



2017 OFFICIAL RULEBOOK

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Live A Little Productions and Western Grand National Pulling Series Officials have final say in ALL matters related to rules found within this rulebook. The officers reserve the right to interpret any and all rules set forth herein, or any other rules that are in force at any WGN pull as they see fit.

GENERAL RULES

A valid state driver's license is required. Any contestant without a valid driver's license must have prior approval by the WGN officers and our insurance carrier.

Any stock pickup that exceeds the mandatory weight limit for that class, after removing all unnecessary parts (i.e. tailgate, spare tire, etc.), has the option to pull with a 22 in. hitch height. Limits up to 7000 LB for gas vehicles and 9000 LB for diesel.

Puller may spot the sled anywhere in bounds and behind starting line if they wish. This must be done while sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.

Any extreme safety violations, as determined by WGN technical department, will cause the vehicle not to be able to participate in the event.

No smoking allowed in the pulling arena during the pulling event.

No alcohol consumption, illegal drug use, or marijuana allowed in pit area during the pulling event.

The officers of WGN reserve the right to interpret any and all rules set forth herein, or any other rules that are in force at any WGN pull as they see fit.

No changing of drivers after weigh in.

Each individual person MUST sign the liability waiver to receive their pit passes at each pull.

Safety helmets, minimum Snell 90, and safety belts are mandatory.

No passengers. No riders shall be allowed in a pulling vehicle when it is being towed or driven.

No rider in or on any vehicle in the pit, track, or adjacent areas.

All vehicles will only compete one time per class, except in the event of a pull-off situation.

Any pull, maximum of 100 ft., unless otherwise specified, will have a re-pull option. This must be decided on then, and taken in that class.

The first puller in each class will have the option to re-pull, if not satisfied with the first pull. The pull must be taken immediately or at the end of the class.

All vehicles are subject to be weighed immediately after their pull, at the discretion of WGN officials.

If any person (competitor or competitor's pit crew) is visually impaired, that vehicle will not be able to compete. If a second offence occurs, automatic disqualification and a 375 day suspension will be implemented on all WGN events.

Any added weight must be secured. Any loss of ballast on the track is subject to disqualification.

No part of pulling vehicle shall interfere with the sled or sled hitch during a pull.

No fuel tanks, fuel lines, radiators, or water hoses are allowed in the driver's compartment.

No battery is allowed in the cab, unless securely fastened to the frame and enclosed in a marine battery box.

Fuel tanks must be securely mounted and fastened to pulling vehicle.

Maximum weight for each class includes the driver of that vehicle.

Class will be called once for line-up. Truck will be called a second time, if not in line after second call, truck will be disqualified.

Puller has 3 minutes to hook to the sled after track is ready, or once the competition director calls them to the sled. Failure to do so will result in disqualification.

Each vehicle pulls in one class only.

Someone must be in/on the vehicle at ALL times when the motor is being run.

Sled must move at least 25 ft. to have sled repositioned. Only one repositioning is allowed.

For mechanical reasons only, a puller may drop to last position in the class. This is allowed by the head track official's discretion. Failure of safety equipment does not classify as a mechanical failure.

No crew member, helper or anyone else allowed behind, in front of, or within 5 ft. of the front of the sled (buckboard) or chain area while a vehicle is backing up to, hooking, or unhooking from the sled other than the hook-unhook personnel or the track officials.

The pit crew must be off the track and behind the safety lines after hook has been made. This is a minimum of 20' from edge of track.

Competition vehicles may not have any headlights or lights of any kind or any color that are aimed forward as to impair the Flagman's vision while going down track.

Tie breakers: When there is a tie for points, a pull-off will determine the points champion.

A puller that attends an event with a pulling vehicle, but is deemed unable to hook to sled under power, will receive last place money and NO points for that event.

MODIFIED GENERAL RULES

Fire suits required in all classes, minimum of SFI 3.2., including fireproof gloves, and fireproof shoes. All helmets must meet Snell 90 minimum, or SFI Spec. 31.1, 31.2, 41.1, or 41.2. In any open cockpit vehicle, a full faced helmet and fireproof head sock is mandatory. Neck collars are recommended.

A driver restraint system is required, SFI spec 6.1, in all pulling vehicles. A four point harness system in all modified vehicles. Any vehicle utilizing a multiple charger configuration (excluding Limited Pro Stock Diesel 4x4 and Pro Stock Diesel 4x4 class), or supercharger, is required to utilize a 5 point harness system.

On all modified vehicles, a kill switch with a 2 in. diameter ring must be located in the rearmost-center of the truck (maximum 6 in. off center in any direction), and no more than 24 in. above the point of hook. A cable from the sled will attach to kill switch.

No digital, microprocessor, computer, or programmable ignition controls on gas or alcohol powered vehicles. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

Trucks must have a presentable bed or flatbed. If floor of bed is removed, a tonneau cover or similar is required.

No screw type superchargers.

A neutral safety switch system is required on all pulling vehicles. Vehicle must NOT be able to start in forward or reverse.

An automotive quality light must be mounted in the cab of vehicle, in plain view of driver. Light must be activated by shift lever or neutral safety switch, and must prevent vehicle from starting unless it is illuminated.

An automotive quality white light, minimum 2 inches in diameter, must be mounted directly above or below safety kill switch at the rear of the vehicle. Light must be activated by the shift lever so that it is only lit when the vehicle is in neutral.

The point of hook on trucks and big tractors must have a minimum 3x3.75 in. hole for ease of hookup. Mini rods must have a minimum 2 in. hole.

All pulling vehicles must have an automatic ignition kill switch on spark ignition engines, and an air shut off on diesel engines. Kill switch must also shut off electric fuel pump. These controls must be operated from the driver's seat AND from the rear of the vehicle.

All carburetor or butterfly shafts must have dual return-to-idle arms and springs in located in two different locations. Diesel engines must have an external, visible return-to-idle spring on the fuel injection pump throttle arm.

All exhaust must discharge vertically. Height to be a minimum of one foot above the bend in the pipe measured from top of the pipe to the bottom of the bend. Vertical is defined as "being in plumb" with a 10 degree variance in any direction permitted. Venturi type headers are acceptable.

All engine driven fans must have a shroud, 360 degrees around the fan. Shroud can be no more than 1 in. from the radiator and no less than ¼ in. past the back of fan blades.

A deflection shield is required on both sides of the engine. A shield must extend the complete length of the block casting and be securely fastened. Shield must be made of aluminum or steel, minimum of 0.060 in. thick. Starter motors, fuel injection pumps, and exhaust headers may not be used as shielding. Shielding may cover/pass behind starter or fuel pump. Shielding on all V or L type engines must extend from the base of the head or the upper most point of the piston travel to 2 inches below the bottom center of the crankshaft throw, and be securely fastened. Shields must be solid. Motor mounts, filters, steering rods, etc. cannot serve as part of the shield. Solid frame rails with no holes can serve as part of the shield, provided it covers the required area of the block casting.

