or limited slip differentials. Spool only.

L. Only Steel wheels with steel lugs are permitted.

M. 15” maximum width wheels.
1.13. TIRES:

A. Only Modified Racing Series approved Hoosier tires may be used.
   Compound Numbering will be Lefts M15 / Right Front- M28 / Right Rear - M35

B. Tires may not be chemically treated.

C. Tires may not be altered in any way.

D. Tires may not be stockpiled.

E. All tires must be purchased at the track from the MRS authorized tire vendor.

F. Tire draw will take place along with the draw for position. You must pay for your tires before entering the coral. NO MONEY. NO TIRES. TIRES COST $150.00 EACH

G. All tires purchased for non-race event practice or test sessions will be branded and are not allowed at any race day event. Branded tires will be confiscated if found during any race day event. At your first race attended, you may buy (4) four tires for practice. After you have run those four tires in practice and when practice is over, you may buy (4) four more tires for qualifying and the feature. Those four (4) tires will be stenciled with that day's stencil, and must be run in the qualifier and the feature.

H. If you are a new team coming in: you can take your (4) tires for practice and then come back after everyone has received (4) tires and take the other (4) tires after practice.

I. Only two (2) tires per side may be purchased per race event. Two (2) left side tires and two (2) right side tires. All tires marked 15 must be mounted on the left side only.

Some Tracks may have Right Side Compound Changes, in that case adjustments will be made. Adjustments will be made if the Right Side Compound is changed.

J. Tire inventory is registered car owner and car number.

K. At each event you attend, you may purchase four (4) tires. If you purchase (4) tires that day, they must be 1-Left Front, 1-Left Rear, 1-Right Front, and 1-Right Rear. They will be stenciled at the tire coral. Those four (4) tires must be run in the Qualifier and the Feature event the day of purchase of said tires.

L. Tires may not be changed during the feature unless the original tire is flat or there is wheel damage that creates a safety issue, and is witnessed on the race track or by an Official. The technical director will monitor this situation and his decision will be final. In the event that the car in question has returned to the track, and the technical director finds NO problem with the tire or wheel that was removed, the technical director will then notify the crew of the car in question of a (1) one lap penalty, per tire, assessed at the end of the race.

M. Cut Tire Policy: THERE WILL BE NO CUT TIRE SLIPS UNLESS IT HAPPENS DURING QUALIFYING.

   1.) All damage tires that are to be replaced must be reported immediately after the heat race.
   2.) All damaged tires must remain on the original rim and placed next to the MRS Tech Trailer with the
      Car # on the surface and brought to the attention of the MRS Tech Official.
   3.) All tires that are cut, punctured, or not able to hold air must be inspected by a MRS Tech Official.

N. Any sticker tires not used the night of purchase, must be returned to the tire truck for impound. Sticker tires can not leave the track period. Any sticker tires leaving the track will not be allowed for competition at any race event. Anyone caught with ticker tires will be fined and a minimum of 20 championship owner and drivers points per tire will be docked. In the event of a cancellation due to weather or other adverse conditions, and if qualifying had already begun, MRS Officials reserve the right to adjust this given the circumstances.

O. All tires will be inventoried by MRS Officials at each race event and are subject to inspection by MRS Officials at any time.

P. Practice Tires: 2 Right side Tires, compound of your choice may be purchased at Race #5 and Race #10. These will be Branded for Practice Only.
   If 4 Tires a purchased pre season, they will be Branded and can be used for event practice only.
1.14. **SAFETY REQUIREMENTS:**

A. Each competitor is solely responsible for the effectiveness of all safety equipment used during a given event.

B. All cars must have a steel roll cage.
   1) Must use a minimum of 1 ¾ “ OD x .090 tubing.
   2) Four horizontal bars are mandatory on the driver’s side door, three on the passenger’s side.
   3) Roll cage must be welded securely to the frame.
   4) Threaded pipe, pipe fittings, and lap weld pipe are not permitted.
   5) All bars near the driver must be padded with a fire resistant padding. No foam rubber.
   6) Must meet Tech approval
   7) Blewett Bars. Minimum 1 3/4”OD x .095 Thickness

C. All front and rear firewalls, as well as, the drive shaft tunnel must be fully enclosed and made of magnetic steel (.024 min.)

D. Anti-Intrusion Roof Plate is Mandatory for all cars that will participate in any 2013 MRS sanctioned event. Specs located in Section 4, Illustration A1

E. All cars must have an aluminum racing seat. The seat will be bolted to frame with six (6) ¾” bolts with a minimum of 1” OD flat washers .085 minimum thickness ¾ USS Lawson “Tuff Torq”, or equivalent.

F. Four (4) bolts on the floor of the seat and two (2) on the back seat frames must be mounted securely to the roll cage.
   1) Right side headrest mandatory.
   2) Choice of left side headrest, or auxiliary net mandatory.

G. Must have a minimum of a quick release 5-point safety belt with a 3” minimum belt. These must be securely mounted. Belts must not be more than three (3) years old. No visible wear or tears allowed.

H. A window net is mandatory and must be web or mesh style. The net must be secured to the roll cage with two steel rods or bars, with top being of quick release design and must fall down when opened. All cars must have an arrow on the roof, lined up with the latch for the window net release. Latch must be forward and driver accessible. Condition of window net and release must be approved by MRS Officials.

I. Steering wheel centers must be padded. Steering wheel stop is mandatory on steering shaft below top mounting point. Wheel quick release hub is mandatory. Subject to MRS official approval.

J. A fire suit is mandatory and SFI-5 rated. It must be Nomex material, double-layer, clean, and in good condition.

K. SFI rated fire retardant gloves and shoes required at all times on the race track

L. A full face helmet is mandatory and must carry at least one (1) of the following certifications:
M. Hans, Hutchins II, Hutchins Hybrid or NecksGen devices are the mandatory Head and Neck Restraints and must be SFI approved. Head and Neck Restraints are MANDATORY EVERYTIME a driver is on the race track.

N. On board fire suppression system mandatory. A fully charged fire extinguishing pressurized cylinder must be securely mounted with a visible operating pressure gauge 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. System must have steel, copper or aluminum lines with a minimum of two (2) nozzles. One (1) nozzle must be pointed in drivers compartment and one (1) must be through the firewall pointed towards engine compartment. Cylinder must be mounted between front and rear firewall.

O. No fuel lines in driver’s compartment.

P. Fuel tanks must be vented to the outside of the body through the rear panel.

Q. Fuel shut off, marked OFF and ON, must be in reach of driver and accessible to safety crews. A fuel shut off indicator with an arrow on the passenger side window ledge required. Arrow to line up with shut off valve.

R. Steel or aluminum fuel filters only.

S. No electric fuel pumps.

T. Two throttle springs mandatory and subject to MRS approval.

U. Toe strap on foot throttle mandatory.

V. All add-on weights must be securely mounted outside the driver’s compartment with a minimum of two 3/8 bolts. All add-on weights must be painted white with the car number on them. If add-on weight comes off during any race, the weight may not be added back to the car to make minimum weight unless approved by MRS officials. No add-on weight will be below the bottom of the frame rails.

