



## **TCB SATURDAY** **TRUCK RACES**

**\*\*\*Please note: Class Rules, Entry Fees & Pay Outs have changed\*\*\***

### **TRUCK CLASSES: Street Class (Everyday Driver)**

**Entry Fee: \$30.00 (100% Cash pay back)**

**(1<sup>st</sup> Place 50%, 2<sup>nd</sup> Place 30%, 3<sup>rd</sup> Place 20%)**

### **Class 2 (1 Ton and Under)**

**Entry Fee: \$30.00 (100% Cash pay back)**

**Free Passes for Admission – 2 passes per Racer**

**\$550.00 Purse (1<sup>st</sup> Place \$250.00, 2<sup>nd</sup> Place \$150.00, 3<sup>rd</sup> Place \$100.00, 4<sup>th</sup> Place \$50.00) (will be paid by check)**

### **Class 3 (2 ½ Ton and Over)**

**Entry Fee: \$30.00 (100% Cash pay back)**

**Free Passes for Admission – 4 passes per Racer**

**\$2,500 Purse (1<sup>st</sup> Place \$1,250.00, 2<sup>nd</sup> Place \$750.00, 3<sup>rd</sup> Place \$300.00, 4<sup>th</sup> Place \$200.00) (will be paid by check)**

**In order to race you must bring your Truck behind the Race Sign Up Tent located on vendor row before 1:00 pm. Trucks can enter more than once with different drivers, but may only place once. Driver and crew members must be present at Race Sign Up Tent for signing of release and pit pass arm band, if you don't have a pit pass arm band, you will not be permitted in the racing hot pits.**

**Race Sign Up 11:00 am – 1:00 pm**

**Driver's Meeting @ 2:00 pm**

**\*\*\*\*Attention Racers in Truck Class #2 or #3 - Please email us the Driver's Name, Vehicle Make, Model, Tire Size & Cell Phone Number to [taylorcountyboondocks.com](http://taylorcountyboondocks.com) to receive free passes for admission into the park. Entry must be received on Wednesday prior to the weekend event. If you sent us your information, your Free Passes can be picked up at the Taylor County Deer Processing Store located at the entrance of the park.\*\*\*\***

**(SEE ATTACHED REVISED RULES FOR YOUR CLASS)**



**RACE RULES 2012-2013 TAKEN FROM MRA AND MODIFIED**

**TCB RULES: HILL AND HOLE 2012-2013 (RULES SUBJECT TO CHANGE)**

**STREET CLASS (RACE YOUR EVERYDAY DRIVER)**

**GENERAL**

This class is intended for trucks and Jeeps that are primarily street driven, have minimal modifications and are street legal. Engine, frame and body must be of same make. **MUST HAVE CURRENT TAG AND REGISTRATION ON VEHICLE.**

**IN ADDITION TO ALL GENERAL AND SAFETY RULES - THE FOLLOWING CLASS RULES WILL APPLY (see rules below).**

**BODY**

- 1) Stock steel body (minimal cutting allowed only for tire clearance)
- 2) Wheel base must be stock for frame and body.
- 3) Firewall cannot be cut, relocated or reshaped.
- 4) Must retain factory floor pan.
- 5) Flatbeds must meet tech approval.
- 6) Must retain stock glass.
- 7) Headlights and taillights required (non operational ok)
- 8) Front bumper required
- 9) Interior cannot be gutted.
- 10) Race seats allowed (4 point harness required with race seat)

**CHASSIS**

- 1) Full uncut OEM or OEM replacement factory frame front to rear..
- 2) OEM style suspensions only - Aftermarket lift kits allowed. (No removal of leaf springs allowed, No fiberglass leaf springs allowed).
- 3) Front and rear differentials, transmission and transfer case can be upgraded. No final drives or Unimog axles. (Any OEM or Aftermarket
- 4) NO trans brakes allowed. Enclosed Transfer Case allowed)
- 5) Fuel tank, battery and radiator must be in stock location.
- 6) Maximum 44" Unaltered DOT tires only.

