

Greene County Fair Grounds Mud Drags 2017 Rules

Please read all rules entirely. As we all know rules and class names vary from track to track.
These rules will be enforced as written.

GENERAL RULES

- Fire Extinguisher and Fuel Cells Highly recommended in every class except Factory Stock.
- Battery may be relocated as long as in approved battery box.
- Must be 16 with parental consent to race.
- Seatbelts and helmets required in all classes.
- Racing seats and harnesses recommended in all classes except factory stock.
- Drive shaft loops recommended in all classes.
- Techs to deem all entries safe to race.
- No taunting of other drivers - any driver guilty of this will forfeit all winnings and points for the day and be asked to leave the premises.
- Absolutely NO drinking by drivers - anyone caught drinking prior to a race or caught with open containers in a race vehicle will forfeit all winnings and points for the day.
- Driver and ONE (1) pitman ONLY allowed at the vehicle during tech. No other spectators or drivers allowed.
- Beds must be cleared of all debris prior to racing. Any trash lost during a race will result in a loss for the driver.
- No limit to classes entered by females.
- Only ONE (1) entry per driver per class.
- Only ONE (1) driver per entry per class.
- No passengers allowed in any class.
- Arguing with techs/officials will not be tolerated.
- Any participant or spectator engaged in fighting will be asked to leave the premises and be subject to suspension.
- No glass containers.
- No pets.
- No BBQ grills.

Any part that is not easily discernible as to whether it is factory/oem or aftermarket, will be deemed aftermarket. Burden of proof that the part is factory/oem is on the driver.

ALL DECISIONS OF TECHS AND OFFICIALS ARE FINAL!!!

FACTORY STOCK

Factory Stock Class is meant to be a beginner's class with no modifications. This class is designed for spectators to be comfortable racing in their daily driver. It is not meant for trucks that have been built for this class. Building a Factory Stock truck is not acceptable and will not be tolerated. If the officials believe that a truck has been built for this class it will not be allowed to run Factory Stock and will have to move up to the next class. Decisions of the officials on this matter (as all others) are final and not open for discussion.

BODY

1. Full factory steel body
2. Heater core and A/C lines must be hooked up
3. A/C compressor and belts must be hooked up
4. Front and rear bumpers required
5. Headlights and taillights required and must be functional
6. No floor shifters
7. No gutting
8. No aftermarket modifications
9. Must provide valid registration (no dealer plates), proof of personal auto insurance, and must be driven in the gate
10. Beds must be cleared of all debris prior to racing. Any trash lost during a race will result in a loss for the driver.

CHASSIS

1. Stock trucks with automatic transmissions must use stock torque converters (NO VEGA CONVERTERS, ECT.)
2. Maximum stall of 1800 will be checked
3. Suspension must be stock – no traction control devices
4. Tires must be D.O.T. approved – no cuts
5. No aggressive mud tires (Boggers, Swampers, Buck Shots, etc.) Mud Terrain, All Terrain – OK

ENGINE

1. Factory Stock gas (NO engine swaps) – no diesels
2. Must pull minimum 20" of vacuum at 850 rpm
3. Full factory exhaust extending to rear of truck including mufflers
4. No aftermarket ignition (MSD, MALLORY, ETC.)
5. Aftermarket air filters allowed
6. No carb spacers. If truck came from factory with points, it can't be changed to electronic ignition.
7. All parts including carb and distributor must be stamped FORD, GM, etc.
8. No performance programmers or chips allowed –will be checked at officials discretion
9. No cool down time allowed in Factory Stock Class

STOCK

Stock Class is intended for trucks and Jeeps that have been slightly modified for competition but still utilize mostly stock components. They must be capable of being made street legal.

Engine swaps are allowed, but frame must be correct for body.

BODY

1. Stock steel body (minimal cutting allowed only for tire clearance and headers)
2. Wheel base must be stock for frame and body (no mini trucks on full size chassis)
3. Firewall cannot be cut, relocated or reshaped
4. Must retain factory floor pan
5. Flatbeds must meet tech approval (must be same width as cab, extend to rear most part of frame, and be substantial enough to carry cargo)
6. Must retain stock glass
7. Headlights or taillights required
8. Front bumper required
9. No interior gutting
10. Fuel cells allowed