W. Battery is not allowed in the driver’s compartment and must be securely fastened down. Positive terminal covered. Car must be “off” and “on” and accessible to safety crews from outside the car.

X. All cars must have driveshaft loops at the front and rear of driveshaft positioned within 12” of each U-joint. Loops must be steel plate ¼” x 2” wide and be a full 360°. Will be monitored by MRS officials.

Y. All drive shafts must be painted white.

Z. All cars must have a radiator overflow can. Radiator overflow hose will exit out of the right rear tail cover with a 45 degree fitting at the end of the hose pointing upward. This is mandatory. All pressurized systems also must exit out of the rear tail cover with a 45 degree fitting pointing upward.

  1) Purposeful disconnection or redirection of overflow, with the intention of concealing any fluid loss will result in disqualification.

AA. No antifreeze allowed. A non-antifreeze coolant type or water is allowed.

BB. All cars must have working water temperature and oil pressure gauges.

CC. Four-wheel hydraulic brakes in working order are required.

DD. Two way radios and (1) scanner and/or radio, used to monitor Race Control, per team are MANDATORY.

EE. Mirror allowed in middle of the car or in front of the driver. 4” Peep mirrors allowed.
1.15. FUEL:

A. Sunoco Race Fuel is the “Official Fuel” and New England Racing Fuel, Inc. is the approved “Fuel Supplier” of the Modified Race Series.

B. Sunoco Standard Purple 110 Leaded and Sunoco Supreme Blue 112 Leaded are only fuels allowed at all MRS events.

C. The “Official Fuel” will be supplied on-site at all MRS events and must be used for practice, qualifying and the race exactly as supplied by NERF. You will be fully responsible for any and all fuel purchased in bulk passing a fuel tech inspection.

D. MRS has the right to sample a competitor’s fuel at any time during the event. Samples will be impounded for observation and/or testing by MRS, Sunoco, NERF and/or any outside laboratories at MRS’s discretion.

E. Fuel samples will be tested to the manufacturer’s specifications.

F. Officials will use a sample of the actual fuel provided at the track by the fuel supplier to determine whether the fuel used by a competitor conforms to the specifications in the rulebook.

G. Any blending and/or mixing of fuels either of or not of the approved fuels are not permitted.

H. No MTBE, ethers, alcohols, ethanol’s, nitrogen, nitro compounds, performance additives or other oxygenates may blended or introduced into the inductions or fuel supply, either at the fuel cell or upstream in the fuel system.

All competitors must prominently display a Sunoco Racing Fuel patch on his/her driving suit and displays Sunoco Racing Fuel decal on both sides of the car in a locations specified by MRS.

1.16. IDENTIFICATION AND LETTERING:

A. All cars must be numbered. All numbers must be registered and approved by MRS. Numbers must be affixed on both doors and on roof. 18” minimum height. Roof number must be read from the passenger side of the car.

B. Car number must be affixed on the right rear and on the right front. Numbers must be legible.

C. All numbers will be distinctly contrasting to the color of the car.

D. Maximum two-digit numbers - NO DUPLICATES ALLOWED.

E. All numbers will be subject to visual approval by MRS Officials.

F. All cars must be neatly painted. No obscenity or other derogatory items will be allowed.

G. All cars must display contingency sponsors stickers to be eligible for contingency awards. See Section 5. Illustration S1 for decal placement.

H. All cars must run Modified Racing Series roof sticker and A-post stickers to be eligible for event purse and point fund monies. Any team without a Modified Racing Series roof and a-post stickers will have 10% of purse money deducted. See Section 4 Illustration S1 for decal particulars.
2.1. **SAFETY:**

A. If your race car is immobile, for any mechanical reason, please use hand signals at all times. If this happens while you are on the bottom of the track and you know you will not make it to pit road, pull to the infield. If you are on the topside of the track, please exit to the pits. If your car is damaged and requires wrecker assistance, do not get out of your car. Remain in your car unless you are requested to get out or if you feel you are in immediate danger, (i.e. fire, etc.). Failure to remain in your car will result in a fine.

B. A full fire suit made of double layered, Nomex material, clean and in good condition is mandatory. Fire retardant gloves, shoes, helmet and head neck restraint are mandatory and must be worn during all practices, heat races, consolation races and features. All safety items must be SFI approved where applicable.

C. Check to make sure that your steering wheel is locked into place, seat belts are secured and window-net is up and secured.

D. Check fuel caps.

E. Master shut-off switches MUST be fully functional at all times that the car is at the race track, disabling of master shut-off switch with intent will result in fines and penalties.

F. Empty any overflow bottles before practices, heats and features. Cars leaking any fluids will be black flagged and must pit immediately.
2.2. POINT SYSTEM

A. There will be two point systems for the MRS as follows:

1) Driver Points - A driver competing in MRS events will earn points listed to him/her for any car he or she races.

2) Owner Points - The owner of a car competing at any MRS event will earn points based on where his/her car finishes.

-Award Of Points for Feature Events

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B. All monies paid by MRS will be paid to the registered owner of the car. All monies will be paid by check and mailed to the registered owner following each race event.

C. Point fund monies will be paid to the top fifteen registered owners based on season ending points. See Banquet Section.

D. The driver championship will be the total of all points issued to a driver regardless of number of cars he/she has driven during the MRS racing season.

E. Twenty-five (25) attendance points will be awarded to each owner who registers and/or attempts to qualify a car for any MRS point’s race.

F. Car and Driver must be registered/signed-in before car can go on track for practice at each race event.

G. Owners must notify the MRS Series Director if there is to be a driver change. All Drivers must hold a 2015 Drivers License. Driver change notification must be done when the car is registered/signed-in for race event and before car goes out for practice. If a driver change is made then the car will start last in the feature event. The driver that starts the feature will receive drivers’ points.
2.3. **HANDICAPPING:**

A. Only registered owners or drivers may draw for position to determine heat line-ups at each event.

B. Heat Races: Heat races are lined up by draw for the First Three (3) Races; after that Heat Line-ups will be determined by a three week point average. Highest Points towards the back.

When a NEW car comes during the season they will be given 25 points for handicapping only. The next race they attend the points from the 1st race will be added to the 25 points and divided by 2 to get their handicap for the 2nd race. Race 3 will put them in line with everyone else.

C. Consolation race line-ups will be heads-up from the heat results. Starting positions in the feature for qualified consolation race drivers will be heads-up from consolation race results.

D. There will be a redraw prior to the feature event. In order to be eligible for the redraw, you must be qualified in the top 12 positions. Only the First Heat Winner will draw (3, 6, 9, or 11) The number drawn, will be the number of cars inverted. If the previous event winner is in the top 12 of the redraw, they will start in the 12th position. They will not start any higher than 12th.