**ENGINE**

- 1) Motor must pull 17 " of vacuum at 800 RPM's. (No Vacuum pumps allowed)
- 2) Big block engines in full size ¾ or 1 ton trucks only.
- 3) No V8's in mini trucks or mini SUV's (Unless OEM)
- 4) Engine must be located in stock location.
- 5) No aluminum engine blocks or aluminum heads (Unless OEM)
- 6) Single gas carb limited to 4150 / 4160 (no Predators, Dominators, no splits, no stretched)
- 7) OEM fuel injection only.
- 8) Cast aluminum intake only (no tunnel rams or sheet metal intakes)
- 9) Headers are allowed, mufflers are required and exhaust must extend to behind the drivers seat.
- 10) NO nitrous, blowers or turbo permitted (unless OEM equipment).

**FREE PASS FOR ADMISSION: FILL OUT THE FOLLOWING INFORMATION AND RECEIVE A FREE PASS. INFORMATION MUST BE RECEIVED BY THE WEDNESDAY PRIOR TO THE WEEKEND EVENT. EMAIL TO [TAYLORCOUNTYBOONDOCKS.COM](mailto:TAYLORCOUNTYBOONDOCKS.COM) OR FAX TO 941-584-6601.**

**VEHICLE MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ TIRE SIZE: \_\_\_\_\_**  
**DRIVER NAME: \_\_\_\_\_ CELL PHONE#: \_\_\_\_\_**

**RACE RULES 2012-2013 TAKEN FROM MRA AND MODIFIED**

**TCB RULES: HILL AND HOLE 2012-2013 (RULES SUBJECT TO CHANGE)**

**Class 2 (1 TON AND UNDER)**

**This class is intended for trucks and Jeeps that have been modified for competition but still utilize mostly stock components. They need not be street legal, but they should appear streetable.**

**ALL GENERAL AND SAFETY RULES APPLY (see rules below).**

**Run What You Brung WITH EXCEPTION OF NO NITROUS.**

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DRIVER NAME: \_\_\_\_\_ CELL PHONE#: \_\_\_\_\_**

**RACE RULES 2012 TAKEN FROM MRA AND MODIFIED**

**RACE RULES 2012-2013 TAKEN FROM MRA AND MODIFIED**

**TCB RULES: HILL AND HOLE 2012-2013 (RULES SUBJECT TO CHANGE)**

**Class 3 (2 ½ TON AND UP) (RUN WHAT YOU BRUNG)**

**This class is for highly modified four wheel drive race vehicles. Competition chassis, race bodies and high performance race engines allowed.**

**ALL GENERAL AND SAFETY RULES APPLY (see rules below).**

**Run What You Brung**

**FREE PASS FOR ADMISSION: FILL OUT THE FOLLOWING INFORMATION AND RECEIVE A FREE PASS. INFORMATION MUST BE RECEIVED BY THE WEDNESDAY PRIOR TO THE WEEKEND EVENT. EMAIL TO [TAYLORCOUNTYBOONDOCKS.COM](mailto:TAYLORCOUNTYBOONDOCKS.COM) OR FAX TO 941-584-6601.**

**VEHICLE MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_ TIRE SIZE: \_\_\_\_\_**  
**DRIVER NAME: \_\_\_\_\_ CELL PHONE#: \_\_\_\_\_**



**TAYLOR COUNTY BOONDOCKS RACE RULES**  
**COPIED AND TAKEN FROM THE MRA WEBSITE 6/1/2012**  
**TAYLOR COUNTY BOONDOCKS RULES SUBJECT TO CHANGE**  
**PLEASE NOTE TAYLOR COUNTY BOONDOCKS IS NOT A MRA SANCTIONED EVENT**

