

## **Lake States Mud Racers 2013-2017 Rules and Regulations**

All participants agree that entering a mud run event shall constitute an agreement by him/her to be bound by all of the rules and regulations covering the event. This includes regulations contained within this document as well as regulations pertaining to each venue.

The participants agree to be bound by any of the decisions of the race officials and/or of the LSMR Committee.

The participants also agree to release, waive from liability, and agree not to bring action against the LSMR organization, its committee members, race officials, event sponsors, event promoters, and any other event official from any loss or damage caused by decisions erroneous or otherwise, whether based on negligence otherwise, or decisions based on malfunctions of electronic or mechanical equipment, and also from any loss, damage, or injury associated with any event whether such action constitutes negligence or otherwise. LSMR makes no representations or expressed or implied warranties that compliance with the rules and regulations published in the rule book will prevent or guarantee against injury or death to spectator or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for conduct of sport. Safety is the responsibility of equipment manufacturer, vehicles and engine builders, and participants in the event. Participants are expected to be alert to the inherent hazards of mud racing and are admonished to exercise good safety precautions and procedures. (The word “*participant*” shall include any person directly or indirectly associated with any vehicle lawfully on the premises for the purpose of competition, including but not limited to: owners, drivers, and crew members.)

Drivers under 18 years of age must have written consent from a parent or guardian and will need LSMR Committee permission to enter a race.

### **Dispute Resolution:**

*-Intent: Bring up all issues during the race. When the race is over, let the problem go. If more is necessary, bring it up at the next race, or file a written complaint. Do not publically complain about a problem once the race day is over.*

All disputes regarding vehicles, violations of the technical rules, concerns about a vehicle’s performance, or concerns regarding a racer’s conduct will be brought directly to the attention of the race officials and/or the LSMR board: **DURING THE RACE WHERE THE INCIDENT OCCURRED**. All disputes must be settled, in their entirety, before the race ends and the payout is distributed. No further disputes or discussions may be brought up until the next race that the vehicle or individual in question attends. After a race ends, all disputes are considered **FINISHED**. It will be considered dishonorable to continue to publically debate, discuss, or pursue a dispute that has been closed.

In the event that a dispute cannot be settled on race day, or if a party to a dispute is still not satisfied with the race day decision, a formal written complaint may be filed with the LSMR

committee. The official form is available online at the LSMR website, on the LSMR Facebook page, and directly from any LSMR committee member. All formal written complaints will be reviewed by the LSMR committee. The committee decision will be delivered, in written form, to the parties involved. A copy will be made available to the entire club. This system is designed to keep the LSMR racing community a fair and competitive environment.

THE TECH CREW AND/OR LSMR OFFICIALS HAVE THE FINAL WORD REGARDING THE IMPLEMENTATION OF THE RULES. VEHICLES DETERMINED UNSUITABLE FOR THE RACE BY OFFICIALS WILL NOT BE PERMITTED TO RUN. IN THE INTEREST OF SAFETY AND COMPETITIVE RACING, LSMR ALSO HAS THE RIGHT TO CHANGE ANY RULE, OR MAKE CHANGES TO THE RULES, AT ANY TIME.

LSMR RESERVES THE RIGHT TO SCOPE, CHECK, AND/OR INSPECT, ANY RACE VEHICLE AT ANY TIME.

## **Race Rules:**

- Courteous conduct is expected of all participants. Horseplay, mud wrestling, throwing objects, tampering with competitors' vehicles, or general bad conduct will not be tolerated. If at any time an individual's actions or conduct are not in the best interest of LSMR, in option of Committee Members, that individual will automatically lose winnings and/or be asked to leave.
- NO ALCOHOLIC BEVERAGES OR CONTROLLED SUBSTANCES will be allowed in the pit area. Any driver or pit crew found to be under the influence of alcohol or drugs, regardless of the amount, will be disqualified and asked to leave.
- The shutdown area and starting line shall be clear of people and machines during each run. No spectators will be allowed at the starting line or at the end of shut down.
- A race consists of two heats. Time consists of the driver's reaction time (RT) added to the vehicles elapsed time (ET). The driver with the lowest combined time for the two runs will win that class. In the case of a tie, there will be a run off for that position.
- A foul will disqualify a driver from the class that the foul is committed during. The driver will not be eligible for trophies or prize money. A foul can consist of: (1) leaving the lane to left or right side. (2) Early or false start. (3) An incomplete pass due to mechanical or other failure. A foul is determined by the race officials. The decision is final and cannot be contested once racing is complete and the payout has been made.
- Once a vehicle begins forward motion, the run or pass begins.
- Once a vehicle stops forward motion, the run or pass ends. Time will be calculated or distance will be measured.
- If a vehicle becomes stuck during the race, the participant must follow all directions of the race officials. This includes, but is not limited to, stopping any attempt to continue driving. LSMR employs officials at the ends of each track with red flags to provide instructions to drivers on the track. The penalty for not following the directions of the race officials is disqualification.
- There will be a tech inspection on all vehicles. Random inspections will be made throughout the season. The LSMR Techs have the right to issue a "One Race Warning". A "One Race Warning" allows the vehicle to be raced despite being in violation of the