Automatic transmissions MUST be covered by an SFI 4.1 approved or better, full length safety blanket.

Pulling vehicle must be equipped with a minimum 2 ½ lb., dry powder type fire extinguisher, fully charged with a gauge in working condition and within easy reach of the driver while sitting in the seat.

General Rules apply.

RAIN

Any class not completed for any reason will be considered a rain out.

A class will be official when $\frac{2}{3}$ of the pullers have made a pull.

A session of pulling will be official when $\frac{1}{2}$ of the advertised classes are completed.

If purse is not paid to a cancelled class, entry fee will be refunded.

WGN officials will decide when class is rained out of a session.

PULL-OFFS

Each competitor will have two (2) attempts to make a measurable pull.

In a pull-off, each puller will hook in the order in which they pulled in the original class.

NO dropping of positions is allowed in a pull-off.

If the track officials feel that there has been an error in sled setting, pull-off may be restarted. In this case, the first puller may come right back or drop to last.

In a pull-off, a floating finish line will be used.

PROTEST CLAUSE

All protests must be made in writing, and submitted and signed within thirty (30) minutes of the vehicle leaving the track.

Protest must clearly define three items: Who is protested, what they are protested for (limited to one item per protest), and by who is protesting.

All protest fees will be paid in cash.

If protested vehicle is found legal, then fee will be forfeited to person found legal.

If vehicle is illegal, then vehicle is disqualified with a loss of purse and points, and protest fee, less the cost of any required inspection, is returned to protester.

Fees for protest are as follows:

1. Cubic inch - \$1,200. Complete tear down. A 1% variance will be given for wear and tear. \$200.00 from protest fee for teardown is paid to the (Official/Shop Fee) in charge of the teardown. Remainder of protest fee is returned to protestor or given to protested party pending outcome of teardown.

2. Fuel, Visual, Weight, Turbo, Performance Enhancements, etc.-\$500

SUMMARY OF CAUSES OF DISQUALIFICATION

All disqualifications include, but are not limited to these causes: (WGN officials have final say in disqualification situations)

Out of bounds; this is described as any part of the pulling vehicle touching the white boundary line.

Loss of weight ballast under green flag.

Loss or failure of safety equipment under green flag.

Illegal fuel or water.

Loss of excessive liquid.

Unsportsmanlike Conduct - Any competitor or crew member displaying un- sportsmanlike conduct at any WGN sanctioned events, whether verbal or physical, will be reason for that team's loss of points and purse for the event where the actions take place. Any second offence, after official notification in writing by WGN officer, will be cause for the competitor and team suspension for up to one year and ten days from date of infraction.

Unsafe operation of vehicle.

Intoxication of driver or pit crew.

Illegal equipment, including personal fire protection, or lack thereof.

Leaving starting line under red flag.

Jerking of the sled under green flag.

Excessive argument with track officials.

Deliberate delay of event.

Being too close to the track, or in unauthorized track area while event is in progress.

Attacking an official.

STOCK GAS

Maximum weight limit is 6500 lbs., with driver.

Any stock pickup that exceeds the mandatory weight limit of 6500 lbs. for the class, after removing all unnecessary parts (i.e tailgate, spare tire, etc.), can weigh as much as 7000 lbs., but has to pull with a 22 in. hitch height.

Factory stock appearance must be retained. Must be street legal with valid DOT registration.

DOT approved tires only. No bar tires or cut tires.

An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only. Welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps and camber kits are permitted.

The rear suspension must maintain a minimum compression shock travel of 1 in.; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

Hitch must be a receiver style; no drawbars allowed. No ball hitches allowed.

Hitch height is maximum 26 in.

Naturally aspirated only. Gasoline or propane are the only acceptable fuels.

Hanging weights are allowed, but cannot extend more than 60 in. from centerline of front axle.

No loose weights in cab or under hood allowed.

Seat belts and helmets are required.

A fire extinguisher system is recommended, but not mandatory.

General Rules apply.

WORK STOCK DIESEL

Maximum weight limit is 8000 lbs., with driver.

Any stock pickup that exceeds the mandatory weight limit of 8000 lbs. for the class, after removing all unnecessary parts (i.e tailgate, spare tire, etc.), can weigh as much as 9000 lbs., but has to pull with a 22 in. hitch height.

Weights are permitted. Hanging front weights are prohibited. Weights may be added in the bed of the truck. If used, they must be securely fastened.

Front bumper is limited to stock OEM make, or any factory mass produced front bumper.

The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.

The complete OEM firewall and OEM floor pan is mandatory.

Four-wheel hydraulic brakes are mandatory.

Radiators must be in the stock location and be of at least stock size.

Factory or aftermarket air to air intercoolers permitted. Water to air coolers are prohibited.

Water injection is prohibited. All system components must be removed from the truck.

An OEM transmission and transfer case are mandatory. They must have been an option in a one-ton or smaller pickup.

The OEM restraint system is mandatory and must be worn.

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine.

NITROUS OXIDE is prohibited along with other oxygen extenders. The use of PROPANE is also prohibited. All system components MUST be removed from the truck.

The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two $\frac{3}{8}$ in. diameter bolts must be installed through the exhaust pipe in a cross pattern within 1 in. of each other, as close to the turbo as is practical.

The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted, dielectric meter readings must be between 30-100.

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Power Stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

All engines turning 4500 RPM and higher, must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

The hitch must be a receiver style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground must not exceed 26 in. The hooking point will be measured to the center of the clevis loop.

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. After market seats are permitted; they must be fully upholstered.

All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative.

The use of hand-throttle controls is prohibited.

Non-OEM rear-end housings are prohibited. It must have been an option in a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or a shield.

Complete headlight and taillight assemblies (all) are mandatory and must be operative.

Complete OEM windshield and windows are mandatory.

The upper mounting point for strut assemblies must be in the factory location.

Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened, provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted.

Traction bars and devices are permitted. An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only. Welds are permitted for attachment to frame or axle housing.

All OEM suspension mounting points must be retained and used.

The rear suspension must maintain a minimum compression shock travel of 1 in.; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel.

Airbag spring assistance is permitted; airbag compressors must be disconnected.

The tires must be DOT street tires. Dual wheel permitted in factory equipped vehicles only. Cut tires are prohibited.

Non-OEM transfer cases are prohibited. The transfer case must have been an option in a one-ton or smaller pickup truck. Non-OEM automatic transmissions are prohibited. Aftermarket torque converter, valve bodies and internal components are permitted.

Transmission brakes are prohibited.

