

2015 AMRA Rules Revised 2/24/2015

Yellow highlights are changes from last published rules on 12/19/2014

Here are the Final Revised AMRA Rules for the 2015 Series. The AMRA Board has done its best to keep ALL the Classes as Consistent, Competitive, Impartial, and just as possible for all the racers & race fans (for those who stood with us since the beginning, those who are racing today, and those who race with us next year and the future years to come).

We have heard your comments, requests, and suggestions. The AMRA Board has consulted with many technical officials, engine builders, racers, other racing associations, and other knowledgeable people to make these rules as accurate & consistent to the best of our ability. We will continue a whole-hearted effort to keep this sport that we all love growing for the future.

Please enjoy the season and **Let's ALL Have Some Fun!** This is why we started this association and, hopefully, that's why you have joined to race with us in The American Mud Racing Association. **Because YOU Are the Association We Call the AMRA.**

AMRA Class Rules – 2015

**YOU ARE EXPECTED TO KNOW THE RULES.
IGNORANCE OF THE RULES IS NOT AN EXCUSE!**

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 EXPRESSED 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 conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The AMRA and Track Officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL

RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The rules set forth shall be effective for AMRA 2015 racing season. The AMRA reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant and without any prior notice. Any changes will be posted on www.IRACEMUD.com. It is your responsibility to be aware of changes posted. These rules shall govern the condition of all AMRA events.

Mud Racing is a competitive sport, and, like any other sporting event, it depends on fan support. There is also a great deal of showmanship and public relations required. Starting on time, running events in a professional manner, proper uniforms or attire, race trucks brightly painted and the conduct of the competitors both on and off the track must be established.

AMRA sanctioned events are held on private property. Any person on this property without the permission of the track owners or AMRA is guilty of trespassing and subject to the penalties prescribed by law. Through your truck registration, you have been given the authority and the right to be on this property in conjunction with your mud racing activity only. However, the track owners of the race track and the AMRA reserves the right to revoke and cancel this authority at any time it is felt that your presence or conduct is not in the best interest of mud racing, your fellow competitors, the fans, management, or officials of the AMRA.

Although every effort has been directed toward complete, understandable, and correct rules, as well as the same factors in putting them into print, the AMRA cannot possibly anticipate every situation, circumstance, or interpretation.

While the decisions, actions, or inactions, of Event Officials are not appealable, the AMRA reserves the right to reverse such decisions or review such actions or inactions on its own initiative if it determines, in its sole and absolute judgment, that such action is warranted.

AMRA reserves the right to amend rules as performance dictates.

AMRA reserves the right to adjust weights as performance dictates.

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STOCK CLASS

SECTION 1 - SAFETY RULES:

- A.** Safety is the First Priority. If You Do Not Pass the Safety Tech-In, You DO NOT RACE. **ALL SAFETY RULES Apply - See GENERAL RULES.**

1. SECTION 2 - ROLL CAGE:

- a. Must have a 4-Point Roll Cage in the Cab Welded to Frame. Side bar must be Included on Driver and Passenger Side and Must Pass the driver or Rider at a Point Midway Between the Shoulder and the elbow.
- b. A 6-Point Roll Cage Is Recommended.
- c. Must Be a Minimum of 1.5" Diameter. With a Nominal Wall thickness of 0.083" Chrome Moly or 0.120" Mild Steel Tubing.
- d. NOTE: Roll Bars/Sport Bars in the Bed of the Vehicle Are Not Considered an Acceptable Substitute for a Roll Cage.
- e. Factory Glass Windshield permitted: Roll Cage Must Have Minimum Four (4) Half-Inch (0.5") Round Tubing or Front Windshield Bars May Be Square Tubing (May Be ½" Square Tubing). Windshield Bars Must Span From the Top Roll Cage Bar to the Lower Roll Cage Bar or Firewall. Must be Welded Top and Bottom. Welded Attachments Only- No Other Welding Attachments Allowed (No Bolt-In Types, No Straps, and No Rebar Allowed).
- f. 3/16 Minimum Speed Glass or Lexan (windshield) permitted: Roll Cage Must Have Minimum Two (2) Half Inch (0.5 inch) Round Tubing Windshield Bars (May be 1/2" Square Tubing) Welded From Top of Roll Cage to the Lower Roll Cage Bar or Firewall (Must Be Welded).
 - g. Doors May Be Trimmed for Roll Cage, But Not Guttred. "Guttred" Refers to Excessive Removal of the Interior Above and Beyond That Which Is Required for the Roll Cage And/Or Other Specific Rules Allow. (May Be Guttred If Door Bars Are Built to Protrude Against Outer Door Skin.) (Nascar or Dirt Track Type Construction) (Minimum of Two)
- h. Doors Must Be Able to Securely Open & Close.
- i. A ribbon-type or mesh-type window net is mandatory in ANY truck participating. Window net is required ONLY on driver side when driver is only participant in vehicle. Window net is required on both the driver side & the passenger side when driver and passenger are participants in the vehicle. Window net must be securely mounted to the roll cage with permanent attachment at the bottom. All attachment points and net design must be in an attempt to protect the driver & rider from contact with the track

surface or any other contact outside of roll cage. All window nets must be of the design to prevent driver's or riders body parts from protruding outside the confines of the roll cage when window net in place for competition. Net to be a minimum of 225 sq in.

SECTION 3 - BODY AND FRAME:

- a. Original Body and Frame with No Modifications Other than Fender Cut-Outs. (Fender Cut-Outs Cannot Exceed More Than 24 Inches From Top of Bed Rail Down With a One (1) Inch Tolerance or Eight (8) Inches Up From the Bottom of Door Rocker Panel With a One (1) Inch Tolerance.) OEM, Fiberglass or Sheet metal fabricated Hood permitted.
- b. Vehicles Must Have All Factory Sheet Metal, Except Tailgates.
- c. NOTE: Excessive Body and Interior Modifications Moves Race Truck Up To Super Modified Class.
- d. No Mixing of Engine and Body Style. Engine Type Must Be Offered By Manufacturer. (Ex. Ford Engine in Ford Chassis, Chevrolet Engine in Chevrolet Chassis, etc.)
- e. All Big Block and Small Block Engines Over a 373 Cubic Inch Must Be in a $\frac{3}{4}$ or 1 Ton Long Wheel Base Vehicle with 8 Lug $\frac{3}{4}$ or 1 Ton Running Gear (Must be a Heavy $\frac{3}{4}$ Ton Frame and Running Gear, Drive train, Axles, Springs, etc.)
- f. Vehicles in the $\frac{1}{2}$ Ton Category May Run $\frac{3}{4}$ or 1 Ton Running Gear, BUT This Does Not Qualify the Vehicle to Run Over a 373 Cubic Inch Limit Engine.
- g. Shortening or Lengthening of Frame prohibited.
- h. Notching of Frame prohibited.
- i. If Fuel Cell and/or Batteries are Located in Rear of Truck, Back Glass Must Be In Vehicle or Bed Top Must Be Covered.

SECTION 4 - INTERIOR:

- a. Driver's Seat Must Be Located on the Left Side Similar to Stock.
- b. Dash May Be Removed.
- c. Factory Firewall Mandatory and Cannot Be Repositioned.
- d. Heater and Heater Ducts May Be Removed.
- e. NOTE: Excessive Body and Interior Modifications Moves Race Truck Up To Super Modified Class.
- f. Must retain original floor pan.
- g. 4-Point SFI Harness Required for Driver & Passenger.