rules. These exceptions will be valid only for one race day and **MUST** be corrected before the vehicle can be raced again. If the problem has not been corrected by the next race, the vehicle will be automatically disqualified until the condition is corrected. These warnings will **NOT** be issued for serious violations of safety equipment rules or in a manner that offers an unfair advantage to the vehicle over others of its class.

- Trucks competing in more than two classes are able to bump up one class above their original class. Any other classes above the bumped class, the truck must meet class criteria that differentiate it from the previous classes. (Example: A super stock truck can bump up to mod 1, then put cut tires and run mod 2. If same truck bumps to unlimited, it must have paddle tires.) Skipping classes is allowed if you meet the class criteria of the highest class that is being entered.

## General Technical Requirements:

- All drivers **MUST** wear D.O.T. approved helmets. Eye protection (face shield, goggles, or safety goggles) must be worn in any vehicle that has an open windshield. Driver restraining system required in all vehicles. No passengers are allowed during a pass.
- Front and rear tow hooks or clevis required on all vehicles. No chains or mud flaps may protrude below the front bumper.
- A vehicle must have forward and reverse gears to be allowed to make a pass.
- All vehicles must have operational 4 wheel drive to make any passes. The four wheel drive system must be engaged at the beginning of all passes. Intentionally disabling the four wheel drive system will result in a disqualification.
- Fuel cells are allowed in all classes but must be approved by tech for safety.
- Batteries must be securely bolted to the vehicle and are not allowed in the driver's compartment. Batteries must be firmly secured (no bungee cords allowed).
- All vehicles must have working neutral safety switches, except pure stock vehicles not so equipped from the factory. In a manual transmission equipped vehicle, the switch must work with clutch pedal.
- No tire chains or studs allowed.
- All sanctioned trucks must have working front and rear brakes. Dual reservoirs or dual master cylinders are required.
- No unsecured or loose objects are allowed in the interior or cargo space of race vehicles.
- All vehicles are **HIGHLY RECOMMENDED** to have transmission shields or blankets. Some equipment and classes require the use of shields or blankets. Please see class specific rules.
- LSMR strongly recommends that drivers carry fire extinguishers in the vehicles. Fire extinguishers are **mandatory** in Pro Stock, Modified, and Unlimited classes, Please ask for one if you do not have one. For Super Stock, it is highly recommended to have a fire extinguisher in the vehicle. The driver must notify race officials, and provide their own fire extinguisher, if they have a chemical preference.

## Points & Sanctioning

Memberships to be sanctioned will be charged \$30.00, payable at any time, but points only

accumulate from time of paid membership. Points will be for 1st through 10th place, 10 to 1 respectively. There will also be a point for each attempted pass. If you complete the pass, but take longer than our computer allows, we will assess a time of 2 minutes for that pass (you will still be eligible for placement and points). Points are for the truck and driver (no substitute drivers to accumulate points).

The points system applies only to sanctioned drivers. Non-sanctioned racers will not be allowed to absorb any points positions.

Truck and driver may sanction in up to 3 classes with additional sanctioning fees being paid for each class. Points are not accumulated for a class that a driver is not sanctioned in.

## **Registration Fees**

Sanctioning fee per class: \$30.00

Race registration fee per class: \$20.00

Payouts are determined separate of sanctioning. (Non-sanctioned racers are paid the same as sanctioned racers.)

All Fees are non-refundable. No exceptions.

## **Technical Rules and Requirements**

ANY MODIFICATION PERTAINING TO BUILD-UP NOT COVERED IN THE RULES SHALL BE CONSIDERED ILLEGAL. OMISSION OF ANY POINT NOT COVERED IN THESE RULES DOES NOT IMPLY CONSENT.