Any non-OEM floor mounted shifters must be equipped with a spring-loaded positive reverse lockout device, to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory.

All transmission lines must be metallic or high-pressure type hose.

All vehicles with engines running 4500 RPM or more, and using an automatic transmission, must be equipped with a transmission shield meeting SFI Spec 4.1; they must be labeled accordingly. A blanket type shield is permitted; it must be appropriately labeled as meeting SFI spec 4.1, and it must extend from the rear of the block to the front of the tail housing, with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two ¾ in. by ½ in. straps that bolt to the shield on each side, and pass under the transmission pan, unless the transmission pan is labeled as meeting SFI spec 4.1.

All vehicles with engines running 4500 RPM or more, and using an automatic transmission, must be equipped with a flex plate meeting SFI Spec 29.1, and be covered by a flex plate shield meeting SFI Spec 30.1.

Non-OEM manual transmissions are prohibited. Aftermarket internal components are permitted.

A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more.

All manual transmissions must be clutch assisted. Sequential shifters are prohibited.

All vehicles with engines running 4500 RPM or more, and equipped with a manual transmission, must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available, may use a properly

attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission, with a min. 6 inch overlap where it is fastened.

Front bumper is limited to stock OEM make, or any factory mass produced front bumper.

The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.

The complete OEM firewall and OEM floor pan is mandatory.

The turbocharger is limited to a stock appearing, OEM/Factory make specific charger. Turbochargers from different years in the same make, may be interchanged. Drop-in wheels are permitted. 6.4 liter Power Stroke engines may utilize the factory twin-turbo configuration. Turbos are limited to 2.3" inducer bore, measured using a 2.305 plug.

An OEM transmission and transfer case are mandatory. They must have been an option in a one-ton or smaller pickup.

The OEM restraint system is mandatory and must be worn.

Water injection is prohibited. All system components must be removed from the truck.

The vehicle must retain the original factory wheelbase and track width.

The OEM chassis is mandatory.

The engine must be in the OEM location for the body used.

The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.

A fire extinguisher system is recommended, but not mandatory.

General Rules apply.

2.5 DIESEL

Maximum weight limit is 8000 lbs., with driver.

Any pickup that exceeds the mandatory weight limit of 8000 lbs. for the class, after removing all unnecessary parts (i.e tailgate, spare tire, etc.), can weigh as much as 9000 lbs., but has to pull with a 22 in. hitch height.

Valid DOT registration and license plates are mandatory.

Ballast is permitted. Front hanging weights are allowed, not to exceed 60 in. forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck, but must be secured.

Four-wheel hydraulic brakes are mandatory.

Radiators must be in the stock location and be of at least stock size.

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine.

NITROUS OXIDE is prohibited along with other oxygen extenders. The use of PROPANE is also prohibited. All system components MUST be removed from the truck.

The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8 in. diameter bolts must be installed through the exhaust pipe, in a cross pattern within 1 in. of each other, as close to the turbo as is practical.

The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted, dielectric reading must be between 30-100.

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Power Stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

The hitch must be a receiver style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle, and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 in. The hooking point will be measured to the center of the clevis loop.

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Rear seats may be removed for weight.

Two matching front seats are mandatory. After market seats are permitted; they must be fully upholstered.

All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative.

The use of hand-throttle controls is prohibited.

Non-OEM rear-end housings are prohibited. It must have been an option in a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or a shield.

Complete headlight and taillight assemblies (all) are mandatory, and must be operative.

Complete OEM windshield and windows are mandatory.

The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened, provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted.

Traction bars and devices are permitted. An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only. Welds are permitted for attachment to frame or axle housing.

All OEM suspension mounting points must be retained and used.

The rear suspension must maintain a minimum compression shock travel of 1 in.; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel.

Airbag spring assistance is permitted; airbag compressors must be disconnected.

The tires must be DOT street tires. Cut tires are prohibited. No chains or studs.

Non-OEM transfer cases are prohibited. The transfer case must have been an option in a one-ton or smaller pickup truck. Non-OEM automatic transmissions are prohibited.

Aftermarket torque converter, valve bodies and internal components are permitted.

Transmission brakes are prohibited.

Any non-OEM floor mounted shifters must be equipped with a spring-loaded positive reverse lockout device, to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory.

All transmission lines must be metallic or high-pressure type hose.

All vehicles with engines running 4500 RPM or more, and using an automatic transmission, must be equipped with a transmission shield meeting SFI Spec 4.1; they must be labeled accordingly. A blanket type shield is permitted; it must be appropriately labeled as meeting SFI spec 4.1, and it must extend from the rear of the block to the front of the tail housing, with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two $\frac{3}{4}$ in. by $\frac{1}{2}$ in. straps that bolt to the shield on each side, and pass under the transmission pan, unless the transmission pan is labeled as meeting SFI spec 4.1.

All vehicles with engines running 4500 RPM or more, and using an automatic transmission, must be equipped with a flex plate meeting SFI Spec 29.1, and be covered by a flex plate shield meeting SFI Spec 30.1.

Non-OEM manual transmissions are prohibited. Aftermarket internal components are permitted.

A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more.

All manual transmissions must be clutch assisted. Sequential shifters are prohibited.

All vehicles with engines running 4500 RPM or more, and equipped with a manual transmission, must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available, may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Vehicles are limited to a single turbo charger. T-4 mounting flange is the largest allowed. Turbo must be a true 2.5 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single .200 in. MWE groove maximum allowed. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. The wheel must protrude into the 2.5 bore $\frac{1}{8}$ in. Turbo will be checked with a 2.505 plug or internal calipers. The vehicle driver will be responsible for making the compressor wheel accessible on the turbocharger for the tech personnel to make appropriate measurements. Inducer bore diameter will be measured using a plug or calipers. Any provisions allowing air to the compressor wheel other than the inducer bore or MWE groove are prohibited.

Water injection is prohibited. All system components must be removed from the vehicle.

Factory or aftermarket air to air intercoolers permitted. Water to air coolers are prohibited.

The vehicle must retain the original factory wheelbase. Max 102" width.

The OEM chassis is mandatory.

The engine must be in the OEM location for the body used.

The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.

A fire extinguisher system is recommended, but not mandatory.

General Rules apply.

LIMITED PRO STOCK DIESEL 4X4 (2.6)

Maximum weight limit is 8000 lbs., with driver.

Ballast is permitted. Front hanging weights are allowed, not to exceed 60 in. forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck, but must be secured.

All drivers must have a valid state driver's license and full firesuit. (see Modified General Rules) which includes helmet. Seatbelt/restraint system must be worn.

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Front brakes only are required

The OEM chassis is mandatory. The engine must be in the OEM location for the body used.

Drivetrain will consist of the following: Any front axle, transmission, transfer case, and rear axle permitted. No planetaries permitted.