SECTION 5 - BUMPERS:

- a. Must Have Functional Front and Rear Bumpers.

- b. Bumpers Must Be Capped Off Even and Not Stick Out Past the Side Body Panels or the Tires. No Protruding or Sharp Edges. No Pipe or Tubing Unclosed/Uncapped Allowed.
- c. All Vehicles Must Have Tow Hooks Front and Rear.

SECTION 6 - FUEL TANKS/CELLS:

- a. Gas Tank May be Removed and Replaced with a Fuel Cell.
- b. All Tanks/Cells Must Have Positive Locking or Screw Caps.
- c. Fuel Tanks/Cells Must Be Fully Secured. Minimum Two (2) Metal Straps Four 3/8 Bolts (No Nylon or Rubber Straps)
- d. All Fuel Lines Must Be Isolated from Driver's Compartment.

SECTION 7 - FUEL:

- a. Gasoline or Racing Fuel Only. Additives prohibited. (Ex. Aniline, Benzoyl, Benzene, Toluene, Xylene, Propylene Oxide, etc.)
- b. Alcohol, Ether, Nitro Methane, Propylene Oxide, Nitrous Oxide, or Nitrous Devices (Nitrous Plates, Nitrous Solenoids, etc.) Prohibited.

SECTION 8 - TRANSMISSION/TRANSFER CASE:

- a. Stock Transmissions Only. Manual Valve Body permitted.
- b. Transmission Must Be Same as Offered By Manufacturer (ex. Ford in Ford, Chevy in Chevy, etc.)
- c. Aftermarket Shifters permitted.
- d. Stall Converters permitted.
- e. Transfer Case Must Be OEM.
- f. Power Glides, Transbrakes, or Electric Transmission Controls prohibited. Drive Line Brakes prohibited.

SECTION 9 - SUSPENSION:

- a. OEM/Stock Type Suspension.
- b. Must Maintain OEM Type Rear Leaf Spring Suspension in OEM Mounting Locations.
- c. Aftermarket Shackles/Sliders prohibited.
- d. Lift Kits Are Allowed.
- e. 4-Link, Z-Link Conversions prohibited. (Ex. Chevrolet Under Ford, Ford Under Chevrolet, etc.)
- f. Traction Devices prohibited, except Over the Spring Applications.
- g. Ladder Bars prohibited.
- h. Maximum of One Shock Per Tire unless OEM equipped with 2 shocks per tire.

SECTION 10 - TIRES:

- a. All Tires Must Have Manufacturer's DOT#, Manufacturer's Stamp No Larger than a 33" (Thirty-three Inch) Tall or P Series Tire. Tire Cannot Exceed 10.5" (Ten and a Half Inches) Tread Width as Measured on Contact Area of the Ground.

- b. Cutting or Grooving prohibited.

SECTION 11 - RADIATOR:

- a. Radiator Must Be in Stock Location.
- b. Manual Water Pumps Only in Stock Location and Driven by Engine.
- c. Electric Water Pumps prohibited. Electric Fans permitted.

SECTION 12 - BATTERY:

- a. Must Not Be in Driver's Compartment. Battery Must Be Securely Fastened and Shielded from Driver.
- b. Must Be Installed with 3/8" Bolts with a Minimum of a 1/4" Steel Plate and/or Tube Frame Type Construction. (Bungee Ties or Rubber Straps Are Not Acceptable.)
- c. Auxiliary Batteries permitted.
- d. On/Off Master Cutoff Disconnect Switch Is Required at the Rear on the Passenger Side. The Switch Must Be Located a Minimum of Twelve (12) Inches to a Maximum of Twenty-Four (24) Inches from the Side and a Maximum of Twelve (12) Inches from the Rear. On/Off Master Cutoff disconnect switch must stop all electrical functions.

SECTION 13 - ENGINE:

- a. Only One (1) Automotive Type Engine Per Vehicle.
- b. Engine must remain in Stock Location with Stock Type Mounts. Factory Firewall Mandatory and May not Be Repositioned. Mid-Plates and Motor Plates prohibited.
- c. Engine Must Be Built with OEM/Stock Type Parts Only unless otherwise stated. Stock Rotating Assembly - Crank and Rods. Crank Rod and Main Journals Can Only be Turned a Maximum of 0.070" Under OEM Specs
- d. Stock Rod Lengths Only – Measured Center-to-Center. Plus or minus (+/-) 0.025" Tolerance from OEM Specifications Permitted. Rod Lengths Must Match Specific Block.
- e. Engine Type Must Be Offered By Vehicle Manufacturer. NOTE: 1/2, 3/4 or 1 Ton Engines May Only Be Run in 1/2 Ton or Larger Vehicles. Small & Mid-Size Vehicles (Ex. Chevy S-10, Ford Ranger, Dodge Dakota, Toyota 4-Runner, Jeep Cherokee, etc. Maximum of Six Cylinders) Must Run Engine Sizes That Are Offered for That Specific Vehicle (Ex. Big Blocks are Not Allowed in S-10s, Rangers, etc.).
- f. Mixing of Engine and Body Style prohibited. (Ex. Ford in Ford, Chevy in Chevy, Dodge in Dodge, etc.)
- g. Camshaft Swaps Permitted. Only Hydraulic Flat Tappet Camshaft and Lifters Permitted. Hydraulic Lifters May not Be Altered. Hydraulic Rollers Prohibited. Ceramic Lifters Prohibited.

- h. VACUUM: The AMRA Reserves the Right, At Its Own Discretion, to Change the Following Vacuum Inches on Any Engine or Engine Combination.
- i. Small Blocks up to 373 Cubic Inches Must Pull No Less Than 17" of Vacuum at 1,000 RPM's. No Vacuum Devices Allowed. "Pan Evac" system attached to exhaust permitted. "Pan Evac" system must be attached to valve covers only. Use of "smog pump" or air pump for crankcase evacuation prohibited.
- j. All Big Blocks or Small Blocks Over 373 Cubic Inches Must Pull No Less Than 18" of Vacuum at 1,000 RPM's. No Vacuum Devices Allowed. "Pan Evac" system attached to exhaust permitted. "Pan Evac" system must be attached to valve covers only. Use of "smog pump" or air pump for crankcase evacuation prohibited.
- k. Maximum Cubic Inch in ½ Ton Vehicles = 373 Cubic Inch
- l. Maximum Cubic Inch in ¾ & 1 Ton Vehicles = 477 Cubic Inch
- m. Maximum Over Bore permitted from OEM specifications 0.070"
- n. Engines Over a 373 Cubic Inch Must Be in a ¾ or 1 Ton Long Wheel Base Vehicle with ¾ or 1 Ton Running Gear (Drive train, Axles, Springs, etc.)
- o. NOTE: Vehicles in the ½ Ton Category May Run ¾ or 1 Ton Running Gear, BUT This Does Not Qualify the Vehicle to Run Over a 373 Cubic Inch Limit Engine.

CRANKSHAFT STROKE: Stroking or De-Stroking from factory crankshaft stroke specifications more than Plus or Minus (+/-) 0.015" prohibited.