TECHNICAL RULES AND REQUIREMENTS WILL NOT BE MODIFIED FOR A PERIOD OF 5 CONSECUTIVE RACING SEASONS BEGINNING WITH THE 2013 SEASON. SAFETY AND GENERAL RACE RULES MAY BE MODIFIED AS NECESSARY.

(Check with a tech or committee member before you make a choice that you are not sure of!)

## **Pure Stock Class**

-The intent of Pure Stock class is to provide an entry level class for un-modified trucks to compete against other unmodified trucks. Deviations from what could have been ordered stock with the year/make/model combination being raced will bump the vehicle into a higher class. Modifications for safety or reliability, that do not gain a performance advantage, will be considered by the Tech Committee.

### **Required:**

- Sufficient seatbelts to keep the driver in the vehicle. Lap belt only vehicles must have supplemental restraints.
- All significant safety equipment must be functional. Air bags may be removed.

- Street Legal pump gas only. Maximum of 93 Octane. No Turbo Blue or equivalent fuels. No Race Fuels. No additives allowed except lead substitute on pre-1974 vehicles (if required)

### **Allowed:**

- Any four wheel drive truck capable of completing the race. No one-offs, specialty, or race-specific vehicles are allowed. (Ex of prohibited vehicles: Ford Lightning or Raptor. Specific vehicles will be determined by Tech and LSMR committee on a case basis).
- DOT tires up to 35" in diameter including appropriate mud tires.
- Stock-type, street legal exhaust. Mufflers must be present. Exhaust must exit near the stock location.
- Repairs and replacement of damaged or worn items will be made with the stock, or stock equivalent, parts. "Stock for Stock Swaps"
- Equipment used on the vehicle must have been designed for that vehicle and must have been installed on vehicles of that type from the factory. No after-market mods. However, upgrading to better parts that would have come from the factory in that configuration is allowed. For example: A 1978 Ford Bronco with a 351 CID engine and a manual transmission can substitute a stock 400 CID engine and an automatic transmission from the same year range (1978-1979). Be prepared to offer proof in the form of factory documentation or other reliable sources!
- Rust happens but should not be 'helped along' for purposes of reducing weight.
- Convertibles do not need to have the tops installed.
- Transmission and/or oil coolers may be added.
- Brakes must be functional and capable of stopping the vehicle.
- Vehicle must pull at least 22 inches of vacuum at 900rpm.

### **Not-Allowed:**

- Sheet metal alterations
- Frame alterations
- Suspension alterations
- Gutting or removing significant portions of the exterior or interior. (Not having a radio is acceptable)
- Engine modifications beyond required maintenance. (No aftermarket air intakes, intake manifolds, or carbs.)
- Exhaust modifications (ex: no headers)
- No relocation of running or driving equipment. (Radiators, etc)
- Anything Not Allowed in the Street Stock Class or above.

### **Street Stock:**

-The intent of the Street Stock class is to be the primary class for dedicated mud race vehicles. This class forms the basis for the Women's class and the bottom line for the other classes to

move up from. What is not allowed in Street Stock moves a vehicle up to another class (unless entirely prohibited).

### **Required:**

- Engine block and lower end must be stock for year, make, and model.
- Engine must remain in stock position.
- Engine must pull 15" of vacuum at 900 RPM. This requirement can and will be checked at random. If a vehicle does not meet this requirement, it will be bumped up to the next appropriate class.
- Pump Gas only. No nitrous or alcohol<sup>1</sup>. No fuel additives allowed.
- Leaf springs must be stock configuration.
- All trucks must have a working tachometer.
- Front bumper required.
- Body must match frame and be a street legal D.O.T. approved body.
- No gutting of the body is allowed.
- Vehicle must have all stock window glass.
- All vehicles must have operational front and rear brakes with redundant master cylinder consisting of dual reservoir and/or dual master cylinders.
- Non-removable hard top or roll bars required.

A transmission shield or transmission blanket is **HIGHLY** recommended.

### **Allowed:**

- Any D.O.T. approved tire.
- Any lift kits allowed.
- Headers allowed with max 1 7/8 size tubes.
- Mufflers (must be bell shape) and glass packs allowed. No cutting of mufflers.
- Any external engine modification allowed: any single carbureted intake, carburetor, and ignition.
- Factory fuel injection allowed.
- Any factory production (truck, van or suv) heads are allowed. No aftermarket performance heads.
- Wood flat beds will be permitted by techs decision.
- Pistons may be flat top or dish according to year, model, and make.
- Any radiator may be used in stock position only.
- Aftermarket torque converters and clutches allowed.
- Pinion brakes may be used.
- Turbo Blue and other off-road pump gas fuels. Must be commercially available.