Front of engine block can be no farther forward than 17" from centerline of front axle.

The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.

All trucks must have at least 6 in. wide u-joint shields around the rear u-joint constructed of at least ¼ in. steel or ⅜ in. aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

The engine is limited to stock-appearing. Engine and transmissions can be interchanged between Dodge, Ford and GM as long as they came in a one-ton truck or smaller from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. No aftermarket blocks permitted.

Cylinder head must be OEM or OEM replica for that brand engine. Head must retain OEM valve angle.

Aftermarket intake manifolds are allowed.

All vehicles must be equipped to direct exhaust upward. Two ⅜ in. diameter bolts must be placed through the exhaust pipe, in a cross pattern, within 1 in. of each other, within 12 in. of the turbo.

A fire extinguisher system is required. It must be securely mounted and within reach of driver while seated.

A complete OEM firewall is mandatory. The complete OEM floor pan is mandatory.

Hand throttles permitted.

The fuel must be pump #1/#2 diesel, or Soy/Biodiesel fuel; dielectric reading must be between 30-100. No propane or nitrous oxide permitted, or any other oxygen enhancers.

Racing fuel cells are permitted.

Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Powerstroke engines with a single factory turbo may utilize a second HPOP.

Hook point must be no closer than 44 in. of centerline of rear axle. Hitch height maximum of 26 in., with a minimum of a 3.75 in. x 3.0 in. opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted.

Pivot pin of drawbar must be mounted centerline of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.

Rear axle bolts must be covered by a cap or shield.

Safety kill switch (raincap or guillotine) must shut off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two inch diameter ring to attach to the sled. Air and fuel shutoff switches/cables must also be operated from inside the cab. Fuel shutoff switch on rear of vehicle is optional.

Hydraulic steering permitted.

Suspension, Front: The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

Lowering or raising the vehicle height with suspension modifications is permitted; must be bolt on only. Welds permitted for attachment to frame or axle housing. Sway bars, limit straps and camber kits permitted. Traction bars and devices are permitted. Blocked suspension is permitted. No air bags.

Tires must be DOT street tires, Maximum height 35". Cut tires are prohibited. 102 in. Max outside tire to outside tire. Dual REAR tires only permitted.

Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear.

A functional neutral safety switch is mandatory.

All transmission lines must be metallic or high-pressure-type hose.

All vehicles using an automatic transmission must be equipped with a transmission shield, meeting SFI Spec 4.1, and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1, and it must extend from the rear of the block to the front of transmission main body. The bell housing area is to be completely covered 6 in. overlap where it is fastened. All non-blanket-type shields must incorporate two ¾ in. by ⅛ in. straps that bolt to the shield on each side and pass under the transmission pan, unless the transmission pan is labeled as meeting SFI Spec 4.1.

All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

All manual transmissions must be clutch assisted, and utilize a clutch meeting minimum SFI Spec 1.1 or 1.2.

Sequential shifters are prohibited.

All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bellhousing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

TURBO –

OPTION 1: If single turbocharger is used, size is limited to a maximum 2.6" opening inducer bore. MWE groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .200 in. Compressor wheel must protrude into 2.6" bore 1/8 inch. Turbo mounting plates are permitted. Inducer bore will be measured using a 2.605" plug.

OPTION 2: If single, smooth faced, turbocharger is used, intake housing is limited to a 3.0" inlet (no map ring) with ALL air entering through the 3.0" opening. Intake wheel must protrude 1/8 inch inside of opening.

OPTION 3: If two turbochargers are used, they must be in a compound configuration with only one atmosphere turbocharger which must be a true 2.6 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. The compressor wheel must protrude into a 2.6 in. bore for 1/8 inch. The inlet will be measured using a 2.605 in. plug. The plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .200 in. All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel. Mounting plates are permitted.

Water injection is prohibited. All system components must be removed from the truck.

Intercoolers are allowed. Dumping/draining of intercooler within 100 feet of track is prohibited.

Maximum wheelbase 158" unless OEM VIN number indicates 161 in. wheel base. 102 in. maximum track width (outside tire to outside tire).

Maximum of one-ton truck chassis only.

Modified General Rules apply.

PRO STOCK DIESEL 4X4 (3.0)

Maximum weight limit is 7800 lbs., with driver.

Trucks must remain stock appearing. Must have full size steel or OEM type body.

The OEM chassis is mandatory.

The engine must be in the OEM location for the body used.

The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.

All drivers must have a valid state driver's license and full firesuit. (see Modified General Rules) which includes helmet. Seatbelt/restraint system must be worn.

Maximum engine size will be 460 cubic in. Engines must come from factory in one-ton or smaller Diesel pickup truck. Engine must remain in stock location as intended by manufacturer.

No aftermarket blocks permitted.

Front of engine block can be no farther forward than 17 in. of centerline of front axle.

Hook point must be no closer than 44 in. of centerline of rear axle, hitch height maximum of 26 in., with a minimum of a 3.75 in. x 3.0 in. opening. Hitch point must be easily accessed. No "trick" style hitches allowed. Hitches must be stationary in all directions. Hitch must be frame mounted.

Hitch pivot point must be mounted center line of rear axle or behind.

Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.

TURBO –

OPTION 1: If single turbocharger is used, size is limited to a maximum 3" opening inducer bore. MWE groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .250 in. Compressor wheel must protrude into 3" bore 1/8 inch. Turbo mounting plates are permitted. Inducer bore will be measured using a 3.005" plug.

OPTION 2: If single, smooth faced, turbocharger is used, intake housing is limited to a 3.6" inlet (no map ring) with ALL air entering through the 3.6" opening. Intake wheel must protrude 1/8 inch inside of opening.

OPTION 3: If two turbochargers are used, they must be in a compound configuration with only one atmosphere turbocharger which must be a true 3.0 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. The compressor wheel must protrude into a 3.0 in. bore for 1/8 inch. The inlet will be measured using a 3.005 in. plug. The plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .250 in. All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel. Mounting plates are permitted.

Exhaust must exit straight up, with (2) 3/8 in. bolts mounted in a cross pattern no more than 1 in. apart, as close to the turbine wheel as possible, no more than 6 in. from turbine wheel.

No cast iron clutches or flywheels permitted.

Safety kill switch (raincap or guillotine) must shut off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two inch diameter ring to attach to the sled. Air and fuel shutoff switches/cables must also be operated from inside the cab. Fuel shutoff switch on rear of vehicle is optional.

No fuel lines or tanks permitted inside of truck cab, unless securely mounted in sealed marine box.

Computer chips and boxes permitted.

Fuel Systems: Largest fuel injection pump allowed will be a P-Pump with only one plunger per cylinder. (No Sigma pumps).

