

Dennis Anderson's Muddy Motorsports Park

Super Street Rules: Updated 2026

EVERY TRUCK WILL PULL CABLE UNLESS OTHERWISE NOTED PRIOR TO START

POWERTRAIN

1. No engines larger than 530 cubic inches are permitted in this class. Vehicles suspected of exceeding 530 cubic inches will be subject to a pump test at ANY TIME (It is the drivers responsibility to ready the vehicle for a cubic inch pump test, tech officials are not responsible for re-assembly or cleaning pre or post pump testing.)
2. Aftermarket and "drop box" style transfer cases are prohibited in this class.
3. Must use factory motor mount locations.
4. Single carburetor limitation, "dominator"; style allowed. Fuel injection is permitted.
5. No methanol alcohol, no nitrous, no nitromethane. No nitrous bottles or lines permitted in vehicles.
6. Vehicles found with bottles or nitrous lines connected will be disqualified. E85, gasoline and diesel fuels are permitted. Race fuels and higher octane fuels are permitted.
7. No forced induction unless vehicle was so equipped from the factory (Turbo diesel allowed, Must use factory compressor and turbine housings, upgraded compressor and turbine wheels permitted) Upgraded and "custom ground" camshafts are permitted. Aftermarket and upgraded/ported cylinder heads are permitted but must remain "conventional style", no changing of canted valve angles or modification of port location.
8. Intake manifolds must be cast iron or cast aluminum, no sheet metal or fabricated intakes.
9. Open manifolds/headers and uprights allowed, no mufflers required.
10. Magnetos are prohibited.
11. Radiator, Battery and fuel tank/cell may be relocated to bed of vehicle (fuel and coolant lines must be isolated from passenger compartment)
12. Driveline brake or "trans-brake" not permitted. OE and aftermarket transmission cases are permitted. Aftermarket torque converters are approved.

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TIRES/SUSPENSION/STEERING/AXLES

1. Tire size limited to 44 inches according to size printed on tire, tire size must be visible.
2. Tires must be DOT approved, no cut or grooved tires, no “v-treads”;
3. Upgrading factory suspension, off the shelf and “long arm” lift kits are permitted. Suspension must remain “factory style”- if the vehicle left the factory with leaf springs, it must remain leaf springs, no coilover or gas shock conversions. No 3-link or 4-link conversions. Upgrading suspension links in vehicles factory equipped with link style suspension is permitted.
4. Ladder bars and traction bars permitted, but are not to be considered suspension links. May only be used to stop “axle wrap”, not to locate axle front to rear or side to side.
5. Must have factory style steering. Conversion from rack and pinion to gear box style allowed for solid axle conversions. Hydraulic assist is approved. (no full hydro/orbital valve). 4 wheel steering is not permitted.
6. Axles must remain in original factory positions, no changes in factory wheel base. Conversion from independent to solid front axle is approved, wheelbase must remain the same.
7. Axle swaps and upgrades are permitted, all axles must be 1-1/4 ton and under.
8. Vehicles must have functional brakes at all 4 wheels.
9. Altered gear ratios, lockers, limited slip, torgen, and spool type differentials are permitted.

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BODY/CHASSIS/ELECTRICAL

1. Must have a full factory firewall, removal of heating/AC components from firewall/engine bay is permitted, any voids in firewall must be covered with 16 gauge steel or thicker. No excess removal/cutting of firewalls is permitted beyond HVAC components.
2. The vehicle must have a full factory body and frame, trimming for tires clearance ok. The bed/cargo area must have a full factory floor. If a vehicle has doors, they must be able to open freely and close securely.
3. Removal of interior carpets, dash, consoles, door panels, seats, wiring, and glass permitted.
4. Fuel tanks/cells must be located in bed or in factory location (if in bed of truck, must have 2 metal straps, battery and fuel cell not permitted in same box) Fuel lines must be isolated from passenger compartment.
5. The driver's seat must remain in the factory location, no center steering. The driver's seat may not be "bench" style.
6. Must have factory working lights on the exterior of the vehicle.
7. The vehicle must have a solid recovery point at the rear of the vehicle, no chains. If no suitable recovery point is present, the vehicle will be disqualified.
8. The engine "kill switch" must be within reach of the driver.
9. 4 point SFI approved harness, and SFI approved helmet with current (in date) certification required for ALL competitors. HANS device recommended.
10. 8 point roll cage mandatory, must pass through the vehicle floor and be welded directly to the vehicle frame. Welding cage mounting points only to the sheet metal body is not permitted.
11. Driveshaft loops with u-joint shields are highly recommended.
12. Must have a functional neutral safety switch.