**INTRODUCTION TO MRA GENERAL RULES FOR 2012-2013**

***Assumption of risk:** Mud racing is a dangerous sport for participants, for the purpose of this rule book, participants will be defined as any person directly, or indirectly, associated with any vehicle, that has been permitted to enter the event site for the purpose of competition, racing, etc. including, but not limited to the owner, driver, crew, sponsors, family and / or any other people involved with said vehicle. In addition, any person or persons engaged in selling or displaying products will be defined as participant as well.*

*Participants may suffer bodily injury, death, loss, or damage to property during a THE event. Participants who enter a THE event are acknowledging that the event site is suitable for racing and that they understand and assume the risks that relate to mud racing events.*

*Participants must acknowledge that by participating in the events that they may suffer injury, death, loss, or damage to personal property. The participant voluntarily assumes the risk of such losses and agrees to indemnify TAYLOR COUNTY BOONDOCKS INC., IT'S officials, IT'S staff, event sponsors, the track, the race officials, and other participants and / or officials for such losses and agrees to not sue such persons for such losses.*

*All participants are required as a condition of entering the track; to sign all required forms, including such releases as determined by the MRA as well as the host tracks requirements.*

*TAYLOR COUNTY BOONDOCKS, INC., makes no representation, or express or implied warranties, that the compliance with the rules and regulations posted in this rules book or the safety requirements published by the host track or sanctioning body will guarantee against injury or death to spectators or participants or damage to personal property. The rules and conduct guidelines set within this rulebook, and the safety rules set forth by the tracks sanctioning body are intended solely as the minimum acceptable standards. Safety is the responsibility of the participants of the event.*

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**-----GENERAL AND SAFETY RULES FOR 2012-2013-----**

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- 1). All competitors shall be at least 16 years of age with a valid driver's license to participate. Under 18 competitors must provide written parental consent and can compete in MRA Sportsman classes only.
- 2). No alcohol or drugs permitted. This policy will be strictly enforced and presence of alcohol or drugs will automatically disqualify the driver and vehicle from competition.
- 3). No riders permitted in vehicle.
- 4). All participants and crew members shall present themselves in a neat and professional

manner (shirts and pants mandatory) at all times during the event... (Driving suits, overalls or matching crew uniforms (Shirts or shirts and pants) recommended.

5). The appearance of your vehicle should be presented in a clean and professional manner.

Offensive Graphics, pictures, lettering are not acceptable.

6). In the event of disqualification of vehicle, no refunds will be allowed.

7). It is mandatory that a licensed driver be seated in the normal driving position any time the engine is running, including pit area, staging lanes, turn around and return roads. Failure to follow this procedure will result in disqualification.

8). No high-speed driving or "hot-rodding" will be tolerated anywhere except on the race track. **NO WARNING WILL BE GIVEN.** These actions are grounds for immediate disqualification.

9). *The tracks "Tech Official" will have final approval of a race vehicles legality and safety for any and all classes. The tech official will have the right to call for a re-tech OR disqualify any vehicle that they feel does not meet the safety requirement. (Refusal to comply with a re-tech - will be automatic disqualification).*

### **Protest Procedures**

1. *Participant protests* may only be filed by the driver or registered vehicle owner competing in the same event, in the same class as the vehicle being protested.

2. *Any protest* must be made within 30 minutes of class competition. The protest must be made in writing and must specifically identify in detail the nature of a single violation and must be accompanied by the protest fee of \$200 cash.

3. *The Tracks Tech Official* - present at the event will investigate and decide the protest as promptly as possible and shall inform the parties of the protest his decision.

4. If the protest is sustained, the protested racer will be disqualified from that class only. Adjustments in pay and standings will be made, and the protest fee will be returned to the protesting racer.

5. If the protest is over-ruled, \$150 of the protest fee will be awarded to the racer who was protested and \$50 will be given to the Race Promoter.

6. *The Tracks Tech Official* reserves the right to reject any protest that it determines, in its sole and absolute discretion, is frivolous or intended to harass another participant or to otherwise gain some unfair competitive advantage.