E. Twenty-four (24) cars will start the feature, unless notified otherwise. Three (3) heats with six (6) cars to qualify and a consi with five (4) cars to qualify. There will be two (2) provisional available. See provisional rules for eligibility information.

F. MRS Officials reserve the right to adjust the number of cars to qualify thru the heat and consolation race(s).

2.4. **PROVISIONALS:**

A. For the first three (3) race events of the 2015 season, all registered Owner’s will be eligible for one (1) provisional based on the previous year’s (2014) owner’s points, positions one thru twenty (1-20). Starting at the fourth (4th) race event or after three (3) completed race events, registered Owner’s in current 2014 owner’s points positions one thru twenty (1-20), will be eligible for three (3) provisionals throughout the remainder of the 2014 season.

B. An owner will be allotted three (3) provisionals after the first three (3) completed races in the 2015 season. The highest owner in current Owners Points that attempt to qualify, but does not finish in a qualified position in the consolation race, will have the option to use a provisional at that time. If any of the eligible provisional cars qualify in the consolation race, then the provisional will go to the next eligible owner in points, up to the 20th place in Owner points at the given event. If ALL eligible provisional cars (1-20 in Owners points) qualify in the heat or consolation race, then the provisional will go to the highest finishing driver, not qualified, in the consolation race finish. Provisionals will not be confirmed until after the consolation race has completed and post-race tech has been completed.

C. If an owner chooses to take a provisional and is then unable to race, the owner will be charged with using a provisional, unless otherwise notified differently by a MRS Officials.

D. All cars must complete all the laps and at speed for the scheduled heat and consolation event to have eligibility for any provisional starting spots. Cars with VISABLE mechanical issues or are involved in an accident and can repair safely can be eligible for a provisional. All cars will be subject to inspection by Modified Racing Series Officials.
2.5. CHANGES/SCRATCHING:

A. If a car is going to scratch from a line-up, the owner or driver must notify an MRS handicapping official and that person must initial the official line-up sheet.

B. A team may race one (1) car at any given event. No back-up cars will be allowed.

C. No number changes will be allowed after qualifying has begun.

2.6. HEAT AND CONSOLATION RACES:

A. Cars that are not ready to start their heat can go to the consolation race to qualify. If this occurs, the car must start the consolation race in last position.

B. Cars MAY be allowed to leave the track and return during any heat or consolation race providing the car: has legitimate reasoning for exiting, the car is safe, does not go down a lap or more and the race track has a safe and efficient way for re-entry to occur.

C. Any car leaving the track during a heat or consolation race will be placed at the rear of the field if it returns to finish the qualifier.

D. Maximum number of cars to start a heat race will be fifteen (15). MRS Officials reserve the right to adjust the number of cars in each heat and the number of cars that qualify.

E. Maximum number of cars to start a consolation race will be fifteen (15). If there are more than fifteen cars required to run the consolation race there will be two (2) consolation races with two (2) from each to qualify.

G. If there are 24 cars or less it is up to the discretion of MRS Officials to run a consolation race or not. If no consolation race is run, unqualified cars will be lined up according to their heat finish. MRS Officials reserve the right to adjust the number of cars to qualify thru the heat and consolation race(s).

2.7. PRE-GRID (LINEUP AND SCALING):

A. All cars must meet Modified Racing Series weight rules. All cars will be weighed before all feature events.

B. There will be a fifteen (15) minute warning before they are called to the scales. At the end of the fifteen (15) minutes, all teams are to have their cars on the ground and ready to move to the scales when an MRS Official calls them.

C. Teams will be called to the scales in the order of where they are starting in the feature in groups of five (5). Teams must wait for their group to be called before going to the scales.
D. Regular pre-race work on a car must be completed when it is called to the line-up. If a car is not able to scale with its group a team member should notify an MRS official. If it is a legitimate problem, the officials will observe the work.

E. One team member (member must be designated prior to rolling of the scales) will be allowed to touch the car as it sits on the scales. No pushing and/or lifting of the car, in anyway, while on the scales. Violation of this directive will result in the car being placed to the rear of the field in the starting line-up of any given event.

F. If a team does not go to the scales with their group before the next group of cars is called, they will forfeit their spot and must start at the rear of the field.

G. Each car will have two (2) chances to make weight and ride height. If a car fails these two (2) chances, it must still meet specifications but will start in the rear of the field.

H. **Left front tire maximum inflation is 14 psi.**

I. Once a driver is secured in his/her car, only one (1) person will be allowed with the car.

J. If any work is done to the car other than adjust the pressures without an MRS official present, the car car will need to rescale and be inspected.

### 2.8. SPOTTERS:

A. All race teams will have one (1) spotter that is located in the designated “Spotter Area” and signed in with series officials.

B. Race teams are responsible for all communication operations and will be expected to have the proper equipment, in working order, before and during a given event.

C. Spotter must hold a valid 2014 Modified Racing Series Crew Member License. Spotter must present his or her license during spotter’s check-in at each event. Spotter will be issued a tag with corresponding car number to be worn in plain site during race events.

D. All spotters must have two-way communication to the driver as well as the capabilities to hear officials on the race channel. All teams must provide the spotter with scanner for this to happen.

E. All cars must have one spotter in designated area with radio and scanner for practice, heats, consis and features.

F. There will be a roll call after the driver’s meeting to verify that all cars have a spotter.

G. It is the spotter’s responsibility to notify a MRS Official of any communications problems with his or her driver.

H. If a driver does not respond to a request made by officials within 2 laps, they will be moved to the rear of the field.

I. Cell phones, tablets and/or any other communicating devices, other than the approved two-way radios and/or scanners, is prohibited from being used by the spotter while the race cars are on the track for any on-track activities (Practice, heats, consi, feature)

J. Any misconduct in the spotters area by a spotter will result in the spotter being removed from the spotters area and the car in which they are spotting will be black flagged and disqualified from the race. Probation and fine will follow for spotter. Misconduct will be determined by MRS Series Director.
2.9. **SCORING:**

A. Each car must be equipped with a transponder.

B. Transponders can be purchased or rented. Rental fee is $50.00 per event with a valid U.S. state driver’s license. This fee is non-refundable. Transponders may also be purchased thru the Modified Racing Series or AMB. Transponders must be mounted 12" inches back from the center line of the rear axle on the right rear frame rail.

C. When the caution flag comes out the line-up reverts back to the last completed green flag lap. The last completed lap will be the one that is shown on the electronic scoring system in which all of the cars have crossed the start/finish line.

2.10. **PACE LAPS:**

A. Pace laps, with or without the pace vehicle, will begin at the start/finish line when the field gets one to go. The front row cars will hold their RPM until the flagman waves the green.

B. On all starts when the flag man gives the one lap to go before the green there will be NO swaying back and forth.

C. Neither front row car will jump on and off the gas causing the cars to bunch up or crash behind them. If this happens, the car(s) on the front row causing the accident will start dead last behind all accident cars, even those that have had to pit and have re turned to the track.