### **Not Allowed:**

- No high performance engines.
- No internal engine mods, aka timing gears, if found will have to bump up a class.

- Engine may have maximum overbore of .060. Piston and piston height to be stock configuration, Deck height to piston must remain stock.
- No porting, polishing, or grinding of any kind on heads. Maximum valve diameter must be stock according to casting numbers on stock heads.
- No domed pistons.
- No cutting of hoods.
- No axle swaps.
- No race fuels. No Nitrous. No Alcohol<sup>1</sup>. No fuel additives allowed.
- Anything Not Allowed in the Super Stock Class or above.
- Transmission Brakes.

## Super Stock

-The intent of Super Stock is to allow more modifications to a stock type vehicle. The Super Stock class builds on the Street Stock Class rules.

### Required:

- Body must match frame and must be a street legal D.O.T. approved body.
- Must have same engine make as vehicle. In-family engine swaps allowed.
- All exhaust headers allowed with downwards or fender well header exits. Maximum of 2" in diameter.
- Radiator must be in the stock position.
- Non-removable hard top or roll bar required.
- Any gasoline fuel is allowed. No nitrous or alcohol<sup>1</sup>.
- Drive shaft loops required on each drive shaft.
- A transmission shield or transmission blanket is HIGHLY recommended on all vehicles but required on any vehicle running a trans brake.

### Allowed:

- Any D.O.T. approved tire.
- In-family engine swaps.
- Any lift kits.
- Dual Shocks.
- Exhaust system may end at the header.
- Mufflers are not required.
- Any piston using a stock stroke with up to a .060 maximum overbore. Dome pistons allowed.
- Stock block may be decked, but piston cannot protrude out of the bore.
- Screw in studs allowed. Pinning studs on heads allowed. Guide plates allowed. Lifters valley pans and rocker poly locks allowed. Stock diameter valve springs only. Additional springs allowed.
- Hydraulic roller or solid cams with any rocker are allowed.

- Heads may be milled, ported, and polished.
- Any fan, water pump, or oil pump allowed.
- Any wet sump oil pans allowed.
- Engine may be mounted solid or chained down.
- Any automotive type transmission and transfer case.
- Axle changes to Dana 70 maximum are allowed, but must be automotive type drive axle.
- Up to 6 point, 3 link, adjustable traction bars. Example: Adjustable ladder bar.
- Wood flat beds will be permitted by techs decision.
- Trans brake, slipper clutches, and stall converters are allowed.
- Any single carbureted intake and carburetor may be used.

#### **Not Allowed:**

- No gutting of body allowed. Must have all glass. (headliner, interior trim, heater/ac boxes, and plastic components under hood may be removed. Door panels and dash must be intact. )
- Upright exhaust is not allowed.
- No polishing of crankshafts, or rods. Resizing journal allowed. No stroker engines. Crankshafts may be balanced. No knifing cranks.
- No angle plug heads.
- No aftermarket heads.
- No dry sumps.
- No exhaust in driver compartment.
- No final drives.
- Nitrous Oxide (NOS) is expressly prohibited.
- Alcohol<sup>1</sup> fuels are not allowed.
- Anything Not Allowed in the Pro Stock Class or above.

#### **Women's Class**

-These rules are in addition to the Super Stock and Street Stock rules and apply only to the women's class. The Women's Class allows Pure Stock, Street Stock, and Super Stock vehicles to be raced together as long as they have a female driver. All vehicles are scored together regardless of what class they are built for.

#### **Required:**

- Vehicle must be a pure stock, street stock, or super stock.
- All rules of the Super Stock class apply.

#### **Pro Stock Class (was Modified I)**

-The intent of the Pro Stock Class is to allow purpose-built race vehicles to compete.



