

RULES ARE FOR BOTH CLASS 775 AND 850 UNLESS OTHERWISE STATED.

MANDATORY SAFETY EQUIPMENT

ALL TEAMS MUST ADHERE TO "INDUSTRY STANDARDS" FOR COMPLETE LIST OF SAFETY REQUIREMENTS.

HELMET:

"SA2000 or SA2005, SNELL approved rating required with legible Snell sticker, label attached. Eye protection with open face and full face helmet will be required. Helmet straps must have "D" rings.
NO SNAPS.

DRIVING SUIT:

A SFI labeled one piece driving suit is mandatory. One piece driving suit must be able to cover neck to wrist to ankles. Driving suit and gloves must be made of fire resistant material and be free from holes, tears, rips, dirt and oil stains. Driving suits must not have any other race organizations name.

FIRST AID:

A waterproof first aid kit is required. The first aid kit must contain nine (9) weatherproof containers, one each per items listed below.

First aid kit must contain the following items:

- 1) 1 - 4 inch bandage compress
- 2) 2 - 2 inch bandage compress
- 3) 1 - Triangle bandage
- 4) 8 - 2 x 3 inch adhesive bandages
- 5) 16 - 1 x 3.375 inch adhesive bandage
- 6) 10 - Prep pads packets
- 7) 1 - Eye dressing packet
- 8) 10 - Ammonia packets (may no longer be available)
- 9) 1 - Ace bandage

FOOD AND WATER:

At less TWO (2) days of food and water must be on board the race vehicle before the start of the race.

SIGNALING DEVICE:

Reflective triangle must be carried during the entire race. (No flares)

FIRE EXTINGUISHER:

Minimum 2.5 pounds "A-B-C" rated hand held fire extinguisher with a gage is mandatory. On board fire extinguisher is an OPTION.

FRONT SUSPENSION REGULATIONS

Front suspension must be of the same manufacture and concept as installed on the chassis to which it was mounted from factory.

FRONT WHEEL TRAVEL LIMIT:

Class 775: must NOT exceed 10 inches.

Class 850: must NOT exceed 14 inches.

The use of BUMP STOPS and LIMIT STRAPS are allowed to maintain front wheel travel limits.

All A-ARMED VEHICLES:

Class 775: Vehicles must retain stock LOWER CONTROL ARMS. Reinforcing lower control arm is permitted. Any Manufacturer's upper control arms maybe used. All stock PIVOT POINTS MUST be retained. After market lift kits are allowed.

Class 850: LOWER CONTROL ARMS maybe changed to a longer after-market kit. The PIVOT POINT MAYBE moved in to install the after-market unit. The after-market kit must be available to the public and 25 of these units must have been sold. Reinforcing lower control arm is permitted. Any manufacturer's upper control arms maybe used. After market lift kits are allowed.

ALL I-BEAM VEHICLES:

STRAIGHT AXLE: (4X4) vehicles must remain stock. Re-enforcing of axle housing is allowed. The use of blocks or wedges to increase wheel travel or ride height is **NOT** allowed. 4X4 vehicles **MUST** be capable to be driven through the front wheels.

SPRINGS, TORSION BARS, OR COIL SPRINGS: must remain in the stock locations and retain original concept. Spring, Torsion and Coil rates and capacities are open. **NO SECONDARY SUSPENSION ALLOWED.**

UPPER and LOWER BALL JOINTS: must retain stock location. Ball joints maybe of any manufacture.

FRONT SHOCKS:

Class 775: Maximum of two (2) shocks per wheel.
Shock size maybe up to 2.5 inches diameter.
One 3 inch diameter shock per wheel is an option
Maximum shock stroke travel per shock is 10 inches.

Class 850: One 3 inch diameter shock per wheel or
Two 2 ½ inch diameter shocks per wheel or
Three 2 inch diameter shocks per wheel.
Maximum shock stroke travel per shock is 14 inches.

No air shocks and no shocks through the hood. Shock location is open. A minimum of 1 inch clearance must be maintained around the shock. **NO OVER SIZE SHOCK OPENINGS.**

REAR SUSPENSION REGULATIONS

Rear suspension must be of the same manufacture and concept as installed on the chassis to which it is mounted from factory.

REAR WHEEL TRAVEL LIMIT:

- Class 775** must NOT exceed 13 inches
- Class 850:** must NOT exceed 18 inches.