DOT, cut, or sharpened tires are allowed. Dual rear wheels are permitted for DOT approved tires only. 34x18.0x15 bar & cut tires permitted. Maximum tire size to be 112" circumference @ 30 psi inflation. Original bar not to exceed 18" width before cutting. Maximum of 4 bar or cut tires permitted (no duals).

Water injection permitted.

Front weights must be no more than 60 in. from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of truck. If in bed of truck, they are to be securely fastened.

Fuel limited to diesel fuel and bio-diesel only with dielectric meter reading of 30-100. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

Drivetrain will consist of the following: Any front axle, any transfer case any rear axle. No planetary rear ends permitted.

OEM chassis only, no tube chassis permitted.

Axle shields are required. Shield to be .060 in. thickness steel or aluminum. Shields not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking hub.

S.F.I. bellhousing blankets and/or S.F.I blow proof bell housing required.

All U-joints must be shielded 360 degrees with 3/8 in. thick aluminum or 5/16 in. thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will be no more than 2 in. larger than U-joint.

All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8 in. aluminum or 5/16 in. steel. 1/4 in. of shaft may be visible.

Suspension modifications are permitted. Removable suspension blocks are permitted.

Fire Extinguisher, helmet Snell 90 or better, SFI firesuit, shoes and seatbelt/harness are required.

Maximum wheelbase 158" unless OEM VIN number indicates 161 in. wheel base. 102 in. maximum track width (outside tire to outside tire).

Modified General Rules apply.

PRO STOCK 4x4

Maximum weight limit is 6200 lbs., with driver.

Engine is limited to 500 + or - 1% ci., must have a cast iron block and may have either cast iron or aluminum heads. Heads must be factory produced of original type configuration with 2 valves per cylinder.

Engine must accept stock crankshaft.

No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

Any factory fuel injection is allowed. Fuel injection system must have been stock for the year make and model of vehicle utilizing fuel injection.

Fuel is limited to gasoline only. No alcohol is allowed.

Vehicles are required to have a steel bell housing or a SFI approved transmission blanket and/or scatter shield.

Any single four barrel carburetor with any intake manifold is allowed.

Any cut or bar style tire is permitted, except Dick Cepek Giant puller tires. A maximum 31 in. (Factory marked) tire is permitted for a non DOT tire and a maximum 36 in. (factory marked) tire is permitted for a DOT legal tire.

Axles and hub bolt shields are required on all rear ends unless it is a planetary drive rear end. The minimum shield must be 1/16 (0.060 thick steel). The hub bolts should be shielded on both the front and rear axles. The mounting shield cannot be mounted to the axle end or the hub bolts. A hole may be installed in the center of the front shield so the lock can be operated, so long as the hub end or axle bolts are covered.

Vehicle limited to a 133 in. wheel base.

Fiberglass may be used in body components in lieu of steel provided the appearance is the same as the factory steel body.

Wheel wells, front and rear, must be centered above the wheels.

The bed of the vehicle may be lengthened or shortened, only between the cab and the rear wheel wells, so the wheel wells are centered above the wheels.

One piece fiberglass bodies will be allowed. Fiberglass bodies must be an exact replica of the original sheet metal.

All weights must be safely secured to the vehicles, and may not extend forward more than 60 in. from the center line of the front axle. No loose weights in the cab or under the hood are allowed.

If the vehicle has doors, they must be on and closed. Glass windshields, rear windows, and side windows can be factory tinted or clear glass. Stained glass is not allowed. If Plexiglas is used, it must be clear in all windows.

The vehicle must run with a full hood except for exhaust and fuel systems. Vertical exhausts exiting through the hood are allowed. If vertical exhausts are not used, the exhaust must exit straight back. Vertical is defined as "being in plumb" with a 10 degree variance in any direction permitted.

All trucks must have working front wheel brakes. This does not include driveshaft brakes. Driveshaft brakes, if present, must be shielded 360 degrees by 5/16 in. steel or 3/8 in. aluminum, both ends enclosed with 1/8 in. steel. The floor of the body may be part of the shield if it is 1/8 in. steel or better.

No mud flaps or dirt deflectors are permitted.

All vehicles must utilize a grill and it must be in the original position.

No holes in the firewall and floor board are permitted.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook and unhook. Bumpers to extend a minimum of 8 in. vertically. Bumpers must be of rigid construction.

All trucks must have three (3) round metal loops shielding on each driveshaft. (A two piece driveshaft must have six (6) metal loops. A 360 degree loop must be a minimum of 3/8 in. wide or wider, and not more than 2 in. from the shaft in any direction. End loops must be placed no farther than 6 in. from universal joints, with a third loop in the center of the shaft, or it can be a solid tube (5/16 in. steel or 3/8 in. aluminum) meeting the above requirements. No cast metal is permissible. If running an aftermarket transfer case or drop box, all intermediate shafts must be fully enclosed.

No fuel tanks are permitted in the cab. Fuel pressure gauges, fuel pumps, and lines inside the cab are also prohibited.

All trucks will have a 360 degree metal shield around the universal joints, 5/16 in. steel or 3/8 in. aluminum. Minimum width to be 6 in. Clearance should not exceed 2 in. between shield and universal joint. Shield should not be butt or seam welded.

Hitch height maximum is 26 in. at point of hook before, during, and after pull. Hitch must be rigid in all directions and mounted solidly. Pulling point can be no less than 1 1/2 in. from back edge of drawbar. No clevis chains or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase, and shall not slope any greater than 25 degrees to hitch point.

The hitch must be clear and visible for hookup purposes. The hitch must be rigid in all directions and solidly mounted to the frame. No devices or installations that will raise the hitch while pulling are permitted.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while sitting in seat.

Outside edge of rear tires must overlap the center line of front tires, by at least 1 in. OR Outside edge of front tires must overlap the center line of rear tires, by at least 1 in.

Modified General Rules apply.

SUPER STOCK 4X4

Maximum weight limit is 6200 lbs., with driver.

Engine is limited to 565 + or - 1% ci., 2 valves per cylinder.

Gas and alcohol fuel permitted; fuel injection and dual carburetor's also permitted. No nitrous oxide.

Maximum tire size: 31" pulling tires, or 36" DOT tires. Cepek, Pit Bull, and Nichols tires permitted.

Aftermarket transmissions and transfer cases allowed.

All weights must be safely secured to the vehicles, and may not extend forward more than 60 in. from the center line of the front axle. No loose weights in the cab or under the hood are allowed.

Modified General Rules Apply.

PRO MOD AND SUPER MOD 4x4

Maximum weight limit is 6200 lbs., with driver.

Modified 4x4 trucks must be factory produced steel pickups or vans.

Vehicle must have an escape hatch in the roof or in the back or in the back if doors are non-working.

Modified 4x4 trucks must run naturally aspirated, single automotive type engines.