D. The inside row will not crowd or run the outside row of cars up high or out of the racing groove. The front row will lead the field down the middle of the backstretch and into turns 3 and 4 running side by side until the flagman displays the green flag.

2.11. **TAKING INITIAL GREEN FLAG/STARTS:**

A. If you do not take the initial green flag of any event, you will be black flagged and not scored. Coming out of the pits and getting on the tail end of the field as it takes the initial green is acceptable, if directed to do so by a series official.

B. All cars must maintain their lane before the start/finish line on the initial green flag of any race.

C. The pre-race pole sitter or the race leader on restart will have choice of inside or outside starting position prior to the race starting. Choice must be made before the cars enter the racetrack and be communicated to the race director before the event.

D. The first non-qualified car of that evening’s race will be the alternate car. The alternate car has the option to be completely ready to compete and have his/her spotter standing with the spotter official as the qualified field takes to the track. In the event that a qualified car fails to take the track and does not take the initial green, the alternate car will enter the track at the tail end of the field as the field prepares to go green.

2.12. **STARTS/RESTARTS:**

A. The Flagman will control all starts/restarts. The front row MUST maintain their pace until green flag is waved.
B. On all starts and restarts, drivers will double up and receive the one to go at the same time, unless notified differently by MRS Officials.

C. On restarts only, passing may occur as soon as the green is waved. Cars passing before then will be penalized two (2) positions per car passed.

D. If car(s) are not up to speed, it will be the race director’s option to start these cars at the back of the pack.

2.13. PASSING FLAG/LAPPED CARS:

A. Cars that are shown the passing flag will go to the bottom of the track and stay down. Giving the leaders respect and a racing lane is a requirement. The leaders, as stated, refer to all lead lap cars.

B. If a car does not respond within two laps of receiving the lap flag, that car will receive the black flag. The driver will pull into the pits for consultation with an MRS Official. He/she MAY then be sent back out on the track to rejoin the field. If the same lap car continues this, a second black flag will be flown and the driver will be disqualified from the event.

C. After lap one (1) completed lap, lapped cars will be moved in order behind lead lap cars.

D. “Slow” lap cars, which have gone down a lap every 5 laps, will receive the black flag. The black flag will be shown, and the slow car is to pull into the infield, not the pits, until the end of the race.

2.14. YELLOW FLAG:

A. Cars will not race back to the start/finish line at any time. Drivers are required to get in single file immediately and stay closed up in running order.

B. Position after Caution
   1) Cars will be lined up according to their positions on the last completed green flag lap, as dictated by the computer scoring system.
   2) Caution cars and or cars that leave the track will be lined up at the rear of the field. If there are cars that are down laps and a caution/pit car returns and are on the lead lap MRS Officials will place that car at the rear of the lead lap cars. Officials will check the lineup and adjust as needed.
   3) Any car that loses forward momentum (stops), or spins and hits accident cars will be considered part of the caution and will be sent to the rear.
   4) Any car that’s stops and needs assistance to rejoin the field will be sent to the rear. Unless directed to stop by an official, if this occurs, race control will communicate to the race teams if any adjustments will be made.
   5) If car (A) spins car (B), car (A) will be put to the rear of the field and car (B) will be put in front of car (A) at the rear of the field. Both cars will be positioned at the tail end of cars running on the same lap.
   6) If you stop or spin to avoid an accident and don't make contact with accident cars, you will get your spot back.

C. If a car is the cause of 3 (three) caution flags, by he/she’s own doing, the car will be disqualified from that qualifying and/or feature race.

D. Any car that purposefully engages in altercations, which result in a yellow flag being displayed, will be sent to the rear or disqualified at the race director’s discretion if the situations dictates.
E. Any purposeful contact, under the yellow flag, on the race track MAY result in disqualification.

2.15. **INTENTIONAL YELLOW FLAG:**

Any car that draws or creates a caution intentionally will be penalized one (1) lap.

2.16. **RED FLAG:**

A. When a red flag is displayed, all cars will stop immediately when safe to do.

B. There will be no moving on the racetrack unless so directed by an official.

C. **NO WORK WILL BE PERMITTED ON CARS DURING A RED FLAG.**

D. Any car involved in the red flag situation that are cleared to move by a track official or a safety worker may move a safe distance away from the accident and stop. They are not to go to the pit area until the red flag is lifted.

2.17. **BLACK FLAG:**

A. The black flag, when shown or waved to any driver, must be obeyed immediately. The flagman may use this flag not only for a disqualification for a rule infraction but also when a car has some mechanical defect that might cause an accident or makes it dangerous for others.

B. The driver must slow down, keep clear of the other cars, and pull off the track at the first opportunity.

C. If the driver does not obey the black flag (4 Laps), the caution will be displayed and the car will be disqualified.

2.18. **POSITION AFTER CAUTION (One Car Spinning Another):**

A. No matter what lap or how far from the start/finish line, if car A spins car B, car A will be put to the last position on the lead lap and car B will be put in the next to last position on the lead lap.

B. Cars A and B will be placed ahead of lapped cars.

2.19. **RETURNING TO TRACK AFTER PITTING:**

A. Any car going to the pit area will line-up based upon position when returning to the race track. Race Control will notify your spotter of your correct line-up position.
There may be re-entry under the green flag at tracks that can facilitate re-entry SAFELY. Re-entry following a caution period and prior to a restart will be at the discretion of MRS Officials.

2.20.  FREE PASS:

A.  After the yellow flag is displayed and/or caution lights are illuminated (yellow), the first eligible car, one (1) or more laps down to the leader at the time of a caution period, will be given one (1) lap back.

   1) The “Free Pass” car will not need to pass the pace car, the lap adjustment will be made through the scoring system.

B.  A car is not eligible to receive the “Free Pass” when, in the judgment of MRS Officials, the car was involved in, or the reason for the caution, the car is behind pit wall, or the car has been penalized with a discretionary call (aggressive acts of driving, intentional yellow, verbal abuse to a MRS Official(s), or disobeying a MRS request).

   1) In the case of a MRS discretionary penalty, it will be made known to the Competitor, at the time the MRS discretionary penalty is imposed.

   2) The penalized car may be eligible to receive the “Free Pass” to make up the penalized lap(s) after; one (1) “Free Pass” penalties have been issued to eligible competing race cars or fifty (50) laps were completed after the infraction occurred and the car has not been involved in any further actions that receive any discretionary penalties.

C.  Transferring the “Free Pass” will only occur when the first eligible car becomes ineligible to receive the “Free Pass” because of a MRS discretionary penalty, or the first eligible car is not in competition at the time the yellow flag is displayed and/or the caution lights are illuminated (yellow). Then the “Free Pass” will be transferred to the next eligible car.