CRANKSHAFT: OEM/Stock Only (Scat, Eagle, or Any Other Aftermarket Crankshaft prohibited).

PISTONS: Aftermarket Pistons Permitted: Flat or Dish only. Dome Pistons Prohibited.

BLOCK: OEM/Stock Only. Aftermarket prohibited.

RODS: OEM/Stock Rods And Rod Lengths Only, (Scat, Eagle or Any Other Aftermarket Rods prohibited. OEM or aftermarket rods permitted with the following requirements. Aftermarket rods must be the same configuration as OEM rods. (Ex: aftermarket "I" beam rods permitted for SBC – aftermarket "H" beam rods prohibited for SBC.) Aftermarket rods are permitted only to have a rod bolt configuration the same as the OEM rod. (Ex for SBC: Aftermarket "I" beam rod must have a rod bolt and nut. Aftermarket "I" beam rod with a rod bolt that screws into the rod itself is prohibited.) Stock Rod Lengths Only – Measured Center-to-Center (+/-) 0.025". Rods Lengths Must Match Specific engine. (Ex. Chevy 327 & 350 = 5.700", Chevy 400 = 5.565", Chevy 396, 402, 427, & 454 = 6.135"; Ford 302 = 5.090", Ford 351-C = 5.780", Ford 351-W = 5.959", Ford 351-M = 6.580", Ford FE 390 = 6.488", Ford 360 = 6.488", Ford 400 = 6.580", Ford

460 = 6.605"; Chrysler 318, 340, & 360 = 6.123", Chrysler 383 & 400, = 6.358", Chrysler 440 = 6.770"). Aftermarket Rod Bolts permitted.

CYLINDER HEADS: Any OEM Production, factory installed on truck or passenger car engine, Cast Iron Head permitted. Grinding, Porting, Polishing, Grinding In Combustion Chamber, or Port Matching prohibited. Aftermarket Heads (example: Bowtie, SVO, Mopar Performance, Dart, World Products, etc. prohibited).

NOTE:

Must Have Identifying Casting Numbers Located on Head.

Any After-Market Steel Valve Permitted. TITANIUM VALVES PROHIBITED.

Cylinder Head May Have All of the Seats Replaced. Any Valve Job Permitted.

ROCKER ARMS: OEM Type Roller Tip Rockers permitted. Rev Kits, Stud Girdles, or Full Rollers prohibited.

INTAKE MANIFOLD: Any Cast Iron or Aluminum Dual Plane permitted. High Rise Intakes, Tork Links Intakes, Single Plane intakes prohibited. Grinding, Porting, Polishing, or Port Matching prohibited.

PERMITTED PARTS: Double Roller Timing Chains, High Velocity Oil Pumps, Racing Oil Pans, and Pick-Up Screens, Up-Graded Fasteners. Oil Coolers. Aftermarket On-Board Computer and/or Analysis Equipment prohibited at Any Time.

Carburetor:

- a. Any Single, Small base Carburetor Permitted. Maximum throttle bore size 1.686". Multiple Carburetors Prohibited. Choke horn mandatory.
- b. Throttle Pedal Must Be Positive Acting with Return Loop or Arm for Return In Case of Stuck Throttle. Three Return Springs are Mandatory, One (1) on Pedal and Two (2) on Carburetor.

Fuel Injection/Blowers:

Fuel Injection/Blowers Prohibited.

SECTION 14 - ELECTRICAL:

- a. Vehicles Must Utilize a Single Battery Powered Ignition System.
- b. One (1) Ignition Box, One (1) Coil and One (1) Wiring System Allowed. MSD6AL Ignition Boxes Permitted. MSD7AL and MSD7AL3's Prohibited.
- c. Any other After Market Ignition Boxes Must Be Approved Before Being Permitted to Compete.
- d. Alternators Optional.

- e. Aftermarket Devices such as Ignition Retarders or Advancers Prohibited.
- f. Any device that limits RPM on the starting line is prohibited.
- g. Top end RPM limiting devices are permitted.
- h. Data recorders, with the exception of play back tachometers, are prohibited.

SECTION 15 - EXHAUST:

- 1. Headers Permitted. Headers May Be Run Up or Down.

SECTION 16 - BRAKES:

- a. Driveline Brakes Prohibited.
- b. Must Have Brakes on at Least Two (2) Wheels (Ex. Two Front Wheels or Two (2) Back Wheels).
- c. Must Be Able to Stop Safely.

SUPER STOCK CLASS

SECTION 1 - SAFETY RULES:

Safety is the First Priority. If You Do Not Pass the Safety Tech-In, You DO NOT RACE. **ALL SAFETY RULES Apply - See GENERAL RULES.**

SECTION 2 - ROLL CAGE:

- a. Must Have a Six (6) Point Roll Cage in the Cab Welded to Frame. Side Bar Must be Included on Driver and Passenger Side and Must Pass the Driver or Rider at a Point Midway Between the Shoulder and the Elbow.
- b. Must Be a Minimum of 1.5" Diameter. With a Nominal Wall Thickness of 0.083" Chrome Moly or 0.120" Mild Steel Tubing.
- c. NOTE: Roll Bars/Sport Bars in the Bed of the Vehicle Are Not Considered an Acceptable Substitute for a Roll Cage.
- d. 3/16 Minimum Speed Glass or Lexan (windshield) permitted: Roll Cage Must Have Minimum Two (2) Half Inch (0.5 inch) Round Tubing Windshield Bars (May be 1/2" Square Tubing) Welded From Top of Roll Cage to the Lower Roll Cage Bar or Firewall (Must Be Welded).
- e. Factory Glass Windshield permitted: Roll Cage Must Have Minimum Four (4) Half-Inch (0.5") Round Tubing or Front Windshield Bars May Be Square Tubing (May Be 1/2" Square Tubing). Windshield Bars Must Span From the Top Roll Cage Bar to the Lower Roll Cage Bar or Firewall. Must be Welded Top and Bottom. Welded Attachments Only- No Other Welding Attachments Allowed (No Bolt-In Types, No Straps, and No Rebar Allowed).
- f. Doors May Be Trimmed for Roll Cage, But Not Gutted. "Gutted" Refers to Excessive Removal of the Interior Above and Beyond That Which Is Required for the Roll Cage And/Or Other Specific Rules Allow. (May Be Gutted if Door Bars Are Built to Protrude Against Outer Door Skin.) (Nascar or Dirt Track Type Construction)
- g. Doors Must Be Able to Securely Open & Close.
- h. A ribbon-type or mesh-type window net is mandatory in ANY truck participating. Window net is required ONLY on driver side when driver is only participant in vehicle. Window net is required on both the driver side & the passenger side when driver and passenger are participants in the vehicle. Window net must be securely mounted to the roll cage with permanent attachment at the bottom. All attachment points and net design must be in an attempt to protect the driver & rider from contact with the track surface or any other contact outside of roll cage. All window nets must be of the design to prevent driver's or riders body parts from protruding outside the confines of the roll cage when window net in place for competition. Net to be a minimum of 225 sq in.