The use of BUMP STOPS and LIMIT STRAPS are allowed to maintain rear wheel travel limits. Shock location is open.

- Class 775:** Shocks maybe installed through the floor of the bed
- Class 850:** May remove the floor of the bed.
Shocks maybe connected to the rear kicker bar or rear cage section in Sports Utility Vehicles.

A minimum of 1 inch clearance must be maintained around the shock.
NO OVER SIZED OPENINGS.

MAXIMUM SPRING LENGTH:

- Class 775:** must NOT exceed 57 ½ inches
- Class 850:** must NOT exceed 65 inches

Spring length will be measured from center of bolt hole to center of bolt hole along the length of spring. NO SECONDARY SUSPENSION ALLOWED. The location of the spring perch for Class 775 and Class 850 MUST remain in the stock location (distance from the backing plate to center of perch) as delivered from the manufacturer, but maybe rewelded on either the top or the bottom of the axle housing.

REAR SHOCKS:

- Class 775:** Maximum of two (2) shocks per wheel.
Shocks size maybe up to 2.5 diameters
One 3 inch diameter per wheel is a option
Maximum shock stroke travel per shock is 12 inches
- Class 850:** One 3 inch diameter shock per wheel or
Two 2 ½ inch diameter shock per wheel or
Three 2 inch diameter shock per wheel
Maximum shock stroke travel per shock is 14 inches

No air shocks. No shocks through the hood.

STEERING AND BRAKES

Steering box **MUST** remain in stock location and **MUST** be a stock steering box same as vehicle manufacture. Steering box maybe reinforced by adding material. **ALL** steering parts "tie rods, tie rod ends, idler arms, pitman arms or relay rods and turning arm **MUST** remain stock as delivered from manufacturer. Notching of ball joints or tie rod ends is allowed.

BRAKES: Any manufacture of brake linings "disc pads or shoes" is allowed. Brakes **MUST** remain as delivered from manufacturer. **NO TURNING OR STEERING BRAKES.** Wheel studs **MUST** be a stock diameter and length and show at least 2 threads passed wheel nuts.

VEHICLE COMPONENTS

FRONT FENDERS:

Class 775: Fender and hood maybe made of fiberglass
Inner wheel wells or fender walls or linings and front core support **MUST** be retained.

NO cutting allowed, trimming for shocks **MUST** be kept to a minimum, one (1) inch around the shock.

Class 850: Fiberglass fenders and hood allowed. Inner fender wells maybe removed.

Body and doors of truck or sports utility vehicle **MUST** be stock metal as from manufacturer. **SECONDARY** door latches are required. **NO** trimming of material from inside body or doors. No shocks through the hood. Stock grill assemblies are required. Stock front bumpers maybe removed and replaced with an aftermarket bumper. No hazardous front bumpers. All ends must be capped off or rounded ends to prevent hooking and locking with other vehicles.

REAR FENDER:

Class 775: Rear fenders and truck bed box **MUST** remain stock steel "As Delivered" from manufacture. Floor in bed **MUST** be retained. Shock may connect to kicker bar or rear cage section, a minimum of 1 inch clearance **MUST** be maintained around shock.

Class 850: All fiberglass bed and fenders are allowed. Floor of bed may be removed.

Stock rear bumpers maybe removed and replaced with aftermarket bumper. No hazardous rear bumpers. All ends must be capped off or rounded ends to prevent hooking or locking with other vehicles. Bumpers must be approved by Tech Director.

LIGHTS:

Any manufacturers lights maybe used. Minimum of two rear facing **RED** brake and tail lights are required. **MANDATORY** rear facing **YELLOW** collision lights with minimum of 25 watts and maximum of 55 watts are required. Rear facing collision light **MUST** be protected in a vehicle roll over. Rear facing collision light **MUST** be connected to ignition **ON** switch **ONLY**. Rear facing collision light **MUST** be kept on during the entire race. It is the Tech Directors judgment which angle of direction the rear facing collision light is to be pointed. Tech Official can adjust the light.