D.  The “Free Pass” car must restart at the tail of field when issued the free pass (behind all lead lap cars)

2.21. SINGLE FILE RESTARTS:

A.  Cars not on the lead lap will go behind all lead lap cars after the completion of lap number (1) one.

B.  Officials also reserve the right to use the single file restart policy at their discretion.

2.22. AGGRESSIVE DRIVING:

A.  Aggressive driving will be dealt with immediately by the series director during a given event. This includes practice, qualifying and feature events.

B.  The immediate decision will be the responsibility of the series director to determine the penalty served for the infraction.
C. Aggressive driving would be considered continuous use of front bumper, chopping, blocking, etc. Any of these can result in placement at the rear of the field or disqualification, depending on the severity of the infraction and possible probation.

2.23. **REPEAT OFFENSES:**

A. A letter will be sent from the Modified Racing Series, signed by the series director.

B. Teams receiving a letter will be put on probation for the next four (4) races that you are in attendance.

C. Definition of Probation: All on and off track actions or conduct by owners, drivers, and/or crew members will be closely monitored by MRS Officials.

D. Violation of probation will result in further actions set forth by MRS Officials

2.24. **DISQUALIFICATION:**

This means no pay and no points for that night. Money for last position will be put into point fund.

2.25. **WEIGHING CARS:**

A. All cars are to cross the scales before the heat races.

B. MRS Officials will randomly pick cars to be weighed after completion of each qualifying race.

C. A twenty (20) lbs. weight allowance for fuel will be granted. There will be no warnings

D. Cars can be subject to be weighed at any time during any race event by any MRS Official.

2.26. **TIRES:**

A. The first five finishing positions and two random positions, to be determined by MRS officials each week, may have their tires pulled and broken down to be checked for any illegal substances or other issues.

   1) The exact tires and how many to be checked will be determined by MRS officials.
   2) If tires are found illegal, penalties and fine will follow.

2.27. **OFFICIAL FINISH:**

A. All race finishes will be Green-White-Checkered, if necessary.

B. Race will be deemed official once the half-way mark of the event has been reached and completed by scoring.
2.28. **RAIN OUTS:**

A. If all scheduled qualifying races cannot be completed due to weather or adverse conditions, then the feature line-up may be set by current owner’s points.

B. A feature race must reach half of its scheduled distance, and the lap completed, to be considered Official.

C. If a feature event is rained out, the event may or may not be rescheduled at the discretion of the race track and MRS Officials.

D. If a feature event is rained out, not rescheduled and can be considered complete, the finishing order will be determined by the last completed green flag lap. Accident and/or pit cars will be placed at rear of the field in the order that they were running in the last completed green flag lap. Lap cars will be placed in the finishing order in the same manner, in the last lap that they completed.

E. In the event that all scheduled qualifying races have not been completed and the race event is rescheduled, competitors will re-register and re-draw for heat race qualifying positions.

F. A feature race that is rained out while in progress and will be rescheduled will restart on the last lap completed.

G. Twenty-five (25) owner's points will be given to cars registered / signed-in at each rained out event.

H. All tires will impounded by MRS Officials if the race event is rained out, unless otherwise directed by MRS Officials.

K. All cars must return in the same motor configuration as when the cars left the racetrack for a rain delayed event.

1) All motor seals will be rechecked before any car is allowed on the race track for the make-up event.

2) In the event that the motor seal does not match or unapproved changes have been made, you will start at the rear of the field or depending on severity of changes, may not be permitted to compete and would be considered disqualified.

2.29. **ENGINE CHANGES:**

A. Engine changes are permitted. If an engine is changed at any time during a race event, then the car will start last in the feature.

2.30. **PRACTICE AND TESTING POLICY:**

A. Track Rentals and Private Practice Sessions are prohibited.

B. No practice or testing is permitted at any MRS track by any car/team within seven (7) days of a scheduled MRS race event at that track once the season has begun.

   1) Any series approved pre-season practice sessions, will be announced on the series website, themodifiedracingseries.com

C. The penalty for unauthorized practice is that the car/team involved will be suspended from racing at the next MRS race event at that track.
1) Additionally, 100 championship points will be taken from both owners and drivers totals for the year.

D. Series tires may be purchased for event practice sessions.
   1) All practice tires will be branded and cannot be used during any MRS race event for practice, qualifying events or feature races. Any branded tires found during a race event will be confiscated and held by MRS Officials.

2.31. MEMBER CODE OF CONDUCT:

A. All drivers WILL race with the utmost respect towards; fellow drivers, race fans, series sponsors, race sponsors, host tracks, ect. Drivers will compete to the best of their abilities (dependent upon the stage of the race) any time that competition is taking place. If, in the opinion of series officials, any driver(s) are competing in a disrespectful manner towards drivers, fans, sponsors, ect. the driver will be disqualified from the entire event.

   B. All MRS members shall not make (or cause to be made) a public statement and/or communication that criticizes, ridicules, or otherwise disparages any MRS members (race teams, officials, host track, ect.)
      1) This includes disparaging comments as it relates to a person’s race, nationality, age, sex, religion, ect.
      2) Aggressive behavior, language, destruction of personal property and/or physicality towards any MRS officials, the visiting host track and their employees or any race team members of any kind by MRS individual members, will not be tolerated at any time and will be subject to fines and suspension.
      3) This includes, but is not limited to; at any series functions (race tracks, car shows, banquet, ect.), in print media, in social media, standard or internet broadcasts or any like forms.
      4) Each team will be liable for the actions of their team members, 24 hours prior to and following, on the property of the race track of which the event is contested.

2.32. FIGHTING:

A. Fighting and/or physicality of any kind will not be tolerated. Violators will be subject to fines and suspension.

2.33. ALCOHOL:

A. No alcohol will be allowed in the pit area. Violation of this rule will be subject to fines and suspension and (Testing).

2.34. PIT AREA:

A. Teams will be fined for any garbage, tires, parts, oil, etc. that was left behind in their designated pit area after completion of a race event.
2.35. **DRIVERS MEETING:**

A. All drivers and crew chiefs ONLY are required and permitted to attend driver’s meetings at each race event.

B. If driver and/or crew chief is not present when roll call is completed that driver will start at the rear of his/her heat race.

2.36. **ROOKIE OF THE YEAR ELIGIBILITY:**

A. In order for a driver to be considered a Rookie, the driver cannot have previously raced a full season/schedule in any tour-type modified division including weekly race tracks, touring series, etc.
   
   1) A driver cannot have participated in more than (6) Modified Racing Series events during any prior season.

B. Driver must be properly registered. The form must be received by the Modified Racing Series on or before 3/1/15. Driver must hold a valid 2015 Modified Racing Series license.

C. The competing Rookies must be in good standing with the series, in order to be eligible to compete for rookie status. MRS looks that way you carry yourself throughout the season. The Rookie of The Year Award is awarded to the highest finishing registered rookie in the final 2015 Modified Racing Series point standings.