SECTION 3 - BODY AND FRAME:

- a. Original Body and Frame with No Modifications Other than Fender Cut-Outs. (Fender Cut-Outs Cannot Exceed More Than 24 Inches From Top of Bed Rail Down With a One Inch Tolerance or 8 Inches Up From the Bottom of Door Rocker Panel With a One Inch Tolerance.) OEM, Fiberglass or Sheet metal fabricated Hood permitted.
- b. Vehicles Must Have All Factory Sheet Metal, Except Tailgates.
- c. NOTE: Excessive Body and Interior Modifications Moves Race Truck Up To Super Modified Class.
- d. No Mixing of Engine and Body Style. Engine Type Must Be Offered By Manufacturer. (Ex. Ford Engine in Ford Chassis, Chevrolet Engine in Chevrolet Chassis, etc.)
- e. All Vehicles May Run $\frac{3}{4}$ or 1 Ton Running Gear (Drive train, Axles, Springs, etc.).
- f. Shortening or Lengthening of Frame prohibited.
- g. Notching of Frame prohibited.
- h. If Fuel Cells, Radiators, and/or Batteries are Located in Rear of Truck, Back Glass Must Be In Vehicle or Bed Top Must Be Covered.

SECTION 4 - INTERIOR:

- a. Driver's Seat Must Be Located on the Left Side Similar to Stock.
- b. Dash May Be Removed.
- c. Factory Firewall Mandatory and Cannot Be Repositioned.
- d. Heater and Heater Ducts May Be Removed.
- e. NOTE: Excessive Body and Interior Modifications Moves Race Truck Up To Super Modified Class.
- f. Must retain original floor pan.
- g. 4-Point SFI Harness Required for Driver & Passenger.

SECTION 5 - BUMPERS:

- a. Must Have Functional Front and Rear Bumpers.
- b. Bumpers Must Be Capped Off Even and Not Stick Out Past the Side Body Panels or the Tires. No Protruding or Sharp Edges. No Pipe or Tubing Unclosed/Uncapped Allowed.
- c. All Vehicles Must Have Tow Hooks Front and Rear.

SECTION 6 - FUEL TANKS/CELLS:

- a. Gas Tank May be Removed and Replaced with a Fuel Cell.
- b. All Tanks/Cells Must Have Positive Locking or Screw Caps.
- c. Fuel Tanks/Cells Must Be Fully Secured. Minimum Two (2) Metal Straps Four $\frac{3}{8}$ Bolts (No Nylon or Rubber Straps)
- d. All Fuel Lines Must Be Isolated from Driver's Compartment.

SECTION 7 - FUEL:

- a. Gasoline, Alcohol, or Racing Fuel Only.
- b. Ether, Nitro, Nitro Methane, Propylene Oxide, Nitrous Oxide, or Nitrous Devices (Nitrous Plates, Nitrous Solenoids, etc.) prohibited.

SECTION 8 - TRANSMISSION/TRANSFER CASE:

- a. Any OEM Production Type Transmission permitted.
- b. Aftermarket transmission cases permitted.
- c. Aftermarket Shifters permitted.
- d. Stall Converters permitted.
- e. Power Glides permitted in Any Vehicle (Ex. Ford, Chevy, Chrysler, etc.)
- f. Transbrakes or Electric Transmission Controls prohibited.
- g. All Automatic Transmissions Must Have a SEMA Approved Shield or Blanket.
- h. OEM Transfer Cases Only.
- i. Drive Line Brakes prohibited.

SECTION 9 - SUSPENSION:

- a. OEM/Stock Type Suspension.
- b. Must Maintain OEM Type Rear Leaf Spring Suspension in OEM Mounting Locations.
- c. Aftermarket Shackles/Sliders prohibited.
- d. Lift Kits permitted.
- e. All Vehicles May Run $\frac{3}{4}$ or 1 Ton Running Gear (Drive train, Axles, etc.).
- f. May Change / Up-Grade Axles, Rear End Housings, Center Sections, etc.
- g. 4-Link, Z-Link Conversions prohibited.
- h. Traction Devices prohibited, Except Over the Spring Applications.
- i. Ladder Bars prohibited.
- j. Maximum of Two Shocks Per Tire.

SECTION 10 - TIRES:

- a. All Tires Must Have DOT#.
- b. Cutting or Grooving prohibited.

SECTION 11 - RADIATOR:

- a. Radiator May Be Relocated to the Bed of the Vehicle.
- b. Water pump required.
- c. Electric Fans and Electric Water Pumps permitted.
- d. Radiator Must Be Securely Fastened and Shielded from Driver.
- e. Must Not Be in the Driver's Compartment.

SECTION 12 - BATTERY:

- a. Must Not Be in Driver's Compartment. Battery Must Be Securely Fastened and Shielded from Driver.
- b. Must Be Installed with 3/8" Bolts with a Minimum of a 1/4" Steel Plate and/or Tube Frame Type Construction. (Bungee Ties or Rubber Straps Are Not Acceptable.)
- c. Auxiliary Batteries permitted.
- d. On/Off Master Cutoff Disconnect Switch Is Required at the Rear on the Passenger Side. The Switch Must Be Located a Minimum of Twelve (12) Inches to a Maximum of Twenty-Four (24) Inches from the Side and a Maximum of Twelve (12) Inches from the Rear. On/Off Master Cutoff disconnect switch must stop all electrical functions.

SECTION 13 - ENGINE:

- a. Only One (1) Automotive Type Engine Per Vehicle.
- b. Engine must remain in Stock Location with Stock Type Mounts. Factory Firewall Mandatory and May not Be Repositioned. Mid-Plates and Motor Plates prohibited.
- c. Engine Type Must Be Offered By Vehicle Manufacturer. NOTE: 1/2, 3/4 or 1 Ton Engines Can Only Be Run in 1/2 Ton or Larger Vehicles. Small & Mid-Size Vehicles (Ex. Chevy S-10, Ford Ranger, Dodge Dakota, Toyota 4Runner, Jeep Cherokee, etc. Maximum of Six Cylinders) Must Run Engine Sizes That Are Offered for That Specific Vehicle (Ex. Big Blocks are Not Allowed in S-10s, Rangers, etc.).
- d. Mixing of Engine and Body Style prohibited. (Ex. Ford in Ford, Chevy in Chevy, Dodge in Dodge, etc.)
- e. Camshaft Swaps permitted. Only Hydraulic Flat Tappet Camshaft and Lifters Are permitted. Camshaft and Lifters Must Be Hydraulic. Hydraulic Lifters Cannot Be Altered. Hydraulic Rollers prohibited. Ceramic Lifters Allowed.
- f. Must Pull no less than 14" of Vacuum at 1,000 RPMs. No Vacuum Devices Allowed. "Pan Evac" system attached to exhaust permitted. "Pan Evac" system must be attached to valve covers only. Use of "smog pump" or air pump for crankcase evacuation prohibited.
- g. Maximum Cubic Inch Small Block = 412 CID.
- h. Maximum Cubic Inch Big Block Cubic = 477 CID.
- i. Maximum Over Bore permitted from OEM specifications 0.100"

CRANKSHAFT STROKE:

Small Block Motors: May Be Stroked or De-Stroked from factory specifications.

Big Blocks Motors: Stroking or De-Stroking from factory crankshaft stroke specifications more than Plus or Minus (+/-) 0.015" prohibited. The only exception to the above rules is Big Block Chry 440 engines. Chry 440 engines – maximum stroke = 3.915".

CRANKSHAFT: Aftermarket Crankshaft Permitted.