### **GENERAL SAFETY RULES**

**1). For the purpose of safety rules: Hill and Hole Classes 1 AND 2 WILL BE CONSIDERED SPORTSMEN CLASS AND CLASS #3, Will be considered Pro-class.**

**2). For the purpose of safety rules:** *All other classes in the categories of Pit and Hill and Hole - will be considered as Sportsmen classes.*

### **DRIVER SAFETY**

**1).** *All classes require each driver to wear a safety approved SFI 31.2 or newer helmet.*

**2).** *To maintain safety and professionalism a SFI 3.2A-1 fire suit is highly recommended in all classes,*

**NOTE:** *All Nitrous and alcohol classes recommend the addition of a SFI 3.2A-5 firesuit OR a SFI 3.2A-1 firesuit with the use of nomex underwear. (Including gloves, shoes, neck collar and head sock).*



3. All race vehicles in the "Pro class" are required to have attached to the vehicle, in plain view, a fully charged, 2 1/2 lb. (minimum) dry chemical or CO-2 fire extinguisher with a dial gauge, approved by ICC, UL or Coast Guard, and equipped with a suitable quick-release bracket. Extinguisher must be securely mounted within driver's reach (in front of or to the side of driver). Behind the driver is not acceptable.
4. It is highly recommended that all vehicles in the Pro classes running alcohol and / or nitrous should have an onboard fire system (Hy-lon or cold fire) installed per manufacture reconditions. Activation must be accessible by the driver while secured in the driver's seat with a 5 point harness.
5. In the Sportsman classes, Stock factory seat belt / shoulder belts allowed. Vehicles equipped with a racing seat (or seats) shall incorporate the use of a minimum of a 4 point harness for the driver).
6. A 5 point safety harness is required for the driver in all pro classes. Arm restraints and / or window nets highly recommended)

#### **GENERAL VEHICLE REQUIREMENTS:**

- 1). All BOG or "Hill n' Hole" Vehicle must have rigid front and rear hitching point.
  - (a) Tow hook retaining clips required.
  - (b) Hitching point must be easily accessible and of substantial construction. No chains, straps, cables, or frame rail holes permitted.
  - (c) If you are using your stock or add-on bumper, the mounting brackets must be at least 1/4" thick.
  - (d) A rear axle hitching point is acceptable on vehicles with 3 or 4-link suspension, subject to Tech approval.
  - (e) A pintle hook (rather than a clevis) will pass as long as the top jaw locks and releases.

#### **GENERAL BODY & CHASSIS REQUIREMENTS:**

Chassis materials shall meet MRA's minimum requirements. **These are minimum standards** and do not imply nor guarantee a drivers or vehicles safety. The MRA highly recommends the use of NHRA specifications / guidelines in the construction of vehicles or vehicle roll bars/cages.

- 1). **Roll Bars:** All Sportsman class vehicles with a soft or removable top must be equipped with a roll bar and two (2) support bars (a full 4-point cage is highly recommended).

- a). Roll bars shall be securely fastened to the vehicle with minimum of 1/8" steel plates at all mounting points.
- b). Roll Bar mounting plates must to be "welded to" or plates bolted through body to a similar 1/8" steel plate. (Minimum of four (4) 3/8" bolts and hardware at each mounting point).
- c). Bars to be a minimum of 1 5/8" x .134 wall mild steel tubing or equivalent.

- 2). Manufactured or purchased "show" or "dress" bars mounted in the cab or bed are unacceptable.

3). **Roll cages:** All pro truck classes recommend a minimum of an 4 point roll cage with proper bracing (as per NHRA specifications). It is highly recommended that a 14 point cage be used in all pro truck classes.

a). A minimum of 1 ½" x .090 wall tubing required. It is highly recommended to follow NHRA specifications / guidelines in the material and construction of vehicle roll cages.

4). **Truck Chassis:** Stock frame or 2" x 3" x .080 mild steel square tubing. (per class rules)

5). Frames and roll cages will be substantially constructed and designed and must meet approval by the tech officials.