2.37. **BANQUET:**

A. Team participation is required at the annual MRS banquet.

B. The top 15 teams are required to have at least one licensed crew member attend, if the car owner and or driver are unable to attend.

C. Failure to attend the banquet will result in the loss of all point fund money and awards, plus any special series awards.

D. Formal dress attire is required.

2.38. **FINES**

A. Any unsportsmanlike or disrespectful conduct towards: any race teams, series officials, host track property, host track employees, race fans, media, ect. will all be fineable offenses.

   The following have been deemed fineable offenses, resulting in a minimum fine of $50 and may also be accompanied with a suspension, but are not limited to:
   
   1) Leaving your pit area with garbage, tires, ect. (Pit Area Rule- 2.34.)
   2) Alcohol in the pit area (Alcohol Rule- 2.33.)
   3) Physical contact in an aggressive nature (Fighting Rule- 2.32.)
4) Public comments of a disparaging nature (Code of Conduct Rule- 2.31.)
5) Multiple infractions of aggressive driving (Repeat Offenses Rule- 2.23.)
6) Not adhering to a black flag directive in a timely manner (Black Flag Rule- 2.17.)
7) Purposeful contact on the race track or pit area(s), under the yellow flag (Yellow Flag Rule-2.14.)
8) Spotter conduct: violation of device rule, abusive behavior, ect. (Spotter Rules- 2.8.)
9) Illegal contact of the race car, by a team member(s), on the series scales (Pre-grid Rules-2.7.)
10) Illegal contact of the race car, by a team member(s), after the scaling process was completed and cars are in line. (Pre-grid Rules- 2.7.)
11) Entering the race track without the proper safety equipment in all on-track activities. (Safety Rules- 2.1.)
12) Abandoning your race car, on the race track, at any time (Safety Rules- 2.1.)

B. All individual members will be responsible for paying their fine (team members are responsible for themselves) as well as, the team owner.

C. All Fineable monies received will be placed into the 2015 MRS point fund.

D. Fineable violations are not limited to the above examples and all are final. E.

Multiple infractions of fineable offenses may result in suspension.

2.39. RULE INTERPRETATION:

A. If there is a disagreement or dispute regarding the meaning or application of the MRS Rule Book, the interpretation and application of MRS officials at the event shall prevail and are final.

Any interpretation or deviation of these rules and procedures is left to the discretion of Modified Racing Series Officials and Modified Racing Series Inc. All of their decisions are final.

2015 Modified Racing Series References

Section 3

Items A1 – A4

ANY REFERENCE TO NASCAR, NASCAR APPROVAL OR NASCAR OFFICIALS SHALL BE SUBJECT TO INTERPRETATION BY THE MODIFIED RACING SERIES AND MODIFIED RACING SERIES OFFICIALS. THE MODIFIED RACING SERIES INTERPRETATION SHALL SUPERCEDE ANY REFERENCE TO THE NASCAR RULE BOOK.

A. NASCAR Rule Book References
(Per 2007 NASCAR Whelen Modified Tour Rule Book)

3.A1. Cylinder Head:

20D - 5.6 Cylinder Head

All cylinder heads must be NASCAR - approved and all modifications must be submitted to NASCAR before any proposed modifications will be eligible for approval. Approved manufacturers’ identification in the form of cast-in part numbers must remain unaltered on the cylinder heads being used in competition.

A. OEM Cylinder Heads:
The following cylinder heads are the only OEM cylinder heads that have been approved for use in competition:

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>PART NUMBER</th>
<th>CASTING NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dodge W8</td>
<td>P4876281</td>
<td>P4532933</td>
</tr>
<tr>
<td></td>
<td>P4876697 (CNC)</td>
<td>P4532933</td>
</tr>
<tr>
<td></td>
<td>P4876281</td>
<td>P4510019</td>
</tr>
<tr>
<td>Ford dated 9/9/91 or later</td>
<td>E3ZM6049C3</td>
<td>E3ZM6049C3</td>
</tr>
<tr>
<td></td>
<td>E3ZM6049C3L</td>
<td>E3ZM6049C3</td>
</tr>
<tr>
<td>General Motors18 Degree</td>
<td>10134364</td>
<td>10134363</td>
</tr>
<tr>
<td></td>
<td>24502580</td>
<td>10134363</td>
</tr>
</tbody>
</table>

B. At all NASCAR Whelen Southern Modified Tour stand-alone events, previously approved 22 and 23 degree valve angle aluminum V-8 cylinder heads are eligible for General Motors engines. Previously approved Ford and Dodge aluminum V-8 cylinder heads are eligible for Ford and Dodge engines.

Previously approved cylinder heads with manufacturers’ identification and part numbers are listed:

Air Flow Research  AFR 215
All Pro            AP 227
Brodix            3941075
Chevrolet         10051101
Dodge W-7          
                   Casting #P4532442B,  
                   Part Numbers P5249958 (Unported) and  
                   P5249850 (CNC ported)
Ford              M-6049-C302 with 4 Degree Valve Cant
Pontiac           10033867

NASCAR Officials may use a cylinder head provided by the respective manufacturer as a guide in determining whether a Competitor’s cylinder head conforms to the specifications of the Rule Book.

20D - 5.6.1 Eligibility

To be eligible, the approved cylinder heads must be acceptable to NASCAR Officials and meet the following requirements:

A. The following requirements are for the OEM cylinder heads described in sub-section 20D-5.6 A above:
   (1) The valve angle and valve location for General Motors, Dodge and Ford cylinder heads must remain as approved by NASCAR. Spacing between valves is 1.935 inches, center to center, for the General Motors cylinder heads, 1.936 inches, center to center, for the Dodge W-8 cylinder heads, and 1.900 inches, center to center, for the Ford cylinder heads. Valves must remain in the approved location in relation to the cylinder bore centerline.
   (2) The top of the intake ports must remain in the approved
(3) The vertical centerline of the intake port entrance must be straight and perpendicular to the cylinder head gasket surface. The vertical centerline of the intake port must remain in the approved location. The horizontal centerline of the intake port must be straight and parallel to the cylinder head gasket surface.

(4) The vertical and horizontal centerlines of the exhaust port exit must remain in the approved location. The vertical and horizontal centerlines must be straight lines. The horizontal centerline must be parallel to, and the vertical centerline must be perpendicular to, the cylinder head gasket surface. If material is removed from the top or side of the exhaust port, the same amount must be removed from the bottom or opposite side of the port.

(5) The rocker arm fastener bolt holes must remain in the approved location.

(6) Only steel or titanium valves are permitted.

(7) Only magnetic steel valve springs are permitted.

(8) Only two (2) valves per cylinder will be permitted.

(9) There are no restrictions on the valve size.

(10) Internal polishing and porting will be permitted.

(11) Spark plug holes must remain in the approved location.

(12) Angle cutting of the cylinder head to the engine block mating surface will not be permitted.