PISTONS: Any Aftermarket Pistons Permitted.

BLOCK: Any Cast Iron Block Including Aftermarket Block permitted.

RODS: Any Aftermarket Rods permitted. Aftermarket Rod Bolts permitted.

CYLINDER HEADS: Any OEM Production, factory installed on truck or passenger car engine, Cast Iron Heads permitted. Any Modifications permitted. GT40 & Chevy Vortec Heads permitted. Aftermarket Heads (Ex: Dart, Brodix, World Product, Mopar Performance, Bowtie, SVO, etc.) Prohibited.

NOTE:

Must Have Identifying Casting Numbers Located on Cylinder Head.

ROCKER ARMS: Any Aftermarket permitted. Screw-In Studs & Guide Plates permitted.

INTAKE: Any Aftermarket Intake permitted, except Tunnel Ram Types & Sheet Metal Intakes. Grinding, Porting, Polishing, or Port Matching permitted.

ALLOWABLE PARTS: Double Roller Timing Chains, High Velocity Oil Pumps, Racing Oil Pans, and Pick-Up Screens, Up-Graded Fasteners. Oil Coolers Are Allowed.

No Aftermarket On-Board Computer and/or Analysis Equipment Allowed at Any Time.

Carburetor:

- a. Any Single, Small base Carburetor Permitted. Maximum throttle bore size 1.750". Multiple Carburetors Prohibited.
- b. Throttle Pedal Must Be Positive Acting with Return Loop or Arm for Return In Case of Stuck Throttle. Three Return Springs are Mandatory, One (1) on Pedal and Two (2) on Carburetor.

Fuel Injection/Blowers:

Fuel Injection/Blowers Prohibited.

SECTION 14 - ELECTRICAL:

- a. A Battery Powered Ignition System Permitted.
- b. Magnetos Prohibited.
- c. Alternators Optional.
- d. Any battery powered ignition system or any aftermarket devices with Ignition Retarders or Advancers Prohibited: (Ex: MSD 7AL3 with built in retarders.)
- e. Any device that limits RPM on the starting line is prohibited.
- f. Top end RPM limiting devices are permitted.
- g. Data recorders, with the exception of play back tachometers, are prohibited.

SECTION 15 - EXHAUST:

Headers Permitted. Headers May Be Run Up or Down.

SECTION 16 - BRAKES:

- a. Driveline Brakes Prohibited.
- b. Must Have Brakes on at Least Two (2) Wheels (Ex. Two Front Wheels or Two (2) Back Wheels).
- c. Must Be Able to Stop Safely.

MODIFIED CLASS

SECTION 1 - SAFETY RULES:

Safety is the First Priority. If You Do Not Pass the Safety Tech-In, You DO NOT RACE. **ALL SAFETY RULES Apply - See GENERAL RULES.**

SECTION 2 - ROLL CAGE:

- a. Must Have 6-Point Roll Cage Welded to Frame. Two (2) Side Bars Must be Included on Driver and Passenger Side and Must Pass the Driver or Rider at a Point Midway Between the Shoulder and the Elbow or Nascar Type Door Bars.
- b. Must Be a Minimum of 1.5" Diameter. With a Nominal Wall Thickness of 0.083" Chrome Moly or 0.120" Mild Steel Tubing.
- c. 3/16 Minimum Speed Glass or Lexan (windshield) required: Factor glass prohibited. Roll Cage Must Have Minimum Two (2) Half Inch (0.5") Round Tubing Windshield Bars. May Be Square Tubing (May Be ½" Square Tubing). Windshield Bars Must Span from the Top Roll Cage Bar to the Lower Roll Cage Bar or Firewall Must Be Welded Top and Bottom. Welded Attachments Only- No Other Welding Attachments Allowed (No Bolt-In Types, No Straps, and No Rebar Allowed).
- d. NOTE: Roll Bars/Sport Bars in the Bed of the Vehicle Are Not Considered an Acceptable Substitute for a Roll Cage.
- e. Doors May Be Guttled for Roll Cage. The Window Glass, Window Regulator, & Inner Door Trim Panel May Be Removed. Inside & Outside Door Latch/Lock Mechanisms Must Be Operational. Both Doors Must Be Able to Securely Open & Close.
- f. Side Door Bars Mandatory/Horizontal Roll Cage Door Bars Are Highly Recommended.
- g. A ribbon-type or mesh-type window net is mandatory in ANY truck participating. Window net is required ONLY on driver side when driver is only participant in vehicle. Window net is required on both the driver side & the passenger side when driver and passenger are participants in the vehicle. Window net must be securely mounted to the roll cage with permanent attachment at the bottom. All attachment points and net design must be in an attempt to protect the driver & rider from contact with the track surface or any other contact outside of roll cage. All window nets must be of the design to prevent driver's or riders body parts from protruding outside the confines of the roll cage when window net in place for competition. Net to be a minimum of 225 sq in.

SECTION 3 - BODY AND FRAME:

- a. Original Body and Frame with No Excessive Modifications Other than Fender Cut-Outs. (Fender Cut-Outs Cannot Exceed More Than

- 24 Inches From Top of Bed Rail Down With a One Inch Tolerance or 8 Inches Up From the Bottom of Door Rocker Panel With a One Inch Tolerance.) OEM, Fiberglass or Sheet metal fabricated Hood permitted.
- b. Vehicles Must Have All Factory Sheet Metal, Except Tailgates.
 - c. No Mixing of Engine and Body Style. Engine Type Must Be Offered By Manufacturer. (Ex. Ford Engine in Ford Chassis, Chevrolet Engine in Chevrolet Chassis, etc.)
 - d. All Vehicles May Run $\frac{3}{4}$ or 1 Ton Running Gear (Drive train, Axles, etc.).
 - e. Shortening or Lengthening of Frame prohibited.
 - f. Notching of Frame permitted for installation of permitted suspension components only.
 - g. All Stock Automotive Glass Must Be Removed from Vehicle (No Stock Type Glass Allowed in Windshield, Doors, Side Windows, or Back Window). If Fuel Cell, Radiators, and/or Batteries are Located in Rear of Truck, Back Glass Must Be In Vehicle or Bed Top Must Be Covered. 3/16 Minimum Speed Glass or Lexan ONLY.
 - h. Mud Flaps Must Be on the Rear of All Vehicles. DOT Approved Material or 0.250" Thick Rubber Must Be Fastened Securely to Rear of the Vehicle and Cover the Entire Width of the Tires. No Strapping or Self-Tapping Screws Are Allowed.
 - i. All Fenders Must Cover the Entire Width Of The Tires.
 - j. Maximum Axle Housing Tread Width: From Outside of tire to Outside of tire - 87 Inches.

SECTION 4 - INTERIOR:

- a. Driver's Seat Must Be Located on the Left Side Similar to Stock.
- b. Dash May Be Removed.
- c. Factory Firewall Mandatory and Cannot Be Repositioned.
- d. Heater and Heater Ducts May Be Removed.
- e. NOTE: Excessive Body and Interior Modifications Moves Race Truck Up To Super Modified Class.
- f. Must Retain Original Floor Pan.
- g. 5-Point SFI Harness Required for Driver & Passenger.