### **Required:**

- An SFI damper or 360 degree shield is mandatory. A minimum of 1/8 inch steel or 1/4 inch aluminum must be used.
- Driver Cockpit required.
- If any OEM interior metal has been altered, a frame mounted 6-point cage is required.
- Driver must sit in stock location.
- Exterior body must appear dimensionally correct for the factory vehicle body.
- Any vehicle without a windshield requires a 4 point roll cage.
- Must have an OEM frame.
- Wheelbase must appear to match chassis, body, and suspension.
- SFI suit required, if you are running high octane fuel / alcohol<sup>1</sup>, then mask, gloves and shoes are strongly recommended.
- A transmission shield or transmission blanket is HIGHLY recommended on all vehicles but *required on any vehicle running a transmission brake.*

### **Allowed:**

- Any D.O.T. tires allowed.
- Engine swaps are allowed including swaps between engine families.
- Engine may be moved so that the harmonic balancer is centered above the front axle tube.
- Single or multiple carburetors are allowed.
- Body lift of a maximum of 4''.
- Body swaps, single layer race bodies, and fiberglass OEM style body parts.
- Frames may be cut to the axles.
- Traction bars.
- Three and Four link suspension.
- Any suspension type, front or rear, is allowed.
- Any Gasoline, diesel, or alcohol<sup>1</sup> fuel may be used. Fuel will NOT be tested in this Class.
- Upper cylinder lubricants and other additives are allowed.
- Open headers allowed. Any size may be used. Headers must go up, down, or back.

### **Not Allowed:**

- No cutting or grooving of tires.
- No aluminum engine blocks.
- No aftermarket blowers, turbo chargers, or fuel injection setups are allowed.
- No performance-altering additives are allowed in fuel used.
- Nitrous Oxide (NOS) is expressly prohibited.
- Anything Not Allowed in the Modified Class and above.

## **Modified Class (Was Modified II)**

### **Required:**

- Headers must go up, down, or back.
- Tranny shield or blanket, and flywheel scatter shield is Mandatory on all vehicles.
- An SFI damper or 360 degree shield is mandatory. Minimum of 1/8 inch steel or 1/4 inch aluminum on all vehicles running alcohol<sup>1</sup> and NOS.
- Each drive shaft must have a minimum of 2 loops. If the shaft is no longer than 24", one center loop is allowed. Loops must be 6" minimum and 12" maximum as measured from the u-joint. There must also be a 360 degree shield on all u-joints made of 1/8 steel or 1/4 inch Aluminum.
- Must have roll bars deemed safe by Tech.
- SFI suit is required. If you are running high octane fuel / alcohol<sup>1</sup>, then protective mask, gloves and shoes are strongly recommended.
- A transmission shield or transmission blanket is HIGHLY recommended on all vehicles but required on any vehicle running a trans brake and/or Nitrous.

**Allowed:**

- Any size tires.
- D.O.T. cut tires allowed.
- Nitrous Oxide (NOS)
- Any body type is allowed as long as the Tech determines that it is safe.
- Any frame is allowed.
- Any Gasoline, diesel, or alcohol<sup>1</sup> fuel may be used. Fuel will NOT be tested in this Class.

**Not Allowed:**

- No paddle or bar tires allowed.
- Blowers are not allowed.

## **Unlimited Class**

**Required:**

- The Same rules apply as in Modified class.

**Allowed:**

- Any tire is allowed.
- Nitrous Oxide (NOS)
- Blowers are allowed.
- Any Gasoline, diesel, or alcohol<sup>1</sup> fuel may be used. Fuel will NOT be tested in this Class.

**Not Allowed:**

- Modifications deemed unsafe by Tech.
- Anything expressly prohibited in the General Technical Requirements or Race Rules.

**Consistency Class**

-Intent: The consistency class is provided to allow racers to compete with their own reaction times. Any truck may participate. This is a “run what you brought” class (as long as it is safe!).

- Consistency Class is optional and only runs at the race director’s discretion.
- All trucks and drivers may race in the Consistency Class.
- Tech rules are based on the basic safety rules outlined in this document under “Race Rules” and “General Technical Requirements”. A truck does not have to conform to any specific class to race Consistency Class, but it must meet all of the general safety requirements.
- Places will be determined by the driver’s reaction times and total pit times. The drivers will be ranked based on the difference in time between the two runs.
- A driver must complete both runs to place in the Consistency Class.
- Fuel will NOT be tested in this Class.

**Notes:**

1: For the purposes of Fuel, the Term “Alcohol” refers to methanol and equivalent dedicated race fuels. The alcohol in standard pump fuels and E85 fuels are not considered ‘Alcohol’ for the purposes of this rule.

2: Please see the LSMR website “Rules” page published exceptions and clarifications to this document, and for specific and up-to-date rules on fuel testing and requirements.