6). All weld joints must conform to approved welding procedures and standards set forth by the ASME (American Society of Mechanical Engineers)

7). Firewall and floorboard must be of adequate construction to protect driver from engine and driveline components. (0.030 steel or 0.060 aluminum minimum)

#### **GENERAL DRIVE TRAIN REQUIREMENTS:**

1). All pro class vehicles are required to have driveshaft loops and U-joint guards.

(a) Driveshaft loops must be of substantial rigid construction (3/16" steel or ¼" aluminum recommended). All mounting bolts must be a minimum of 5/16" diameter.

(b) Each driveshaft must have a minimum of 2 loops. If a vehicle has a shaft no longer than 24", 1 loop, properly centered, will suffice.

(c) Loop location is to be no less than 6" and no more than 12" from the end of the shaft (u-joint) and 1" past slider on end with slip joint or 3 loops must be evenly spaced so that if the slip joint breaks, shaft will not drop.

(d) In addition to the above - All pro-class vehicles are required to have u-joint guards or shielding around all exposed u-joints. . Guards will be 360degree, 3" wide. Guards will be made of ¼" aluminum or 1/8" steel, secured with minimum 5/16" hardware.

2). Transmissions must be properly shielded or SFI approved case. (NOTE: Non Planetary - gear driven units do not require shielding or blankets (I.e. SCS or Pro-fab units etc.).

(a) - All vehicles are required to have a SFI approved Flex plate or Fly wheel.

(b) - Mechanical clutch equipped vehicles must have SFI approved bell housing with block saver plate. Must be installed with approved manufacturer's hardware.

(c) - All automatic transmission equipped vehicles are required to have a SFI approved transmission safety blanket, SFI approved transmission shield (It is also recommended that all pro classes install a SFI approved flex plate shield or bell housing). Or SFI Approved transmission case.

3). The running gear of each vehicle will be inspected to verify the safety of such critical parts as steering, brakes, welds, tires, and body and body mount.

4). All open chain driven transfer set ups must have a shield or guard of 1/8" steel (minimum thickness) or 3/16" aluminum covering the top and ends of the unit. All Shielding must be securely mounted to the engine or frame structure to contain chain in the event of breakage. (Stock Frame can pass as end cover subject per tech approval (Also see class rules).

5). All weight added to race vehicles must be securely attached per tech approval. Added weight must be brought to the attention of the Tech Inspector.



### **GENERAL ENGINE REQUIREMENTS:**

- 1). All supercharged vehicles are required to use aluminum blower studs, belt shield and SFI approved blower restraints. (Blower and hat blanket and fuel line shield highly recommended).
- 2). All classes require a minimum of three (3) return springs on throttle:
  - a). If equipped with solid throttle linkage - 1 on pedal (or a toe loop) and 2 on carburetor(s) or injection systems.
- 3). Vehicles with (mechanical) aftermarket alcohol fuel injection systems must have a fuel shut off valve.
  - a). The fuel shut off valve shall be securely fastened within the drivers reach while they are fastened in the driver's seat with a 5-point harness.

**NOTE:** A separate shut off is not required for stock OEM fuel injection systems in sportsman classes).

- 4). All Pro classes require a SFI approved steel harmonic balancer
- 5). The use of a SFI approved balancer is highly recommended on all modified engines in the sportsmen classes. (NOTE: Stock harmonic balancer allowed as long as the pulley diameter exceeds balancer diameter).