(13) Milling of the heads will be permitted, but not to exceed 0.175 inch.

(14) “O” rings will not be permitted for sealing the cylinder head to the engine block.

B. At all NASCAR Whelen Southern Modified Tour stand-alone events, when the previous approved cylinder heads are used; the cylinder heads must meet the following requirements:

(1) Only steel or titanium valves are permitted.

(2) Only magnetic steel valve springs will be permitted.

(3) Only two (2) valves per cylinder will be permitted.

(4) There are no restrictions on valve size.

(5) Internal polishing and porting will be permitted.

(6) Spark plug holes must remain in the approved location.

(7) Valve angle must remain as manufactured within two (2) degrees from the approved valve angle on the previously approved cylinder heads in NASCAR’s possession.

(8) Valves must remain in the approved location in relation to the cylinder bore centerline.

(9) “O” rings will not be permitted for sealing the cylinder head to the engine block.

20D - 5.6.2 External Changes

A. External modifications for the approved OEM cylinder heads will be permitted providing the external dimensions of the cylinder head have not been changed in respect to original height (0.000 inch for Dodge, plus 0.100 inch for Ford and 0.080 inch for General Motors or minus 0.175 inch for all engines), original length, and original width as compared to the cylinder heads described in sub-section 20D-5.6B.

B. External modifications for the OEM Ford cylinder head, part number E3ZM604C3L and the OEM 18 degree General Motors cylinder head, part number 24502580 will be limited to milling of the head not to exceed 0.175 inch.

C. External modifications for the previously approved 22 and 23 degree General Motors cylinder heads will be permitted providing the external dimensions of the cylinder head have not been changed in respect to original height (plus or minus 0.100 inch) original length and original width. A maximum of 3.000 inches height must be maintained on intake flange side of head from the head to block surface to the valve cover rail. On cylinder heads manufactured with a raised valve cover rail for oil retention purposes a maximum of 3.200 inches will be permitted. All identification numbers and markings must remain on the cylinder heads.

20D - 5.6.3 Internal Changes

Internal changes for the OEM cylinder heads are as follows:

A. Air flow improvements by internally polishing and porting will be permitted.

B. Improvements or modifications to the cylinder head may be done by removing material from the production casting.

C. The addition of foreign material (i.e., epoxy, plastics, etc.) to the production casting will not be permitted.

D. Internal porting and/or polishing will be permitted. The original internal shape and configuration of the port must not be notched, grooved, channeled, or ridged in any way. After porting and/or polishing the intake port walls, port roof and port floor from the intake manifold mating surface to the centerline of the intake valve, air can flow over one (1) surface each,
except where the manufacturer has cast a valve guide support into the roof of the intake port. The maximum port roof
high, port centerline, and spark plug locations must conform to the NASCAR template.

3.A2. Carburetor:

20D - 5.10 Carburetor

The carburetor must be NASCAR-approved. NASCAR Officials may use a carburetor provided by the respective
manufacturer as a guide in determining whether a Competitor’s carburetor conforms to the specifications of the Rule
Book.

20D - 5.10.1 Eligibility

The following carburetors are eligible for use.

A. The Holley 4150HP Series, list number 80507, and Holley 4150 Series, list number 6895, four (4) barrel carburetors
with a maximum venturi size of 1-1/16 inches and a maximum throttle bore size of 1-7/16 inches are approved for use on
all engines. The venturis must retain a circular (round) cross section. These are the only carburetors eligible for use at
NASCAR Whelen Modified / Whelen Southern Modified Tour Events. Only Holley replacement or service parts can be
used in any carburetor rework. All carburetor modifications must be acceptable to NASCAR Officials. Carburetors and/or
carburetor components machined from billet materials will not be permitted.

B. Holley 4150HP Series and 4150 Series rework guidelines are as follows:

(1) Carburetor Main Body
The only carburetor main body that will be permitted for the Holley 4150HP Series will be the Holley main body with
casting number 6R-7879B. The Holley casting numbers must remain legible on the top of the main body. Main bodies
must remain as manufactured. Machining, reshaping, grinding, polishing, or drilling holes will not be permitted. The
addition of material(s) such as but not limited to, epoxies, sleeves, inserts, or tubes will not be permitted to the carburetor
main body.

(2) Carburetor Boosters
One (1), one-piece singular discharge booster per venturi must be used. The type of booster must not be changed. The
Holley booster part number 45R-107-1, with the casting number 45R-312 are the only boosters that will be permitted. The
Holley casting numbers must remain legible on the top of all booster stems. Size and shape must not be altered. Height
and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of
0.616 inch. The additional of material will not be permitted to the boosters. A bonding agent may be used to assist in
adhering the carburetor booster to the carburetor main body, but it must not extend past the carburetor main body booster
mounting hole into the carburetor venturis. Each carburetor booster must be secured by a steel wire not less than 0.025
inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the
carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle
shaft and the throttle plates (butterflies). A minimal size hole, acceptable to NASCAR Officials, must be drilled through the
top of the booster barrel, inboard of the booster attaching stem. The 0.025 inch steel wire must loop through the hole in
the booster barrel and then be tied to the respective float bowl vent tube. As an alternative to drilling a hole in the booster,
the 0.025 in steel wire must pass through the booster barrel from top to bottom and then be tied to the respective float
bowl vent tube.

(3) Carburetor Venturis
The venturi is defined as a constricted throat in the main body air passage. The location of the venturi must remain as
produced by the manufacturer. The venturis must not be raised or lowered in the body of the carburetor. The venturis
must maintain a circular (round) cross section. The maximum diameter of the venturis must not exceed 1.064 inches.
Altering or reshaping of the venturi in any manner will not be permitted.

(4) Carburetor Throttle Body (base plate)
The only throttle bodies permitted will be the Holley throttle bodies with casting numbers 12R-6236B or 12R11524B. The Holley casting number must remain legible on the left secondary “ear” of the carburetor throttle body with casting number 12R-6236, and on the right secondary “ear” of the carburetor throttle body with casting number 12R-11524B. The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. Throttle bores must be completely round. The throttle bores must not be larger than 1.438 inches. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The carburetor throttle body must not be altered in shape or size.

5. Throttle Plates (butterflies)
The throttle plates (butterflies) must be magnetic steel and must not be thinned or tapered. The type of screw used to retain the throttle plates (butterflies) to the throttle shafts must be pan head type either straight slotted, phillips head or allen type head. Idle holes may be drilled in the throttle plates. The throttle plates (butterflies) must be mounted to the throttle shaft in the approved location.

6. Throttle Shafts
Holley magnetic steel throttle shafts must be used. Shafts must remain standard production size and must not be thinned or cut in any manner. Throttle shaft rotation must be in the same position as produced by the manufacturer. The combined thickness of the throttle shaft and the throttle plate (butterflies) must not be less than 0.197 inch. Throttle shaft seals that prevent air leakage must be used on all throttle shafts where the shaft exit the carburetor throttle body. The primary and secondary throttle shafts much each have an independent travel stop to prevent the throttle plates (butterflies) from opening beyond vertical.