Fuel injection permitted but no diesel engines allowed.

Engine must accept stock crankshaft.

Heads shall be limited to 2 valves per cylinder.

Modified 4x4 trucks may run automotive type engine of gasoline or alcohol.

The maximum cubic inches allowed for Pro Modified 4x4 is 650 ci., + or - 1%. Limit for the Super Mod class is 500 ci., + or - 1%.

No digital, microprocessor, computer or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

Fuel injection shall be permitted. No superchargers or turbochargers are allowed in naturally aspirated class. Refer to 2 wheel drive rules for supercharger specifications and requirements for super mod 4x4 vehicles.

All supercharger drive components must be shrouded on the top and sides with 0.060 steel, the shield to be wider than the drive belt or chain, and be securely mounted. Supercharger shield to be wider than all components; idler, belt, pulleys, etc.

All vehicles with superchargers must use SRMA Spec. 6061T-6 aluminum bolts to secure blower to intake manifold. Blower straps meeting a SFI 14.1 Spec. are required on all supercharged engines.

Axles and hub bolt shields are required on all rear ends, unless it is a planetary drive rear end. The minimum is 1/16 (0.060 thick steel.). The hub bolts should be shielded on both the front and rear axles. The mounting shield cannot be mounted to the axle end or the hub bolts. A hole may be installed in the center of the front shield, so the lock can be operated, as long as the hub end or axle bolts are covered.

Vehicle limited to a 133 in. wheel base.

Fiberglass may be used in body components, in lieu of steel, provided the appearance is the same as the factory steel body. Wheel wells, front and rear, must be centered above the wheels. The bed of the pickup truck may be lengthened or shortened, only between the cab and the rear wheel wells, so the wheel wells are centered above the wheels.

One piece fiberglass bodies will be allowed.

Fiberglass bodies must be an exact replica of the original sheet metal.

Tube frames are allowed.

All weights must be safely secured to the vehicles and may not extend forward more than 60 in. from the center line of the front axle. No loose weights in the cab or under the hood are allowed.

If the vehicle has doors, they must be on and closed.

Glass windshields, rear windows, and side windows can be factory tinted or clear glass. Stained glass is not allowed. If Plexiglas is used, it must be clear in all windows.

The vehicle must run with a full hood, except for exhaust and fuel systems. Vertical exhausts exiting through the hood are optional. If vertical exhausts are not used, the exhaust must exit straight back. Vertical is defined as "being in plumb" with a 10 degree variance in any direction permitted.

All trucks must have working front wheel brakes. This does not include driveshaft brakes. Driveshaft brakes, if present, must be shielded 360 degrees by 5/16 in. steel or 3/8 in. aluminum, both ends enclosed with 1/8 in. steel. The floor of the body may be part of the shield if it is 1/8 in. steel or better.

No mud flaps or dirt deflectors are permitted.

All vehicles must utilize a grill and it must be in the original position.

No holes in the firewall and floor board are permitted except for controls. Holes not to exceed 1/2 in. larger than control.

No fuel tanks are permitted in the cab. Fuel pressure gauges, fuel pumps, and lines inside the cab are also prohibited.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook and unhook. Bumpers to extend a minimum of 8 in. vertically. Bumpers must be of rigid construction.

All trucks must have three (3) round metal loops shielding on each driveshaft. (A two piece driveshaft must have six (6) metal loops. A 360 degree loop must be a minimum of 3/8 in. wide or wider, and not more than 2 in. from the shaft in any direction. End loops must be placed no farther than 6 in. from universal joints, with a third loop in the center of the shaft, or it can be a solid tube (5/16 in. steel or 3/8 in. aluminum) meeting the above requirements. No cast metal is permissible. If running an aftermarket transfer case or drop box, all intermediate shafts must be fully enclosed. All trucks will have a 360 degree metal shield around the universal joints, 5/16 in. steel or 3/8 in. aluminum. Minimum width to be 6 in. Clearance should not exceed 2 in. between shield and universal joint. Shield should not be butt or seam welded.

Hitch height maximum is to be 26 in. at point of hook before, during, and after pull. Hitch must be rigid in all directions and mounted solidly. Pulling point can be no less than 1 1/2 in. from back edge of drawbar. No clevis chains or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase, and shall not slope any greater than 25 degrees to hitch point.

The hitch must be clear and visible for hookup purposes. The hitch must be rigid in all directions and solidly mounted to the frame. No devices or installations that will raise the hitch while pulling are permitted.

Tires have a maximum 18 in. wide tread, and 34 in. tall. Pulling tires only.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while sitting in seat.

Outside edge of rear tires must overlap the center line of front tires, by at least 1 in. OR outside edge of front tires must overlap the center line of rear tires, by at least 1 in.

Modified General Rules apply.

MOD AND SUPER MOD 2WD

Maximum weight limit is 6200 lbs., with driver.

All two wheel drive vehicles shall have a single, eight (8) cylinder automotive type engine.

Engine must accept a stock automotive crankshaft.

Heads shall be limited to two (2) valves per cylinder.

The maximum cubic inches allowed for Modified 2wd is 650 ci, + or - 1%. Limit for the Super Mod class is 575 ci., + or - 1%.

No digital, microprocessor, computer, or programmable ignition controls. No traction control ignition accessories. No six shooter, power grid systems or similar type ignition controls in any class.

A five point harness is mandatory for all supercharged vehicles.

If the original vehicle has doors, they must be on and closed. Funny car type bodies may be used with an escape hatch in the roof or back if doors are non-working.

All two wheel drive vehicles must have a complete firewall with no holes in it, except for controls. Holes not to exceed 1/2 in. larger than control.

Glass windshields, rear windows and side windows can be factory tinted glass or clear glass. Stained glass is not allowed. If Plexiglas is used it must be clear in all windows.

Vehicle must run with its hood on. Vehicles with open cockpits such as roadsters, C-cabs, and T-buckets are not required to run a hood.

Any factory production steel body trucks, van, or car body may be used. Fiberglass may be used in body components, in lieu of steel, provided the appearance is the same as the factory steel body. All funny car fiberglass bodies are acceptable. Only factory type bodies or replicas thereof shall be permitted.

Weights cannot extend further back than 12 in. from the hitching point.

All vehicles must have axle covers on the rear wheels, except vehicles with planetary type rear ends.

The maximum length of vehicle is to be 15 feet from the centerline of the rear axle to the forward most portion of the vehicle, including weight racks, etc. This does not include tow hook on front of vehicle.

The front wheels and axle are to remain centered in the front wheel wells.

Vertical bumpers are required to prevent the vehicle from passing over the buckboard of the sled while backing up to hook or unhook. Bumpers are to extend a minimum of eight (8) in. vertically. Bumpers must be rigid in construction.