### **GENERAL IGNITION REQUIERMENTS:**

- 1). **Every vehicle must have an ignition kill switch.**
  - (a) The ignition kill switch must be within driver's reach while he/she is fastened securely in harness. (A stock ignition switch is adequate for Sportsman classes).
  - (b) The kill switch must be clearly labeled "KILL SWITCH" or "ON" and "OFF".
  - (c) Kill switch must shut power off to all electrical power (i.e.) pumps, nitrous and ignition systems etc.
  - (d) **Pro Class vehicles must have a master kill switch** mounted at rear as close to centered as possible (accessible when vehicle is on side or upside down). This switch must disconnect all battery power and shut off engine. Switch must be clearly labeled. (A second master switch within the drivers reach is highly recommended).
  - (e) **Magneto powered vehicles will need a relay to comply** (these can be supplied through many high performance parts outlets).
- 2). Electronic control systems for clutch management or traction control devices (As per class rules).
- 3). The use of electronic, digital or programmable ignition boxes for ignition and nitrous control in the Pro-classes is permitted.
- 4). Data logging equipment is allowed in all pro classes.
- 5). With the exception of the "Modified" and "Open" classes which may use a separate (detached) battery pack and / or a funny car style starter. All other vehicles must have adequate battery power and starter on board to start the vehicle while the driver is securely fasten in the drivers' seat.
- 6). Vehicle batteries shall be securely fasten to the vehicle with proper hold downs to prevent it from coming loose in the event of an accident (No ratchet straps, bungee cords etc.) allowed.

*Batteries shall not be mounted in the driver's compartment. (An approved battery box or enclosure is highly recommended)*

**NO VEHICLE SHALL BE STARTED OR LEFT RUNNING WITHOUT A LICENSED OPERATOR IN THE DRIVERS SEAT.**

**GENERAL FUEL SYSTEM REQUIREMENTS:**

- 1). Pro classes - Fuel cells allowed as per class rules*
- 2). Sportsman classes - gas tanks should be in stock location or as per class rules. Fuel cells permitted as per class rules.*
- 3). Fuel tanks/cells and fuel lines shall be isolated from driver's compartment by sub-floor.*
- 4). Tanks must have adequate latching gas caps.*
- 5). Tanks must have sufficient capacity to make full runs.*
- 6). Engine MUST be turned OFF during refueling.*
- 7). NO pressurized fuel systems allowed. All fuel systems shall be operated by mechanical or electrical means only.*
- 8). **Alcohol fuel use:** It is required that a 1/4 turn ball valve be installed, inline and within driver's reach while they are secured in the driver's seat.*
- 9). With the exception of OEM fuel systems in the Sportsmen classes - No electronic controlled fuel injection systems permitted.*
- 10). All fuel line must be in good condition.*
- 11). fuel cells that have been relocated must be securely mounted to the bed or frame of the vehicle.*
  - a). Fuel tanks (or Fuel cells) must be securely fastened with a minimum of 2 metal straps, (1" minimum width) secured with the proper hardware (3/8" minimum).*

**GENERAL COOLING SYSTEM REQUIREMENTS:**

- 1). At no time shall coolant lines or related hardware run through the driver's compartment.*
- 2). At no time shall engine or transmission cooling devices or lines of any type be allowed inside the driver's compartment of the vehicle.*
- 3). Radiators that have been relocated must be securely mounted to the bed or frame of the vehicle.*
- 4). All coolant line must be in good condition.*

**GENERAL NITROUS REQUIREMENTS**

- 1). Nitrous Systems must be commercially available and installed per manufacturer's recommendations.*
- 2). Nitrous line quarter turn ball valve.*
  - a). It is required that a 1/4 turn ball valve be installed, inline and within driver's reach while they are secured in the driver's seat.*
  - b). The ¼ turn ball valve shall be capable of shutting off all nitrous supply from bottle(s) to solenoid(s).*



- c). If two N2O bottles are used, both must have ball valves and must be on 1 cable to shut off flow.
- 3). The electrical power source for fuel pumps and nitrous switches must pass through the master kill switch. (It is highly recommended that a second kill switch be located within the driver's reach while secured in the driver's seat).
- 4). The Nitrous activation switch shall be loaded button (momentary switch).
- 5). Nitrous filter is highly recommended.
- 6). Heating of nitrous bottles by any open flame (Torch) is NOT permitted.
- 7). The use of any agents other than nitrous oxide as part of, or mixed with, is prohibited.