ENGINES, TRANSMISSIONS AND DRIVELINES

ENGINES:

- Class 775:** four (4) or six (6) cylinder gas engine allowed. Maximum of 4300cc engines allowed. Any engine offered as a standard option from manufacturer is allowed. No aftermarket blocks or heads allowed. Any manufacturer of carburetor or carburetors allowed. Stock fuel injection maybe used. No more than one venturi per cylinder.
- Class 850:** Any engine offered as a standard option from manufacturer is allowed. Maximum 460ci is allowed. No aluminum blocks or heads. Any compression ratio maybe used. Any cam shaft, cam shaft lifters, timing chain, pistons, rods, and crank shaft maybe used. Any manufacture of automotive carburetor maybe use. Maximum of one four barrel carburetor is allowed. Stock injection maybe used.

CARBURETOR RETURN SPRINGS:

Two return springs on carburetor throttle arm is required. Return springs must be in a correct line of pulling to return throttle to a closed position.

EXHAUST:

Open. Exhaust tail pipe **MUST** exit at least 10 inches behind drivers compartment. Exhaust tail pipe **MUST** also be turned out to side of vehicle. **ALL** SMOG equipment maybe removed.

TRANSMISSIONS:

Are open if provided by manufacturer. Must be "same as" manufacturer of vehicle and offered as option. Transfer case and transmission must remain in stock location. Transmission flywheel safety shield or transmission safety blanket is required.

DRIVELINES:

Must be same as manufacture of vehicle and offered as a option. Reinforcing axle housing is allowed. Gear ratios and carriers are open. Axle and axle housing up-grades are allowed if and only if offered as an option. Driveshaft loop is mandatory. Drive shaft loop must be installed at first U-joint assembly. Driveshaft loop must be constructed of 1/8 x 1 steel or 1/4 x 1 1/2 nylon strap to be bolted to cross member.

IGNITION SYSTEM

BATTERY IGNITION ONLY. NO MAGNETOS:

Any brand spark plugs and sparkplug wires maybe used.

Class 775: Must remain stock from the manufacture as delivered.

Class 850: Electronic ignition systems maybe removed.

BATTERY:

Must be mounted in bed area of vehicle.. It is recommended that the battery is placed in a marine battery box to prevent acid or gel spill on driver or co-driver. It is also recommended that the positive post on the battery be covered to keep from arching in the event of something metal hitting the positive post.

FUEL SYSTEM

Maximum octane is restricted to ninety-two (92) octane, auto pump gas. NO RACE GAS ALLOWED. Fuel pumps and fuel filters are open.

SAFETY FUEL CELLS:

Fuel cells are mandatory in both classes. Location is optional. Fuel cells are required to have a bladder surrounded in a container made of 20 gage steel or .060 inches aluminum or .125 Marlex. Magnesium casing is prohibited. Fuel cell container must be secured by bolts and/or steel straps to frame or floor.

Class 775: Fuel cell maybe installed and sunk in floor of bed. Minimum material from floor maybe removed for installation of fuel cell.

Fuel lines must be clamped or fitted with a screw on fitting at each connection from fuel cell to carburetor, which includes fuel filter, fuel regulator and fuel pump.

Fuel filler cap must be a positive locking non-vented cap (no Monza/flip type). If the non-vented fuel filler cap is directly on the fuel cell a check valve is not required. If the non-vented fuel filler cap is more then 2 inches from cell a check valve IS required. A splash shield is required to keep fuel from accidentally pouring into driver's compartment. NO stock gas tanks allowed.

Vent line must be secured by clamp or screw type fitting. Check valve must be installed on vent hose to prevent fuel siphoning out of fuel cell. Vent line MUST be routed as shown in diagram below.

The vent line MUST be routed in a way that the vent line goes beyond each side of fuel cell including the bottom. Vent hose end must exit to the rear of passenger side of fuel cell.

DRIVERS COMPARTMENT:

Dash must remain in stock location. Stock gages maybe replaced with aftermarket gages in stock location. The removal of ash tray, glove box, radio, air-conditioning, upholstered door panels, head liner, visors, carpeting, rear seats and cigarette lighter is allowed. No stock seats. Stock seats must be replaced with an after-market non-hinged back racing seat.

Class 850: If vehicle has raced on the West Coast, prior to January 1, 1999, without or with a modified dash the vehicle will GRANDFATHER in.

WEIGHT MINIMUM REQUIREMENTS:

Class 775: 2,700 pounds

Class 850: 3,690 pounds

All vehicles will be weighted dry, no spare tires, no tools, no spare parts. All ballast weight must be ID'ed by Tech officials. All weigh ins are final on official scales.