SECTION 5 - BUMPERS:

- a. Must Have Functional Front and Rear Bumpers.
- b. Bumpers Must Be Capped Off Even and Not Stick Out Past the Side Body Panels or the Tires. No Protruding or Sharp Edges. No Pipe or Tubing Unclosed/Uncapped Allowed.
- c. All Vehicles Must Have Tow Hooks Front and Rear.

SECTION 6 - FUEL TANKS/CELLS:

- a. Gas Tank Must Be Removed and Replaced with a Fuel Cell.

- b. Fuel Cell Must Have Positive Locking or Screw Caps.
- c. Fuel Cell Must Be Fully Secured. Minimum Two (2) Metal Straps Four 3/8 Bolts (No Nylon or Rubber Straps)
- d. All Fuel Lines Must Be Isolated from Driver's Compartment.

SECTION 7 - FUEL:

- a. Gasoline, Alcohol, or Racing Fuel Only.
- b. Ether, Nitro, Nitro Methane, Propylene Oxide, Nitrous Oxide, or Nitrous Devices (Nitrous Plates, Nitrous Solenoids, etc.) prohibited.

SECTION 8 - TRANSMISSION/TRANSFER CASE:

- a. Any OEM Production Type Transmission permitted.
- b. Aftermarket transmission cases permitted.
- c. Aftermarket Shifters permitted.
- d. Stall Converters permitted.
- e. Power Glides permitted in Any Vehicle (Ex. Ford, Chevy, Chrysler, etc.)
- f. Transbrakes permitted.
- g. All Automatic Transmissions Must Have a SEMA Approved Shield or Blanket.
- h. Aftermarket transfer cases permitted.

SECTION 9 - SUSPENSION:

- a. Front Suspension Swaps permitted. (Ex. Independent Suspension Can Be Swapped to Straight Axle with Leaf Springs. Must Maintain OEM Wheel Base and OEM Suspension).
- b. Coil-Over Shocks permitted front and rear.
- c. Coil-Over Shocks prohibited on Front.
- d. Coil-Over Shocks Are permitted in Rear, BUT Must Maintain OEM Type Rear Leaf Spring Suspension in OEM Mounting Location. Leaf Springs Must Be Connected to the Frame in Shackles/Hangers At Both Ends – Front & Rear.
- e. Lift Kits permitted, After Market Shackles/Sliders permitted.
- f. All Vehicles May Run ¾ or 1 Ton Running Gear (Drive train, Axles, etc.).
- g. May Change / Up-Grade Axles, Rear End Housings, Center Sections, etc.
- h. 4-Link, Z-Link Conversions prohibited.
- i. Traction Devices, 5th Links, Ladder Bars permitted.
- j. Can Change / Up-Grade to Rack & Pinion Steering.
- k. Maximum of Two Shocks Per Tire.

SECTION 10 - TIRES:

- a. Any Type Tires Except Paddle or Scupper Tires.
- b. Cutting or Grooving permitted.

SECTION 11 - RADIATOR:

- a. Radiator May Be Relocated to the Bed of the Vehicle.
- b. Water pump optional.
- c. Electric Fans and Electric Water Pumps permitted.
- d. Radiator Must Be Securely Fastened and Shielded from Driver.
- e. Must Not Be in the Driver's Compartment.

SECTION 12 - BATTERY:

- a. Must Not Be in Driver's Compartment. Battery Must Be Securely Fastened and Shielded from Driver.
- b. Must Be Installed with 3/8" Bolts with a Minimum of a 1/4" Steel Plate and/or Tube Frame Type Construction. (Bungee Ties or Rubber Straps Are Not Acceptable.)
- c. Auxiliary Batteries permitted.
- d. On/Off Master Cutoff Disconnect Switch Is Required at the Rear on the Passenger Side. The Switch Must Be Located a Minimum of Twelve (12) Inches to a Maximum of Twenty-Four (24) Inches from the Side and a Maximum of Twelve (12) Inches from the Rear. On/Off Master Cutoff disconnect switch must stop all electrical functions.

SECTION 13 - ENGINE:

- a. Only One (1) Automotive Type Engine Per Vehicle.
- b. Engine must remain in Stock Location. Factory Firewall Mandatory and May not Be Repositioned. Mid-Plates and Motor Plates permitted.
- c. Engine Type Must Be Offered By Vehicle Manufacturer. NOTE: 1/2, 3/4 or 1 Ton Engines Can Only Be Run in 1/2 Ton or Larger Vehicles. Small & Mid-Size Vehicles (Ex. Chevy S-10, Ford Ranger, Dodge Dakota, Toyota 4Runner, Jeep Cherokee, etc. Maximum Six Cylinder Engine) Must Run Engine Sizes That Are Offered for That Specific Vehicle (Ex. Big Blocks are Not Allowed in S-10s, Rangers, etc.).
- d. No Mixing of Engine and Body Style. (Ex. Ford in Ford, Chevy in Chevy, Dodge in Dodge, etc.)
- e. Maximum Cubic Inch = 516 CID.
- f. "Pan Evac" system attached to exhaust permitted. Use of "smog pump" or air pump for crankcase evacuation permitted.

CRANKSHAFT STROKE: Any crankshaft stroke permitted.

CRANKSHAFT: Any Aftermarket permitted.

PISTONS: Any Aftermarket Pistons Permitted.

BLOCK: Any Cast Iron Block Including Aftermarket Block permitted.

RODS: Any Aftermarket Rods permitted. Aftermarket Rod Bolts permitted.
CYLINDER HEADS: Any Cast Iron Heads permitted. Any Modifications Are permitted. Aluminum Heads prohibited.

The following are the ONLY aluminum cylinder heads permitted with the following restrictions: Valve angles must remain +/- 3 degree from listed specs. Cant angles on compound angle heads must remain +/- 1 degree from listed spec.

	Intake Valve/Cant angle	Exhaust Valve/Cant angle
BB Ford Kaase P-51	8.3 x 4.7	4.0 x 3.2
BB Chev Brodix BB3 XTRA	24 x 4	15 x 4
BB Chry Brodix B1 MO	15	15
SB Ford Brodix STS T1F	20	20
SB Chev Brodix STS T1	23	23
SB Chry Brodix B1 BA	18	18

Note: Any other aluminum type head must be approved by the AMRA board.

ROCKER ARMS: Any Aftermarket permitted. Screw-In Studs & Guide Plates permitted.

INTAKE: Any Aftermarket Intake permitted, except Tunnel Ram Types & Sheet Metal Intakes. Grinding, Porting, Polishing, or Port Matching permitted.

Carburetor:

- a. Any Single 4-Barrel Carburetor Permitted. Multiple Carburetors Prohibited.
- b. Throttle Pedal Must Be Positive Acting with Return Loop or Arm for Return In Case of Stuck Throttle. Three Return Springs are Mandatory, One (1) on Pedal and Two (2) on Carburetor.

Fuel Injection/Blowers:

Fuel Injection/Blowers Prohibited.

SECTION 14 - ELECTRICAL:

- a. Any Battery Powered Ignition System Permitted.
- b. Magnetos Prohibited.
- c. Alternators Optional.
- d. Aftermarket Devices such as Ignition Retarders or Advancers permitted.
- e. Any device that limits RPM on the starting line is permitted.

- f. Top end RPM limiting devices are permitted.
- g. Data recorders are permitted.