All two wheel drive trucks must have working, individual rear brakes. Modified and super modified two wheel drive truck tires are as follows: 18.4 in. by 16.1 in., nothing bigger will be permitted.

All two wheel drive trucks must have wheelie bars. Wheelie bar length must be a minimum of 2 in. back from the furthestmost point of tire with a 5 in. pad on the bottom. Maximum 6 in. high if within tire track, or 10 in. high if not within tire track.

The hitch must be rigid in all directions and solidly mounted to the vehicle frame.

The height of the hitch cannot exceed 30 in. and must be parallel to the ground. No cable or chain can be used in the hitching device. The pulling point can be no less than 1 ½ in. from the back edge of the hook point.

Drawbar length to be no shorter than 18 in. from center of rear wheels to the point of hook.

All super charger drive components must be shrouded on the top and sides with 0.060 steel; the shield to be wider than the drive belt or chain, and be securely mounted. Blower shield must be wider than all components; idler, belt, pulleys, etc.

All vehicles with superchargers must use SRMA Spec. 6061T-6 Aluminum bolts to secure supercharger to intake manifold. Blower straps meeting a SFI 14.1 Spec. are required on all supercharged engines.

The driveshaft must have a minimum 2 loops on each shaft. Two piece driveshafts must have 4 loops. The loops must be a minimum of 5/16 in. steel or 3/8 in. aluminum, (no cast metal). They must be no more than 6 in. from the joint. All u-joints must be shielded 360 degrees by 5/16 in. steel or 3/8 in. aluminum. They must be no more than 2 in. from the shaft in any direction. Vehicles that have a shaft between the first transmission and the second transmission need only have one loop if that shaft is no more than 12 in. long and the loop is in the middle.

Any vehicle using planetary rear end must have driveshaft fully enclosed by 5/16 in. steel or 3/8 in. aluminum.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while in the seat.

Modified General Rules apply.

MOD AND SUPER MOD MINI

Maximum weight limit is 2000 lbs. for naturally aspirated minis, and 2050 lbs. for super mod minis, with driver.

Modified minis are limited to 650 ci., + or – 1%. Super modified minis are limited to 575 ci., + or – 1%.

All engines are limited to two (2) valves per cylinder.

A five point harness is mandatory for all mini tractors.

Modified mini tractors shall be limited to a single automotive type engine.

Engine must accept a stock crankshaft.

Fuel injection shall be permitted. No superchargers or turbochargers are allowed in naturally aspirated class. Refer to 2 wheel drive rules for supercharger specifications and requirements.

Engines are limited to 2 spark plugs per cylinder.

Driveline Shielding: All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16 in. minimum steel or 3/8 in. aluminum, round, inside diameter not to exceed 2 in. more than the outside diameter of the largest universal joint, fastened every 6 in. or closer, with 3/8 in. bolts or larger bolts, grade 5, or butt and seam welded, and securely mounted to vehicles frame. This applies to all vehicles with exposed driveshafts. No more than 1/4 in. of end of driveline shall be visible with driveline shielding in place. (Note: If U-joints are used in any driveshaft application, shielding must be 5/16 in. steel or 3/8 in. aluminum.)

All modified mini tractor engine-automatic transmission combinations must have: Two front engine mounts, 2 rear engine mounts, and a support saddle for rear of transmission, with 1/2 in. maximum clearance; or two front engine mount, support saddle at rear of engine, with 1/2 in. clearance, and a mount at rear of transmission.

Drawbars: Drawbar and hitching device to be one-piece construction, with a minimum of 1 in. solid steel material. No hollow tubing permitted. Front part of drawbar is to have a minimum of 1/2 in. cross sectional thickness to remain on the front side of hole where drilled. Minimum 1/2 in. pin. Drawbar height adjusting bolts to be no more than 5 in. from hooking point. The drawbar receiver or the material where the front of the drawbar is attached must have a minimum of 1/4 in. thick metal on each side of a horizontal pin drawbar. There must be a minimum of 1/2 in. metal remaining where the hole is drilled.

The point of hook is to have a minimum of a 2 in. round hole, maximum 2.25 in. hole. The thickness of material around the hole must be a minimum of 3/4 in. thick. Point of hook to be no more than 3/4 in. cross sectional thickness.

Skid pads to be at least 4 in. square at the ground contact point. Pads to be a maximum of 6 in. above the ground. Skid pads to be a minimum of 1/2 the tire diameter when measured horizontally from rear axle centerline to rear of pad. There must be one skid pad on each side of the tractor. The skid pads must be strong enough to support the weight of the tractor. There must be a support brace extending inward to frame, axle, or top of stabilizer bar arms.

All modified mini tractors are required to have roll-over protection. It is recommended to have either chrome-moly with minimum of 1 $\frac{1}{8}$ in. diameter and a wall thickness of .095 in. minimum, or mild steel a minimum of 1 $\frac{1}{8}$ in. diameter with a wall thickness of .083 in. minimum. The roll cage should be attached rigidly in a safe manner to the frame (welded or 4 grade 8 bolts, 1/2 in. in diameter at all locations). The roll cage should be able to sustain the driver from any and all injuries in the event of a roll over situation. WGN officials reserve the right to reject any roll over protection that they deem as unsafe.

All modified mini tractors must be equipped with working independent rear brakes.

Modified minis must be two wheel drive.

Hitch height is 13 in. maximum.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while in the seat.

Modified General Rules apply.

PRO MOD DIESEL

Maximum weight limit is 7500 lbs., with driver.

Any multiple charged diesel engine is allowed utilizing a minimum 3.2 in. inducer inlet atmosphere charger. Exception: any engine exceeding 466 ci. is allowed to run any single charger configuration.

Wheelbase maximum 158 in. OEM chassis of 161" are OK.

#2 diesel fuel only. No nitrous, propane or alcohol is allowed.

Limited to 2 stage charger configuration.

Hanging weights allowed. Weights must not extend more than 60" from centerline of front axle. Weights must be secured.

Hitch height maximum is to be 26 in. at point of hook before, during, and after pull. Hitch must be rigid in all directions and mounted solidly. Pulling point can be no less than 1 $\frac{1}{2}$ in. from back edge of drawbar. No clevis chains or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 30% of truck wheelbase, and shall not slope any greater than 25 degrees to hitch point.

The hitch must be clear and visible for hookup purposes. The hitch must be rigid in all directions and solidly mounted to the frame. No devices or installations that will raise the hitch while pulling are permitted.

Aftermarket drop boxes and reversers allowed.

No cast iron clutches or flywheels permitted S.F.I bellhousing blankets and/or S.F.I blow proof bell housings required

All U-joints must be shielded 360 degrees with 3/8 in. thick aluminum or 5/16 in. thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will no more than 2 in. larger than U-joint. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8 in. aluminum or 5/16 in. steel, ¼ in. of shaft may be visible.