CHASSES

1. Full factory frame front to rear –unmodified OEM factory from bumper to bumper
2. Minimum 4 point roll cage for open top vehicles
3. Suspension must be stock – no traction control devices
4. Front and rear differentials, transmission and transfer case can be upgraded with stronger OEM parts (must be same make)
5. Lift kits allowed
6. No removal of leaf springs –minimum 4 leafs on rear
7. No adjustable shocks
8. No trans brakes
9. Maximum stall of 1800 – checked at official's discretion
10. Battery and radiator must be in stock location
11. 4 wheel brakes, dual master cylinder required
12. Unaltered DOT tires only –no cuts
13. No electric or Air operated shifters

ENGINE

1. Motor must pull 17" of vacuum at 850 rpm
2. Engine swaps allowed – diesels allowed
3. No aftermarket blocks or heads
4. No aftermarket ignition (MSD, Mallory, etc.)
5. No V8s in mini trucks or mini SUVs. Big blocks in full size trucks only

6. Motor must be located in stock location
7. No aluminum engine blocks or aluminum heads (unless OEM)
8. Single gas carb limited to 4150/4160 (no Predators, Dominators, no splits, no stretched)
9. OEM fuel injection only
10. Aluminum intake allowed (no tunnel rams or sheet metal intakes)
11. Headers allowed
 - a. Maximum 1 ¾" primary tubes
 - b. Maximum 3" collector with maximum 2 ½ " exhaust pipe
 - c. Mufflers required unless running cast iron manifolds – maximum 2 ½" exhaust pipe
12. No straight through mufflers
13. Electric fans allowed as secondary cooling only
14. No electric water pumps
15. No oxygenated fuels, no nitrous or alcohol
16. No vacuums cans

ALTERED STOCK

Altered Stock Class is intended for trucks and Jeeps that have been slightly modified for competition but still utilize mostly stock components. Engine swaps allowed, but frame must be correct for body.

BODY

1. Stock steel or OEM equivalent street weight fiberglass body (minimal cutting allowed only for tire clearance and headers)
2. Wheel base cannot be extended – must match body
3. Firewall can be reshaped minimally, but not cut/relocated
4. Must retain factory floor pan
5. Flatbeds must meet tech approval (must be same width as cab, extend to rear most part of frame and be substantial enough to carry cargo)
6. Must retain stock glass
7. Headlights or taillights required
8. Front bumper required
9. No interior gutting
10. Must have minimum 2 seats and be securely mounted

CHASSIS

1. Full uncut factory frame front to rear (must retain 2 stock cross member but can be relocated)
2. Minimum 4 point roll cage required for open top vehicles
3. Suspension must be stock pickup design
4. Ladder bars allowed
5. No 4 link, 3 link, floaters or coil over shocks
6. Any stock front and rear differentials allowed
7. Any stock transfer case allowed
8. Radiator must be located in front of engine
9. Transmission modifications allowed
10. No trans brakes
11. 4 wheel brakes, dual master cylinder required
12. Unaltered DOT approved tires – no cuts

ENGINE

1. Must pull steady 14" vacuum at 850 rpm
2. No vacuum pumps allowed
3. Engine must be located in approximate stock location. Firewall will dictate engine location
4. No aluminum engine blocks or heads
5. Single gas carburetor
6. OEM fuel injection only
7. Aluminum intake only (no tunnel rams or sheet metal intakes)
8. Open headers allowed – no uprights
9. No Nitrous or alcohol

SUPER STOCK CLASS

Super Stock Class is intended for trucks and Jeeps that have been slightly modified for competition but still utilize mostly stock components. They should appear street able.

Any engine, frame, body combination allowed.

BODY

1. Stock steel or OEM street weight equivalent fiberglass body. Fender cutting will be permitted for tire and header clearance.
2. Front inner fender wells may be removed.
3. Tailgate may be removed.
4. Full steel cab, doors and bed must be retained
5. Body must match wheelbase
6. Must retain factory floor pan
7. Flatbeds must meet tech approval. Gutting of factory beds not permitted
8. Windshield and permanent side glass required (lexan or equivalent acceptable) Rear window may be removed for roll cage clearance
9. Firewall may be modified (but not replaced) for engine clearance only (i.e. engine or body swaps)
10. Headlights and taillights not required
11. Bumpers and mirrors not required
12. Minor interior gutting allowed. Removal of stock seat, headliner, door panels, and other trim pieces.
13. Stock dash may be replaced with custom dash
14. Race seat allowed with the addition of a SFI approved 4 point safety harness, 5 point harness is recommended
15. Driver must sit in stock location