SECTION 15 - EXHAUST:

Headers Permitted. Headers May Be Run Up or Down.

SECTION 16 - BRAKES:

- a. Driveline Brakes Permitted.
- b. Must Have Brakes on at Least Two (2) Wheels (Ex. Two Front Wheels or Two (2) Back Wheels).
- c. Must Be Able to Stop Safely.

SUPER MODIFIED CLASS

SECTION 1 - SAFETY RULES:

Safety is the First Priority. If You Do Not Pass the Safety Tech-In, You DO NOT RACE. **ALL SAFETY RULES Apply - See GENERAL RULES.**

Weight Limit:

Big Blocks: All Race Vehicles Have a Minimum Weight Limit of 4000 Pounds, Race Ready With Driver- No Rider.

Small Blocks: All Race Vehicles Have a Minimum Weight of 3700 Pounds, Race Ready With Driver- No Rider.

Straight 6 Diesel: All Race Vehicles Have a Minimum Weight of 4400 Pounds, Race Ready With Driver- No Rider.

Weight Adders:

Any vehicle with an engine size greater than 650 cubic inches – 300 additional pounds greater than minimum weight limit.

Any vehicle with permitted fiberglass components, other than hood and rear fenders, - 250 additional pounds greater than minimum weight limit.

All Trucks may Be Scaled and Stickered Before Being Allowed To Compete. AMRA Reserves the Right to Randomly Weigh Any Race Vehicle at Any Time. It Will Be the Drivers Responsibility to Clean the Truck. Any Competitor Wishing to Protest the Weight of a Race Vehicle shall pay \$100.00 non-refundable to the AMRA and Race Vehicle shall Be Scaled Before Entering the Starting Line. Any Truck Under Protest Found Under the Weight Limit Will Automatically Receive a Loss For the Previous Round. The Competitor of The Previous Round Will Have Three Minutes to Have His Race Truck on the Starting Line. Any Competitor Under the Weight Limit Will Be an Automatic Forfeiture of All Winnings and Points for the Year (Understand These Weight Limits Are the Minimums One Pound Under is Under the Limit).

SECTION 2 - ROLL CAGE:

- h. Must Have 6-Point Roll Cage Welded to Frame. Two (2) Side Bars Must be Included on Driver and Passenger Side and Must Pass the Driver or Rider at a Point Midway Between the Shoulder and the Elbow or Nascar Type Door Bars.
- i. Must Be a Minimum of 1.5" Diameter. With a Nominal Wall Thickness of 0.083" Chrome Moly or 0.120" Mild Steel Tubing.
- j. 3/16 Minimum Speed Glass or Lexan (windshield) required: Factor glass prohibited. Roll Cage Must Have Minimum Two (2) Half Inch (0.5") Round Tubing Windshield Bars. May Be Square Tubing (May

- Be ½" Square Tubing). Windshield Bars Must Span from the Top Roll Cage Bar to the Lower Roll Cage Bar or Firewall Must Be Welded Top and Bottom. Welded Attachments Only- No Other Welding Attachments Allowed (No Bolt-In Types, No Straps, and No Rebar Allowed).
- k. NOTE: Roll Bars/Sport Bars in the Bed of the Vehicle Are Not Considered an Acceptable Substitute for a Roll Cage.
 - l. Doors May Be Gutted for Roll Cage. The Window Glass, Window Regulator, & Inner Door Trim Panel May Be Removed. Inside & Outside Door Latch/Lock Mechanisms Must Be Operational. Both Doors Must Be Able to Securely Open & Close.
 - m. Side Door Bars Mandatory/Horizontal Roll Cage Door Bars Are Highly Recommended.
 - n. A ribbon-type or mesh-type window net is mandatory in ANY truck participating. Window net is required ONLY on driver side when driver is only participant in vehicle. Window net is required on both the driver side & the passenger side when driver and passenger are participants in the vehicle. Window net must be securely mounted to the roll cage with permanent attachment at the bottom. All attachment points and net design must be in an attempt to protect the driver & rider from contact with the track surface or any other contact outside of roll cage. All window nets must be of the design to prevent driver's or riders body parts from protruding outside the confines of the roll cage when window net in place for competition. Net to be a minimum of 225 sq in.

SECTION 3 - BODY AND FRAME:

- a. Must Be OEM metal Production Cab Mounted in Stock Location. Must Maintain OEM Front Fenders or fiberglass replica front fenders for body used. If fiberglass replica front fenders used, complete front section from door "A" pillar bars forward must be securely attached: (It is the intention of the AMRA to permit fiberglass replicas but these fiberglass replica front end not to be dislodged from the vehicle easily during competition. Keep in mind – mud racing can be a CONTACT SPORT). one-piece unit. Exterior rear quarter panels optional; if used must be fiberglass, aluminum, or sheet metal. (All rear inner fender wells must be securely attached to the vehicle.) Front and/or rear fender wheel well openings may be split/sectioned to permit wider wheel well openings but must maintain OEM configuration for body used. OEM, Fiberglass, aluminum, Sheet metal or fabricated Hood permitted. OEM, or fabricated steel, or fabricated aluminum floor and/or firewall permitted.

- b. It the intent of the AMRA to be able to access the driver and rider compartment of a truck and for the truck to remain factory appearing from back of cab forward. All decisions of whether a truck remains factory appearing is at the sole and absolute decision of the AMRA.
- c. Must have OEM four-wheel drive frame from back of cab forward. Frame from back of cab forward may be lengthened from the end of the front frame only. Any sectioning or splitting of the OEM four wheel drive frame from back of cab forward prohibited. From back of cab rearward back halving of frame permitted. Shortening or lengthening of frame from back of cab permitted. Wheelbase cannot be changed more than ten inches from OEM wheelbase based upon chosen cab.
- d. Maximum Axle Housing Tread Width: From Outside of tire to Outside of tire - 87 Inches.
- e. Rear wheel tubs must be sheet metal or aluminum and cover from frame to the outer edge of rear tires. (This measurement may include pre-formed fender flairs), and from the entire wheel tub back to the mud flap. Mud Flaps Must Be on the Rear of All Vehicles. DOT Approved Material or 0.250" Inch Thick Rubber Must Be Fastened Securely to Rear of the Vehicle and Cover the Entire Width of the Tires. No Strapping or Self-Tapping Screws are Allowed.
- f. Vehicle Must Approved for Safety by Tech Officials.
- g. Maximum Engine Set Back is No More Than Sixteen Inches from the Center Line of the Front Axle to the Front Motor Plate (Front of Engine) on a Regular Cab Truck.
- h. Maximum Engine Set Back is No More Than Twenty-Eight Inches from the Center Line of the Front Axle to the Front Motor Plate (Front of Engine) on an Extended Cab Truck with the Driver and Passenger Located in the Back of the Cab. If Driver is Located in OEM Area The Set Back is the Same as for Regular Cab Truck.
- i. 3/16 Minimum Speed Glass or Lexan Mandatory. All Stock Automotive Glass Must Be Removed from Vehicle (No Stock Type Glass Allowed in Windshield, Doors, Side Windows, or Back Window). If Fuel Cell, Radiators, and/or Batteries are Located In Rear of Truck, Back Glass Must Be in Vehicle or Bed Top Must Be Covered. 3/16 Minimum Speed Glass or Lexan ONLY.