7. Carburetor Metering Blocks
Only Holley metering blocks will be permitted. Surfacing of the metering blocks for improved gasket seal will be permitted.

8. Alterations that, in the judgment of NASCAR Officials, were made to allow additional air to be picked up below the opening of the venturi, such as but not limited to, altered gaskets, throttle bodies, drilling or machining holes into the carburetor will not be permitted.

9. External modifications and/or altercations to the carburetor will not be permitted.

10. Choke Horn (List Number 6895)
Choke horn may be removed with a square cut, no taper or bevel, but must not be cut into the body of the carburetor. The air filter housing gasket ring must remain standard.

3.A3 - Rear Bumpers / Side Rails:
The bumper and side rails must be acceptable to Modified Racing Series Officials and meet the following minimum requirements:
1. Rear bumpers must be made from an I-beam extruded from aluminum.
2. Rear bumpers must remain unpainted or silver and or white in color .
3. The width, when measured across the rear of the car must be a minimum of 45 inches and a maximum of 50 inches and be mounted on centerline of the rear sub-frame rails plus or minus (+/-) one (1) inch.
4. Each end of the rear bumper (from the mounting side) must be cut square and capped with a minimum 0.125 inch thick aluminum. All bumper caps must be welded and sharp edges must be filed smooth.
5. The minimum I-beam size permitted will be 2-3/4 inches by four (4) inches by 3/16 inch thick.
6. The bumper must be mounted at rear axle height.
7. A maximum distance of 46 inches measured at the center of the rear axle to the rear edge of the bumper will be permitted.
8. Bumper extensions must be a minimum of 1-1/2 inch by 1-1/2 inch square magnetic steel tubing with a minimum wall thickness of 0.125 inches.
9. Bumper extensions may be welded or bolted directly to the rear sub-frame cross-member. If bumper extensions are bolted to the rear sub-frame cross-member, four (4) bolts per bumper extension must be used and be a high quality minimum 3/8 inch diameter solid magnetic steel. Bumper extensions must have a rear bumper mounting flange a minimum of 1/4 inch thick flat magnetic steel welded completely to the bumper extension.
10. Four (4) rear bumper mounting bolts per side must be used and be a high quality minimum 3/8 inch diameter solid magnetic steel.
11. All mounting bolts must have a minimum of 1/2 inch of metal from the center of the mounting bolt to the edge of the mounting flange (See illustration B1).
12. Holes and/or modifications that, in the judgment of Modified Racing Series Officials, have been made with the intent of weight reduction will not be permitted.
13. Cars will not be permitted to compete without the front and rear bumper.

3.A4- Anti-Intrusion Door Plate Hole Location:

Reference to 2009 NASCAR Whelen Modified Rulebook (From 2015 MRS Rule 1.4 Section G)

1. The door bars (#9 A & B), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 15-1/2 inches from the top of the main frame rails to its centerline and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & #2B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape. The door bars (#9 A & B) must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4 inches by 0.090 inch wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of diagram #3). Right side door bars must cover a minimum of 25 inches of door length and may be either four (4) horizontal bars with six (6) vertical studs or two (2) horizontal bars and two (2) bars configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame. (b) A 13 gage (0.0897 inch thick) magnetic steel anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). The plate(s) must be formed to match the curvature of the door bars. Plate(s) welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with one (1) inch of weld followed by a maximum of three (3) inches of surface not welded and followed again by a minimum one (1) inch weld. To facilitate emergency removal of the left side door bars (A), the anti-intrusion plate must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations: The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

2015 Modified Racing Series Illustrations
Section 4
Items A1 – W1
Illustration A1 (from 2014 MRS Rule 1.3- Letter Q)
Illustration B1 (from 2014 MRS Rule 1.4- Letter J)

Illustration C1 (from 2014 MRS Rule 1.3- Letter S)

No portion of the "B" pillar is to extend above this line.
Illustration D1 (From 2014 MRS Rule 1.4- Letter G)

2010 ANTI-INTRUSION PLATE HOLE LOCATION DIAGRAM

ROLL BAR 2A  VERTICAL SUPPORT BARS  ROLL BAR 1

2009 NASCAR RULEBOOK CONSTRUCTION GUIDELINES

Diagram 1: Typical NASCAR frame (plan view)

Diagram 2: Typical roll cage and frame construction (plan view)

Diagram 3: Typical roll cage and frame construction (elev view)

Diagram 4: Exploded view of basic roll cage (user guide contains for details)

Diagram 5: Basic NASCAR roll cage structure
**Illustration G1** (from 2014 MRS Rule 1.11- Letter O)

![Diagram of Intake Valve and Exhaust Valve](image1)

**Illustration G2** (from 2014 MRS Rule 1.10- Letter I)

![Diagram of Dart Head](image2)
ILLUSTRATION S1

DECALS MUST BE PRESENT TO BE ELIGIBLE FOR ALL CONTINGENCY AWARDS.

THE SERIES STICKERS MUST APPEAR IN THE LOCATIONS NOTED:

- LARGE VALENTI ROOF STICKER - ROOF ONLY
- SMALLER VALENTI STICKERS TO BE PLACE ON THE DOOR PILLAR OF EACH SIDE OF THE CAR.

CONTINGENCY STICKERS MUST BE ABLE TO BE SEEN PLEASE PUT UP TOWARDS THE FRONT OF THE CAR:

SUNOCO RACE FUELS
HOOSIER TIRES
RACING ELECTRONICS
SHERWOOD WHEELS
SPAFCO

* MUST USE THE DECALS THAT ARE PROVIDED

Illustration W1 (from 2014 MRS Rule 1.5- Letter L, Number 2)
Cut Tire Slip - Qualifying Only

Report #: .........................................
Date: ....../....../............ Track Location: ……………......................
Team Name: ................................................... Car #: ...............
Number of tires damaged*:..............
(*a report has to be made for each tire damaged)
Tire Number............... Location RF..... RR..... LF.....LR.....
Type of damage..............................................................................
Was damaged tire inspected by official prior to dismantling?

YES............ NO...........
Was damaged tire destroyed by official and returned to team?

YES............ NO...........
Inspecting Official................. Approved: YES....... NO**...........
(** If not approved, explain on bottom of report)
Team member signature: ...............................................................
MRS official's signature: ..............................................................
Comments: .......................................................................................
.................................................................................................

Cut Tire Policy

**THERE WILL BE NO CUT TIRE SLIPS UNLESS IT HAPPENS DURING QUALIFYING.**

-All damaged tires that are to be replaced must be reported after the heat race.

-All Damaged tires must remain on original rim and placed next to the tech trailer with the car number on surface and brought to the attention of a MRS Official.

-All tires that are cut, punctured, or not able to hold air must be inspected by a MRS Tire Official.