CHASSIS

1. Any unmodified OEM or OEM replacement frame
2. Must retain two (2) stock cross members but may be relocated (unused brackets and cross members may be removed at the discretion of the builder)
3. 4 point roll cage recommended
4. Rear suspension must be leaf-spring unless equipped otherwise from the factory.
5. Ladder bars allowed – no 4 link or 3 link
6. Front suspension may be leaf-spring, coil & radius or IFS
7. No coil over shocks
8. Leaf-spring vehicles must have at least one (1) functional leaf spring at each corner
9. Floaters/sliders are permitted
10. Any stock front and rear differentials allowed
11. Any stock transfer case allowed
12. Fuel cell and battery may be relocated
13. Radiator must be in front of the engine
14. Transmission modifications allowed

15. Trans brakes allowed
16. 4 wheel brakes, dual master cylinder required
17. Unaltered DOT tires – no cuts

ENGINE

1. Any factory style automotive engine (no aluminum blocks allowed with the exception of OEM installed aluminum engines)
2. Engine must be located in approximate stock location based on firewall location
3. Aluminum heads allowed
4. Any single gas carburetor allowed. No stretched or split carbs
5. OEM fuel injection only
6. Aluminum intake only (no tunnel rams or sheet metal intakes)
7. Vacuum pumps and dry sumps allowed
8. Open headers are allowed
9. No nitrous or alcohol
10. No turbos or superchargers (factory installed OEM turbos permitted on diesels)

MODIFIED

Modified Class is for highly modified stock appearing, four wheel drive, race vehicles.
Altered frames, race bodies and high performance race engine allowed.

BODY

1. Any style jeep or truck body allowed –must be recognizable.
2. Fenders and roof must be retained if originally equipped
3. No narrowing of the body from the back of the cab (driver compartment) forward
4. Narrowing of bobbing of rear quarter panels allowed for tire clearance
 - a. Rear quarter panels must extend a minimum of 12" behind the cab if not narrowed
 - b. If narrowed must extend to the end of the frame
5. Body must extend to and cover all front engine components
6. A firewall and floor pan must be present protecting driver from engine and driveline components
 - a. Minimum 16 ga. Steel or .060 aluminum (.120 recommended) aluminum required
 - b. Firewall will extend from door to door and from floor pan to base of windshield
 - c. Floor pan will extend from door to door and front of cab or tub to rear of cab or tub
(NOTE: floor pan and firewall shall be securely attached to each other and to the frame work of the chassis)
7. Center seat is acceptable –must be located no more than 84" from the center of the front axle to the bottom of the seat back
8. Windshield not required

CHASSIS

1. Main frame rails can be constructed from a minimum of 2x3 rectangular tubing and must be a minimum of .080 wall thickness.
2. No round tubing or ladder style frames allowed
3. Minimum 8 point cage required
4. Any type suspension allowed
5. Any style OEM or aftermarket chain or gear drive transfer sets allowed
6. Dual independent master cylinder brake system required
7. Four independent wheel braked required
8. DOT tires with alterations –cuts allowed
9. 3000 lbs big block, 2700 lbs small block
10. Maximum wheelbase 130"

ENGINE

1. Any automotive type engine acceptable
2. Engine must be located with #1 spark plug no more than 12" behind the center of the front axle tube
3. Big block aluminum engine blocks not permitted
4. Small block aluminum engine blocks allowed
5. Any type of cylinder head and intake manifold allowed

6. **Maximum of 4 barrels of carburetion with a maximum of two (2) fuel bowls (split and stretched Dominators allowed, single Predator only)**
7. **Vacuum pumps and dry sump allowed**
8. **Racing gas or E85 fuel only (no methanol, ethanol or nitro methane allowed)**
9. **No power fuel additives allowed**

POWDER PUFF

1. **Open to Factory Stock trucks only**
2. **4 truck minimum**

CONSISTENCY

1. **2 passes- one in each lane. You want the closest time you can do.**
2. **Any truck can run this class**
3. **You don't have to be fast to win just 2 consistent passes**

DIESEL STOCK

1. **Factory Stock Diesel (NO engine swaps)**
2. **Performance programmers and chips allowed**
3. **Full factory steel body with front and rear steel bumpers**
4. **Must have exhaust and pipe extending past the rear of cab**
5. **Trucks with automatic transmissions must use stock torque convertor**
6. **Must have 4 trucks for class**