SECTION 4 - INTERIOR:

- a. Driver's Seat Must Be Located on the Left Side Similar to Stock.
- b. Dash May Be Removed.
- c. Heater and Heater Ducts May Be Removed.

- d. Doors May Be Trimmed for Roll Cage, But Must Be Able to Securely Open & Close.
- e. Engine Set Back permitted, No More Than Twelve Inches.
- f. Firewall mandatory.
- g. 5-Point SFI Harness Required for Driver & Passenger.

SECTION 5 - BUMPERS:

- 1. Minimum Height on Front Bumper Must be Ten Inches All the Way Out to The Ends.
- 2. Must Have Functional Front and Rear Bumpers.
- 3. Bumpers Must Be Capped Off Even and Not Stick Out Past the Side Body Panels or the Tires. No Protruding or Sharp Edges. No Pipe or Tubing Unclosed/Uncapped Allowed.
- 4. All Vehicles Must Have Tow Hooks Front and Rear.

SECTION 6 - FUEL TANKS/CELLS:

- a. Gas Tank Must Be Removed and Replaced with a Fuel Cell.
- b. Fuel Cell Must Have Positive Locking or Screw Caps.
- c. Fuel Cell Must Be Fully Secured. Minimum Two (2) Metal Straps Four 3/8 Bolts (No Nylon or Rubber Straps)
- d. All Fuel Lines Must Be Isolated from Driver's Compartment.

SECTION 7 - FUEL:

- a. Gasoline, Alcohol, or Racing Fuel Only.
- b. Ether, Nitro, Nitro Methane, Propylene Oxide, prohibited.
- c. Nitrous Oxide permitted.

SECTION 8 - TRANSMISSION/TRANSFER CASE:

- a. Any OEM Production Type Transmission permitted.
- b. Aftermarket transmission cases permitted.
- c. Aftermarket Shifters permitted.
- d. Stall Converters permitted.
- e. Power Glides permitted in Any Vehicle (Ex. Ford, Chevy, Chrysler, etc.)
- f. Transbrakes permitted.
- g. All Automatic Transmissions Must Have a SEMA Approved Shield or Blanket.
- h. Aftermarket Transfer Cases permitted.
- i. In Any Chain Driven Transfer Cases, Chain Must Be Shielded From The Driver Compartment With 1/8 Steel or 1/4 Aluminum.

SECTION 9 - SUSPENSION:

- a. Suspension Swaps permitted.
- b. Aftermarket Shackles/Sliders permitted.

- c. Lift Kits permitted.
- d. Can Change / Up-Grade Axles, Rear End Housings, etc.
- e. 4-Link, Z-Link Conversions permitted.
- f. Traction Devices, 5th Links, Ladder Bars permitted.
- g. Rack & Pinion Steering permitted.
- h. Maximum of 2 shocks per tire.

SECTION 10 - TIRES:

- a. Any Type Tires Except Paddle or Scupper Tires.
- b. Cutting or Grooving permitted.

SECTION 11 - RADIATOR:

- a. Radiator May Be Relocated to the Bed of the Vehicle.
- b. Water pump optional.
- c. Electric Fans and Electric Water Pumps permitted.
- d. Radiator Must Be Securely Fastened and Shielded from Driver.
- e. Must Not Be in the Driver's Compartment.

SECTION 12 - BATTERY:

- a. Optional.
- b. Must Not Be in Driver's Compartment. Battery Must Be Securely Fastened and Shielded from Driver.
- c. Must Be Installed with 3/8" Bolts with a Minimum of a 1/4" Steel Plate and/or Tube Frame Type Construction. (Bungee Ties or Rubber Straps Are Not Acceptable.)
- d. Auxiliary Batteries permitted.
- e. On/Off Master Cutoff Disconnect Switch Is Required at the Rear on the Passenger Side. The Switch Must Be Located a Minimum of Twelve (12) Inches to a Maximum of Twenty-Four (24) Inches from the Side and a Maximum of Twelve (12) Inches from the Rear. On/Off Master Cutoff disconnect switch must stop all electrical functions.

SECTION 13 – ENGINE FOR NON-DIESEL:

- a. Only One (1) Automotive Type Engine Per Vehicle.
- b. Mid-Plates and Motor Plates Permitted. Engine Set Back Permitted.
- c. No Rear Engines.
- d. Maximum cubic inches limited to 730 cubic inches.
- e. "Pan Evac" system attached to exhaust permitted. Use of "smog pump" or air pump for crankcase evacuation permitted.

SECTION 13 – ENGINE FOR DIESEL:

- a. Only One (1) straight 6 cylinder Engine Per Vehicle.
- b. Mid-Plates and Motor Plates Permitted. Engine Set Back Permitted.
- c. No Rear Engines.

- d. Maximum cubic inches limited to 730 cubic inches.
- e. Cast iron block only.
- f. "Pan Evac" system attached to exhaust permitted. Use of "smog pump" or air pump for crankcase evacuation permitted.

Carburetor:

- a. Any Single 4-Barrel Carburetor Permitted. Multiple Carburetors Prohibited.
- b. Throttle Pedal Must Be Positive Acting with Return Loop or Arm for Return In Case of Stuck Throttle. Three Return Springs are Mandatory, One (1) on Pedal and Two (2) on Carburetor.
- c. Nitrous Oxide (NOS) Permitted in Super Modified Class for NON-Diesel- Limited to Single Stage Plate system or Single Stage Fogger system. Fogger system: One (1) Only Fuel and One (1) Only Nitrous Jet Per Cylinder. Maximum Nitrous Jet Size in Fogger System is 0.034". Plate system: Maximum Nitrous Jet size in plate system is 0.102". There Will Be A Go Or No Go Gauge to Check Jet. Drivers May Request Jets to Be Checked Before Race. After Race has Started, Jet May Be Checked At Any Time By Track Officials.

Fuel Injection/Blowers for NON-Diesel engines:

- a. Maximum Cubic Inch Limit of 633 730 Inches.
- b. Mechanical Fuel Injection Only.
- c. One (1) only Terminator or one (1) only Toilet Bowl Throttle Bodies permitted. Fuel injection must be naturally aspired, Nitrous oxide prohibited.
- d. May Only be Injected into the Intake Manifold (No Down Drafts).
- e. Manual Fuel Shut Off Must Be Located in the Driver Compartment.
- f. Blowers Prohibited.

Turbo/Nitrous Oxide for Diesel engines:

- a. Manual Fuel Shut Off Must Be Located in the Driver Compartment.
- b. Blowers Prohibited.
- c. One single turbo only.

SECTION 14 - ELECTRICAL:

- a. Any Battery Powered Ignition System Permitted.
- b. Magnetos Prohibited.
- c. Alternators Optional.
- d. Aftermarket Devices such as Ignition Retarders or Advancers permitted.
- e. Any device that limits RPM on the starting line is permitted.
- f. Top end RPM limiting devices are permitted.

- g. Data recorders are permitted.

SECTION 15 - EXHAUST:

Headers Permitted. Headers May Be Run Up or Down.

SECTION 16 - BRAKES:

- a. Driveline Brakes Permitted.
- b. Must Have Brakes on at Least Two (2) Wheels (Ex. Two Front Wheels or Two (2) Back Wheels).
- c. Must Be Able to Stop Safely.