A fire extinguisher is mandatory. It must be securely mounted and easily accessible by driver while in the seat.

Exhaust must exit straight up, minimum of cab height, with (2) ¾ in. bolts mounted in a cross pattern within 12 in. of turbo(s).

Safety kill switch (raincap or guillotine) must shut off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two inch diameter ring to attach to the sled. Air and fuel shutoff switches/cables must also be operated from inside the cab. Fuel shutoff switch on rear of vehicle is optional.

Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.

35" tire maximum height, tread width not to exceed 18 in.

Cut or Sharpened tires allowed.

Mechanical or electronic fuel injection permitted.

All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060 in. thick.

Tires and wheels must stay in the center of the wheel wells as intended by the manufacturer.

Outside edge of rear tires must overlap the center line of front tires, by at least 1 in. OR outside edge of front tires must overlap the center line of rear tires, by at least 1 in.

Modified General Rules apply.

SUPER FARM TRACTOR

Maximum weight limit is 9,300 lbs, with driver.

Maximum cubic inch limit is 640. Maximum of 8 cylinders permitted.

OEM stock style head for that model or series engine permitted.

Intake manifold: Maximum inlet size 3.75 in. measured on the outside diameter. One inlet pipe only.

OEM exhaust manifolds for that model and series engine only permitted on cylinder head.

Intercoolers are permitted with the use of water and/or ice only.

Overhead cams are not permitted.

Component chassis are not permitted. OEM rear end, transmission, and engine must be in stock location, bolted and secured to OEM chassis. Engine cannot move independent of rear end/transmission housing(s). Stock transmission housing or manufacturer's replacement and stock final drive housings or manufacturer's replacement required. Chassis and frame must remain stock from rear of engine block to the rear of tractor.

Tie bars are mandatory or full frame must be mounted rigid to engine, transmission, and final drive housings.

Fuel Systems: Largest fuel injection pump allowed will be a P-pump OE housing with only one plunger per cylinder. No aftermarket pump housings permitted.

Altering of a turbo housing to accommodate a smaller foot or base will not be permitted. Exhaust housing and exhaust manifold bolt pattern shall be no larger than 2.75 X 3.5 in.

Map width enhancement is allowed. Maximum map width .200 in. MWE groove must be inside neck area where intake covered is measured at 3 in.

Compressor wheel must protrude into 3 in. bore.

Intake housing to be no larger than three inches at the face of the wheel.

All turbine wheel blades to protrude into 3 in. bore.

All air must exit through 3 in opening. Turbine wheel exhaust blade to be no less than 2.90 in. in diameter at intersection of turbine wheel face and tip diameter. Turbine housing to be no larger than three inches at intersection of turbine wheel face and tip diameter. Exhaust housing will be measured at intersection of turbine wheel face and tip diameter.

No waste gates will be permitted.

No variable geometric turbos permitted.

HOT FARM TRACTOR

Maximum weight limit is 8500 lbs., with driver.

20.8 x 38 maximum tire size.

No rim size larger than 38 in. diameter.

High pressure water injection is allowed in the crossover pipe and ported water is allowed in the intake manifold only, not in the head. Water only permitted.

No intercoolers permitted.

525 cubic inch limit (+ or - 1 percent). Maximum of 8 cylinders permitted. Two valve farm tractor cylinder heads only. (OEM or stock replacement head for make and model).

Not allowed to cross manufacturer's lines.

3 in. inlet, 3½ in. exhaust outlet, no waste gates. Compressor wheel must protrude into the 3 in. bore. Intake housing to be no larger than three inches at the face of the wheel. No additional openings in compressor housing outside the 3 in. opening. MWE groove is allowed a maximum width of .200. MWE groove must be inside neck area where intake covered is measured at 3 in.

Intake manifold maximum inlet size 3.75 in. measured on the outside diameter. One inlet pipe only. One inch maximum spacer block allowed for data acquisition only.

Largest fuel injection pump allowed will be a P-pump with only one plunger per cylinder.

Exhaust headers are allowed.

GENERAL MODIFIED TRACTOR RULES

Modified tractors that have the frame bolted to the transmission shall also have the frame bolted to the axle housing to prevent splitting of tractor. The frame must be of sufficient strength that even when the bolts from the plate of the transmission or rear end are removed, the frame still supports the weight of the tractor in the heaviest class being entered.

No driveshaft over 48 in. long allowed. No input or output shaft that attaches to driveshaft may extend more than 4 in. beyond a bearing.

A minimum of 1 in. material between bolt and end of driveshaft shield. A minimum of 1 in. of material is to be in pilot holder at each end of the driveshaft shield. A minimum of eight 3/8 grade 8 bolts to hold carrier bearing assembly if attached to vertical plate.

No portion of the tractor may go beyond 14 ft. from the center of the rear axle.

No timing delaying devices permitted.

All Super Modified Tractors will require a 47.1 SFI Spec rollover protection.

All burst panels must face away from drivers.

Tires - No more than 30.5 in. wide.

Water and alcohol is allowed in turbine engines.

LIGHT MODIFIED TRACTOR

Maximum weight limit is 6000 pounds, with driver.

Any single reciprocating, internally combusted, automotive engine type tractors will be limited to 14-71 supercharger or single stage turbocharger maximum.

Any double configuration reciprocating, internally combusted, automotive engine type tractors must be naturally aspirated only.

Any single turbine type engine limited to one Lycoming T-55 L-7 or GE T-64 6.

One Allison engine with a maximum of two staged supercharger or turbocharger, injected and carbureted.

MODIFIED TRACTOR

Maximum weight limit is 8000 lbs., with driver.

Any three reciprocating, internally combusted, automotive engine type tractors will be limited to 14-71 supercharger maximum or single stage turbocharger. No intercooler allowed, with port fuel injection only.

Any 5 naturally aspirated big block automotive type engines.

Any 6 naturally aspirated small block automotive type engines.

Two Allison engines with a maximum of two staged supercharger or turbo charger injected or carbureted, with maximum 8-71 supercharger.

Any four configuration reciprocating, internally combusted, automotive engine type tractors will be limited to 8-71 supercharger maximum. No intercooler allowed with port fuel injection only.

Any triple turbine type engine limited to three Lycoming T-55 L-7 or GE T-64 6.

Three Ranger aircraft engines with a maximum of 800 ci. Each, with single state centrifugal chargers on alcohol with fuel injection.

Any tractor other than the combinations of engines listed above for the 8000 lb modified class must obtain approval from WGN tech services.

UNLIMITED MODIFIED TRACTOR

Maximum weight limit is 8000 lbs., with driver.

The unlimited class will allow any combination of engine(s), transmission(s), and final drive.