#### **GENERAL BRAKE REQUIREMENTS:**

- 1). All vehicles must have working and adequate brake systems. (Dual reservoir or dual master cylinders required).
- 2). **Four (4) Independent wheel brakes required for all classes running the Fast Track events.**
- 3). Vehicles running the **BOG PIT CLASSES ONLY** will be allowed the use of pinion brakes (as per class rules). **NOTE:** 4 wheel brakes are highly recommended and shall become mandatory on all vehicles on January 1st of the 2013 season.
  - 3a). **Pinion Brakes:** A minimum of 2 recommended (one on the front axle and one on the rear axle) rotors should be attached to the pinion yoke of the differentials. (No motor cycle style/type brakes allowed). Caliper brackets shall be of a minimum of 3/16" steel and securely mounted to the differential.
  - 3b). **All pinion brakes should be shielded.** A 360 degree shield (minimum of 1/8" x 3" steel or 3/16" aluminum) should be in place to prevent flying debris in the event of rotor failure.
- 4). All Brake rotors will be inspected for heat cracks, **NOTE:** Rotors found with heat cracks will not pass tech inspection.
- 5). Braking systems will be inspected and tested during tech inspection.
- 6). Steel brake lines recommended. (Flexible steel braided brake lines allowed as long as they are securely fastened).
- 7). Stock rubber flex lines to calipers are acceptable. (Steel braided flex lines recommended in all Pro classes).

#### **GENERAL TIRE REQUIREMENTS:**

- 1). D.O.T. tires must have raised D.O.T. stamping on the sidewall.
- 2). Tires will be sized by manufactures, raised lettering on the sidewall.
- 3). No recapped tires will be allowed.
- 4). All lug nuts shall be in place
- 5). Tires allowed – as per Class rules

## **TAYLOR COUNTY BOONDOCKS TRACK RULES OF PROCEDURE**

ALL RACERS MUST EXHIBIT sportsmanship. Any unforeseen problems officials have final say. Any profanity towards any official will be grounds for disqualification.

Drivers meeting at 2:00pm Racing starts after drivers meeting.

5 Classes- \$20 ATV CLASS UNDER 800 cc \$20 ATV CLASS OVER 800cc  
\$20 SIDE BY SIDE \$30.00 STREET CLASS \$30.00 1 TON & UNDER CLASS  
\$30.00 2.5 TON & OVER CLASS

No entrees after driver meeting.

Payout will be 100% or the entry fees for each class. Payouts for each class will be as follows for Street Class 1<sup>st</sup> 50% of entry fees, 2<sup>nd</sup> 30% of entry fees, 3rd 20% of entry fees. In addition the 1 Ton and Under Class will have \$550.00 in addition to the entry fees spread out as follows 1<sup>st</sup> \$250.00, 2<sup>nd</sup> \$150.00, 3<sup>rd</sup> \$100.00 and 4<sup>th</sup> \$50.00.

The 2.5 Ton and Over Class will each have \$2,500.00 in addition to the entry fees spread out as follows 1<sup>st</sup> \$1,250.00, 2<sup>nd</sup> \$750.00, 3rd \$300.00 and 4<sup>th</sup> \$200.00.

The tracks Tech Official will have final approval of a race vehicles legality and safety for any and all classes. The tech official will have the right to call for a re-tech OR disqualify any vehicle that they feel does not meet the safety requirement. (Refusal to comply with a re-tech - will be automatic disqualification).

Trucks can enter more than once with different drivers, but may only place once.

No refunds.

Draw numbers for running order and lane assignment.

Must be in the staging area prior to your class starting, you will have THREE minutes to make it to the starting line or you WILL RUN LAST if you don't make it then, you WILL be disqualified

You must pull up to the starting line and stop.

No high-speed driving or hot-rodding will be tolerated anywhere except on the race track. NO WARNING WILL BE GIVEN. These actions are grounds for immediate disqualification.

In the event of disqualification of vehicle, no refunds will be allowed.

If you break down you will be pulled out of the way until racing is complete.